

**Metro is in receipt of the 2021-24 MTIP October 2020 Formal Amendment for Resolution 20-5130**

FOR THE PURPOSE OF AMENDING OR ADDING NEW PROJECTS TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) WHICH INVOLVES FIVE PROJECTS IMPACTING ODOT AND TRIMET (OC21-03-OCT)

**Public Notification Comment Opportunities for the October 2020 Formal MTIP Amendment for Resolution 20-5130**

The public review period for this project amendment is **9/28/2020 and concludes on 10/27/2020, at 5:00 pm**.

Requests to submit comments or concerns about this amendment should be submitted to Summer Blackhorse, via email at [summer.blackhorse@oregonmetro.gov](mailto:summer.blackhorse@oregonmetro.gov). Subject to revisions to address comments received during the public comment period, the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.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.

**About MTIP Formal/Full Amendments:**

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.



Proposed September 2020 Formal Transition Amendment Bundle  
 Amendment Type: **Formal/Full**  
 Amendment #: **OC21-03-OCT**  
 Total Number of Projects: 5

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key 20474 MTIP ID 71002	ODOT	Region wide ITS Improvements and Upgrades	<b><u>SPLIT PROJECT:</u></b> The formal amendment splits funding and scope from Key 20474 and combines it into 18841 for increase delivery efficiency. A total of \$1,406,688 and the construction phase is slit off from Key 20474 and combined into Key 18841 (also included this amendment bundle).	Combining scope/funds from the Region wide ITS improvements and upgrades project (K20474) into the OR217 project (K18841) will provide additional safety features identified through project development including additional Variable Advisory Speed (VAS) signs, installation of sign structure catwalks, and additional maintenance pads to allow safer access to the facilities without requiring lane closures.
Project #2 ODOT Key 18841 MTIP ID 70782	ODOT	OR217 Southbound: OR10 to OR99W	<b><u>Combined Project:</u></b> The formal amendment combines the construction phase and funding from the Region wide ITS Improvements and Upgrades project in Key 20474 to increase delivery efficiencies	Key 18841 increases by \$4,195,528 as a result to \$138,616,368 which equals a 3.1% cost increase to the project. The project descriptions have been updated as well to incorporate the ATMS/ITS scope elements. Advance Construction conversion fund codes are updated as well. The overall OR217 improvement project scope does not change.
Project #3 ODOT Key <b>21218</b> MTIP ID 71049	ODOT	I-5: Boone (Willamette River) Bridge	<b><u>SPLIT PROJECT:</u></b> The formal amendment splits the construction phase and funding off from Key 21218 and combines it into Key 20411.	I-5: Boone (Willamette River) Bridge is at the southern project limits of K20411 I-5: I-205 Interchange - Willamette River. Combining the projects will result in reduced traffic control costs and allow for better coordination of the work with one contractor, rather than two. Additionally, the scope from K21218 is being reduced from deck overlay, joint repairs and seismic retrofit to just a deck overlay due to funding limitations

<p>Project #4 ODOT Key <b>20411</b> MTIP ID</p>	<p>ODOT</p>	<p><del>I-5: I-205 Interchange - Willamette River</del> I-5: I-205 Interchange - Boone (Willamette River) Bridge</p>	<p><b>Combined Project:</b> The formal amendment combines the construction phase and funding of K21218 (\$3.2M) into K20411. The construction phase is further increased by an additional \$180K to fund a rail retrofit on bridges 09743B and 09743C for a net construction phase increase of \$3,380,000. Key 20411's name, description and mile points are updated to reflect the added scope from K21218 and the rail retrofit on the two bridges</p>	<p>Overall, although the amendment is primarily a combination action, there is a significant scope change present to require a full/formal amendment to the MTIP.</p>
<p>Project #5 ODOT Key <b>NEW PROJECT</b> MTIP ID TBD</p>	<p>TriMet</p>	<p><b>Preventative Maintenance (2019 HIP Fund Exchange)</b></p>	<p><b>ADD NEW PROJECT:</b> The formal amendment adds a new preventative maintenance project for TriMet based on Metro-TriMet fund exchange. Metro receives local from TriMet for the STBG-U funds</p>	<p>Federal FY 2019 Highway Infrastructure Program (HIP) funds were allocated to ODOT which Metro receives a portion. ODOT and Metro agreed on a fund swap to convert the HIP to STBG-U funds. Metro now is completing the fund exchange with TriMet. The fund exchange is \$7,305,682. \$3,305,682 is committed to support TriMet's Preventative Maintenance program needs. The remaining \$4 million has been committed to the MAX Red Line Extension project.</p>



