

BEFORE THE METRO COUNCIL

FOR THE PURPOSE AMENDING OR)	RESOLUTION NO. 24-5422
ADDING A TOTAL OF FOUR PROJECTS IN)	
THE 2024-27 MTIP TO MEET FEDERAL)	Introduced by: Chief Operating
TRANSPORTATION PROJECT DELIVERY)	Officer Marissa Madrigal in
REQUIREMENTS)	concurrence with Council President
		Lynn Peterson

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

WHEREAS, the U.S. Department of Transportation requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the U.S. Department of Transportation’s MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, a revised construction phase cost estimate for Gresham’s NW Division St Complete Street project requires \$3,366,927 of local overmatching funds be added to address the funding shortfall and enable the construction phase to obligate before the end for FFY 2024; and

WHEREAS, the Oregon Department of Transportation’s (ODOT) OR217 – OR10 to OR99W improvement project requires additional funds to support the construction phase of which \$11,865,009 will be transferred from their Interstate 5 – Capitol Highway to OR217 Active Traffic Management project by canceling the construction phase; and

WHEREAS, the City of Portland received a \$38,394,000 USDOT Neighborhood Access and Equity (NAE) -program/ Reconnecting Communities Pilot (RCP) Program discretionary grant award to complete multiple complete street upgrades, plus enhanced access to Rose Quarter Transit Center and is being programmed now to enable preliminary engineering to be obligated early in FFY 2025; and

WHEREAS, an updated construction phase cost estimate for the City of Sherwood's Ice Age Drive new collector road project requires a further commitment of \$7,417,900 of local overmatching funds to resolve the construction phase funding shortfall; and

WHEREAS, the programming updates to the four projects are stated in Exhibit A to this resolution; and

WHEREAS, on June 7, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on June 20, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend or add the four projects as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this 11th day of July 2024.



Duncan Hwang, Deputy Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: June 24, 2024
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: June #1 FFY 2024 MTIP Formal Amendment & Resolution 24-5422 Approval Request – JN24-09-JUN1

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE AMENDING OR ADDING A TOTAL OF FOUR PROJECTS IN THE 2024-27 MTIP TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS

BACKGROUND

What This Is - Amendment Summary:

The June #1 2024-27 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment is one of two MTIP formal amendments moving forward through the Metro approval process. The June #1 bundle is under amendment number JUN24-09-Jun1. The new Portland Broadway Main Street and Supporting Connections project has been pulled from the June 2024 MTIP Formal Amendment bundle and will proceed to JPACT as part of the July Rose Quarter MTIP Formal Amendment bundle. TPAC has provided their approval recommendation for the project to proceed to JPACT this way. This reduces the June formal amendment bundle to four projects: One new project and three existing projects require cost changes and phase cancelations.

The new project is the following:

- **Key 23656 – ODOT Hayden Island Building Demolition project:**
The project is considered a child-type project to the full I-5 IBR project and will proceed independently from I-5 IBR project under its own STIP Key number. To reduce costs, ODOT will complete the demolition of two unused ODOT owned buildings located on North Center Ave in Portland.

What is the requested action?

JPACT approved Resolution 24-5422 on June 20, 2024, and requests Metro Council provide the final approval now for the four-project bundle within Resolution 24-5422 to amend the 2024-27 MTIP with the four projects.

Additional details about each new project are included on the next pages after the meeting summary updates.

MEETING SUMMARY UPDATES:

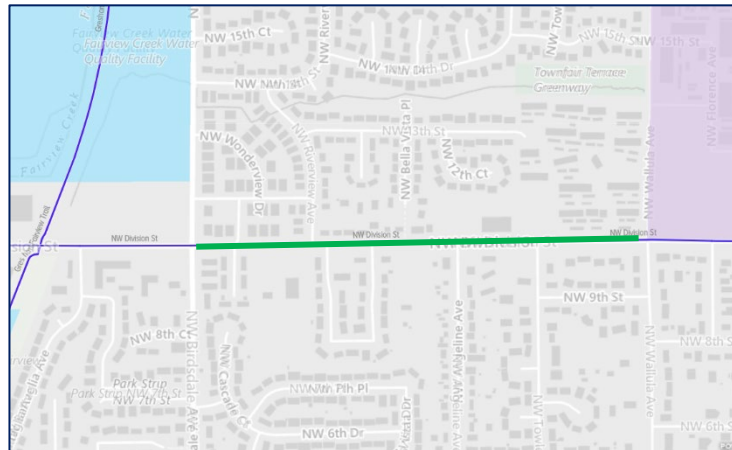
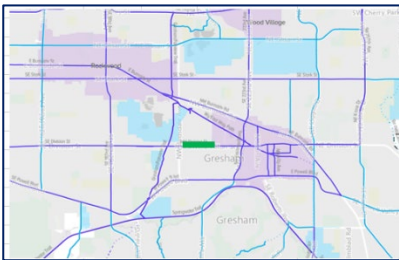
- TPAC June 7, 2024 Meeting Summary:
 - TPAC Met on June 7, 2024 and received their official notification and overview of the June 2024 Formal Amendment bundle under Resolution 24-5422. Ken Lobeck, Metro Funding Programs Lead provide the amendment overview. He discussed each project, what changes were occurring and why they were occurring. He also included a reminder to TPAC members that virtually federal funded projects progressing through the federal transportation delivery process are experiencing significant cost increases. He cited multiple reasons for the ongoing cost increases from lack of scoping to inflation updates. He asked TPAC member to consider maintaining additional contingency funds for their projects. He reminded committee members that project phase normally cannot move forward and be obligated and expended unless the phase is fully funded. The phase funding shortfalls not only result in a cost issue for the lead agency but can significantly delay the project until the funding shortfall is resolved.
 - Ken also identified a needed processing change that the city of Portland requested for their new Portland Broadway Main Street and Supporting Connections which received a USDOT \$38 million dollar grant to provide complete street/active transportation upgrades on Broadway and Weidler Streets. The project has been assigned an ODOT Key 23646. The project has a connection to ODOT's Rose Quarter Improvement project in Key 19071. This also received a \$450 million from the same USDOT discretionary grant program. ODOT will submit the required amendment updates for Key 19071 as part of the July 2024 MTIP Formal Amendment cycle. ODOT will also provide a project presentation to JPACT at their July 2024 meeting.
 - Portland's new Broadway Main Street and Supporting Connections project has a connection with the Rose Quarter Improvement Project. Since ODOT will be presenting an overview of the programming changes to JPACT in July, and a connection exists with the Project, Portland has requested that their new project be incorporated into the July 2024 Rose Quarter Improvement Project Formal Amendment bundle for JPACT and Metro Council approval. This way if questions emerge about project at JPACT, Portland staff will be present to address them as well.
 - The TPAC agenda had already been posted and consensus was not reached for the processing adjustment until a day before TPAC met. Rather than try to adjust the June 2024 MTIP Amendment bundle with a revised approval recommendation, Ken requested TPAC approve the bundle as submitted which included the new Portland project. He would then split the bundle and remove Portland new Broadway St project and add it into the Rose Quarter Improvement Project July 2024 formal amendment bundle under the logic of a public comment requested adjustment.

