

2018-2021 Metropolitan Transportation Improvement Program
Public Notification of Submitted New and Proposed Amended Existing Projects



Metro is in receipt of the 2018-21 MTIP March 2019 Formal Amendment

The purpose of this bundled amendment to make necessary funding corrections or increases, fund reprogramming, adjust the project scope, or add new projects to the 2018-21 MTIP. The MTIP represents the first four-year implementation program to Metro's long-range Regional Transportation Plan (RTP). Project changes primarily are addressing required corrections and updates to enable a project's phase to obligate its funds, or obtain the next applicable approval step in the federal transportation delivery process.

Starting with the February 2019 Formal MTIP Amendment, Metro is using a new Public Notification Table format to post the 30-day comment opportunity during the formal amendment's public notification period. The revised format still provides a before and after view of the pre-and post proposed amended project. The changes are embedded into a single worksheet now and are a little clearer to see the changes by project phases. A summary of the changes is provided explaining the required changes.

Public Notification Comment Opportunities for the February 2019 Formal MTIP Amendment

The public review period for this project amendment is [2/25/2019](#) and concludes on [3/26/2019](#), at 5:00 pm.

Requests to submit comments or concerns about this amendment should be submitted to Pamela Blackhorse, via email at Pamela.blackhorse@oregonmetro.gov. Subject to revisions to address comments received during the public comment period, the 2018-21 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.

Public comment also may occur by attending one of the two Metro approval committees required for the formal amendment to complete: (1) Transportation Policy Alternatives Committee (TPAC), or (2) at the Joint Policy Advisory Committee on Transportation (JPACT). Public comment can also occur at the Metro Council where the formal amendment receives final Metro approval. Please check the Metro website for the specific committee to see if the amendment is included on that month's agenda.

Formal MTIP amendments represent a significant change to a project from the original funding or scope of improvement activities. The various required process steps are intended to demonstrate that as a result of the required changes, no impact upon air conformity is present, plus fiscal constraint is still maintained, and/or the priorities, policies, and goals established in the approved Regional Transportation Plan (RTP) have not changed. Formal MTIP amendments normally fall into one or more of the following categories: (1) Significantly adds, revises, reduces, or changes the project scope of improvement activities. (2) Requires a significant change to the project limits limit (greater than 0.25 miles). (3) Involves a significant cost change (increase or decrease normally 20% or greater). (4) Adds or cancels a project from the MTIP.

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 19-49XX**



Proposed March 2019 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: MR19-07-MAR Total Number of Projects: 3					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
16986	70542	Gresham	Division Street Corridor Improvements (Gresham) SE Division St Improvements: Wallula-Birdsdale	Construct sidewalks and bicycle lanes on each side of Division Street between Gresham/Fairview Trail and NW Wallula Ave.	ADD FUNDING: The project received a Metro Local Funds Project Development Grant which is being added to the Planning phase for project development activities including pre-NEPA environmental work and pre-Project Specifications, & Estimates (PS&E) design work up to 30% design.
21423 NEW	TBD	Oregon City	Meyers Rd: OR213 - High School Ave (Oregon City)	Construct 2,100 feet of new Meyers Rd between OR213 and just west of High School Ave. Add a southbound left turn lane on OR213. Add 1,400 feet of new northbound through-lane on OR213. Replace traffic signal at the OR213/Meyers Rd intersection to accommodate the new east leg of the intersection.	ADD NEW PROJECT: The formal amendment adds this new project to the 2018 MTIP.
20816	70883	Wilsonville	I-5 Bike/Ped O-xing: SW Barber - SW Town Center Loop	14-foot wide pedestrian and bicycle bridge spanning 290 feet over SW Boones Ferry Road and Interstate 5 connecting SW Barber Street with SW Town Center Loop West	REMOVED PROJECT: The project is a 2019-21 RFFA federally awarded project. Per discussions with FHWA, Metro agreed to a fund exchange and de-federalized the project. The project will be monitored by Metro through Metro's Locally Funded Project program. With no federal approvals required, the project is being removed from the MTIP through this amendment.