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

**Formal Amendment**  
**SPLIT PROJECT**  
 Split funds off Key 20474 and

<b>Lead Agency:</b> ODOT		Project Type:	TSMO	<b>ODOT Key:</b>	<b>20474</b>
<b>Project Name:</b> <b>Region wide ITS Improvements and Upgrades</b>	<b>1</b>	ODOT Type	Ops	<b>MTIP ID:</b>	<b>71002</b>
		Performance Meas:	Yes	<b>Status:</b>	<b>4</b>
		Capacity Enhancing:	No	<b>Comp Date:</b>	<b>12/31/2021</b>
		Conformity Exempt:	Yes	RTP ID:	11584
		On State Hwy Sys:	No	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2018	Past Amend:	1
		Years Active:	3	OTC Approval:	Yes
<b>Project Status: 4</b> = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		STIP Amend #: 18-21-3965		MTIP Amnd #: OC21-03-OCT	
<b>Short Description:</b> Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations in Region 1					
<b>Detailed Description:</b> None					
<b>STIP Description:</b> Design for future installation of new or upgraded variable message signs (VMS), travel-time signs, network/communication technology, and other intelligent transportation system (ITS) functionality at various locations in Region 1.					

Last Amendment of Modification: Administrative. January 2018 - AB18-11-JAN. PE phase will not be initiated and obligated until 2019. Slip PE to 2019

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
STBG-State	M24E	2020		\$ 156,669				\$ 156,669
<b>AC-STBGS</b>	<b>ACPO</b>	<b>2020</b>		<b>\$ 147,796</b>				<b>\$ 147,796</b>
<del>STBG-State</del>		<del>2021</del>					<del>\$ 1,410,017</del>	<del>\$ -</del>
							\$ -	\$ -
							<b>Federal Totals:</b>	<b>\$ 304,465</b>
<b>Federal Fund Obligations:</b>				\$ 156,669				Federal Aid ID
<b>EA Number:</b>				PE003170				SA00(318)
<b>Initial Obligation Date:</b>				12/30/2019				
<b>State Funds</b>								
State	Match	2020		\$ 17,931				\$ 17,931
<b>State</b>	<b>Match</b>	<b>2020</b>		<b>\$ 16,916</b>				<b>\$ 16,916</b>
<del>State</del>	<del>Match</del>	<del>2021</del>					<del>\$ 161,383</del>	<del>\$ -</del>
							\$ -	\$ -
ODOT State funds are committed as part of the required match							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	<del>\$ 174,600</del>	\$ -	\$ -	<del>\$ 1,571,400</del>	<del>\$ 1,746,000</del>
Phase Totals After Amend:			\$ -	<b>\$ 339,312</b>	\$ -	\$ -	<b>\$ -</b>	<b>\$ 339,312</b>
Year Of Expenditure (YOE):							\$	339,312

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Split funds and add to Key 18841

**Amendment Summary:**

The formal amendment splits funding and scope from Key 20474 and combines it into 18841 for increase delivery efficiency. Combining scope/funds from the Region wide ITS improvements and upgrades project (K20474) into the OR217 project (K18841) will provide additional safety features identified through project development including additional Variable Advisory Speed (VAS) signs, installation of sign structure catwalks, and additional maintenance pads to allow safer access to the facilities without requiring lane closures. The pe phase remains here with the contraction phase combined into Key 18841.