- TPAC members discuss the programming adjustment and did not raise any issues with the proposed change. The final approval recommendation TPAC unanimously passed provided the approval recommendation to JPACT for Resolution 24-5422 as submitted (includes all five projects), and includes the understanding that Portland's new Broadway Main Street and Supporting Connections will be split off the June 2024 Formal amendment bundle and incorporated into the July 2024 Rose Quarter MTIP Formal Amendment bundle which is expected now to contain a total of five projects.
- As a result of this action, the June 2024 MTIP Formal Amendment bundle under Resolution 24-2422 will be reduced to four projects and proceed on schedule to the June 20, 2024 JPACT meeting for their approval consideration. Assuming JPACT approves Resolution 24-5422 will then move for final Metro approval at the July 11, 2024 Metro Council Meeting.
- Portland's new Broadway Main Street and Supporting Connections will progress to JPACT on July 18, 2024 with the Rose Quarter MTIP Formal Amendment bundle as an action item. Assuming JPACT provides approval for the amendment resolution, the formal amendment will move on for final Metro approval at the August 1, 2024 Metro Council meeting.
- JPACT June 20, 2024, Meeting Summary:
 - JPACT met on Thursday, June 20, 2024. The June #1 MTIP Formal Amendment bundle with four projects was included on the Consent Agenda. The new Portland Broadway Main Street and Supporting Connections project has been removed from being a component of Resolution 24-5422 and will proceed as part of the Rose Quarter MTIP Formal Amendment in July as noted previously.
 - JPACT approved the Consent Calendar including Resolution 24-5422 without discussion.

A summary of the June 2024 MTIP Formal Amendment bundle under Resolution 24-5422 now follows:

- **Key 22636 - NW Division Complete St Phase I: Wallula Ave - Birdsdale Ave:**
 - Lead Agency: Gresham.
 - Description: The project will complete Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs and ramps, plus bike lanes.

- **Funding Summary:** The amendment adds local overmatch to the construction phase. Gresham is adding \$3,675,971 to the construction phase. The total project cost increases from \$6,140,589 to \$9,841,550.
- **Action:** The formal amendment increases the construction phase. The latest construction phase cost estimate increases the construction phase from \$4,170,636 to \$7,846,597. The city of Gresham is committing additional local overmatching funds to address the construction phase funding shortfall. This will ensure the construction phase can obligate the phase funds before the end of FFY 2024 (before 9/30/2024).
- **Added Notes:** The funding change to the project represents a 60% cost increase to the project. The approved MTIP Amendment Matrix allows for allows for cost changes up to 20% for projects above \$5 million. Cost changes above the administrative threshold are considered an impact to the fiscal constraint finding. This triggers the need to complete the formal/full amendment.



● **Key 22719 - I-5: Capitol Highway - OR217:**

- **Lead Agency:** ODOT
- **Description:** The project will install electronic signs to provide advance warning of traffic ahead on the highway to improve congestion, queuing, and potential collisions.
- **Funding Summary:** The full project programming of \$15,917,009 decreases to \$4,052,000 as a result of the construction phase being canceled and the funding transferred over to the OR 217 – OR1- to OR99W in Key 18841 to address a funding shortfall.

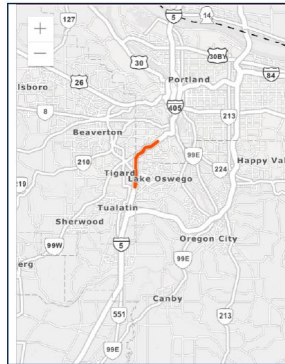
- Action: The formal amendment cancels the construction per OTC action and transfers the funds to Key 18841. OTC approval was required to approve the transfer.
- Added Notes. Twp attachments are included with the staff report:
 - Attachment 1 – Key 22719 OTC Staff Report Item
 - Attachment 2 – Key 22719 Project Overview

Project to modify funding:

OR217: OR10 - OR99W (K18841)		COST		
PHASE	YEAR	Current Estimate	Proposed	Delta
		Preliminary Engineering	2014	\$22,490,267
Right of Way	2020	\$3,000,000	\$3,000,000	\$0
Utility Relocation	N/A	\$0	\$0	\$0
Construction	2021	\$131,693,018	\$147,081,690	\$15,388,672
Other	2019	\$1,600,000	\$1,600,000	\$0
TOTAL		\$158,783,285	\$174,171,957	\$15,388,672

Funding plan:

Source of funding	Funding Program	Funds
Cancel the CN phase of I-5: Capitol Highway - OR217 (K22719)	SW Enhance	\$ 11,865,009
Bridge Program Funds	Fix-It SW Bridge/ HB2017 Bridge Seismic	\$3,523,663
TOTAL		\$15,388,672



● **Key 23656 - Hayden Island Building Demolition (New Project):**

- Lead Agency: ODOT.
- Description: The project will complete preparation for and demolition of two ODOT-owned buildings located on North Center Ave in Portland to reduce operation and maintenance costs for the agency.
- Funding Summary: ODOT has committed \$504,030 of state funds to complete the project.
- Action: The formal amendment adds the new project to the MTIP. The project is related to the larger I-5 Columbia River (Interstate) Bridge replacement

(IBR) project currently progressing through Preliminary Engineering in Key 21570. This project is considered a child-type project to the full I-5 IBR project and will proceed independently from I-5 IBR project under its own STIP Key number upon its final STIP approval. ODOT will complete the demolition of two unused ODOT owned buildings located on North Center Ave in Portland. The overall action is in support of ODOT's cost reduction efforts.

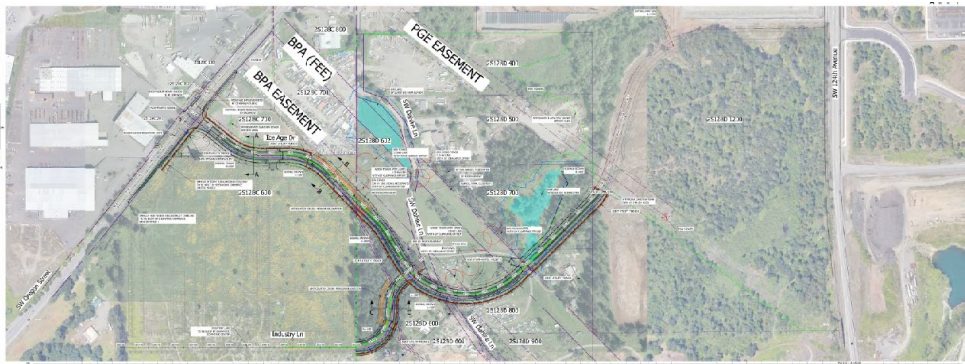


- **Key 23524 - Ice Age Drive: SW Oregon St-SW Dahlke Ln (Tonquin):**

- Lead Agency: Sherwood.
- Description: The project Design and construct new industrial collector, Ice Age Drive between SW Oregon Street and SW Dahlke Ln to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support companies relocation to the Sherwood Tonquin Employment Area.
- Funding Summary: The project includes a \$3,000,000 FFY 2023 Congressionally Directed Spending (CDS) award with local funds representing the remaining funds for the project being local funds. The UR

phase cancellation frees up \$2,340,000 of local funds for the Construction phase with Sherwood adding another \$5,077,900 to cover the revised construction phase estimate of \$18,317,900. The total new total project cost from the amendment is now \$20,645,400.

- **Action:** The formal amendment cancels the cancels the Utility Relocation phase and transfers the funding forward to the Construction phase. The construction phase receives added local overmatching funds and is being slipped to FFY 2025 based on the revised construction phase estimate.



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. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate and fiscal constraint as a result of the required changes.

- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling.
- Supports RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Contains applicable project scope elements that can be applied to Metro’s performance requirements.
- Verified to be part of the Metro’s annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendments includes multiple steps. The required approvals for the June #1 FFY 2024 Formal MTIP amendment (JN24-09-JUN1) will include the following actions:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	May 31, 2024
• Initiate the required 30-day public notification process.....	June 4, 2024
• TPAC notification and approval recommendation.....	June 7, 2024
• JPACT approval and recommendation to Council.....	June 20, 2024
• Completion of public notification process.....	July 5, 2024
• Metro Council approval.....	July 11, 2024

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps (The below timeline is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	July 16 ,2024
• USDOT clarification and final amendment approval.....	Mid-August 2024

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new projects to be added into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There are no direct or indirect impacts to the approved Metro budget through the actions of this amendment. The identified funding for the new projects does not originate from Metro.

RECOMMENDED ACTION:

What is the requested action?

