

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF COMPLETING)	RESOLUTION NO. 20-5127
REQUIRED FINAL CORRECTIONS TO THE)	
2018-21 METROPOLITAN TRANSPORTATION)	Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM (MTIP) PLUS)	Andrew Scott in concurrence with
AMEND, COMPLETE TECHNICAL)	Council President Lynn Peterson
CORRECTIONS, AND ADD NEW PROJECTS AS)	
PART OF THE TRANSITION FORMAL)	
AMENDMENT TO THE 2021-24 MTIP (SP21-02-)	
SEP))	

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 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; 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, development of the new 2021-24 MTIP required the document to complete programming actions and be locked-down as of April 2020 to initiate required public review and final approvals resulted in a project development and period gap which the MTIP Formal Transition Amendment is addressing; and

WHEREAS, the 2021-24 MTIP Transition Amendment will address required technical corrections and adding new projects that emerged during the gap period; and

WHEREAS, the 2021-24 Transition Amendment will be split into a two-part Formal/Full Amendment and Administrative Modification to address programming corrections and provide the ability to add new projects; and

WHEREAS, the September 2020 Formal MTIP Transition Amendment includes a total of 15 projects that address phase slips, required project cancelations, limit and cost changes, plus includes three new Oregon Transportation Commission (OTC) approved Interstate 5 bridge safety improvement projects; and

WHEREAS, the three OTC approved projects received OTC approval to commit HB2017 funds to the projects during the OTC's August 2020 meeting; and

WHEREAS, the eight projects addressing implementation phase slips are adding Right-of-Way, Utility Relocation, and/or Construction phases to the 2021-24 MTIP that could not obligate their phase funding before the end of FY 2020; and

WHEREAS, clean-up actions are also occurring to the 2018-21 MTIP through the cancellation of two transit projects, one duplicate and one placeholder project that will into move forward; and

WHEREAS, adding new projects and significant programming corrections which could impact the fiscal constraint finding require a more detailed review and will proceed as formal/full amendments and not as an administrative modification to the 2021-24 MTIP; and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan (RTP) to ensure the projects remain consistent with the goals and strategies identified in the RTP with the results confirming that no RTP inconsistencies exist as a result of the project changes from the September 2021-24 MTIP Formal Transition Amendment; and

WHEREAS, the RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation assessment from approved regional RTP goals and strategies, a validation that the required changes have little or no impact upon regionally significant projects, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the September 2020 Formal Transition Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on September 4, 2020; and

WHEREAS, JPACT received their notification and approved Resolution 20-5127 consisting of the September 2020 Formal MTIP Transition Amendment bundle on September 17, 2020 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on September 24, 2020 to formally amend the 2021-24 MTIP to include the required changes, advancements, or additions to the thirteen identified projects as part of Resolution 20-5127.

ADOPTED by the Metro Council this 24th day of September 2020.

Lynn Peterson

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren


Carrie MacLaren, Metro Attorney

2021-2024 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 20-5127



Proposed September 2020 Formal Transition Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **SP21-02-SEP**
Total Number of Projects: **15**

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key 19276 MTIP ID 70674	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	<u>PHASE SLIP AND COST INCREASE:</u> The formal amendment addresses a PE and ROW phase funding shortfall by shifting STBG (and match) from the Construction phase to support the PE and ROW phases. The Construction phase is backfilled with local funds based on a phase of \$3,187,983.	The total project cost increases by \$1,237,694 which represents a 30.6% cost increase and is above the 20% threshold. The construction phase is also slipped to FY 2022 based on the updated project schedule.
Project #2 ODOT Key 20882 MTIP ID 70874	Metro	Transit Oriented Development Program (2020)	<u>PHASE SLIP</u> Adding the Other phase to FY 2021 to the 2021-24 MTIP with \$3,286,135 of Local funds	Expenditure of federal funds in support of similar activities delayed due to Covid-19 workforce slow-down over FY 2020. Funds will be expended in FY 2021
Project #3 ODOT Key 20888 MTIP ID 70871	Metro	CORRIDOR AND SYSTEMS PLANNING (2020)	<u>PHASE SLIP:</u> \$404,235 of STBG plus required match remains unobligated to FY 2020 project and is being slipped to FY 2021 in the 2021-24 MTIP	The remaining unobligated STBG and match (\$450,502) is being slipped to FY 2021 and will be applied to the FY 2021 Corridor and Systems Planning UPWP project needs. If not required, the funds will be re-programmed to other SFY 22 UPWP requirements.
Project #4 ODOT Key 20897 MTIP ID 70889	Metro	Regional Freight Studies	<u>PHASE SLIP:</u> The project is now acting as the test pilot for Metro for the ODOT consultant certification process. The scope of work for the project requires additional refinement as a result. This has delayed the planned EOY 2020 obligation timing.	Metro is pursuing certification in consultant selection for planning projects to expedite implementation of consultant led Metro UPWP projects ODOT requires a test project to evaluate the developed procedures for consultant selection. The Regional Freight Studies project was chosen as the test pilot project. As the test pilot project, the fund obligation will be synchronized to the consultant selection process. The \$200k of STBG and match will not obligate until late fall or early winter during FY 2021 as a result.

Project #5 ODOT Key 19120 MTIP ID 70799		SE 242ND/HOGAN: NE BURNSIDE - E POWELL (GRESHAM)	<p><u>PHASE SLIP:</u> The ROW phase will not be completed in time to obligate the Construction phase as planned before the end of FY 2020. The amendment slips the construction phase as a new project into FY 2021 in the 2021-24 MTIP</p>	Significant issues with two ROW files (owned by Starbucks and PGE) have arisen, made worse by the COVID-19 pandemic. CON phase can't be obligated until ROW Certification is obtained. The lead agency is being corrected to be Gresham
Project #6 ODOT Key 22116 MTIP ID 71220	ODOT	OR8 curb ramps (Cornelius & Forest Grove)	<p><u>PHASE SLIP:</u> ROW and UR phases are slipped to FY 2021. The two phases could not obligate in time before the end of FY 2020. They are being re-added to the 2021-24 MTIP as a new project. Per FHWA guidance, Construction remains in FY 2020</p>	Special obligation requirements for ADA project will not be completed on time - have a work plan in place but timing will not be sufficient. With this being an ADA settlement project, FHWA granted ODOT an exception and allowed a partial PS&E at the end of July ahead of ROW authorization, so CN will not slip, but RW will.
Project #7 ODOT 19267 MTIP ID 70806	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St	<p><u>LIMITS CHANGE:</u> The Mile Post limits for the project are expanded by 0.28 miles which triggers the formal amendment.</p>	The formal amendment expands the project mile post limits by expanding them by 0.28 miles. They change from 2.84 to 3.84 to be 2.82 to 4.10 and result in a minor change to the project name.
Project #8 ODOT Key TBD - New MTIP TBD - New	ODOT	I-5: Interstate Bridges Bearing Replacement (Portland)	<p><u>ADD NEW PROJECT</u> The amendment adds the new ODOT/WASDOT project to address corroding connections securing the bridge bearings.</p>	The connections securing the bearings to the bridges are corroded, and are bent due to the forces associated with the bearings no longer being able to provide the movement the bridge needs to function as it was designed. This project will only address the most critical bearings. The other bearings should be able to remain in service until the bridge is replaced.

<p>Project #9 ODOT Key TBD - New MTIP ID TBD - New</p>	<p>ODOT</p>	<p>I-5: Interstate Bridges Control Equipment (Portland)</p>	<p>ADD NEW PROJECT: The amendment adds the project to the 2021-24 MTIP to replace the control system equipment on both of the bridges in order to ensure consistent operation (Bridge ID: 01377A & 07333)</p>	<p>The replacement of critical bridge control equipment was delayed in order to not interfere with the Interstate 5: Interstate Bridge, northbound trunnion replacement. The touch screens and programmable logic controllers are failing, and are no longer supported by the manufacturer. Also, as the high power electronic motor control equipment is reaching the end of its service life, the probability of failure increases. The critical bridge control equipment will be upgraded using modern components that are supported by the original equipment manufacturer. Replacement parts will be able to be obtained throughout the design life of each component, resulting in safe and reliable operation of these bridges for many years.</p>
<p>Project #10 ODOT Key New - TBD MTIP ID New - New</p>	<p>ODOT</p>	<p>I-5: Interstate Bridge, NB Electrical Components (Portland)</p>	<p>ADD NEW PROJECT: The amendment adds the new OTC approved project to Restore the electrical components to make the system permanent, rather than a temporary fix</p>	<p>After a crack was discovered in the second trunnion, it was replaced in 2020. There was a significant amount of electrical and mechanical work that was required on the northbound Interstate 5: Interstate Bridge to allow for the replacement of the trunnion shaft. The electrical work consisted of temporarily moving transformers, power panels, conduits, and other components to allow for unrestricted access to the trunnion. The temporary system was not intended to be used to operate the bridge for an extended period of time. This project will restore the electrical components to their original locations, and will connect those components in a permanent manner, replacing the electrical cords that were used for the temporary system</p>

Project #11 ODOT Key 21407 MTIP ID 71060	Portland	OR99W/Barbur Blvd Area: Sidewalk Infill Projects	ADD PHASES: ROW and ur phases are added to the project at \$50k each. Funds drawn from construction	Per discussion with Portland, scope will drop two locations as one is locally developer completed and the other will be locally funded. ROW and UR phases are added with the savings. Total project cost remains unchanged
Project 12 ODOT Key 20864 MTIP ID TBD 70894	SMART	SMART MOBILITY MANAGEMENT (2020)	CANCEL PROJECT FROM 2018-21 MTIP The project is being canceled as a duplicate to Key 20867	Cancel per discussion with SMART. The project is an accidental duplicate of K20867
Project 13 ODOT Key 20873 MTIP ID 70903	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2020	SLIP PHASE: Other phase and funding slipped to FY 2021. Additional 5307 funds available and added to the project	The TrAMS grant to obligate the funds for maintenance and bus fleet replacement and software will not be approved until FY 2021
Project 14 ODOT Key 20848 MTIP ID 70934	TriMet	Low - No Zero Emission Bus Project (2020)	CANCEL PROJECT FROM 2018-21 MTIP: The formal amendment cancels the project from the 2018-21 MTIP. The project was not recognized to move forward and be implemented.	The project was not recognized to move forward and be implemented.
Project #15 ODOT Key 22207 MTIP ID	TriMet	TriMet Operator Safety and Rider Awareness	PHASE SLIP: The formal amendment slips the Other phase and funding to FY 2021.	The project was added late to the 2018 MTIP (May 2020). Approval of TriMet's Trams grant did not occur before the end of FY 2020 as planned.

Project #11 ODOT Key 21407 MTIP ID 71060	Portland	OR99W/Barbur Blvd Area: Sidewalk Infill Projects	ADD PHASES: ROW and ur phases are added to the project at \$50k each. Funds drawn from construction	Per discussion with Portland, scope will drop two locations as one is locally developer completed and the other will be locally funded. ROW and UR phases are added with the savings. Total project cost remains unchanged
Project 12 ODOT Key 20864 MTIP ID TBD 70894	SMART	SMART MOBILITY MANAGEMENT (2020)	CANCEL PROJECT FROM 2018-21 MTIP The project is being canceled as a duplicate to Key 20867	Cancel per discussion with SMART. The project is an accidental duplicate of K20867
Project 13 ODOT Key 20873 MTIP ID 70903	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2020	SLIP PHASE: Other phase and funding slipped to FY 2021. Additional 5307 funds available and added to the project	The TrAMS grant to obligate the funds for maintenance and bus fleet replacement and software will not be approved until FY 2021
Project 14 ODOT Key 20848 MTIP ID 70934	TriMet	Low - No Zero Emission Bus Project (2020)	CANCEL PROJECT FROM 2018-21 MTIP: The formal amendment cancels the project from the 2018-21 MTIP. The project was not recognized to move forward and be implemented.	The project was not recognized to move forward and be implemented.
Project #15 ODOT Key 22207 MTIP ID	TriMet	TriMet Operator Safety and Rider Awareness	PHASE SLIP: The formal amendment slips the Other phase and funding to FY 2021.	The project was added late to the 2018 MTIP (May 2020). Approval of TriMet's Trams grant did not occur before the end of FY 2020 as planned.