- > Will Performance Measurements Apply: Yes - ITS

**RTP References:**

- > RTP ID: 11584 - Active Traffic Management (ATM) & Connected & Automated Vehicles (CAV) Region-wide Phase 1
- > RTP Description: Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Specific projects to be determined. Deploy Connected, Automated and Electric Vehicle strategies.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal 4.2 - Travel Management
- > Goal Description: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

**Fund Codes:**

- > STBG-State = Federal Surface Transportation Block Grant funds appropriated to ODOT for use on various types of transportation improvement projects..
- > AC-STBGS = Federal Advance Construction type funds used as a placeholder until the final federal code is determined which in this case is estimated to be STBG-State funds.
- > State = General State funds provided by the lead agency as part of the required match.

**Other**

- > On NHS: Yes (the funding and scope will be combined into the OR 217 project) OR217 is identified as an "Other NHS Routes" on the NHS.
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: Throughway
- > TCM project: No
- > Located on the CMP: Yes



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

**Formal Amendment**  
**COMBINED PROJECT**  
 Key 20474 Construction phase

<b>Lead Agency:</b> ODOT		Project Type:	Capacity	<b>ODOT Key:</b> 18841
<b>Project Name:</b> OR217 Southbound: OR10 to OR99W	2	ODOT Type	Construction	<b>MTIP ID:</b> 70782
		Performance Meas:	Yes	<b>Status:</b> 4
		Capacity Enhancing:	No	<b>Comp Date:</b> 12/31/2022
		Conformity Exempt:	Yes	RTP ID: 11986 11987
<b>Project Status: 4</b> = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	OR210	On State Hwy Sys:	OR217	RFFA ID: N/A
<b>Short Description:</b> On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB & SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening. <b>Install signs and technology to capture traffic statistics and improve operations.</b> (Combines Key 21179, 20473, and 20474 into Key 18841) (HB2017 \$44 million award)	9.16	Mile Post Begin:	1.77	RFFA Cycle: N/A
	9.24	Mile Post End:	6.32	UPWP: No
	0.08	Length:	4.55	UPWP Cycle: N/A
	OR141	1st Year Program'd:	2014	Past Amend: 10
	2.60	Years Active:	7	OTC Approval: Yes
	2.84	STIP Amend #: 18-21-3965		MTIP Amnd #: OC21-03-OCT
<b>Detailed Description:</b> On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210). Driving surface overlay, protective screening, and rail retrofit on Allen Blvd and Denny Rd structures (bridge #16134, #16143) . Driving surface overlay, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure (bridge #09672). Widen the Hall Blvd (OR141) over OR217 overcrossing to allow for the addition of a sidewalk and bike lanes. <b>Add bridge rail that meets the current standards to the Fanno Creek Bridge. Install signs and technology to capture traffic statistics and improve operations.</b> (HB2017 \$44 million award)(Combines Keys 21179, 20473, and 20474 into Key 18841).				
<b>STIP Description:</b> On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210) to improve safety and traffic reliability. Pave road, add protective screening, and bridge updates on Allen Blvd and Denny Rd structures. Pave road, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure. Add sidewalks and bike lanes to the Hall Blvd (OR141) over OR217 overcrossing to improve bicycle and pedestrian connectivity. Add bridge rail that meets the current standards to the Fanno Creek Bridge. Install signs and technology to capture traffic statistics and improve operations.				

Last Amendment of Modification: Administrative - November, 2019 - AB20-03-NOV2 - PHASE FUND SHIFT Approximately \$5.5 million of Construction phase funding is shifted back to PE, ROW, and Other/Utility phases to address phase funding shortfalls. There is no change in the net total project cost which remains at \$134,200,840