JPACT approved Resolution 24-5422 on June 20, 2024, and requests Metro Council provide the final approval now for the four-project bundle within Resolution 24-5422 to amend the 2024-27 MTIP with the four projects.

Two attachments.

- Attachment 1: Key 22719 OTC Staff Report Item
- Attachment 2: Key 22719 Project Overview

Exhibit A
June #1 FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: JN24-09-JUN1

The June #1 Federal Fiscal Year 2024 Formal MTIP Amendment amends or adds a total of five projects in the MTIP. MTIP and STIP programming is required to meet federal transportation delivery requirements. A summary of the changes includes the following:

- **Key 16986 - NW Division Complete St Phase I: Wallula Ave – Birdsdale Ave (Gresham):** The formal amendment complete a cost increase to the construction phase for the project. The amendment action adds local overmatch funding to the construction phase
- **Key 22719 - I-5: Capitol Highway - OR217 (ODOT):** The formal amendment increases the construction phase by adding local overmatching funds.
- **Key 23656 - Hayden Island Building Demolition (ODOT):** The formal amendment adds the new child project to the I-5 Interstate Bridge Replacement project to complete demolition actions on Hayden Island.
- ~~**Key 23646 – Broadway Main Street and Supporting Connections (Portland):** The formal amendment adds the new USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program grant awarded project to the MTIP for Portland.~~ Update: Per Portland’s request, this project is being removed from the June 2024 MTIP Formal Amendment bundle and will be incorporated into the July 2024 Rose Quarter Improvement Project MTIP Formal Amendment bundle for JPACT approval consideration. The project has received a TPAC approval recommendation to process with the Rose Quarter amendment bundle from JPACT to Metro Council.
- **Key 23524 - Ice Age Drive: SW Oregon St-SW Dahlke Ln (Tonquin) (Sherwood):** The project requires an additional \$5,077,900 of local funds to be added to the construction phase. The Utility Relocation phase is now no longer required. UR phase funds are being shifted to Construction and the Construction phase is being slipped to FFY 2025.

The June #1 MTIP Formal Amendment bundle represent the regular monthly formal MTIP amendment Metro completes. During June 2024, Metro is processing two formal MTIP amendment bundle. This bundle is under amendment # JN24-09-JUN1. As a result of the removal of Key 23646, the June #1 MTIP Formal Amendment bundle under Resolution 24-5422 is reduced from five to four projects. Final requested approval from Metro Council will be for four projects.

The planned special separate formal amendment for the Rose Quarter Improvement Project bundle was canceled for June due to additional reviews needed and will be submitted in July. The Rose Quarter Improvement

The Exhibit A Tables that follow contain the specific project changes for the fives in the June #1 Formal MTIP Amendment Bundle., See the Exhibit A/MTIP Worksheets for the detailed changes and consistency review areas.

2024-2027 Metropolitan Transportation Improvement Program				
Exhibit A to Resolution 24-5422				
June #1 FFY 2024 Formal Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: JN24-09-JUN1				
Total Number of Projects: 4				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Amended Existing Projects in the 2024-27 MTIP				
(#1) ODOT Key # 16986 MTIP ID 70542	Gresham	NW Division Complete St Phase I: Wallula Ave – Birdsdale Ave	Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs, curb ramps, and bike lanes	<u>COST INCREASE:</u> The formal amendment increases the construction phase. The latest construction phase cost estimate increases the construction phase from \$4,170,636 to \$7,846,597. The city of Gresham is contributing \$3,700,961 of additional local overmatch to eliminate the construction phase funding shortfall
(#2) ODOT Key # 22719 MTIP ID 71339	ODOT	I-5: Capitol Highway - OR217	Repaint the west bridge ramps to prevent corrosion of the steel structures. Install electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.	<u>CANCEL PHASE:</u> The formal amendment cancels the construction phase. This leaves only the PE phase programmed. The PE phase is being delayed and pushed out to FFY 2027. ODOT will transfer the funds to the OR217 construction phase in Key 18841 to support this project. OTC has approved the change.
(#3) ODOT Key # 23656 MTIP ID TBD <i>New Project</i>	ODOT	Hayden Island Building Demolition	Preparation for and demolition of two ODOT-owned buildings located on North Center Ave in Portland to reduce operation and maintenance costs for the agency.	<u>ADD NEW PROJECT:</u> Add the new child project to I-5 Interstate Bridge Replacement Project to the MTIP that will complete required demolition actions on Hayden Island.

<p>(#4) ODOT Key # 23646 MTIP ID TBD <i>New Project</i></p>	<p>ODOT</p>	<p>Broadway Main Street and Supporting Connections</p>	<p>The project will complete enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services</p>	<p><u>ADD NEW PROJECT:</u> The formal amendment adds the new USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program grant awarded project to the MTIP for Portland.</p>
<p>TPAC received their notification and overview of this project at their June 7, 2024 meeting. TPAC provided an approval recommendation to move forward to JPACT with the rest of the June amendment bundle. However, this project has a connection the upcoming Rose Quarter Improvement Project in Key 19071. The Rose Quarter Improvement Project amendment bundle will be submitted as part of the July 2024 Formal Amendment bundle. Assuming TPAC provides an approval recommendation to JPACT for this amendment bundle, ODOT then will present a formal presentation to JPACT as part of approval action. Portland’s new Broadway Main Street and Supporting Connections will be incorporated into the Rose Quarter Improvement Project amendment bundle that is now estimated to include five total projects. The project shift to the Rose Quarter amendment bundle will allow both ODOT and PBOT to be present together and address questions raised about either project. It also may help streamline and reduce possible confusion about both projects from FHWA in providing the final amendment approval for both projects.</p>				
<p>(4) ODOT Key # 23524 MTIP ID TBD</p>	<p>Sherwood</p>	<p>Ice Age Drive: SW Oregon St-SW Dahlke Ln (Tonquin)</p>	<p>Design and construct new industrial collector, Ice Age Drive between SW Oregon Street and SW Dahlke Ln to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support companies relocation to the Sherwood Tonquin Employment Area.</p>	<p><u>CANCEL PHASE:</u> The project has completed an updated cost estimate which requires an additional \$5,077,900 of local funds to be added to the construction phase. The Utility Relocation phase is now no longer required. UR phase funds are being shifted to Construction and the Construction phase is being slipped to FFY 2025.</p>

Proposed Amendment Review and Approval Steps:

- Tuesday, June 4, 2024: Post amendment & begin 30-day notification/comment period.
Status: The 30-day public comment period for the June 2024 MTIP Formal Amendment bundle under Resolution 24-5422 has been initiated.
- Friday, June 7, 2024: TPAC meeting (Required Metro amendment notification)
Status: TPAC convened and provided a unanimous approval recommendation to JPACT that also supported removal Key 23646 to be processed at the JPACT with the July 2024 Rose Quarter Formal Amendment bundle.

- Thursday, June 20, 2023: JPACT meeting.
- Thursday, July 5, 2024: End 30-day Public Comment period.
- Thursday, July 11, 2024: Final approval from Metro Council anticipated.
- Mid-August 2024: Estimated final FHWA amendment approvals occur.

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
COST INCREASE
 Add local overmatch funding to
 the construction phase

Project #1

Project Details Summary							
ODOT Key #	16986	RFFA ID:	N/A	RTP ID:	10433	RTP Approval Date:	11/30/2023
MTIP ID:	70542	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JN24-09-JUN1		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The latest construction phase cost estimate increases the construction phase from \$4,170,636 to \$7,846,597. The city of Gresham is contributing \$3,700,961 of additional local overmatch to eliminate the construction phase funding shortfall. As a result the total project cost increases to \$9,841,550 which represents a 60% increase to the project. The MTIP Amendment Matrix limits cost increases to occur administratively at 20% of the total project cost for projects above \$5 million dollars. The cost increase for this project is 60% and exceeds the 20% threshold, plus impacts the fiscal constraint finding which then triggers the need for a formal/full amendment to the MTIP.