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
PHASE SLIP &
COST INCREASE
 Address Funding Shortfalls & Slip
 Construction to FY 2022

Lead Agency: Clackamas County		Project Type:	Active Trns	ODOT Key:	19276
Project Name: Jennings Ave: OR 99E to Oatfield Rd	1	ODOT Type	BikPed	MTIP ID:	70674
		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:	6/30/2023
		Conformity Exempt:	Yes	RTP ID:	11503
Short Description: Construct sidewalk on the north side of the road and bike lanes on both sides of the road to provide safe bicycle and pedestrian facilities to connect local residents with nearby schools, businesses and transportation options.		On State Hwy Sys:	N/A	RFFA ID:	50214
		Mile Post Begin:	N/A	RFFA Cycle:	2016-2018
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2014	Past Amend:	5
		Years Active:	8	OTC Approval:	No
		STIP Amend #:	TBD	MTIP Amnd #:	SP21-02-SEP
Detailed Description: The project will construct curb tight sidewalk on the north side of Jennings Avenue and bike lanes on both sides. The widening of the roadway to accommodate the bike lanes and sidewalk will require general excavation, rock excavation and new water quality and detention facilities, including new storm water collection infrastructure. The project will also require the removal and construction of a retaining wall and replacement of an existing guardrail.					
STIP Description: Construct a curb tight sidewalk on the north side of the road and bike lanes on both sides of the road.					
Last Amendment of Modification: Administrative - December 2020 - AB20-05-DEC2 - Slip ROW to 2021					

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	Z230	2017		\$ 583,245				\$ -
STBG-U	Z230	2017		\$ 977,967				\$ 977,967
STBG-U	Z230	2021			\$ 403,785			\$ -
STBG-U	Z230	2021			\$ 897,322			\$ 897,322
STBG-U	Z230	2021				-	\$ 2,638,253	\$ -
STBG-U	Z230	2022					\$ 1,749,994	\$ 1,749,994
								\$ -
							Federal Totals:	\$ 3,625,283
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2017		\$ 66,755				\$ -
Local	Match	2017		\$ 111,933				\$ 111,933
Local	Match	2021			\$ 46,215			\$ -
Local	Match	2021			\$ 102,702			\$ 102,702
Local	Match	2021					\$ 301,960	\$ -
Local	Match	2022					\$ 200,295	\$ 200,295
Other	OTH0	2022					\$ 1,237,694	\$ 1,237,694
Other local funds are extra overmatch committed to the project by Clackamas County							Local Total	\$ 1,652,624
Phase Totals Before Amend:			\$ -	\$ 650,000	\$ 450,000	\$ -	\$ 2,940,213	\$ 4,040,213
Phase Totals After Amend:			\$ -	\$ 1,089,900	\$ 1,000,024	\$ -	\$ 3,187,983	\$ 5,277,907
Year Of Expenditure (YOE):								\$ 5,277,907

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 addresses a PE and ROW phase funding shortfall by shifting STBG (and match) from the Construction phase to support the PE and ROW phases. The Construction phase is backfilled with local funds based on a phase of \$3,187,983. The total project cost increases by \$1,237,694 which represents a 30.6% cost increase and is above the 20% threshold. The construction phase is also slipped to FY 2022 based on the updated project schedule. Project costs were originally estimated back in 2013 prior to initiating final design. Now at 60% final design, project requirements include additional retaining walls, traffic elements related to the RRFB, added ROW acquisitions, and updated costs for the traffic signal at OR99E. This has impacted design cost in the PE phase along with required ROW costs plus construction costs.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 11503 - Jennings Ave

> RTP Description: Implement proven safety counter measures by widening to 2-lane urban minor arterial standard with bikeway and pedway infill, improvements to ADA accessibility and stormwater facilities. Phase II of project that is currently underway.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Air Quality - Pedestrian and bicycle facilities

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 3 - Transportation Choices

> Goal 3.2 - Objective 3.2 Active Transportation System Completion

> Goal Description: Complete all gaps in regional bicycle and pedestrian networks.

Fund Codes:

> STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .

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

> Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

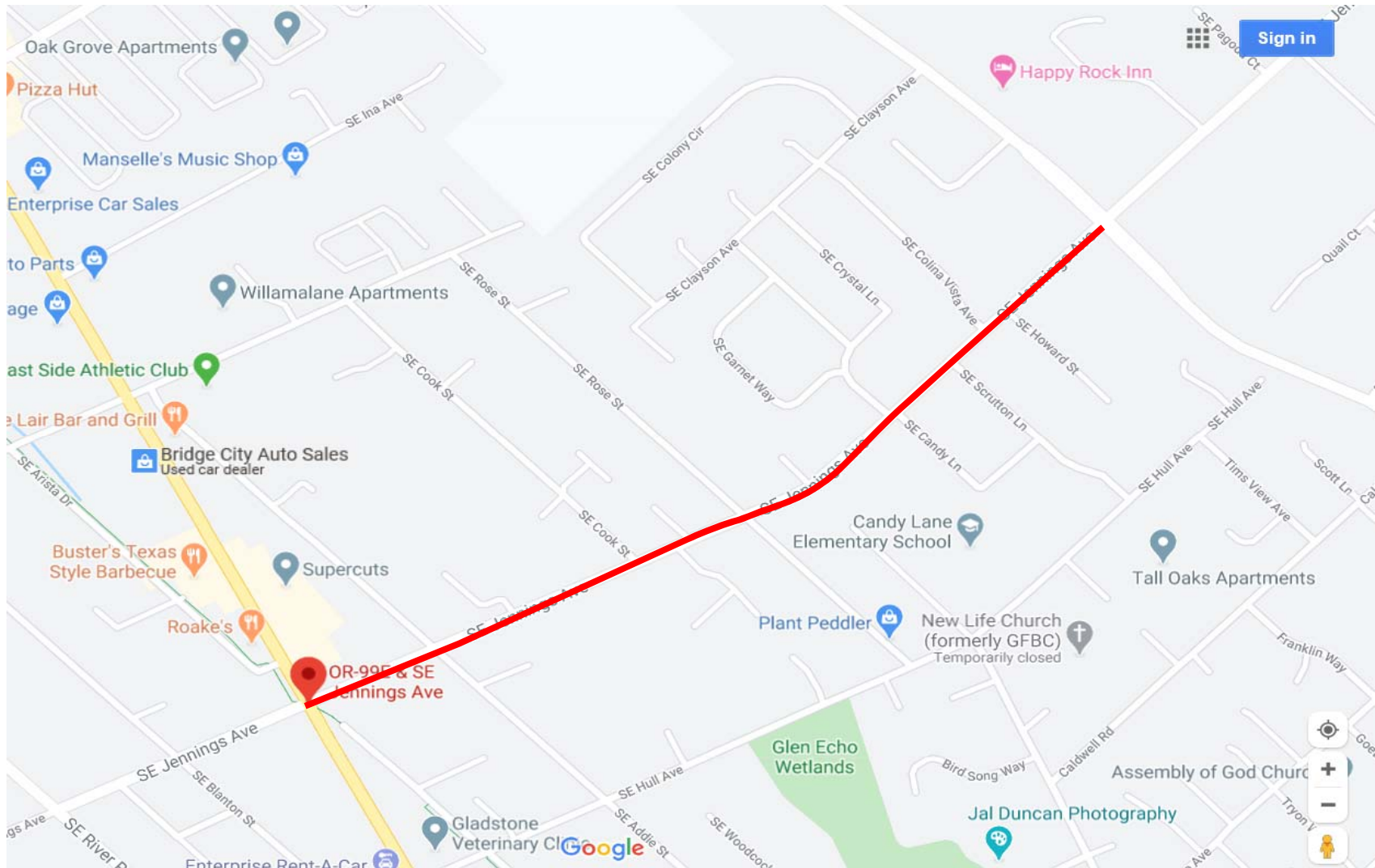
> On NHS: No

> Metro Model: Yes

> Model category and type: Pedestrian - Pedestrian Parkway

> TCM project: No

> Located on the CMP: No





Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
PHASE SLIP
 Other Phase Slip from
 FY 2020 to FY 2021

Lead Agency: Metro		Project Type:	TOD		ODOT Key:	20882
Project Name: Transit Oriented Development Program (2020)	2	ODOT Type	OPS-TDM		MTIP ID:	70874
		Performance Meas:	Yes		Status:	0
Project Status: 0 = No activity.		Capacity Enhancing:	No		Comp Date:	12/31/2021
		Conformity Exempt:	Yes		RTP ID:	10855
Short Description: Local fund portion Metro receives to the annual Metro-TriMet TOD STP and Local funds exchange. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use		On State Hwy Sys:	N/A		RFFA ID:	50358
		Mile Post Begin:	N/A		RFFA Cycle:	2019-21
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2020		Past Amend:	0
		Years Active:	1		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	SP21-02-SEP
Detailed Description: "Metro MPO region wide. The project identifies the local funds TriMet is exchanging with Metro for the STP funds in support of TOD activities. The Metro STP for TOD is programmed in the new TriMet Prevent Maint TOD FY2020 project in the 2018 MTIP. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit. (2019-21 RFFA TOD allocation)"						
STIP Description: Works directly with developers and local jurisdictions to create vibrant downtowns, main streets and station areas by helping to change land use patterns near transit.						
Last Amendment of Modification: None his is the first amendment to the project						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TOD)	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Local	2020					\$ 3,286,135	\$ -
Local	Local	2021					\$ 3,286,135	
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,286,135	\$ 3,286,135
Year Of Expenditure (YOE):								\$ 3,286,135

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.
- > Project Slip: The other phase is being slipped to FY 2021 which acts like adding a new project to the 2021-24 MTIP

Amendment Summary:

- _The formal amendment adds the FY 2020 TOD project to FY 2021 in the 2021-24 MTIP. The project is being slipped from FY 2020 in the 2018-21 MTIP to the new MTIP. The slip is due to a slower than expected expenditure of prior TOD funds delaying the FY 2020 allocation from starting to be expended. The delay is primarily due to the workforce reductions and slower workplace from the Covid-19 situation and work-from home mandates
- > Will Performance Measurements Apply: Yes - Possibly under Equity

RTP References:

- > RTP ID: 10855 - Regional TOD Investments for 2018-2027
- > RTP Description: The core program activity is to provide financial incentives for TOD projects to increase transit ridership, stimulate private development of mixed-use buildings that would otherwise not proceed, and increase affordable housing opportunities in high cost and gentrifying neighborhoods through land acquisition and project investments.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Air Quality - Continuation of ride-sharing and van-pooling promotion activities at current levels
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal 3.3 Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service.

Fund Codes:

- > Local = General local funds provided by the lead agency which are committed to implementing the project.

Other

- > On NHS: N/A
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A



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

Formal Amendment
PHASE SLIP
 Planning phase slipped to 2021 as a
 new project to 2021 MTIP

Lead Agency: Metro		Project Type:	Planning	ODOT Key:	20888
Project Name: Corridor and Systems Planning (2020)	3	ODOT Type	Planning	MTIP ID:	70871
		Capacity Enhancing:	No	Status:	A
Project Status: A = In approved MTIP moving forward to obligate funds		Conformity Exempt:	Yes	Comp Date	6/1/2021
		Performance Meas:	No	RTP ID:	11103
Short Description: Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions, desired outcomes, performance measures, investment strategies.		On State Hwy Sys:	N/A	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:	SFY2020
		1st Year Program'd:	2020	Past Amend:	2
		Years Active:	1	OTC Approval:	No
		STIP Amend#:	TBD	MTIP Amend#:	SP21-02-SEP
Detailed Description: The Corridor and Systems Planning program focuses on completing planning level work in corridors that emphasizes the integration of land use and transportation in determining regional system needs, functions, desired outcomes, performance measures, and investment strategies. This work enables jurisdictions and other regional agencies to prioritize investments in the transportation system. The program evaluates priority corridors in the region and identifying investments to improve mobility of all travel modes in these areas.					
STIP Description: Conduct planning level work that emphasizes the integration of land use and transportation in corridors. The Corridors and Systems Planning Program determines regional system needs, functions, desired outcomes, performance measures, investment strategies.					
LAST Amendment or Admin Mod: Formal Amendment - Resolution 18-4901, July 2018 - ADD FUNDING: This amendment is adds a total of \$1,712,418 of STP and PL funds (plus associated required matching funds) of prior year unobligated carry-over still approved and eligible for the project					

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP-U		2020	\$ 404,234					
STP-U		2021	\$ 404,234					\$ 404,234
								\$ -
								\$ -
Note: State Bridge program funded							Federal Totals:	\$ 404,234
Fund Obligations Amount:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations Amount:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local (STP)	Match	2020	\$ 46,266					\$ -
Local (STP)	Match	2021	\$ 46,266					\$ 46,266
								\$ -
							Local Total	\$ 46,266
Phase Totals Before Amend:			\$ 450,500	\$ -	\$ -	\$ -	\$ -	\$ 450,500
Phase Totals After Amend:			\$ 450,500	\$ -	\$ -	\$ -	\$ -	\$ 450,500
							Year Of Expenditure (YOE):	\$ 450,500

Notes and Changes

> Exempt Status: Exempt project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies

Reason for Modification and Summary of Changes plus Impacts:

The amendment slips the remaining \$450,000 of funds from FY 2020 to FY 2021 by adding it as a new project to the 2021-24 MTIP. Key 20888 will most likely be incorporated into the SFY 22 UPWP planning requirements. If not, the funds will be re-programmed to other SFY 22 UPWP planning projects.