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
Exhibit A to Resolution 19-49XX
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
Add Funding
8th Amendment to Project

Lead Agency: Gresham			Project Type: Active Trns ODOT Type: Bike/Ped Capacity Enhancing: No Conformity Exempt: Yes On State Hwy Sys: No Mile Post Begin: N/A Mile Post End: N/A Length: N/A 1st Year Program'd: 2012 Years Active: 8		ODOT Key: 16986			
Project Name: Division Street Corridor Improvements (Gresham) SE Division St Improvements: Wallula-Birdsdale					MTIP ID: 70542			
Short Description: Construct sidewalks and bicycle lanes on each side of Division Street between Gresham/Fairview Trail and NW Wallula Ave.					Status: 2			
					RTP ID: 10440			
					RFFA ID: N/A			
					RFFA Cycle: N/A			
					UPWP: No			
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)					UPWP Cycle: N/A			
					Past Amend: 7			
			OTC Approve: No					
Detailed Description: In the city of Gresham on Division Street between Gresham/Fairview Trail (GFT) and NW Wallula Ave, construct sidewalks and bicycle lanes on each side of Division Street (Project Development Activities). Completion of this project will address a key gap in the regional bicycle and pedestrian network, and is consistent with the Division BRT project. (Current funding is for project development activities only.)								
STIP Description: None. Project is not in the active 2018-2021 STIP currently.								
PROJECT FUNDING DETAILS								
Fund Type Code	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
TCSP	L68E	2013		\$ 161,514				\$ -
TCSP	L68E	2013		\$ 179,460				\$ 179,460
							Federal Total:	\$ 179,460
State Funds								
							State Total:	\$ -
Local Funds								
Local	Match	2013		\$ 18,486				\$ -
Local	Match	2013		\$ 20,540				\$ 20,540
Local	OVM	2018		\$ 100,000				
Local-Metro	Bond	2019	\$ 100,000					\$ 100,000
Local -Grsham	Match	2019	\$ 107,500					\$ 107,500
							Local Total	\$ 228,040

Phase Totals Before Amend:	\$ -	\$ 280,000	\$ -	\$ -	\$ -	\$ 280,000
Phase Totals After Amend:	\$ 207,500	\$ 200,000	\$ -	\$ -	\$ -	\$ 407,500
Year Of Expenditure (YOE):						\$ 5,936,128

Notes and 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:

Gresham received a local \$100,000 project development grant from Metro to complete project development activities including pre-NEPA and initial Project, Specifications & Design (PS&E) up to 30%. Project development deliverables include (1) establishing project alignment & sections to explore alternatives for bike lanes, multi-use paths, or other improvements, (2) completing survey and base mapping, (3) identify potential environmental impacts based on a staff preferred alternative, and initiate project design up to 30%. Once completed, the project should be able to move on into the formal Preliminary Engineering phase to compete NEPA and final design assuming Gresham has developed a complete funding plan for the project. Through this amendment, the project development grant funds are being added to the project in the MTIP.

Project Notes:

- > PE obligated 1/29/2013
- > EA: PE002199
- > Federal Aid ID: 3125(049)
- > YOE = Year of Expenditure. This identifies the estimated total project cost to complete with inflation included. The amount is pulled from the RTP. It will be updated once the project reaches 30% design and has a current estimate.

RTP References:

- > RTP ID: 10440 - Division - Gresham/Fairview Trail to Wallula/212th: Sidewalks, Bike Lanes
- > RTP Description: Retrofit street to add bicycle facilities, sidewalks, and explore other multimodal facilities and connections.

Fund Codes:

- > TCSP: Federal Transportation Community & System Preservation funds that support a variety of transportation system improvement areas.
- > Local = Local agency funds provided by the agency in support of the required match to the federal or state funds.

Amendment Review and Development Personnel:

- > ODOT LAL: Jonathan Horowitz. Project Manager/Engineer or Agency Contact: Jeff Shelley
- > Metro MTIP Programming Manager: Ken Lobeck. ODOT Region 1 STIP Coordinator: Gabriela Garcia

Capital and Implementation Project Status Codes

Status Codes:

- 0 = No activity.
- 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).
- 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
- 3 = (PE) Preliminary Engineering (NEPA) activities initiated
- 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).
- 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.
- 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).
- 7 = Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.
- 8 = Post construction activities occurring (e.g. final rehab work, ITS system test and evaluation actions, etc.)
- 9 = Construction complete, facility open for use - no further obligations.
- 10 = Project close-out (final billings, de-obligations, etc.) in progress.
- 11 = Project completed, reimbursements finished.