Project Name:	NW Division Complete St Phase I: Wallula Ave – Birdsdale Ave						
Lead Agency:	Gresham	Applicant:	Gresham	Administrator:	ODOT		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No		

Short Description:
 Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs, curb ramps, and bike lanes

MTIP Detailed Description (Internal Metro use only):
 In Gresham on NW Division St between NW Wallula Ave and NW Birdsdale Ave, Construct Phase 1 active transportation improvements to include ADA improvements, sidewalks, curbs, curb ramps, and bike lanes to add 800’ of new sidewalks (gap fills) & bicycle lanes to connect with new transit stations being developed on the north and south sides of NW Division St separately with Phase II planned to extend NW Division St with similar active transportation improvements from NW Birdsdale Ave and the Gresham-Fairview Trail

STIP Description:
 Extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include sidewalks, curb ramps and bike lanes. These improvements will increase safety and accessibility, and fill significant gaps in the active transportation network along NW Division St.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets ODOT Work Type:	Active Trans - Pedestrian	Sidewalk New	Capital Improvement
		Sidewalk Reconstruction	
	Active Trans - Bicycle BIKEPED, CMAQ	On-Street Striped	

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TCSP	L68E	2013		\$ 179,460					\$ -
CMAQ	Z400 L400	2013		\$ 757,402					\$ 757,402
CMAQ	L400 Z40E	2022			\$ 741,047				\$ 741,047
CMAQ	Y400	2024					\$ 3,742,312		\$ 3,742,312
Federal Totals:			\$ -	\$ 936,862	\$ 741,047	\$ -	\$ 3,742,312	\$ -	\$ 5,240,761
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (L68E)	Match	2013		\$ 20,540					\$ 20,540
Local (CMAQ)	Match	2013		\$ 86,688					\$ 86,688
Other	OTH0	2013		\$ 100,000					\$ -
Other	OTH0	2013		\$ 125,000					\$ 125,000
Local (CMAQ)	Match	2022			\$ 84,816				\$ 84,816
Local (Y400)	Match	2024					\$ 428,324		\$ 428,324
Other	OTH0	2024					\$ 331,034		\$ -
Other	OTH0	2024					\$ 3,675,961		\$ 3,675,961
Local Totals:			\$ -	\$ 232,228	\$ 84,816	\$ -	\$ 4,104,285	\$ -	\$ 4,421,329

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 1,144,090	\$ 825,863	\$ -	\$ 4,170,636	\$ -	\$ 6,140,589
Amended Programming Totals	\$ -	\$ 1,169,090	\$ 825,863	\$ -	\$ 7,846,597	\$ -	\$ 9,841,550
Total Estimated Project Cost:							\$ 9,841,550
Total Cost in Year of Expenditure:							\$ 9,841,550

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 25,000	\$ -	\$ -	\$ 3,675,961	\$ -	\$ 3,700,961
Phase Change Percent:	0.0%	2.2%	0.0%	0.0%	88.1%	0.0%	60.3%
Amended Phase Matching Funds:	\$ -	\$ 107,228	\$ 84,816	\$ -	\$ 428,324	\$ -	\$ 620,368
Amended Phase Matching Percent:	N/A	10.27%	10.27%	N/A	10.27%	N/A	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 936,862	\$ 741,047	\$ -	\$ 3,742,312	\$ -	\$ 5,420,221
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 232,228	\$ 84,816	\$ -	\$ 4,104,285	\$ -	\$ 4,421,329
Total	\$ -	\$ 1,169,090	\$ 825,863	\$ -	\$ 7,846,597	\$ -	\$ 9,841,550

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	80.14%	89.73%	0.0%	47.69%	0.0%	55.1%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	19.86%	10.27%	0.0%	52.31%	0.0%	44.9%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	9.5%	7.5%	0.0%	38.0%	0.0%	55.1%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	2.4%	0.9%	0.0%	41.7%	0.0%	44.9%
Total	0.0%	11.9%	8.4%	0.0%	79.7%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,169,090	\$ 825,863				Aid ID
Federal Funds Obligated:		\$ 936,862	\$ 741,047				
EA Number:		PE002199	R9820000				FHWA or FTA
Initial Obligation Date:		1/29/2013	2/14/2022				FHWA
EA End Date:		10/27/1902	6/30/2025				FMIS or TRAMS
Known Expenditures:		\$ 591,947	\$ 729,757				FMIS

				Estimated Project Completion Date:		12/31/2027	
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A	

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review
1. What is the source of funding? FHWA TCSP and RFFA awarded CMAQ
2. Does the amendment include changes or updates to the project funding? Yes. Additional local overmatch is being committed to the project.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, per review by the ODOT LAL and completed PCR.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? PCR approval by ODOT Local Delivery.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets		Route or Arterial	Cross Street		Cross Street
		Division Street	Wallula Ave		Birdsdale Ave

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2012	Years Active	13	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	11	Last Amendment	Administrative	Date of Last Amendment	May 2023	Last MTIP Amend Num	AM23-14-MAY1
Last Amendment Action	FUND PHASE SHIFT: Cancel UR phase and re-allocate the \$100k among PE, ROW, and the Construction phase.						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Located in a Safety High Injury Corridor	Equity Notes
				X	X	X	X	Crosses into multiple EFAs. Overall, POC, LEP, and LI = YES
Added notes: The project is located in an identified High Injury Corridor.								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Air Quality - Bicycle and pedestrian facilities.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 10433 - Division - Kelly to Burnside: Boulevard Improvements
RTP Project Description:	Complete boulevard design improvements, medians for safety, wider sidewalk and buffered bicycle lanes.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Division St within the project limits is designated as a Minor Arterial
Yes	Transit	Division St within the project limits is designated as a Frequent Bus
No	Freight	No designation in the Freight network
Yes	Bicycle	Division St within the project limits is designated as a Regional Bikeway
Yes	Pedestrian	Division St within the project limits is designated as a Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Division St	Map-21 Principal Arterials
Functional Classification	Yes	Division St	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	Division St	Urban Other Principal Arterial

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3. Is the project included as part of the approved: UPWP? No. Not Applicable
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goals: <u>Goal #1 - Mobility Options:</u> Objective 1.2 - System Completion: Complete all gaps in planned regional networks. <u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.

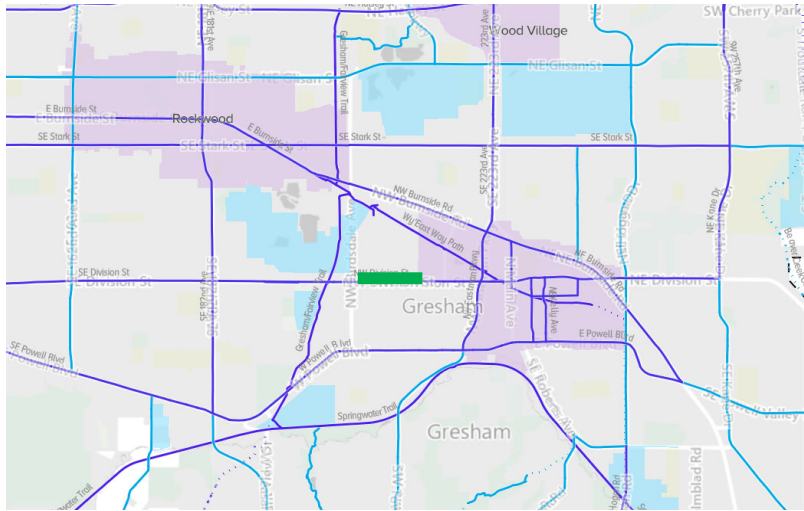
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be June 4, 2024 to July 5, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CMAQ	Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funds are a federal funding source (FHWA based) that provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funds are normally apportioned to the eligible states and then potentially sub-allocated to MPOs or other eligible agencies based on a formula allocation.
Other	General local funds committed to the project beyond the minimum match requirement. Also referred to as "overmatch".
TCSP	Federal Transportation Community and Systems Preservation Pilot Program funds. TCSP funds tie transportation, economic growth, and quality of life goals by encouraging the development of innovative strategies and creating new partnerships to strengthen the planning process. TCSP funds are used to help achieve locally determined goals such as improving transportation efficiency; reducing the negative effects of transportation on the environment; providing better access to jobs, services and trade centers; reducing the need for costly future infrastructure; and revitalizing underdeveloped and brownfield sites. Grants also can be used to examine urban development patterns and create strategies that encourage private companies to work toward these goals in designing new developments. Currently, the TCSP program within FHWA is not active.