References and Additional Notes:

> Admin Mod Eligible: Fund transfers among existing constrained years in the current MTIP is allowable as an administrative modification

> 2018 RTP ID: 11103 - Regional MPO Activities for 2018-2027

> RTP Description: . System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.

> Modeling network: N/A

> Model Type: N/A

> NHS: No

> TCM Project: No

> Performance Measurements Apply: No

> ODOT Local Agency Liaison: N/A

> Project Manager: N/A

> Added Remarks: N/A



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
PHASE SLIP
 Planning Phase Slip from
 FY 2020 to FY 2021

Lead Agency: Metro		Project Type:	Planning	ODOT Key:	20897
Project Name: Regional Freight Studies	4	ODOT Type	Planning	MTIP ID:	70889
		Performance Meas:	No	Status:	A
Project Status: A = In approved MTIP moving forward to obligate funds		Capacity Enhancing:	No	Comp Date:	6/1/2022
		Conformity Exempt:	Yes	RTP ID:	11103
Short Description: Regional freight and economic development planning projects and studies.		On State Hwy Sys:	N/A	RFFA ID:	50297
		Mile Post Begin:	N/A	RFFA Cycle:	2019-21
		Mile Post End:	N/A	UPWP:	Yes
		Length:	N/A	UPWP Cycle:	SFY 20
		1st Year Program'd:	2020	Past Amend:	1
		Years Active:	1	OTC Approval:	No
		STIP Amend #:	TBD	MTIP Amnd #:	SP21-02-SEP
Detailed Description: Regional freight and economic development planning projects and studies. These include initiatives that will extend on existing freight planning activities and the Economic Value Atlas (EVA) project to improve how Metro responds to economic development needs in the region. This work advances activities that are recommended in the EVA implementation strategy, framing and other planning activities for transportation investment as part of the Regional Freight Plan, and resources to address area-specific economic development needs. Specific studies to be funded through this method will be brought before TPAC for discussion and input prior to commencing work and approved through the annual Unified Planning Work Program (UPWP) adoption process.					
STIP Description: Regional freight and economic development planning projects and studies.					
Last Amendment of Modification: Administrative - August 2019 - AB19-19-AUG1 -Minor Cost Decrease: Minor project cost decrease (\$10k of STBG + match) based on final project study funding authorization of \$200k of STBG. TPC decreases to \$222,891. - KL					

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TOD)	Total
Federal Funds								
STBG-U	Z230	2020	\$ 200,000					\$ -
STBG-U	Z230	2021	\$ 200,000					\$ 200,000
								\$ -
								\$ -
							Federal Totals:	\$ 200,000
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Local	2020	\$ 22,891				-	\$ -
Local	Local	2021	\$ 22,891					\$ 22,891
								\$ -
							Local Total	\$ 22,891
Phase Totals Before Amend:			\$ 222,891	\$ -	\$ -	\$ -	\$ -	\$ 222,891
Phase Totals After Amend:			\$ 222,891	\$ -	\$ -	\$ -	\$ -	\$ 222,891
Year Of Expenditure (YOE):								\$ 222,891

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 slips the Regional Freight Studies project from the 2018-21 MTIP in FY 2020 to FY 2021 in the new 2021-24 MTIP. The project will act as the test pilot project as Metro moves forward to obtain consultant selection certification from ODOT. Due the project being a test pilot project, the scope of work requires additional refinement. The added scope refinement will delay the fund obligation until FY 2021.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: 11103 - Regional MPO Activities for 2018-2027

> RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Technical and Planning Studies

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 11 - Transparency and Accountability

> Goal 11.2 - Performance Planning

> Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

Fund Codes:

> STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .

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

Other

> On NHS: N/A

> Metro Model: N/A

> Model category and type: N/A

> TCM project: No

> Located on the CMP: N/A



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
PHASE SLIP
 Construction Phase Slip from
 FY 2020 to FY 2021

Lead Agency: ODOT Gresham		Project Type:	O&M	ODOT Key:	19120
Project Name: SE 242nd/Hogan: NE Burnside - E. Powell (Gresham)	5	ODOT Type	Modern	MTIP ID:	70799
		Performance Meas:	Yes	Status:	5
Project Status: 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.		Capacity Enhancing:	No	Comp Date:	12/31/2021
		Conformity Exempt:	Yes	RTP ID:	12095
Short Description: Operational improvements, signal upgrades, bicycle and pedestrian improvements		On State Hwy Sys:	N/A	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2014	Past Amend:	5
		Years Active:	8	OTC Approval:	No
		STIP Amend #:	TBD	MTIP Amnd #: SP21-02-SEP	
Detailed Description: "Widen SE Hogan Road from NE Burnside St to E Powell Blvd to provide increased access for economic development and freight mobility. The project includes signals, bicycle and pedestrian improvements to provide safer and improved access for all road users"					
STIP Description: Widen NE Hogan Drive to provide increased access for economic development and freight mobility. The project includes signals, bicycle and pedestrian improvements to provide safer and improved access for all road users.					
Last Amendment of Modification: July 2018 - Administrative -AB18-21-JUL2 - COST INCREASE: The Admin Mod adds \$680,388 to the ROW Phase to address a phase funding shortfall. Increase = 19.4% and is less than the 20% threshold					

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
Redistribution	Z030	2015		\$ 150,000				\$ 150,000
State-STBG	L240	2018			\$ 325,000			\$ -
Redistribution	Z030	2018			\$ 325,000			\$ 325,000
ADVCON	ACP0	2020					\$ 1,025,001	\$ -
AC-STBGS	Z230	2021					\$ 1,025,001	\$ 1,025,001
								\$ -
							Federal Totals:	\$ 1,500,001
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2015		\$ 17,168				\$ 17,168
Other	OVM	2015		\$ 132,832				\$ 132,832
Local	Match	2018			\$ 37,198			\$ 37,198
Other	OVM	2018			\$ 968,190			\$ 968,190
Local	Match	2020					\$ 117,316	\$ -
Local	Match	2021					\$ 117,316	\$ 117,316
Other	OVM	2020					\$ 1,407,683	\$ -
Other	OVM	2021					\$ 1,407,683	\$ 1,407,683
							Local Total	\$ 1,407,683
Phase Totals Before Amend:			\$ -	\$ 300,000	\$ 1,330,388	\$ -	\$ 2,550,000	\$ 4,180,388
Phase Totals After Amend:			\$ -	\$ 300,000	\$ 1,330,388	\$ -	\$ 2,550,000	\$ 4,180,388
Year Of Expenditure (YOE):								\$ 4,180,388

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.
- > Project Slip: Only the construction will show active into he 2021-24 MTIP. The PE and ROW phases were obligated earlier than FY 2021 as part of the 2018-21 MTIP.

Amendment Summary:

The formal amendment updates construction fund codes and slips the construction phase to FY 2021 by adding the project to the new FY 2021-24 MTIP. There is o change in scope or project cost.

- > Will Performance Measurements Apply: Yes - Safety

RTP References:

- > RTP ID: 12095 - Safety and Operations
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 5 - Safety and Security
- > Goal 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
- > Goal Description: – Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > Redistribution = Federal funds re-allocated to states based on other states that do not meet obligation targets.
- > State STBG = Federal Surface Transportation Block Grant funds appropriated to the states and then committed to eligible projects.
- > ADVCON = Federal funds used as a placeholder until the final federal fund code is determined. The ADVCON code enables ODOT to cover the project costs and then be reimbursed once the final federal fund code is identified.
- > AC-STBGS = Federal ADVCON fund code with the expectation that State STBG funds will be the final federal fund code for the funds.
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

- > On NHS: Yes, 242nd/Hogan is defined as an "Other NHS Routes" on the NHS
- > Metro Model: Yes - Motor Vehicle
- > Model category and type: Major Arterial
- > TCM project: No
- > Located on the CMP: Yes



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

Formal Amendment
PHASE SLIP
 Slip ROW, UR, and Construction to
 FY 2021

Lead Agency: ODOT		Project Type:	ADA	ODOT Key:	22116
Project Name: OR8 Curb Ramps (Cornelius & Forest Grove)	6	ODOT Type	Safety	MTIP ID:	71220
		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:	6/1/2022
		Conformity Exempt:	Yes	RTP ID:	12095
Short Description: Pilot project to construct curb ramps to meet compliance with the Americans with Disabilities ACT (ADA) standards. (PGB)		On State Hwy Sys:	OR8	RFFA ID:	N/A
		Mile Post Begin:	15.90	RFFA Cycle:	N/A
		Mile Post End:	17.50	UPWP:	N/A
		Length:	1.7	UPWP Cycle:	N/A
		1st Year Program'd:	2020	Past Amend:	0
		Years Active:	1	OTC Approval:	No
STIP Amend #: TBD			MTIP Amend #: SP21-02-SEP		
Detailed Description: Pilot project to construct curb ramps to meet compliance with the ADA standards at four locations on OR8: (1 & 2) Between MP 15.90 to 17.22, (3) MP 17.23 to 17.45, and (4) MP 17.23 to 17.50. Approved project grouping bucket. Child project split from Key 21488.					
STIP Description: Pilot project to construct curb ramps to meet compliance with the Americans with Disabilities ACT (ADA) standards.					
Last MTIP Amendment or Administrative Modification: Formal - MA20-12-MAY - ADD NEW PROJECT - The amendment adds the ROW, UR, and construction phases with funding that originates from Key 21488. Key 22116 is a child project to Key 21488.					

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACP0	2020		-	\$ 459,418			\$ -
AC-STBGS	Z240	2021			\$ 459,418			\$ 459,418
ADVCON	ACP0	2020				\$ 57,427		\$ -
AC-STBGS	Z240	2021				\$ 57,427		\$ 57,427
AC-STBGS	Z240	2020					\$ 1,776,798	\$ 1,776,798
Note: Per ODOT Public Comment; Construction shifted back to FY 2020 to original programming.							Federal Totals:	\$ 2,293,643
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2020			\$ 52,582			\$ -
State	Match	2021			\$ 52,582			\$ 52,582
State	Match	2020				\$ 6,573		\$ -
State	Match	2021				\$ 6,573		\$ 6,573
State	Match	2020					\$ 203,362	\$ 203,362
							State Total:	\$ 262,517
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ 512,000	\$ 64,000	\$ 1,980,160	\$ 2,556,160
Phase Totals After Amend:			\$ -	\$ -	\$ 512,000	\$ 64,000	\$ 1,980,160	\$ 2,556,160
Year Of Expenditure (YOE):								\$ 2,556,160

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 slips ROW and UR phases from FY 2020 to FY 2021. The project was expected to obligate all phases by the end of FY 2020. It was not carried over into the new 2021-24 MTIP. Slipping the phases requires re-adding the project to the 2021-24 MTIP as a new project. Construction remains in FY 20 per FHWA guidance

> Will Performance Measurements Apply: Appears Yes

RTP References:

> RTP ID: 12095 - Safety & Operations Projects

> RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.

> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Projects that address and resolve a safety issue.

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 5 - Safety and Security

> Goal 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.

> Goal Description: – Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

> ADVCON = Federal funds used as a placeholder until the final federal fund code is determined. The ADVCON code enables ODOT to cover the project costs and then be reimbursed once the final federal fund code is identified.

> AC-STBGS = Federal Advanced Construction fund code that intends to use State STBG as the final federal code.

> State = General State funds provided by the lead agency as part of the required match.