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
Exhibit A to Resolution 19-49XX
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
New Project
Initial Programming

Lead Agency: Oregon City					Project Type:	Local Rd	ODOT Key: 21423	
Project Name: Meyers Rd: OR213 - High School Ave (Oregon City)					ODOT Type	Modern	MTIP ID: TBD	
					Capacity Enhancing:	Yes	Status: 6	
Short Description: Construct 2,100 feet of new Meyers Rd between OR213 and just west of High School Ave. Add a southbound left turn lane on OR213. Add 1,400 feet of new northbound through-lane on OR213. Replace traffic signal at the OR213/Meyers Rd intersection to accommodate the new east leg of the intersection.					Conformity Exempt:	No	RTP ID: 11544	
					On State Hwy Sys:	OR213	RFFA ID: N/A	
					Mile Post Begin:	3.71	RFFA Cycle: N/A	
					Mile Post End:	3.89	UPWP: No	
					Length:	0.18	UPWP Cycle: N/A	
Project Status: 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).					1st Year Program'd:	2019	Past Amend: 0	
			Years Active:	1	OTC Approve: Yes			
Detailed Description: In Oregon City On OR213 from north of OR213/Meyers Rd (MP 3.71 to 3.89) and on Meyers Rd to west of High School Ave, Construct 2,100 feet of new Meyers Rd between OR213 and just west of High School Ave. Add a southbound left turn lane on OR213. Add 1,400 feet of new northbound through-lane on OR213. Replace traffic signal at the OR213/Meyers Rd intersection to accommodate the new east leg of the intersection. (2018 RTP ID: 11544)								
STIP Description: Construct 2,100 feet of new Meyers Rd between OR213 and just west of High School Ave. Add a southbound left turn lane on OR213. Add 1,400 feet of new northbound through-lane on OR213. Replace traffic signal at the OR213/Meyers Rd intersection to accommodate the new east leg of the intersection.								
PROJECT FUNDING DETAILS								
Fund Type Code	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
							Federal Total:	\$ -
State Funds								
IOF	S600	2019					\$ 250,000	\$ 250,000
							\$ -	-
							\$ -	-
							State Total:	\$ 250,000
Local Funds								
Other	OTH0	2019					\$ 7,604,142	\$ 7,604,142
							\$ -	-
							Local Total	\$ 7,604,142

Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ 7,854,142	\$ 7,854,142
Year Of Expenditure (YOE):						\$ 9,352,514

Notes and 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 project to the 2018 MTIP. The project is required to be included in the MTIP as it is identified as a regionally significant project located in a Metro defined Employment Zone as stated in the Metro Arterials and Throughways modeling network. The project is identified in the constrained 2018 RTP and the capacity improvement is included in the updated Arterials and Throughways network. The Project received a \$250,000 state Immediate Opportunity Funds grant award from ODOT for the construction phase. The current project schedule is to initiate the construction phase during Federal Fiscal Year 2019. Approval from the Oregon Transportation Commission was required and occurred during their January 2019 meeting. Only the Construction phase is required to be programmed. The total project cost including all other prior phases is \$9,352,514. There are no federal funds committed to this project.

Project Background:

The Beavercreek Employment Area is comprised of 90 acres of industrial land located next to Clackamas Community College (CCC). Once fully developed, this area could enable the addition of 1,600 jobs with an estimated payroll of more than \$124 million. The Beavercreek Employment Area consists of two development sites made up of several individual parcels. Both sites are zoned as "Campus Industrial" areas and are located within Oregon City's city limits. The Meyers Road Extension Project will provide a safe and multi-modal connection for motor vehicles, bicycles, and pedestrians traveling along Meyers Road.

RTP References:

- > RTP ID: 11544 - Meyers Road Extension (West)
- > RTP Description: Construct new 3 lane roadway, sidewalks, buffered bike lanes, WB right turn lane and center turn lanes to serve adjacent Clackamas Community College & underdeveloped industrial properties. (TSP D46)

Fund Codes:

- > IOF State Immediate Opportunity Funds allocated by ODOT for various highway improvements.
- > Other = Local agency funds provided by the agency beyond any required matching funds.