REGION 1 PROJECT CHANGE REQUEST (PCR)

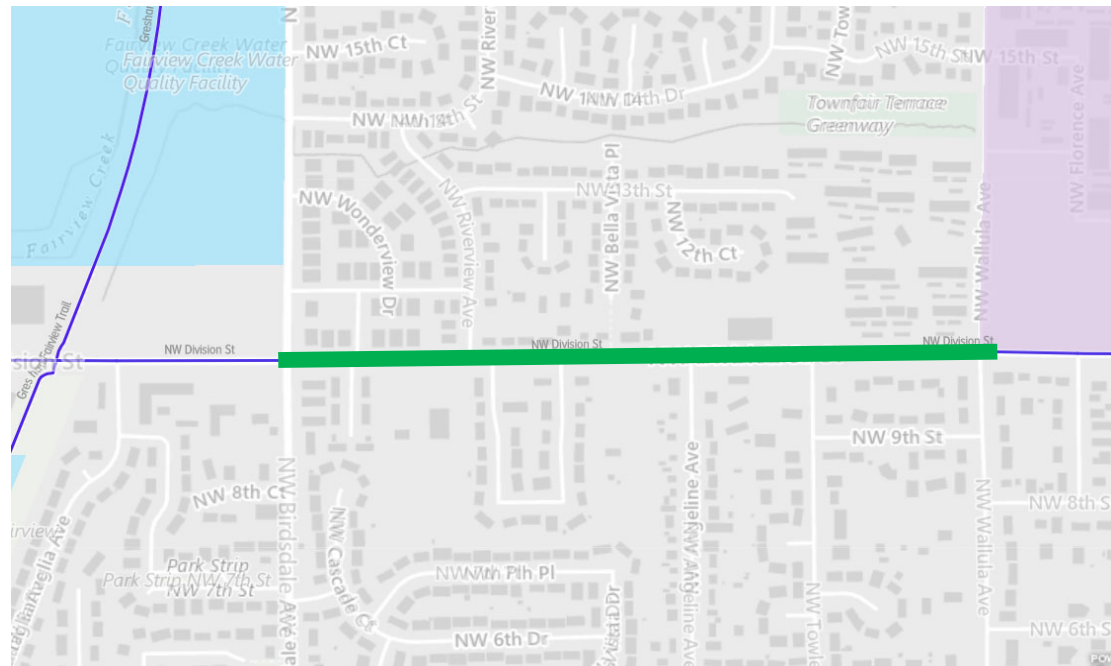
Project Budget Table

Actual expenditures should be entered in first column if available. The need column (last) auto calculates; to avoid confusion, please enter 'Current STIP' and 'Desired Total' numbers for all phases (even if they are the same) in both columns.

Budget Change Comments:					
Expended	Phase	FFY*	Current STIP Total	Desired Total	Need (Difference +/-)
	Planning (PL)				\$0.00
	Preliminary Engineering (PE)	2013	\$1,169,090.00	\$1,169,090.00	\$0.00
	Right-of-Way (RW)	2022	\$825,863.00	\$825,863.00	\$0.00
	Utility Relocation (UR)	2023	\$0.00	\$0.00	\$0.00
	Construction (CN)	2024	\$4,501,670.00	\$7,846,597.03	(\$3,344,927.03)
	Other (OT)				\$0.00

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

Additional Information:



2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
CANCEL PHASE
 Cancel the Construction phase
 and delay PE to FFY 2027

Project #2

Project Details Summary

ODOT Key #	22719	RFFA ID:	N/A	RTP ID:	11304	RTP Approval Date:	11/30/2023
MTIP ID:	71339	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JN24-09-JUN1	STIP Amendment ID:		24-27-1100		

Summary of Amendment Changes Occurring:

The formal amendment cancels the construction phase for the project. This leaves only the PE phase programmed. The PE phase is being delayed and pushed out to FFY 2027. ODOT will transfer the funds to the OR217 construction phase in Key 18841 to support this project. OTC reviewed the request and approved it at their September 2024 meeting. The OTC staff report item is included as an attachment. A revised funding plan most likely will result for this project as part of the next STIP cycle. Under the rules of the MTIP and STIP Amendment Matric, canceling the construction to an active programmed project requires the completion of a formal amendment.

Note for Key 18841: OR217 - OR10 to OR99W. Key 18841 has obligated all its federal funds and the project is well into the construction phase. The construction phase was obligated as part of the 2021-24 MTIP. The was not carried over into the active 2024-27 MTIP as all federal fund obligations had been completed. The project is considered "prior obligated" , but still ongoing to be completed. The fund transfer from Key 22719 to Key 18841 does not require a formal amendment to complete. The funds will be added to Key 18841 as separate technical correction to Key 18841.

Project Name:	I-5: Capitol Highway - OR217						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

~~Repaint the west bridge ramps to prevent corrosion of the steel structures.~~
Install electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.

MTIP Detailed Description (Internal Metro use only):

~~Repaint the west bridge ramps to prevent corrosion of the steel structures.~~

On I-5 from Capitol Highway south to OR 217, MP 291.23 to MP 296.0, install electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.

STIP Description:

Install electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	System Management and Operations	Systems Management, ITS, and Operations
ODOT Work Type:	OP-SSI		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Y240	2024		\$ 3,736,754					\$ -
NHFP	Y460	2027		\$ 3,736,754					\$ 3,736,754
State STBG	Y240	2026					-\$ 10,941,911		\$ -
Federal Totals:			\$ -	\$ 3,736,754	\$ -	\$ -	\$ -	\$ -	\$ 3,736,754
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2024		-\$ 315,246					\$ -
State	Match	2027		\$ 315,246					\$ 315,246
State	Match	2026					-\$ 923,098		\$ -
State Totals:			\$ -	\$ 315,246	\$ -	\$ -	\$ -	\$ -	\$ 315,246
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	-\$ 4,052,000	\$ -	\$ -	-\$ 11,865,009	\$ -	-\$ 15,917,009
Amended Programming Totals			\$ -	\$ 4,052,000	\$ -	\$ -	\$ -	\$ -	\$ 4,052,000
Total Estimated Project Cost									\$ 15,917,009
Total Cost in Year of Expenditure:									\$ 15,917,009

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The project's construction phase funding is being transferred to Key 18841. PE is delayed to start until FFY 2027.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ (11,865,009)	\$ -	\$ (11,865,009)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-100.0%	0.0%	-74.5%
Amended Phase Matching Funds:	\$ -	\$ 315,246	\$ -	\$ -	\$ -	\$ -	\$ 315,246
Amended Phase Matching Percent:	N/A	7.78%	N/A	N/A	N/A	N/A	7.78%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 3,736,754	\$ -	\$ -	\$ -	\$ -	\$ 3,736,754
State	\$ -	\$ 315,246	\$ -	\$ -	\$ -	\$ -	\$ 315,246
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 4,052,000	\$ -	\$ -	\$ -	\$ -	\$ 4,052,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	#DIV/0!	92.22%	0.0%	0.0%	0.0%	0.0%	92.22%
State	#DIV/0!	7.78%	0.0%	0.0%	0.0%	0.0%	7.78%
Local	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	#DIV/0!	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	92.22%	0.0%	0.0%	0.0%	0.0%	92.2%
State	0.0%	7.78%	0.0%	0.0%	0.0%	0.0%	7.8%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	Not Specified
Completion Date Notes:	A revised funding and delivery schedule will emerge later with PE starting in FFY 2027 now.						
Are federal funds being flex transferred to FTA?	No	If yes, expected FTA conversion code:			N/A		
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? PE phase = ODOT appropriated federal National Highway Freight Program (NHFP) funds.
2. Does the amendment include changes or updates to the project funding? Yes. The construction phase committed funds are being removed to support the construction phase in Key 18841.
3. Was proof-of-funding documentation provided to verify the funding change? Yes. OTC Staff Report item which is included as an attachment
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval was required and occurred during their
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	Interstate 5	291.23	296.0	4.77
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Interstate 5		Capitol Hwy		OR217