Other

> On NHS: Yes = Other NHS Routes

> Metro Model: Yes - Motor Vehicle + Pedestrian

> Model category and type: Major Arterial = Major and Minor arterial, Pedestrian = Pedestrian Parkway

> TCM project: No

> Located on the CMP: Yes



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
LIMITS CHANGE
Expand Project Limits to be 2.82 to
4.10 Per FHWA Guidance

Lead Agency: ODOT	7	Project Type:	O&M	ODOT Key:	19267
Project Name: OR141 (Hall Blvd): Scholls Ferry Rd—Hemlock St OR141 (Hall Blvd): Scholls Ferry Rd - Locust St	7	ODOT Type	BikePed	MTIP ID:	70808
		Performance Meas:	ADA	Status:	4
		Capacity Enhancing:	No	Comp Date:	12/31/2022
		Conformity Exempt:	Yes	RTP ID:	12095
		On State Hwy Sys:	OR141	RFFA ID:	N/A
		Mile Post Begin:	2.84 2.82	RFFA Cycle:	N/A
		Mile Post End:	3.84 4.10	UPWP:	No
		Length:	1.00 1.28	UPWP Cycle:	N/A
		1st Year Program'd:	2015	Past Amend:	4
		Years Active:	6	OTC Approval:	No
STIP Amend #: TBD		MTIP Amnd #:	SP21-02-SEP		
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).					
Short Description: In Beaverton on OR141 from Scholls Ferry Rd to Hemlock St (MP 2.84 to 3.84 2.82 to 4.10), construct and complete ADA curb and ramp improvements to include pedestrian push button poles, relocate signal junction boxes, and radar detection upgrades to improve access.					
Detailed Description: In Beaverton on OR141 from Scholls Ferry Rd to Hemlock St (MP 2.84 to 3.84 2.82 to 4.10), construct and complete ADA curb and ramp improvements to include pedestrian push button poles, relocate signal junction boxes, and radar detection upgrades to improve access.					
Processing note: Name, limits and financial corrections as shown below affect only the 2018-21 MTIP. The construction phase will be added to the 2021-24 MTIP in late spring 2021 via a formal amendment. The correction now is required to ensure project consistency exists when the construction phase is added to the 2021-24 MTIP . A formal amendment is required because the limit changes exceed the 0.25 mile change threshold.					
STIP Description: Design and right of way activities to upgrade curb ramps in compliance with Americans with Disabilities Act (ADA) standards. Pedestrian push button poles, relocate signal junction boxes, and radar detection upgrades to improve access.					

Last Amendment of Modification: Formal - May 2020 - MA20-12-MAY - RE-ADD THIS PROJECT in FY18-21 MTIP The amendment adds the ROW phase to the active FY 2020 fiscal year resulting in the entire prior obligated project (PE only programmed) to now be active again in the 2018-21 MTIP. This will allow the ROW funds to obligate before the end of FY 2020 (September 1, 2020)

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACP0	2016		\$ 448,650				\$ -
AC-STBGS	ACP0	2015		\$ 448,650				\$ 448,650
State STBG	Z240	2016		\$ 191,125				\$ -
State STBG	Z231	2015		\$ 191,125				\$ 191,125
Redistribution	M030	2016		\$ 526,452				\$ -
Redistribution	M030	2015		\$ 526,452				\$ 526,452
ADVCON	ACP0	2020			\$ 1,013,949			\$ -
AC-STBGS	ACP0	2020			\$ 1,013,949			\$ 1,013,949
								\$ -
							Federal Totals:	\$ 2,180,176
State Funds								
State	Match	2016		\$ 51,350				\$ -
State	Match	2015		\$ 51,350				\$ 51,350
State	Match	2016		\$ 21,875				\$ -
State	Match	2015		\$ 21,875				\$ 21,875
State	Match	2016		\$ 60,255				\$ -
State	Match	2015		\$ 60,255				\$ 60,255
State	Match	2020			\$ 116,051			\$ 116,051
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ -
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 1,299,707	\$ 1,130,000	\$ -	\$ -	\$ 2,429,707
Phase Totals After Amend:			\$ -	\$ 1,299,707	\$ 1,130,000	\$ -	\$ -	\$ 2,429,707
							Year Of Expenditure (YOE):	\$ 2,429,707

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 expands the project mile post limits by expanding them by 0.28 miles. They change from 2.84 to 3.84 to be 2.82 to 4.10 and result in a minor change to the project name. The PE phase obligation is also updated to reflect the correct original obligation year of 2015. The changes are necessary to complete now in the 2018 MTIP to ensure consistency with the project exists when the Construction phase is added to the 2021-24 MTIP next spring.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 12095 - Safety & Operations Projects

> RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 -Air Quality - Bicycle and pedestrian facilities.

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 5 - Transportation Safety and Security

> Goal 5.1 - Transportation Safety

> Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

> ADVCON = Federal fund placeholder used until the final federal fund code is determined and committed to the project. Normally requires the State to cover projects until the federal code is determined.

> AC-STBGS = Federal Advance Construction fund type code used as a placeholder with the expectation that State STBGS will be the final committed fund code

> Redistribution = Federal funds that annually are reallocated by FHWA among the states. States that do not meet their obligation targets can lose funding with states that meet their obligation targets receiving the "redistributed" funds.

> STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .

> State = General State funds provided by the lead agency as part of the required match.

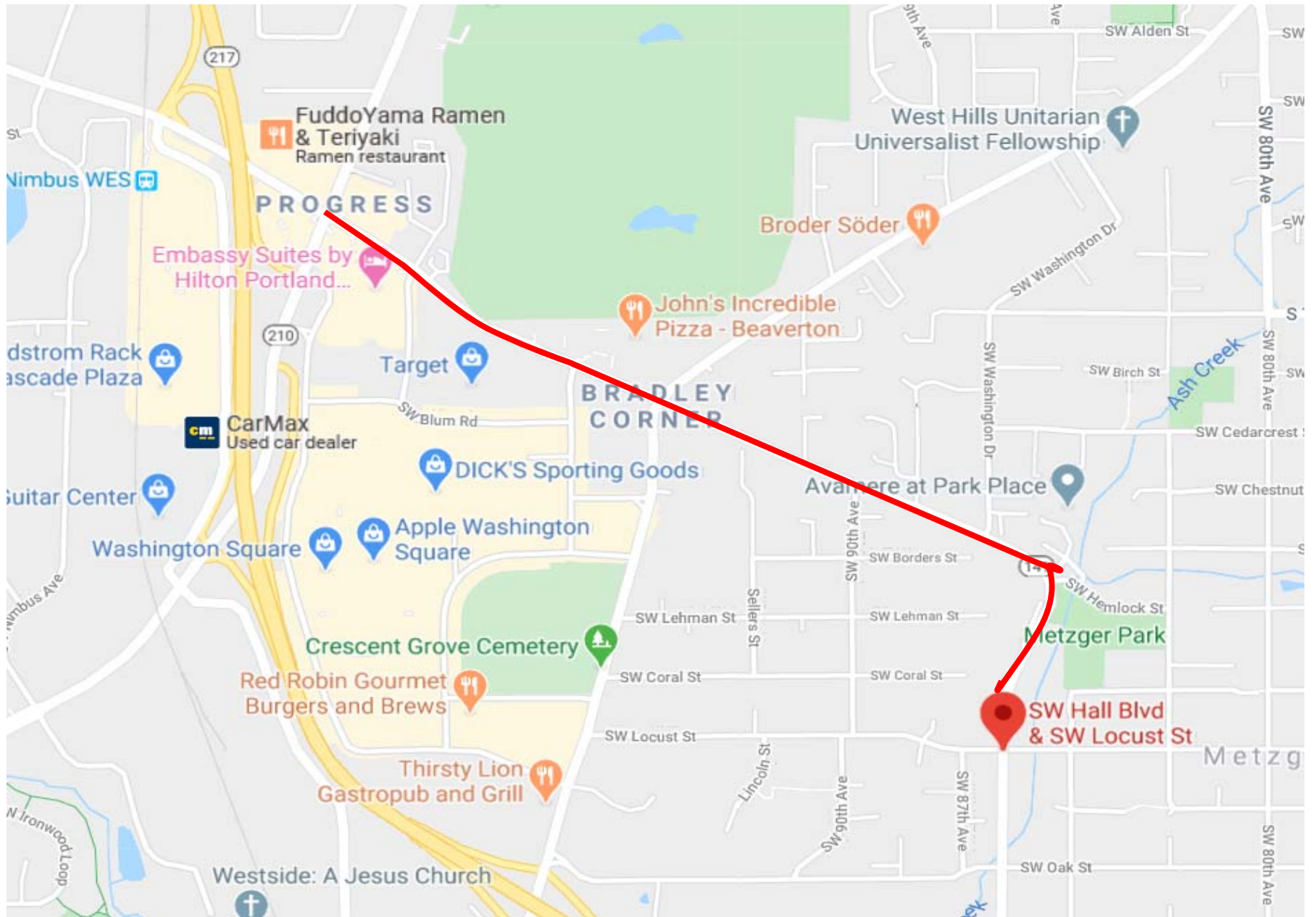
Other

> On NHS: No

> Metro Model: Yes

> Model category and type: Pedestrian - Pedestrian Parkway

> TCM project: No





Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Add New OTC Approved Project

Lead Agency: ODOT		Project Type: Bridges	ODOT Key: TBD
Project Name: I-5: Interstate Bridges Bearing Replacement (Portland)	8	ODOT Type: Structures	MTIP ID: TBD
		Performance Meas: Yes	Status: 1
		Capacity Enhancing: No	Comp Date: 6/30/2023
		Conformity Exempt: Yes	RTP ID: 12092
		On State Hwy Sys: I-5	RFFA ID: N/A
		Mile Post Begin: 308.04	RFFA Cycle: N/A
		Mile Post End: 308.72	UPWP: No
		Length: 0.68	UPWP Cycle: N/A
		1st Year Program'd: 2021	Past Amend: 0
		Years Active: 0	OTC Approval: Yes
STIP Amend #: TBD	MTIP Amnd #: SP21-02-SEP		
Detailed Description: In northern Portland on I-5 from MP 308.04 to MP 308.72, Replace the bearings to allow the bridge to function as it was designed (Bridge ID: 01377A & 07333) (OTC Approval August 2020) (Bid Let Date: 7/4/2022)			
STIP Description: Replace the bearings to allow the bridge to function as it was designed			
Last Amendment of Modification: None - new project			

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:								
EA Number:								
Initial Obligation Date:								
State Funds								
HB2017	S070	2021		\$ 15,000				\$ 15,000
HB2017	S070	2022					\$ 260,000	\$ 260,000
								\$ -
							State Total:	\$ 275,000
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Other	OTH0	2021		\$ 15,000				\$ 15,000
Other	OTH0	2022					\$ 260,000	\$ 260,000
								\$ -
Local Other funds committed by WASHDOT							Local Total	\$ 275,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 30,000	\$ -	\$ -	\$ 520,000	\$ 550,000
							Year Of Expenditure (YOE):	\$ 550,000

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 OTC approved project to the 2021-24 MTIP now allowing PE to begin immediately.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 12092 - Bridge Rehabilitation & Repair

> RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 -Widening narrow pavements or reconstructing bridges (no additional travel lanes).

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 10 - Fiscal Stewardship

> Goal 4.2 - Objective 10.1 - Infrastructure Condition

> Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

Fund Codes:

> HB2017 = State HB2017 allocated funds as part of the 2017 Oregon Transportation Bill supporting infrastructure

> Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

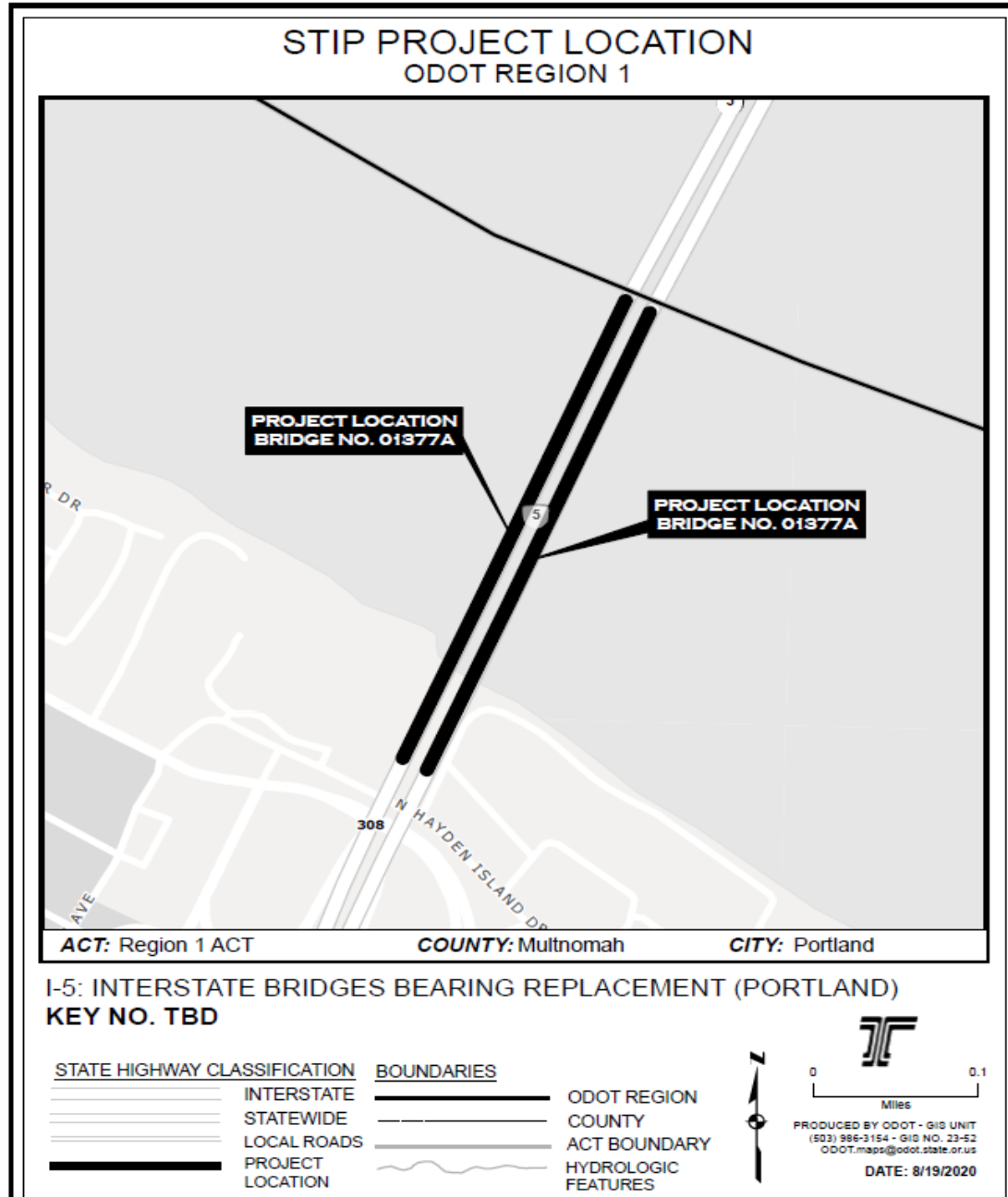
> On NHS: Yes I-5 is identified on the NHS as part of the Eisenhower Interstate System