Amendment Review and Development Personnel:

- > ODOT LAL: Not Identified. Project Manager or Agency Contact: Not Identified
- > Metro MTIP Programming Manager: Ken Lobeck. ODOT Region 1 STIP Coordinator: Gabriela Garcia

Capital and Implementation Project Status Codes

Status Codes:

- 0 = No activity.
- 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).
- 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
- 3 = (PE) Preliminary Engineering (NEPA) activities initiated
- 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).
- 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.
- 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).
- 7 = Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.
- 8 = Post construction activities occurring (e.g. final rehab work, ITS system test and evaluation actions, etc.)
- 9 = Construction complete, facility open for use - no further obligations.
- 10 = Project close-out (final billings, de-obligations, etc.) in progress.
- 11 = Project completed, reimbursements finished.



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
Exhibit A to Resolution 19-49XX
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
Removed Project
2nd Amendment to Project**

Lead Agency: Wilsonville					Project Type: Active Trns		ODOT Key: 20816	
Project Name: I-5 Bike/Ped O-xing: SW Barber - SW Town Center Loop Short Description: 14-foot wide pedestrian and bicycle bridge spanning 290 feet over SW Boones Ferry Road and Interstate 5 connecting SW Barber Street with SW Town Center Loop West Project Status: = (PE) Preliminary Engineering (NEPA) activities initiated					ODOT Type: Bike/Ped		MTIP ID: 70883	
					Capacity Enhancing: No		Status: 3	
					Conformity Exempt: Yes		RTP ID: 11554	
					On State Hwy Sys: No		RFFA ID: 50288	
					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: 2019		Past Amend: 1	
Years Active: 1		OTC Approve: No						
Detailed Description: The project consists of a new 14-foot wide pedestrian and bicycle bridge spanning 290 feet over SW Boones Ferry Road and Interstate 5, connecting SW Barber Street with SW Town Center Loop West								
STIP Description: Design a 14 ft. wide pedestrian and bicycle bridge spanning 290 ft over SW Boones Ferry Rd and I-5, connecting SW Barber St with SW Town Center Loop West. Project includes retaining walls, public art, utility relocation and storm water runoff treatment								
PROJECT FUNDING DETAILS								
Fund Type Code	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
								\$ -
								\$ -
							Federal Total:	\$ -
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Other	OTH0	2019		\$ 1,727,405				
							\$	-
								\$ -
							Local Total	\$ -

Phase Totals Before Amend:	\$	-	\$ 1,727,405	\$	-	\$	-	\$ 1,727,405
Phase Totals After Amend:	\$	-	\$ -	\$	-	\$	-	\$ -
Year Of Expenditure (YOE):								\$ 9,086,417

Notes and 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 amendment removes the project from the MTIP. The project is a 2019-21 Metro Regional Flexible Fund Allocation (RFFA) awarded project. Upon review of the project among Metro, ODOT and FHWA, the city of Wilsonville concluded they can deliver the project cheaper as a de-federalized project. FHWA provided a concurrence that Wilsonville could move forward and deliver the project without the usual federal approvals. The federal RFFA funds were exchanged with local funds as currently programmed in the PE phase. Metro will monitor the project through their Local Funded Project Delivery program. To help avoid monitoring and delivery duplication efforts with ODOT, the project is being removed from the MTIP at this time.

RTP References:

> RTP ID: 11554 - I-5 Walking and Biking Bridge

> RTP Description: Construct bike/pedestrian bridge over I-5 to connect Town Center area with businesses and neighborhoods west of I-5.

Fund Codes:

> Other = Local agency funds provided by the agency in support of the project and go beyond the minimum match requirement if federal funds are also committed .

Amendment Review and Development Personnel:

> ODOT LAL: Not Applicable. Project Manager or Agency Contact: Not Available

> Metro MTIP Programming Manager: Ken Lobeck. ODOT Region 1 STIP Coordinator: Gabriela Garcia

Capital and Implementation Project Status Codes

Status Codes:

- 0 = No activity.
- 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).
- 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
- 3 = (PE) Preliminary Engineering (NEPA) activities initiated
- 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).
- 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.
- 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).
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