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	EFA Notes: Only a portion of the project borders on a designated Equity Focus Area. POC = Yes, LEP = No, LI = Yes
				X		X	

Note: The project is located in an 2023 RTP defined High Injury Corridor (2016 to 2020)

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Traffic control devices and operating assistance other than signalization projects.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 11304: I-5 South Operational Improvements
RTP Project Description:	Construct improvements to address recurring bottlenecks on I-5 south of the central city. Specific improvements as identified in operational analysis, Mobility Corridor analysis and refinement planning.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation within the Project Limits
Yes	Motor Vehicle	I-5 is designated as a Throughway
Yes	Transit	I-5 is designated as a Frequent Bus area
Yes	Freight	I-5 is designated as a Main Roadway Route
No	Bicycle	None
No	Pedestrian	None

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-5	Interstate (Eisenhower Interstate System)
Functional Classification	Yes	1	Urban Interstate
Federal Aid Eligible Facility	Yes	1	Interstate

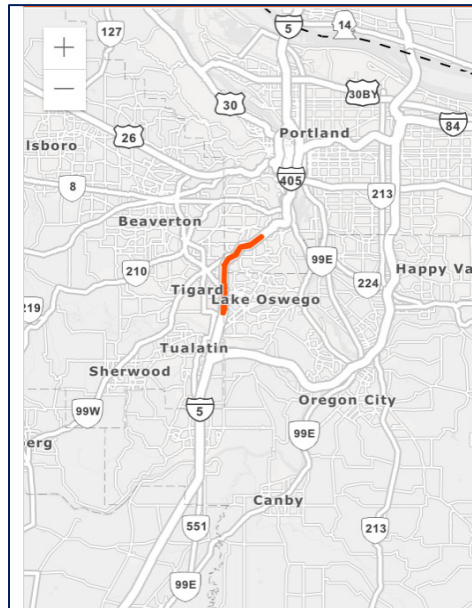
Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3. Is the project included as part of the approved: UPWP? No.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goal: <u>Goal #2 - Safe System:</u> Objective 2.1 Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal: #3 - Equitable Transportation:</u> Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2. What are the start and end dates for the comment period? Estimated to be June 4, 2024 to July 5, 2024
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5. Did the project amendment result in a significant number of comments? Possible. A comment log will be established to monitor submitted comments
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Possible.

Fund Codes References

<p>NHFP</p>	<p>Federal National Highway Freight Program funds appropriated to the state DOT. The federal funds have a purpose to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including:</p> <ul style="list-style-type: none"> - Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation. - Improve reliability, and increase productivity. - Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas. - Improving the state of good repair of the NHFN, using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN. - Improving State flexibility to support multi-State corridor planning and address highway freight connectivity. - Reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167(a) and (b)].
<p>State</p>	<p>General State funds committed to a project in support of the required minimum match to the federal funds.</p>
<p>STBG</p>	<p>Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.</p>
<p>State STBG</p>	<p>Appropriated STBG that remains under ODOT's management and commitment to eligible projects.</p>

Project Location References:
Regional and Local Views



Key 22719 as Currently Programmed in the STIP

Name: I-5: Capitol Highway - OR217				Key: 22719				
Description Install electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.						Region: 1		
MPO: Portland Metro MPO			Work Type: OP-SSI					
Applicant: ODOT			Status: PROJECT SCHEDULED FOR CONSTRUCTION					
Location(s)-								
Mileposts	Length	Route	Highway	ACT	County(s)			
291.00 to 291.22	0.22	I-5	PACIFIC HIGHWAY	REGION 1 ACT	WASHINGTON			
291.00 to 293.42	2.42	I-5	PACIFIC HIGHWAY	REGION 1 ACT	WASHINGTON			
291.23 to 292.07	0.84	I-5	PACIFIC HIGHWAY	REGION 1 ACT	CLACKAMAS			
292.08 to 292.27	0.19	I-5	PACIFIC HIGHWAY	REGION 1 ACT	CLACKAMAS			
292.28 to 292.42	0.14	I-5	PACIFIC HIGHWAY	REGION 1 ACT	WASHINGTON			
293.43 to 296.00	2.57	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH			
Current Project Estimate								
	Planning	Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024				2026		
Total		\$4,052,000.00				\$11,865,009.00		\$15,917,009.00
Fund 1		Y460	\$3,736,754.40			Y460 \$10,941,911.30		
Match			\$315,245.60			\$923,097.70		
Footnote: \$14,678,665.70 in federal funds								

Key 22719 Proposed Funding Adjustment with Construction Phase Canceled

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y460	National highway freight program IIJA	100.00%	4,052,000.00	92.22%	3,736,754.40	7.78%	315,245.60	0.00%	0.00
	PE Totals		100.00%	4,052,000.00		3,736,754.40		315,245.60		0.00
CN	Y460	National highway freight program IIJA	0.00%	0.00	92.22%	0.00	7.78%	0.00	0.00%	0.00
	CN Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				4,052,000.00		3,736,754.40		315,245.60		0.00

Confirmation the Funding Adjustment Request Has Been Sent to the Oregon Transportation Commission (OTC)



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: April 25, 2024

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item J3** – Increase Construction Authorization for the OR217: OR10 – OR99W project

Requested Actions:

Approve an increase in the Construction Authorization for the OR217: OR10 - OR99W project from \$129,693,018 to \$147,081,690 for a total increase of \$17,388,672. The funding for the increase will be provided from \$3,523,663 from the state bridge program funding reserves, \$11,865,009 from cancelling the construction phase of the I-5: Capitol Highway – OR217 project and \$2,000,000 already accounted for in the project bottom line from canceling the utility relocation phase in a previous OTC action.

OTC Requested Funding Adjustments to Support Key 18841
 OR217: OR10 to OR 99W

Requested Actions:

Approve an increase in the Construction Authorization for the OR217: OR10 - OR99W project from \$129,693,018 to \$147,081,690 for a total increase of \$17,388,672. The funding for the increase will be provided from \$3,523,663 from the state bridge program funding reserves, \$11,865,009 from canceling the construction phase of the I-5: Capitol Highway – OR217 project and \$2,000,000 already accounted for in the project bottom line from canceling the utility relocation phase in a previous OTC action.