> Metro Model: Yes - Motor Vehicle Network

> Model category and type: Motor Vehicle Network - Throughway

> TCM project: No

> Located on the CMP: Yes





Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Add New OTC Approved Project

Lead Agency: ODOT		Project Type:	Bridges			ODOT Key:	TBD
Project Name: I-5: Interstate Bridges Control Equipment (Portland)	9	ODOT Type	Structures			MTIP ID:	TBD
		Performance Meas:	Yes			Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No			Comp Date:	6/30/2023
		Conformity Exempt:	Yes			RTP ID:	12092
Short Description: Replace the control system equipment on both of the bridges in order to ensure consistent operation (Bridge ID: 01377A & 07333)		On State Hwy Sys:	I-5			RFFA ID:	N/A
		Mile Post Begin:	308.04			RFFA Cycle:	N/A
		Mile Post End:	308.72			UPWP:	No
		Length:	0.68			UPWP Cycle:	N/A
		1st Year Program'd:	2021			Past Amend:	0
		Years Active:	0			OTC Approval:	Yes
		STIP Amend #:	TBD			MTIP Amnd #:	SP21-02-SEP
Detailed Description: In northern Portland on I-5 from MP 308.04 to MP 308.72, Replace control system equipment on both of the bridges in order to ensure consistent operations (Bridge ID: 01377A & 07333) (OTC Approval August 2020) (Planned Bid Let Date: 7/4/2022)							
STIP Description: Replace the bearings to allow the bridge to function as it was designed							
Last Amendment of Modification: None - new project							

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:								
EA Number:								
Initial Obligation Date:								
State Funds								
HB2017	S070	2021		\$ 40,000				\$ 40,000
HB2017	S070	2022					\$ 460,000	\$ 460,000
								\$ -
							State Total:	\$ 500,000
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Other	OTH0	2021		\$ 40,000				\$ 40,000
Other	OTH0	2022					\$ 460,000	\$ 460,000
								\$ -
Local Other funds committed by WASHDOT							Local Total	\$ 500,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 80,000	\$ -	\$ -	\$ 920,000	\$ 1,000,000
							Year Of Expenditure (YOE):	\$ 1,000,000

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 OTC approved project to the 2021-24 MTIP now allowing PE to begin immediately.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 12092 - Bridge Rehabilitation & Repair

> RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 -Widening narrow pavements or reconstructing bridges (no additional travel lanes).

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 10 - Fiscal Stewardship

> Goal 4.2 - Objective 10.1 - Infrastructure Condition

> Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

Fund Codes:

> HB2017 = State HB2017 allocated funds as part of the 2017 Oregon Transportation Bill supporting infrastructure

> Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

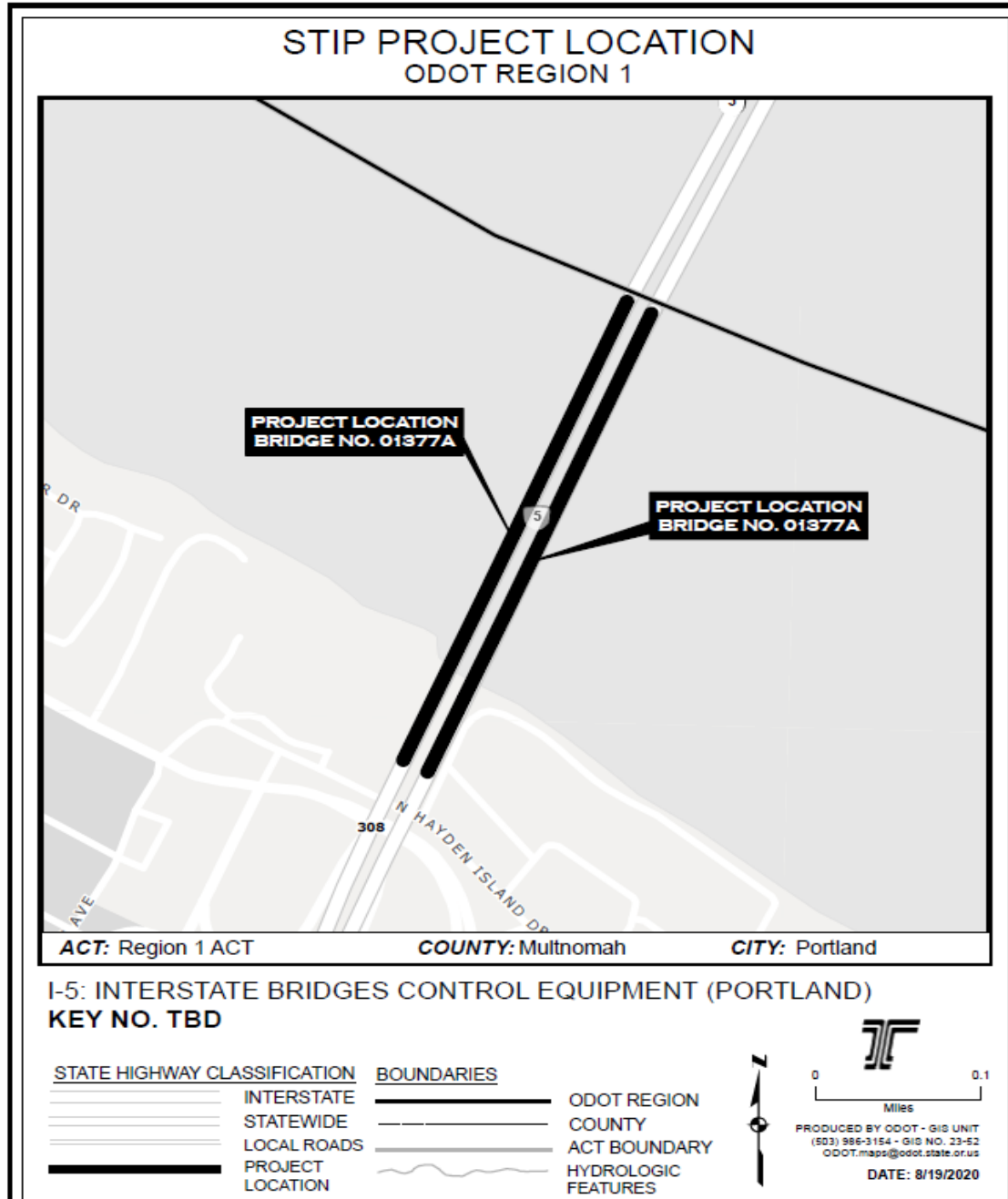
> On NHS: Yes I-5 is identified on the NHS as part of the Eisenhower Interstate System

> Metro Model: Yes - Motor Vehicle Network

> Model category and type: Motor Vehicle Network - Throughway

> TCM project: No

> Located on the CMP: Yes





Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Add New OTC Approved Project

Lead Agency: ODOT		Project Type:	Bridges	ODOT Key:	TBD
Project Name: I-5: Interstate Bridge, NB Electrical Components (Portland)	10	ODOT Type	Structures	MTIP ID:	TBD
		Performance Meas:	Yes	Status:	1
		Capacity Enhancing:	No	Comp Date:	6/30/2022
		Conformity Exempt:	Yes	RTP ID:	12092
		On State Hwy Sys:	I-5	RFFA ID:	N/A
		Mile Post Begin:	308.04	RFFA Cycle:	N/A
		Mile Post End:	308.72	UPWP:	No
		Length:	0.68	UPWP Cycle:	N/A
		1st Year Program'd:	2021	Past Amend:	0
		Years Active:	0	OTC Approval:	Yes
STIP Amend #: TBD				MTIP Amnd #: SP21-02-SEP	
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).					
Short Description: Restore the electrical components to make the system permanent, rather than a temporary fix. (Bridge ID: 01377A)					
Detailed Description: In northern Portland on I-5 from MP 308.04 to MP 308.72, Restore the electrical components to make the system permanent, rather than a temporary fix (Bridge ID: 01377A) (OTC Approval August 2020) (Planned Bid Let Date: 7/4/2021)					
STIP Description: Restore the electrical components to make the system permanent, rather than a temporary fix					
Last Amendment of Modification: None - new project					

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:								
EA Number:								
Initial Obligation Date:								
State Funds								
HB2017	S070	2021		\$ 20,000				\$ 20,000
HB2017	S070	2021					\$ 230,000	\$ 230,000
								\$ -
							State Total:	\$ 250,000
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Other	OTH0	2021		\$ 20,000				\$ 20,000
Other	OTH0	2021					\$ 230,000	\$ 230,000
								\$ -
Local Other funds committed by WASHDOT							Local Total	\$ 250,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 40,000	\$ -	\$ -	\$ 460,000	\$ 500,000
							Year Of Expenditure (YOE):	\$ 500,000

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 OTC approved project to the 2021-24 MTIP now allowing PE to begin immediately.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 12092 - Bridge Rehabilitation & Repair

> RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 -Widening narrow pavements or reconstructing bridges (no additional travel lanes).

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 10 - Fiscal Stewardship

> Goal 4.2 - Objective 10.1 - Infrastructure Condition

> Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

Fund Codes:

> HB2017 = State HB2017 allocated funds as part of the 2017 Oregon Transportation Bill supporting infrastructure

> Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

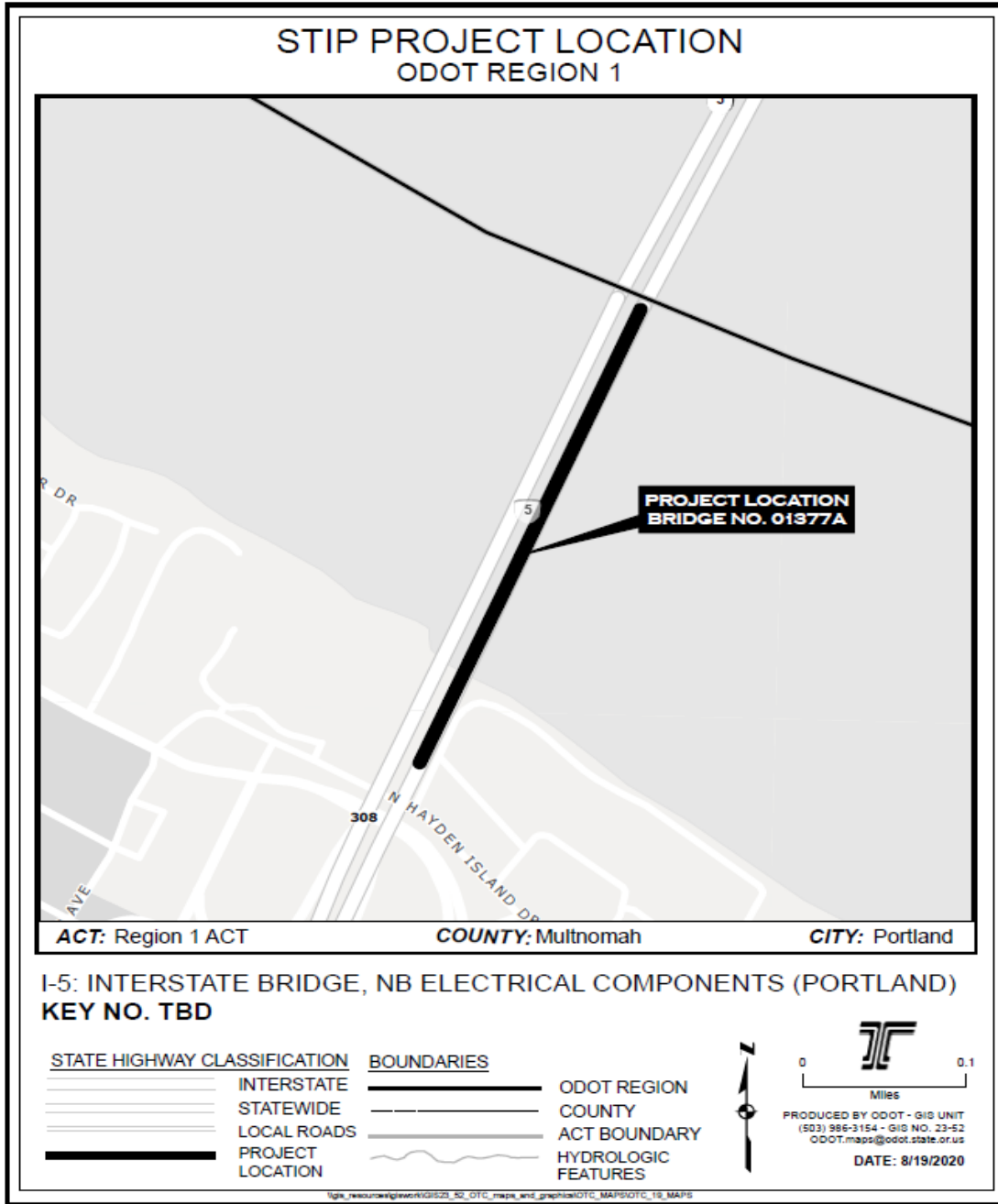
> On NHS: Yes I-5 is identified on the NHS as part of the Eisenhower Interstate System