Project to modify funding:

OR217: OR10 - OR99W (K18841)				
PHASE	YEAR	COST		
		Current Estimate	Proposed	Delta
Preliminary Engineering	2014	\$22,490,267	\$22,490,267	\$0
Right of Way	2020	\$3,000,000	\$3,000,000	\$0
Utility Relocation	N/A	\$0	\$0	\$0
Construction	2021	\$131,693,018	\$147,081,690	\$15,388,672
Other	2019	\$1,600,000	\$1,600,000	\$0
TOTAL		\$158,783,285	\$174,171,957	\$15,388,672

Funding plan:

Source of funding	Funding Program	Funds
Cancel the CN phase of I-5: Capitol Highway - OR217 (K22719)	SW Enhance	\$ 11,865,009
Bridge Program Funds	Fix-It SW Bridge/ HB2017 Bridge Seismic	\$3,523,663
TOTAL		\$15,388,672

Current MTIP Database Programming Levels for Key 18841
 OR217: OR10 to OR99W
 The canceled I-5 Capitol Hwy Construction funding will be transferred to the Construction phase in Key 18841

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[details](#) | [costs](#) | [programming](#) | [map](#) | [amendments](#) | [obligations](#) | [earmarks](#) | [comments](#)

ODOT Key: 18841 | MTIP ID: 70782

OR217: OR10 to OR99W - Cycle 2021-26

Project(s) in this cycle are not editable

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2019		\$17,656,822	\$1,797,021	\$3,046,157	\$22,500,000	<input type="checkbox"/>
	2013	HSIP (100%)	\$1,934,451	\$0	\$0	\$1,934,451	
	2019	STBG - STATE	\$5,658,646	\$647,657	\$18,253	\$6,324,556	
	2020	AC-STBGS	\$9,243,114	\$1,057,916	\$0	\$10,301,030	
	2019	RPFO	\$80,610	\$9,226	\$0	\$89,836	
	2019	HSIP (90%)	\$740,001	\$82,222	\$3,027,904	\$3,850,127	
Construction	2021		\$117,729,609	\$13,474,681	\$488,729	\$131,693,019	<input type="checkbox"/>
	2021	STBG - STATE	\$115,935,009	\$13,269,281	\$488,729	\$129,693,019	
	2020	AC-STBGS	\$1,794,600	\$205,400	\$0	\$2,000,000	
Purchase right of way	2020		\$2,691,900	\$308,100	\$0	\$3,000,000	<input type="checkbox"/>
	2020	AC-STBGS	\$2,691,900	\$308,100	\$0	\$3,000,000	
Other (explain)	2019		\$762,705	\$87,295	\$750,000	\$1,600,000	<input type="checkbox"/>
	2017	HB2017	\$0	\$0	\$750,000	\$750,000	
	2020	AC-STBGS	\$762,705	\$87,295	\$0	\$850,000	
Totals >>			\$138,841,036	\$15,667,097	\$4,284,886	\$158,793,019	

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new child project to I-5
 IBR to the MTIP

Project #3

Project Details Summary

ODOT Key #	23656	RFFA ID:	N/A	RTP ID:	10866	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JN24-09-JUN1	STIP Amendment ID:		24-27-1199		

Summary of Amendment Changes Occurring:

This new project is related to the larger I-5 Columbia River (Interstate) Bridge replacement (IBR) project currently progressing through Preliminary Engineering in Key 21570. The project is considered a child-type project to the full I-5 IBR project and will proceed independently from I-5 IBR project under its own STIP Key number upon its final STIP approval. The PE phase for the I-5 IBR project was obligated back in FFY 2022. As part of reaching the eventual construction phase for the bridge replacement, ODOT will need to complete demolition of two unused ODOT-owned buildings located on North Center Ave in Portland. ODOT and FHWA have determined that the demolition work occurring now will provide a cost savings to ODOT maintenance and the project. MTIP and STIP programming is occurring now to enable the funds to be obligated before the end of FFY 2024 which will allow the demolition activities to move forward immediately.

Project Name:	Hayden Island Building Demolition						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

Preparation for and demolition of two ODOT-owned buildings located on North Center Ave in Portland to reduce operation and maintenance costs for the agency.

MTIP Detailed Description (Internal Metro use only):

On Hayden Island at North Hayden Island Drive and south to the I-5 SB entry and between North Center Ave and I-5, complete preparation for and demolition of two ODOT-owned buildings to reduce operation and maintenance costs.(Related child project to the larger I-5 IBR project in Key 21570)

STIP Description:

Preparation for and demolition of two ODOT-owned buildings located on North Center Ave in Portland to reduce operation and maintenance costs for the agency.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Bridge	Other	Other
ODOT Work Type:	OPERAT		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
									\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2024					\$ 504,030		\$ 504,030
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 504,030	\$ -	\$ 504,030

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 504,030	\$ -	\$ 504,030
Total Estimated Project Cost							\$ 504,030
Total Cost in Year of Expenditure:							\$ 504,030

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 504,030	\$ -	\$ 504,030
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	0.00%	N/A	0.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ 504,030	\$ -	\$ 504,030
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 504,030	\$ -	\$ 504,030

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS?
						Estimated Project Completion Date:	12/31/2026
Completion Date Notes: The completion date is an soft estimate only to determine if the project will require carryover.							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? ODOT State funds.
2. Does the amendment include changes or updates to the project funding? Yes. New State funds are being added to the MTIP for this project.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, per the STIP Impacts Worksheet.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT approval using HB5005 funding
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	North Hayden Island Dr		North Hayden Island Dr and south to North Tomahawk Island Dr/I-5 ramps		Center St on the west side and east to I-5

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	6	Pre-construction activities (pre-bid, construction management oversight, etc.).	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable. This is the first programming action for the project in the MTIP and STIP.						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
					X			

Note: This is a special child project to the larger I05 IBR project in 21570. Performance measures apply to Key 21570

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project (Hayden Island Demolition Project aspect)
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2. The project is a child project to the larger full I-5 IBR project.
Exemption Reference:	Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 10866 - I-5 Interstate Bridge Replacement Program
RTP Project Description:	Replace I-5/Columbia River bridges, add auxiliary lanes and improve interchanges on I-5, extend light rail transit from Expo Center to Vancouver, WA., add protected/buffered bikeways, cycle tracks and a new trail/multiuse path or extension and implement variable rate tolling.

Key 21570 is the parent project to Key 23656.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation (Hayden Island Project Limit Area)
No	Motor Vehicle	No designation
Yes	Transit	The project area is within a transit frequent bus designation
No	Freight	No designation
Yes	Bicycle	The project area is within a Bicycle Parkway designation
Yes	Pedestrian	The project area is within a Pedestrian Parkway designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation (Hayden Island Demolition area)
NHS Project	Yes	I-5	Linked to the NHS as an Interstate

Functional Classification	Yes	1	Eisenhower Interstate System
Federal Aid Eligible Facility	Yes	Not Applicable	Urban Interstate

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? I-5, Yes.
3. Is the project included as part of the approved: UPWP? No.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goal: Goal # 1 - Mobility Options: Objective 1.4 - Regional Mobility: Maintain reliable person-trip and freight mobility for all modes in the region’s mobility corridors, consistent with the designated modal functions of each facility and planned transit service within each corridor.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. This child project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2. What are the start and end dates for the comment period? Estimated to be June 4, 2024 to July 5, 2024
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5. Did the project amendment result in a significant number of comments? Not expected.
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.

Fund Codes References

Other	General state funds committed to the project. For this project, there are no federal funds. Only sate funds are being used to complete the construction/demolition work. In this case, the Other funds do not refer to overmatch funding
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Reference to Key 21570 containing the prior obligated programming for the I-5 Interstate Bridge Replacement

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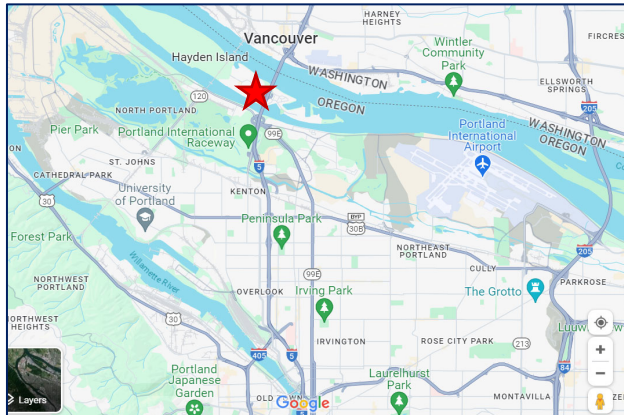
ODOT Key: 21570 | MTIP ID: 71083

I-5: Columbia River (Interstate) Bridge - Cycle 2021-26

Project(s) in this cycle are not editable

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2020		\$7,288,246	\$834,172	\$989,989	\$9,112,407	<input type="checkbox"/>
	2020	STBG - STATE	\$7,288,246	\$834,172	\$989,989	\$9,112,407	
Preliminary engineering	2022		\$39,800,000	\$6,844,545	\$47,355,455	\$94,000,000	<input type="checkbox"/>
	2014	NHPP (Z001)	\$10,000,000	\$1,144,545	\$0	\$11,144,545	
	2018	OTHER - LOCAL	\$0	\$0	\$44,855,455	\$44,855,455	
	2020	NHPP (100%)	\$10,000,000	\$0	\$2,500,000	\$12,500,000	
	2022	NHFP (80%) Z460	\$18,800,000	\$4,700,000	\$0	\$23,500,000	
	2022	AC-STBGS (50/50)	\$1,000,000	\$1,000,000	\$0	\$2,000,000	
Totals >>			\$47,088,246	\$7,678,717	\$48,345,444	\$103,112,407	



Project Location References



Project Scope Summary



2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
CANCEL PHASE
 Cancel UR phase, increase Cons,
 and slip Cons to 2025

Project #4

Project Details Summary							
ODOT Key #	23524	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JN24-09-JUN1	STIP Amendment ID:		24-27-1128		

Summary of Amendment Changes Occurring:
 The original funding and delivery plan was to locally fund the entire project. The city of Sherwood received a Congressional earmark which federalized the project. The project has completed an updated cost estimate which requires an additional \$5,077,900 of local funds to be added to the construction phase. The Utility Relocation phase is now no longer required. UR phase funds are being shifted to Construction and the Construction phase is being slipped to FFY 2025. The net cost change to the project is 32% which is above the 20% threshold for administrative cost changes for projects above \$5 million dollars. This triggers the formal/full amendment requirement.

Project Name:	Ice Age Drive: SW Oregon St-SW Dahlke Ln (Tonquin)						
Lead Agency:	Sherwood	Applicant:	Sherwood	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	No		

Short Description:
 Design and construct new industrial collector, Ice Age Drive between SW Oregon Street and SW Dahlke Ln to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support companies relocation to the Sherwood Tonquin Employment Area.

MTIP Detailed Description (Internal Metro use only):
 In the city of Sherwood between SW Oregon St and SW Dahlke Ln, design and construct a new east/west industrial collector Ice Age Dr, 1-throug-lane in each direction to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support business relocation to the Sherwood’s Tonquin Employment Area.

STIP Description:
 Planned one-mile east/west industrial collector road between SW Oregon Street and SW Dahlke Ln in Sherwood to ease traffic flow on SW Tualatin-Sherwood Road, improve access to I-5, and make it easier for companies to locate in Sherwood’s Tonquin Employment Area.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	New Capacity - General Purpose	Capital Improvement
ODOT Work Type:	Operations		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HIPCDS23	Y926	2024		—			3,000,000		\$ -
HIPCDS23	Y926	2025					3,000,000		\$ 3,000,000
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2024		\$ 1,275,000					\$ 1,275,000
Other	OTH0	2024			\$ 873,500				\$ 873,500
Other	OTH0	2024				2,340,000			\$ -
Local	Match	2024					343,363		\$ -
Local	Match	2025					343,363		\$ 343,363
Other	OTH0	2024					7,556,637		\$ -
Other	OTH0	2025					14,974,537		\$ 14,974,537
Other	OTH0	2024						\$ 179,000	\$ 179,000
Local Totals:			\$ -	\$ 1,275,000	\$ 873,500	\$ -	\$ 15,317,900	\$ 179,000	\$ 17,645,400
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 1,275,000	\$ 873,500	2,340,000	10,900,000	\$ 179,000	15,567,500
Amended Programming Totals			\$ -	\$ 1,275,000	\$ 873,500	\$ -	\$ 18,317,900	\$ 179,000	\$ 20,645,400
Total Estimated Project Cost									\$ 20,645,400
Total Cost in Year of Expenditure:									\$ 20,645,400

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ (2,340,000)	\$ 7,417,900	\$ -	\$ 5,077,900
Phase Change Percent:	0.0%	0.0%	0.0%	-100.0%	68.1%	0.0%	32.6%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 343,363	\$ -	\$ 343,363
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	10.27%	0.00%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 1,275,000	\$ 873,500	\$ -	\$ 15,317,900	\$ 179,000	\$ 17,645,400
Total	\$ -	\$ 1,275,000	\$ 873,500	\$ -	\$ 18,317,900	\$ 179,000	\$ 20,645,400

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	16.4%	0.0%	14.5%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	100.0%	100.0%	0.0%	83.6%	100.0%	85.5%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	14.5%	0.0%	14.5%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	6.2%	4.2%	0.0%	74.2%	0.9%	85.5%
Total	0.0%	6.2%	4.2%	0.0%	88.7%	0.9%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
					Estimated Project Completion Date:		12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? Congressionally Directed Spending earmark and local funds.
2. Does the amendment include changes or updates to the project funding? Yes. Additional local funds are being added to the construction phase.
3. Was proof-of-funding documentation provided to verify the funding change? Yes through ODOT Local Delivery
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Local Delivery provided concurrence.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Ice Age Dr		SW Oregon Street	SW Dahlke Ln (Tonquin)	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
	X		X		X			No hits on EFA areas
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	The project is not included under the CFR, but will not be modeled.
Exemption Reference:	The new collector will be modeled and added to any Metro network
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	Not Applicable as the project is not included as part of the regional system
RTP Project Description:	Not Applicable

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not Applicable
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? Yes
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	<p>Applicable RTP Goal:</p> <p><u>Goal #1: Mobility Options:</u></p> <p>Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled</p> <p><u>Goal #4 - Thriving Economy:</u></p> <p>Objective 4.1 Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be June 4 2024 to July 5, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Not expected.
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.
7.	Added notes:

Fund Codes References	
HIPCDS23	HIPCDS23 represents a Congressionally approved Congressional Directed Spending award (i.e. earmark). This earmark was authorized from the FFY 2023 Congressional CDS award approvals. The funds are federal.

Local	General local funds committed by the lead agency to meet the minimum match requirement against the federal funds award.
Other	General local funds committed to the project above and beyond the local fund minimum match requirement. Also referred to as "overmatching funds"

Key Number: 23524

2024-2027 STIP

Project Name: Ice Age Drive: Oregon St-SW Dahlke Ln (Tonquin)

(DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	OTH0	OTHER THAN STATE OR	100.00%	1,275,000.00	0.00%	0.00	0.00%	0.00	100.00%	1,275,000.00
	PE Totals		100.00%	1,275,000.00		0.00		0.00		1,275,000.00
RW	OTH0	OTHER THAN STATE OR	100.00%	873,500.00	0.00%	0.00	0.00%	0.00	100.00%	873,500.00
	RW Totals		100.00%	873,500.00		0.00		0.00		873,500.00
UR	OTH0	OTHER THAN STATE OR	0.00%	0.00	0.00%	0.00	0.00%	0.00	100.00%	0.00
	UR Totals		0.00%	0.00		0.00		0.00		0.00
CN	OTH0	OTHER THAN STATE OR	81.75%	14,974,536.58	0.00%	0.00	0.00%	0.00	100.00%	14,974,536.58
	Y926	HIP - community project congressionally directed	18.25%	3,343,363.42	89.73%	3,000,000.00	0.00%	0.00	10.27%	343,363.42
	CN Totals		100.00%	18,317,900.00		3,000,000.00		0.00		15,317,900.00
OT	OTH0	OTHER THAN STATE OR	100.00%	179,000.00	0.00%	0.00	0.00%	0.00	100.00%	179,000.00
	OT Totals		100.00%	179,000.00		0.00		0.00		179,000.00
Grand Totals				20,645,400.00		3,000,000.00		0.00		17,645,400.00

Project Location References