> Metro Model: Yes - Motor Vehicle Network

> Model category and type: Motor Vehicle Network - Throughway

> TCM project: No

> Located on the CMP: Yes





Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD PHASES
 Add ROW and UR phases to the project in the 2021-24 MTIP

Lead Agency: Portland		Project Type:	Active	ODOT Key: 21407	
Project Name: OR99W/Barbur Blvd Area: Sidewalk Infill Projects	11	ODOT Type	BikePed	MTIP ID: 71060	
		Performance Meas:	Yes	Status: 4	
		Capacity Enhancing:	No	Comp Date: 6/1/2022	
		Conformity Exempt:	Yes	RTP ID:	11564
		On State Hwy Sys:	No	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2019	Past Amend:	1
		Years Active:	2	OTC Approval:	No
STIP Amend #: TBD				MTIP Amnd #: SP21-02-SEP	

Detailed Description: Barbur Blvd complete sidewalk infill projects (Replacement PGB for Key 19298) Sidewalk infills replacement PGB for Key 19298. **Federal funded** new two locations include:(1) SW26th Ave - I-5 to Taylors Ferry, ~~(2) SW 24th/25th - Multnomah to Spring Garden~~, (2) SW Custer - **13th Ave to 17Ave Capitol Hill to 13th Ave, and (4) SW 40th & Huber - RFB. SW 24th/25th - Multnomah to Spring Garden developer conditioned completed with SW 40th Huber to Wilard St to be locally funded and completed by PBOT**

STIP Description: Complete sidewalk infill projects at multiple locations near and around OR99W (SW Barbur Blvd) in Portland. Install a rapid flash beacon at the intersection of SW 40th Ave and SW Huber St.

Last Amendment of Modification: Administrative - October 2019 - AB20-01-OCT1 - PHASE SLIP: Slip PE phase and funding from 2019 to 2020 due to delay in executing IGA before the end of FFY 2019.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP-U	L23E	2020		\$ 377,763				\$ 377,763
STBG-U	Z230	2021			\$ 22,433			\$ 22,433
STBG-U	Z230	2021				\$ 22,433		\$ 22,433
STBG-U	Z230	2021					\$ 1,361,641	
STBG-U	Z230	2021					\$ 1,316,776	\$ 1,316,776
							Federal Totals:	\$ 1,739,405
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2020		\$ 43,237				\$ 43,237
Local	Match	2021			\$ 2,567			\$ 2,567
Local	Match	2021				\$ 2,567		\$ 2,567
Local	Match	2021					\$ 155,846	
Local	Match	2021					\$ 150,711	\$ 150,711
							Local Total	\$ 150,711
Phase Totals Before Amend:			\$ -	\$ 421,000	\$ -	\$ -	\$ 1,517,487	\$ 1,938,487
Phase Totals After Amend:			\$ -	\$ 421,000	\$ 25,000	\$ 25,000	\$ 1,467,487	\$ 1,938,487
Year Of Expenditure (YOE):								\$ 1,938,487

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 creates a ROW and Utility Relocation phase for the project in FY 2021. Funds are drawn from the construction phase without backfill needed. The project scope is being adjusted to drop two site locations: 24th/25th Ave - Multnomah to Spring Garden and 40th Ave - Huber to Willard St). SW 24th/25th Ave has been completed through a separate developer conditioned project. 40th Ave will be completed by PBOT only with local funds. This allows the \$50k needed from Construction to be used for the ROW and UR phase.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 11564 - Portland OR99W/ Barbur Blvd Area: Sidewalk Infill Projects

> RTP Description: Sidewalk infill on SW 26th Ave (Taylors Ferry - I-5), SW 24th/25th Ave (Multnomah - Spring Garden), SW Custer Dr (Capitol Hill - 13th), SW Capitol Hill Rd (Barbur - Moss), and SW 40th Ave (Huber - Willard). Include an enhanced pedestrian crossing at SW 40th & Huber.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Air Quality - Bicycle and pedestrian facilities.

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 3 - Transportation Choices

> Goal 3.2: Active Transportation System Completion

> Goal Description: Complete all gaps in regional bicycle and pedestrian networks.

Fund Codes:

> STP-U = Federal Surface Transportation Program funds (pre-FAST Act) appropriated to ODOT and then allocated to the MPOs via formula for application in urban areas.

> STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion allocated tot the MPOs for application in urban areas.

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

Other

> On NHS: No

> Metro Model: Yes

> Model category and type: Pedestrian

> TCM project: No

> Located on the CMP: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
CANCEL PROJECT
 Duplicate Project

Lead Agency: SMART		Project Type: Transit	ODOT Key: 20864
Project Name: SMART Mobility Management (2020)	12	ODOT Type: Transit	MTIP ID: 70894
		Performance Meas: No	Status: 0
Project Status: 0 = No Activity		Capacity Enhancing: No	Comp Date: N/A
		Conformity Exempt: Yes	RTP ID: N/A
Short Description: RideWise Travel Trainer		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2020	Past Amend: 0
		Years Active: 1	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: SP21-02-SEP

Detailed Description: None

CANCEL PROJECT FROM THE MTIP

STIP Description:

Last Amendment of Modification: None

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5310	-	2020					\$ 31,686	\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
<hr/>								
State Funds								
								\$ -
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
<hr/>								
Local Funds								
Local	Match	2020					\$ 7,922	\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 39,608	\$ -
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 current 2018-21 MTIP and denies carryover into the 2021-24 MTIP. The FTA 5310 funds were older leftover funds from another project. However, upon review, they appear to be duplicate funds to 5310 funds programmed in Key 20867 and are being deleted from the MTIP from this time.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: N/A

> RTP Description: N/A

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 3 Transportation Choices

> Goal 3.3 - Objective 3.3 Access to Transit

> Goal Description: Increase household and job access to current and planned frequent transit service.

Fund Codes:

> 5310 = FTA Section 5310 funds allocated to transit agencies which are used to provide transit services to the elderly and disabled..

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

Other

> On NHS: No

> Metro Model: No

> Model category and type: N/A

> TCM project: No

> Located on the CMP: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
PHASE SLIP & ADD FUNDS
 Other Phase Slip to FY 2021 and add
 5307 & match to the project

Lead Agency: SMART		Project Type:	Transit	ODOT Key:	20873
Project Name: SMART Bus Purchase/PM/Amenities and Technology 2020	13	ODOT Type	Transit	MTIP ID:	70903
		Performance Meas:	Yes	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Capacity Enhancing:	No	Comp Date:	
		Conformity Exempt:	Yes	RTP ID:	11109
Short Description: Maintenance and Bus Fleet Replacement and Software		On State Hwy Sys:	N/A	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2020	Past Amend:	0
		Years Active:	1	OTC Approval:	No
		STIP Amend #:	TBD	MTIP Amnd #:	SP21-02-SEP
Detailed Description: None					
STIP Description: Maintenance and bus fleet replacement & software					
Last Amendment of Modification: None					

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5307	FF91	2020					\$ 298,758	\$ -
5307	FF91	2021					\$ 417,404	\$ 417,404
								\$ -
								\$ -
							Federal Totals:	\$ 417,404
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Local	2020					\$ 74,690	\$ -
Local	Local	2021					\$ 104,351	\$ 104,351
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 373,448	\$ 373,448
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 521,755	\$ 521,755
Year Of Expenditure (YOE):								\$ 521,755

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.
- > Project Slip: Only the construction will show active in the 2021-24 MTIP. The PE phase was obligated earlier than FY 2021 in the 2018-21 MTIP.

Amendment Summary:

The formal amendment slips the project to FY 2021 as FTA will not approve SMART TrAMS grant before the end of FY 2020. A review of other 5307 project funding identified additional funds available to be added to the project. The added funds total \$148,307 and represent a 39.7% increase to the project which is above the transit 30% threshold for cost increases.

- > Will Performance Measurements Apply: Yes - Transit

RTP References:

- > RTP ID: 11109 - Bus Replacements - including Alternative Fuel Vehicles
- > RTP Description: Purchase buses to replace those that are out of date, unreliable or inoperable. Replacements buses could include alternative fuel vehicles or autonomous vehicles.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - Rehabilitation of transit vehicles
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal 3.3: Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service.

Fund Codes:

- > 5307 = Federal Section 5307 funds appropriated to eligible transit agencies for various transit needs.
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: N/A
- > Metro Model: No
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
CANCEL PROJECT
 Dead Project

Lead Agency: TriMet		Project Type: Transit	ODOT Key: 20848
Project Name: Low - No Zero Emission Bus Project (2020)	14	ODOT Type: Transit	MTIP ID: 70934
		Performance Meas: No	Status: N/A
		Capacity Enhancing: No	Comp Date: N/A
		Conformity Exempt: Yes	RTP ID: N/A
		On State Hwy Sys: N/A	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2020	Past Amend: 0
		Years Active: 1	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: SP21-02-SEP

Detailed Description: None

STIP Description: Fund procurement and deployment of 5 battery electric buses and associated charging infrastructure to be deployed from Merlo garage on a Westside route to be determined.

Last Amendment of Modification: None

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5339	FF30	2020					\$ 50,000	
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2020					\$ 56,658	\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 106,658	\$ 106,658
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 2018-21 MTIP. The project was not recognized to move forward and be implemented.

> Will Performance Measurements Apply: Yes - N/A

RTP References:

> RTP ID: N/A

> RTP Description: N/A

> Exemption Status: N/A

> UPWP amendment: N/A

> RTP Goals: N/A

> Goal N/A

> Goal Description: N/A

Fund Codes:

> 5339 = Federal Section 5339 funds allocated to eligible transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

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

Other

> On NHS: No

> Metro Model: N/A

> Model category and type: N/A

> TCM project: No

> Located on the CMP: No



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

Formal Amendment
PHASE SLIP
 Slip Other phase and funding from
 FY 2020 to FY 2021

Lead Agency: TriMet		Project Type:	Transit	ODOT Key:	22207
Project Name: TriMet Operator Safety and Rider Awareness	15	ODOT Type	Transit	MTIP ID:	TBD
		Performance Meas:	Yes	Status:	T22
		Capacity Enhancing:	No	Comp Date:	12/31/2021
		Conformity Exempt:	Yes	RTP ID:	11016
		On State Hwy Sys:	No	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2020	Past Amend:	0
		Years Active:	1	OTC Approval:	Yes
		STIP Amend #:	TBD	MTIP Amnd #:	SP21-02-SEP
Project Status: T22 = Programming actions in progress or programmed in current MTIP					
Short Description: Develop and disseminate educational material for riders on how to identify and report potential risks to riders and operators and install digital displays at key transit centers to share information on safety-related topics. (2019 5312 FTA CP&PSA Discretionary)					
Detailed Description: FTA discretionary 5312 grant from the 2019 Human Trafficking Awareness and Public Safety Initiative Awarded under the Crime Prevention and Public Awareness category to develop and disseminate educational material for riders on how to identify and report potential risks to riders and operators and install digital displays at key transit centers to share information on safety-related topics. The goal is to reduce operator assaults and increase public participation in reporting threats to the safety of operators and passengers.					
STIP Description: Develop and disseminate educational material for riders on how to identify and report potential risks to riders and operators, and install digital displays at key transit centers to share information on safety-related topics.					
Last Amendment of Administrative Modification: None					

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5312	F260	2020		-			\$ 151,052	\$ -
5312	F260	2021					\$ 151,052	\$ 151,052
								\$ -
							Federal Totals:	\$ 151,052
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	2020					\$ 57,763	\$ -
Local	Match	2021					\$ 57,763	\$ 57,763
							Local Total	\$ 57,763
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 208,815	\$ 208,815
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 208,815	\$ 208,815
Year Of Expenditure (YOE):								\$ 208,815

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 slips the Other phase and funding to FY 2021. The project was added late to the 2018 MTIP (May 2020). Approval of TriMet's Trams grant did not occur before the end of FY 2020 as planned.

> Will Performance Measurements Apply: Yes

RTP References:

> RTP ID: 11016 - Operating Capital: Safety & Security Phase 2

> RTP Description: Safety enhancements, CCTV, Transit Police.

> No action to the UPWP is required.

Fund Codes:

> 5312 = Federal FTA Section 5312 funds allocated in a discretionary basis base din the funding program and grant award winners

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

Other

> On NHS: No

> Metro Model: No

> Model category and type: N/A

> TCM project: No

**Metro**600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: September 24, 2020
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: September 2020 MTIP Formal Transition Amendment Impacting both the 2018-21 MTIP and new 2021-24 MTIP & Resolution 20-5127 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF COMPLETING REQUIRED FINAL CORRECTIONS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) PLUS AMEND, COMPLETE TECHNICAL CORRECTIONS, AND ADD NEW PROJECTS AS PART OF THE TRANSITION FORMAL AMENDMENT TO THE 2021-24 MTIP (SP21-02-SEP)

BACKGROUND

What This Is:

The September 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Transition Amendment provides part two to the overall transition amendment to the 2021-24 MTIP. The formal amendment contains technical corrections to existing projects and new projects for inclusion in the new 2021-24 MTIP. Fifteen projects comprise the September 2020 Formal Transition Amendment. It also provides a few required technical corrections to projects in the 2018-21 MTIP ensuring that when the project's construction phase is added to the 2021-24 MTIP, programming consistency is maintained between the two MTIPs. The amendment is being processed under MTIP amendment number SP21-02-SEP and under a resolution 20-5127.

What is the requested action?

JPACT approved Resolution 20-5127 and recommends Metro Council approve Resolution 20-5127 consisting of fifteen projects in the September Formal Transition Amendment Bundle allowing the projects to be amended correctly into the 2021-24 MTIP in October with final approval to occur from USDOT.

About the September Formal Transition Amendment

As stated, the September Formal Transition MTIP Amendment represents part two of the Transition amendment to the 2021-24 MTIP started with the August 2020 Formal Transition Amendment. The MTIP Transition amendment is a special amendment FHWA allows the Oregon MPOs to complete to make needed technical corrections or add new projects that emerged during the MTIP approval gap period (April through August 2020). For the Transition amendment, FHWA relaxes some of the usual required processing rules and support documentation. Along with the August and September Formal Transition Amendments which contain a total of 28 projects, a separate Transition Administrative Modification containing 11 projects will be submitted during August as well. TPAC is not required to review or approve the Transition Administrative Modification.

SEPTEMBER 2020 FORMAL TRANSITION AMENDMENT FROM: KEN LOBECK DATE: SEPTEMBER 17, 2020

The Transition Amendment functions to fill in the missing gaps and programming pieces that result from the gap period back to April. The changes include programming upgrades to existing projects and add new project (primarily discretionary grant awards) that occurred after April.

The Formal Transition Amendment covers required updates and changes based on the below areas:

1. Slipping phases from FY 2020 to FY 2021 that were not carried over into the 2021-24 MTIP
2. Adding a new project phases to an existing programmed 2021-24 project that has a significant impact upon the fiscal constraint finding.
3. Adding the full programming for new project not currently included in the 2021-24 MTIP.
4. Completing major fund swaps within a phase or across all project phases that result in a significant impact upon the fiscal constraint finding.
5. Correcting phase funding for planned fall obligations which could have a significant impact upon the fiscal constraint finding which are due to updated design and delivery. Requirements.
6. Updating phase obligation/delivery timing that involve major domino effects to other project phases (e.g. PE is bumped from FY 2021 to FY 2022 resulting in ROW being delayed to FY 2024 and construction pushed out from FY 2024 to FY 2025).
7. Completing other technical corrections to projects that if not corrected would block a federal approval step or phase obligation.

September 2020 Amendment Bundle Summary Points:

- The August and September Formal Transition Amendments along with the August Transition Administrative Modification total 37 projects. This is over a 50% reduction from the number of projects included in the 2018-21 MTIP Transition Amendment. Improved project scheduling, obligation tracking, use of frequent delivery meetings, and improved communications among the lead agency, ODOT and Metro all contribute to this improvement.
- A total of eight projects (61.5%) in the September amendment bundle involve implementation phase slips (i.e. Right-of Way (ROW)/Utility Relocation (UR) and Construction phases slip from FY 2020 to FY 2021). Two general reasons contributed to the phase completion delays. These included:
 - Delays in completing final design and the Project, Specifications, and Estimates (PS&E) package due to unforeseen design requirements being added to the project, costs increases impacting design, and a general slow-down in completing required PS&E tasks due to Covid-19.
 - Delays in completing the ROW which were caused by not identifying full ROW acquisition requirements and to Covid-19 restrictions which slowed down completion of require ROW phase tasks delaying the ability to obligate the Construction phase.

SEPTEMBER 2020 FORMAL TRANSITION AMENDMENT FROM: KEN LOBECK DATE: SEPTEMBER 17, 2020

- Below is a short summary of the 15 projects included in the September 2020 Formal Transition Amendment:

Proposed September 2020 Formal Transition Amendment Bundle Amendment Type: Formal/Full Amendment #: SP21-02-SEP Total Number of Projects: 15					
Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project #1 ODOT Key 19276 MTIP ID 70674	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	<u>PHASE SLIP AND COST INCREASE:</u> The formal amendment addresses a PE and ROW phase funding shortfall by shifting STBG (and match) from the Construction phase to support the PE and ROW phases. The Construction phase is backfilled with local funds based on a phase of \$3,187,983.	The total project cost increases by \$1,237,694 which represents a 30.6% cost increase and is above the 20% threshold. The construction phase is also slipped to FY 2022 based on the updated project schedule.	Cost increases above 20% for \$1 million and greater project costs require a formal amendment
Project #2 ODOT Key 20882 MTIP ID 70874	Metro	Transit Oriented Development Program (2020)	<u>PHASE SLIP</u> Adding the Other phase to FY 2021 to the 2021-24 MTIP with \$3,286,135 of Local funds	Expenditure of federal funds in support of similar activities delayed due to Covid-19 workforce slow-down over FY 2020. Funds will be expended in FY 2021	Although this is a phase slip, the project must be added as a new project to the 2021-24 MTIP which requires a formal amendment
Project #3 ODOT Key 20888 MTIP ID 70871	Metro	CORRIDOR AND SYSTEMS PLANNING (2020)	<u>PHASE SLIP:</u> \$404,235 of STBG plus required match remains unobligated to FY 2020 project and is being slipped to FY 2021 in the 2021-24 MTIP	The remaining unobligated STBG and match (\$450,502) is being slipped to FY 2021 and will be applied to the FY 2021 Corridor and Systems Planning UPWP project needs. If not required, the funds will be re-programmed to other SFY 22 UPWP requirements.	The slip acts as adding a new project to the 2021-24 MTIP which requires a formal amendment to complete.

SEPTEMBER 2020 FORMAL TRANSITION AMENDMENT FROM: KEN LOBECK DATE: SEPTEMBER 17, 2020

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project #4 ODOT Key 20897 MTIP ID 70889	Metro	Regional Freight Studies	PHASE SLIP: The project is now acting as the test pilot for Metro for the ODOT consultant certification process. The scope of work for the project requires additional refinement as a result. This has delayed the planned EOY 2020 obligation timing.	Metro is pursuing certification in consultant selection for planning projects to expedite implementation of consultant led Metro UPWP projects ODOT requires a test project to evaluate the developed procedures for consultant selection. The Regional Freight Studies project was chosen as the test pilot project. As the test pilot project, the fund obligation will be synchronized to the consultant selection process. The \$200k of STBG and match will not obligate until late fall or early winter during FY 2021 as a result.	The slip acts as adding a new project to the 2021-24 MTIP which requires a formal amendment to complete.
Project #5 ODOT Key 19120 MTIP ID 70799	ODOT Gresham	SE 242ND/HOGA N: NE BURNSIDE - E POWELL (GRESHAM)	PHASE SLIP: The ROW phase will not be completed in time to obligate the Construction phase as planned before the end of FY 2020. The amendment slips the construction phase as a new project into FY 2021 in the 2021-24 MTIP	Significant issues with two ROW files (owned by Starbucks and PGE) have arisen, made worse by the COVID-19 pandemic. CON phase can't be obligated until ROW Certification is obtained. The lead agency is being corrected to be Gresham	Construction was planned to obligate by the end of FY 2020. The project was not carried over into the new 2021-24 MTIP. As a result of the phase slip, the project must be re-added to the new 2021-24 MTIP as a new project.
Project #6 ODOT Key 22116 MTIP ID 71220	ODOT	OR8 curb ramps (Cornelius & Forest Grove)	PHASE SLIP: ROW, and UR phases are slipped to FY 2021. The two phases could not obligate in time before the end of FY 2020. They are being re-added to the 2021-24 MTIP as a new project. Per FHWA guidance to the project, Construction will remain in FY 2020	Special obligation requirements for ADA project will not be completed on time - have a work plan in place but timing will not be sufficient. With this being an ADA settlement project, FHWA granted ODOT an exception and allowed a partial PS&E at the end of July ahead of ROW authorization, so CN will not slip, but RW will.	UR obligation requirements cannot be met by obligation deadline (utilities cannot respond in a timely manner); there may be no reimbursable work needed, and if UR work is needed it won't be needed until FFY21. With this being an ADA settlement project, FHWA granted ODOT an exception and allowed a partial PS&E at the end of July ahead of UR authorization, so CN will not slip, but UR will.

SEPTEMBER 2020 FORMAL TRANSITION AMENDMENT FROM: KEN LOBECK DATE: SEPTEMBER 17, 2020

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project #7 ODOT 19267 MTIP ID 70806	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St	<u>LIMITS CHANGE:</u> The Mile Post limits for the project are expanded by 0.28 miles which triggers the formal amendment.	The formal amendment expands the project mile post limits by expanding them by 0.28 miles. They change from 2.84 to 3.84 to be 2.82 to 4.10 and result in a minor change to the project name.	The PE phase obligation is also updated to reflect the correct original obligation year of 2015. The changes are necessary to complete now in the 2018 MTIP to ensure consistency with the project exists when the Construction phase is added to the 2021-24 MTIP next spring.
Project #8 ODOT Key TBD - New MTIP TBD - New	ODOT	I-5: Interstate Bridges Bearing Replacement (Portland)	<u>ADD NEW PROJECT</u> The amendment adds the new ODOT/WASDOT project to address corroding connections securing the bridge bearings.	The connections securing the bearings to the bridges are corroded, and are bent due to the forces associated with the bearings no longer being able to provide the movement the bridge needs to function as it was designed. This project will only address the most critical bearings. The other bearings should be able to remain in service until the bridge is replaced.	Per the approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment. OTC approval was required and occurred during their August 2020 meeting.

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project #9 ODOT Key TBD - New MTIP ID TBD - New	ODOT	I-5: Interstate Bridges Control Equipment (Portland)	<u>ADD NEW PROJECT:</u> The amendment adds the project to the 2021-24 MTIP to replace the control system equipment on both of the bridges in order to ensure consistent operation (Bridge ID: 01377A & 07333)	The replacement of critical bridge control equipment was delayed in order to not interfere with the Interstate 5: Interstate Bridge, northbound trunnion replacement. The touch screens and programmable logic controllers are failing, and are no longer supported by the manufacturer. Also, as the high power electronic motor control equipment is reaching the end of its service life, the probability of failure increases. The critical bridge control equipment will be upgraded using modern components that are supported by the original equipment manufacturer. Replacement parts will be able to be obtained throughout the design life of each component, resulting in safe and reliable operation of these bridges for many years.	Per the approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment. OTC approval was required and occurred during their August 2020 meeting.

SEPTEMBER 2020 FORMAL TRANSITION AMENDMENT FROM: KEN LOBECK DATE: SEPTEMBER 17, 2020

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project #10 ODOT Key New - TBD MTIP ID New - New	ODOT	I-5: Interstate Bridge, NB Electrical Components (Portland)	<u>ADD NEW PROJECT:</u> The amendment adds the new OTC approved project to Restore the electrical components to make the system permanent, rather than a temporary fix	After a crack was discovered in the second trunnion, it was replaced in 2020. There was a significant amount of electrical and mechanical work that was required on the northbound Interstate 5: Interstate Bridge to allow for the replacement of the trunnion shaft. The electrical work consisted of temporarily moving transformers, power panels, conduits, and other components to allow for unrestricted access to the trunnion. The temporary system was not intended to be used to operate the bridge for an extended period of time. This project will restore the electrical components to their original locations, and will connect those components in a permanent manner, replacing the electrical cords that were used for the temporary system	Per the approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment. OTC approval was required and occurred during their August 2020 meeting.
Project #11 ODOT Key 21407 MTIP ID 71060	Portland	OR99W/ Barbur Blvd Area: Sidewalk Infill Projects	<u>ADD PHASES:</u> ROW and ur phases are added to the project at \$50k each. Funds drawn from construction	Per discussion with Portland, scope will drop two locations as one is locally developer completed and the other will be locally funded. ROW and UR phases are added with the savings. Total project cost remains unchanged	Two site locations: 24th/25th Ave - Multnomah to Spring Garden and 40th Ave are dropped from the scope as they will be completed separately from this project.
Project 12 ODOT Key 20864 MTIP ID TBD 70894	SMART	SMART MOBILITY MANAGEMENT (2020)	<u>CANCEL PROJECT FROM 2018-21 MTIP</u> The project is being canceled as a duplicate to Key 20867	Cancel per discussion with SMART. The project is an accidental duplicate of K20867	The project was slipped with a partial prior funding obligation under a new key number which created the unnecessary duplication
Project 13 ODOT Key 20873 MTIP ID 70903	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2020	<u>PHASE SLIP:</u> Other phase and funding slipped to FY 2021. Additional 5307 funds available and added to the project	The TrAMS grant to obligate the funds for maintenance and bus fleet replacement and software will not be approved until FY 2021	Although this is a phase slip, the project must be added as a new project to the 2021-24 MTIP which requires a formal amendment

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project 14 ODOT Key 20848 MTIP ID 70934	TriMet	Low - No Zero Emission Bus Project (2020)	CANCEL PROJECT: The formal amendment cancels the project from the 2018-21 MTIP. The project was not recognized to move forward and be implemented.	The project was not recognized to move forward and be implemented.	Per the approved Amendment Matrix, canceling a project from the MTIP requires a formal/full amendment.
Project #15 ODOT Key 22207 MTIP ID TBD	TriMet	TriMet Operator Safety and Rider Awareness	PHASE SLIP: The formal amendment slips the Other phase and funding to FY 2021.	The project was added late to the 2018 MTIP (May 2020). Approval of TriMet's Trams grant did not occur before the end of FY 2020 as planned.	Although this is a phase slip, the project must be added as a new project to the 2021-24 MTIP which requires a formal amendment

As mentioned, the above fifteen projects in the September Formal Transition MTIP Amendment bundle represent part two of the two-part formal transition amendment. 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 normally 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.

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.	

- 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 supports RTP goals and strategies and/or will contribute to 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:
 - 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.

SEPTEMBER 2020 FORMAL TRANSITION AMENDMENT FROM: KEN LOBECK DATE: SEPTEMBER 17, 2020

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the September Formal Transition MTIP amendment (SP21-02-SEP) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	August 25, 2020
• TPAC notification and approval recommendation.....	September 4, 2020
• JPACT approval and recommendation to Council.....	September 17, 2020
• Completion of Public Notification Process.....	September 23, 2020
• Metro Council approval.....	September 24, 2020

Note: 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>
• Amendment bundle submission to ODOT for review.....	October 6, 2020
• Submission of the final amendment package to USDOT.....	NLT October 7, 2020
• ODOT clarification and approval.....	End of October, 2020
• USDOT clarification and final amendment approval.....	Early November, 2020

Note: Approval of the September 2020 Formal Amendment Bundle and Resolution 20-2127 is contingent upon the approval of the new 2021-24 MTIP. This is expected to occur as of October 1, 2020. Submission and approval of the September Formal Amendment must wait until the 2021-24 MTIP is approved.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 1. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
 2. **Metro Budget Impacts:**
 - a. UPWP allocated and unobligated planning funds for the Portland Metro MPO FY 2020 Transit Oriented Development (TOD) program are preserved for obligation and expenditure during FY 2021.
 - b. UPWP allocated and unobligated planning funds for the Portland Metro MPO FY 2020 Corridor and Systems Planning program are preserved for obligation and expenditure during FY 2021.
 - c. UPWP allocated planning funds for the Portland Metro MPO FY 2020 Regional Freight Studies are preserved for obligation and expenditure during FY 2021.

RECOMMENDED ACTION:

JPACT approved Resolution 20-5127 and recommends Metro Council approve Resolution 20-5127 consisting of fifteen projects in the September Formal Transition Amendment Bundle allowing the projects to be amended correctly into the 2021-24 MTIP in October with final approval to occur from USDOT.

Attachments: OTC letters supporting the I-5 Bridge Projects



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: August XX, 2020

TO: Karen Rowe
Delivery and Operations Division Administrator

**Attachment 1: OTC Letters – I-5
Interstate Bridges
Bearing Replacements**

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add the Interstate 5: Interstate bridges bearing replacement (Portland) project

Requested Action:

Approve to amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add a border bridge project on the Interstate bridges in Portland.

Funding to come from the state bridge program and the Washington Department of Transportation.

STIP Amendment Funding Summary:

Project	Current Funding	Proposed Funding
Interstate 5: Interstate bridges bearing replacement (Portland)	\$0	\$550,000
State Bridge Program	\$275,000	\$0
Washington Department of Transportation	\$275,000	\$0
TOTAL	\$550,000	\$550,000

Project to be added:

Interstate 5: Interstate bridges bearing replacement (Portland) (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2021	\$0	\$30,000
Right of Way	N/A	\$0	0
Utility Relocation	N/A	\$0	\$0
Construction	2022	\$0	\$520,000
TOTAL		\$0	\$550,000

Background:

The Columbia River Interstate 5 Interstate Bridge was built in 1916 and carries over 67,000 vehicles each day. There are bearings that support the Interstate bridges that are designed to allow for expansion and contraction due to temperature changes. Several of these bearings have failed and no longer allow for movement. Some are outside their tolerable travel limits, others are severely

D&O Administrator Letter

(Add the date the letter is to be signed)

Page 2

corroded, and some have parts that are no longer functional. The connections securing the bearings to the bridges are corroded, and are bent due to the forces associated with the bearings no longer being able to provide the movement the bridge needs to function as it was designed. This project will only address the most critical bearings. The other bearings should be able to remain in service until the bridge is replaced.

Options:

With approval, the bearings that have failed will be replaced and the bridge can remain in service as it was designed. There will be no unintended forces due to expansion and contraction as the bridge reacts to changes in temperature.

Without approval, the failed bearings will remain in service. There will be substantial forces generated as the steel expands and contracts due to changes in temperature, but is unable to move as the designer intended.

Attachments:

- Attachment 1 – Location and vicinity maps

Copies to:

Kris Strickler

Travis Brouwer

Tom Fuller

Lindsay Baker

Mac Lynde

Cooper Brown

Rian Windsheimer

Gabriela Garcia

Ray Mabey

Bert Hartman

Rachelle Nelson



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: August XX, 2020

TO: Kristopher W. Strickler
Director

Attachment 1 - OTC Letters:
I-5 Interstate Bridges
Control Equipment

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: **Consent XX** – Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add the Interstate 5: Interstate bridges control equipment (Portland) project

Requested Action:

Approve amending the 2018-2021 Statewide Transportation Improvement Program (STIP) to add a border bridge project for the Interstate bridges in Portland.

Funding will come from the state bridge program and the Washington Department of Transportation.

STIP Amendment Funding Summary:

Project	Current Funding	Proposed Funding
Interstate 5: Interstate bridges control equipment (Portland) project	\$0	\$1,000,000
State Bridge Program	\$500,000	\$0
Washington Department of Transportation	\$500,000	\$0
TOTAL	\$1,000,000	\$1,000,000

Project to be added:

Interstate 5: Interstate bridges control equipment (Portland) project (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2021	\$0	\$80,000
Right of Way	N/A	\$0	0
Utility Relocation	N/A	\$0	\$0
Construction	2022	\$0	\$920,000
TOTAL		\$0	\$1,000,000

Background:

The replacement of critical bridge control equipment was delayed in order to not interfere with the Interstate 5: Interstate Bridge, northbound trunnion replacement. The touch screens and programmable logic controllers are failing, and are no longer supported by the manufacturer. Also, as the high power electronic motor control equipment is reaching the end of its service life, the probability of failure increases. Because of technical advancements, it is not possible to obtain replacement parts from the original equipment manufacturer to repair them should they fail. There are faults that are occurring on

Oregon Transportation Commission

(Date letter to be signed)

Page 2

an intermittent and random basis. While these faults have been able to be reset, the existing control system for this critical border bridge does not have the reliability and redundancy needed to ensure consistent operation. By replacing outdated control equipment, this project will provide the bridge operators with a system they can maintain, and have confidence in as they open and close the bridge.

Options:

With approval, the critical bridge control equipment will be upgraded using modern components that are supported by the original equipment manufacturer. Replacement parts will be able to be obtained throughout the design life of each component, resulting in safe and reliable operation of these bridges for many years.

Without approval, the critical bridge control equipment will be maintained using replacement components, both new and used, purchased from multiple sources. These components have a lower reliability than new components purchased from the original manufacturer. The result of keeping the current system in service is an increased risk of system failure, impacting both river navigation and interstate traffic.

Attachments:

- Attachment 1 – *Location and vicinity maps*

Copies to:

Jerri Bohard

Travis Brouwer

Tom Fuller

Bob Gebhardt

Cooper Brown

Mac Lynde

Rian Windsheimer

Gabriella Garcia

Ray Mabey

Bert Hartman

Rachelle Nelson



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: August XX, 2020

TO: Karen Rowe
Delivery and Operations Division Administrator

**Attachment 1 – OTC Letters:
I-5 Bridges
NB Electrical Components**

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add the Interstate 5: Interstate Bridge, northbound electrical components (Portland) project

Requested Action:

Approve to amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add a border bridge project on the northbound Interstate Bridge in Portland.

Funding to come from the state bridge program and the Washington Department of Transportation.

STIP Amendment Funding Summary:

Project	Current Funding	Proposed Funding
Interstate 5: Interstate Bridge, northbound electrical components (Portland)	\$0	\$500,000
State Bridge Program	\$250,000	\$0
Washington Department of Transportation	\$250,000	\$0
TOTAL	\$500,000	\$500,000

Project to be added:

I-5: Interstate Bridge, northbound electrical components (Portland) (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2021	\$0	\$40,000
Right of Way	N/A	\$0	0
Utility Relocation	N/A	\$0	\$0
Construction	2021	\$0	\$460,000
TOTAL		\$0	\$500,000

Background:

The northbound Columbia River Interstate 5 Interstate Bridge was built in 1916. In 1997 one of the trunnions that are part of the mechanical system used to open and close the bridge was replaced due to the discovery of a structural crack. After a crack was discovered in the second trunnion, it was replaced in 2020.

D&O Administrator Approval
(Add the date the letter is to be signed)
Page 2

There was a significant amount of electrical and mechanical work that was required on the northbound Interstate 5: Interstate Bridge to allow for the replacement of the trunnion shaft. The electrical work consisted of temporarily moving transformers, power panels, conduits, and other components to allow for unrestricted access to the trunnion. The temporary system was not intended to be used to operate the bridge for an extended period of time. This project will restore the electrical components to their original locations, and will connect those components in a permanent manner, replacing the electrical cords that were used for the temporary system.

Options:

With approval the equipment that was relocated to accommodate the replacement of the trunnion shaft can be restored to its original location, with electrical connections that are permanent, reliable, and durable.

Without approval the electrical equipment will remain in its current temporary location, and be will continue to be connected in a temporary manner with electrical cords.

Attachments:

- Attachment 1 – Location and vicinity maps

Copies to:

Kris Strickler	Travis Brouwer	Tom Fuller	Lindsay Baker
Mac Lynde	Cooper Brown	Rian Windsheimer	Gabriela Garcia
Ray Mabey	Bert Hartman	Rachelle Nelson	