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
HSIP	MS30	2016		\$ 758,254				\$ 758,254
HSIP (100%)	ZS30	2016		\$ 1,934,451				\$ 1,934,451
<del>ADVCON</del>	<del>ACP0</del>	<del>2016</del>		<del>\$ 13,694,169</del>				\$ -
AC-STBGS	ACP0	2016		\$ 9,285,444				\$ 9,285,444
REPURP	RPFO	2016		\$ 80,610				\$ 80,610
STBG-State	Z240	2016		\$ 4,312,696				\$ 4,312,696
<del>ADVCON</del>	<del>ACP0</del>	<del>2019</del>				<del>\$ 672,975</del>		\$ -
<del>ADVCON</del>	<del>ACP0</del>	<del>2020</del>			<del>\$ 2,691,900</del>			\$ -
AC-STBGS	ACP0	2020			\$ 2,691,900			\$ 2,691,900
<del>STBG-State</del>	<del>Z240</del>	<del>2021</del>					<del>\$ 21,912,819</del>	\$ -
STBG-State	Z240	2021					\$ 2,691,900	\$ 2,691,900
<del>AC-HB2017</del>	<del>S070</del>	<del>2021</del>					<del>\$ 74,655,360</del>	\$ -
AC-HB2017	S070	2021					\$ 95,875,023	\$ 95,875,023
								\$ -
							<b>Federal Totals:</b>	<b>\$ 117,630,278</b>
<b>Federal Fund Obligations:</b>				\$ 16,371,455				Federal Aid ID
<b>EA Number:</b>				PE002386		C1341504		S144(026)
<b>Initial Obligation Date:</b>				5/15/2014		5/2/2019		



State Funds								
State (AC)	Match	2016		<del>\$ 1,503,000</del>				\$ -
State (AC)	Match	2016		\$ 1,015,586				\$ 1,015,586
State (REP)	Match	2016		\$ 9,226				\$ 9,226
State (STBG)	Match	2016		\$ 493,607				\$ 493,607
State (AC)	Match	2019				<del>\$ 77,025</del>		\$ -
HB2017	S070	2019				<del>\$ 50,000</del>		\$ -
HB2017	S070	2019				\$ 800,000		\$ 800,000
State (AC)	Match	2020			\$ 308,100			\$ 308,100
State (STBG)	Match	2021					<del>\$ 2,508,020</del>	\$ -
State (STBG)	Match	2021					\$ 308,100	\$ 308,100
State (AC)	Match	2021					<del>\$ 8,544,640</del>	\$ -
State (AC)	Match	2021					\$ 10,973,325	\$ 10,973,325
BIKEWAYS	S080	2021					\$ 1,968,019	\$ 1,968,019
								\$ -
ODOT State funds are committed as part of the required match							<b>State Total:</b>	<b>\$ 15,875,963</b>
Local Funds								
Local	Match	2016		\$ 63,969				\$ 63,969
Other	Match	2016		\$ 3,046,158				\$ -
Other	OVM	2021					\$ 2,000,000	\$ 2,000,000
								\$ -
							<b>Local Total</b>	<b>\$ 2,063,969</b>
Phase Totals Before Amend:			\$ -	\$ 21,000,001	\$ 3,000,000	\$ 800,000	<del>\$ 109,620,839</del>	<del>\$ 134,420,840</del>
Phase Totals After Amend:			\$ -	\$ 21,000,001	\$ 3,000,000	\$ 800,000	\$ 113,816,367	\$ 138,616,368
Year Of Expenditure (YOE):								\$ 138,616,368

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Cost increase of \$4,195,528 = 3.1%
- . OTC approval was required to move forward with the combination effort involving Keys 20474 and 18841.

**Amendment Summary:**

The formal amendment combines the construction phase and funding from the Region wide ITS Improvements and Upgrades project in Key 20474 to increase delivery efficiencies. Key 18841 increases by \$4,195,528 as a result to \$138,616,368 which equals a 3.1% cost increase to the project. The project descriptions have been updated as well to incorporate the ATMS/ITS scope elements. Advance Construction conversion fund codes are updated as well. The overall OR217 improvement project scope does not change.

- > Will Performance Measurements Apply: Yes - Safety & ITS

**RTP References:**

- > RTP ID:
  - 11986: OR 217 Northbound Auxiliary Lane 99W to Scholls Ferry (CON)
  - 11987: OR 217 Southbound Auxiliary Lane Beaverton Hillsdale Hwy to 99W (CON)
- > RTP Description: Extend Southbound (SB) auxiliary lane from Beaverton-Hillsdale Hwy to OR 99W. Build collector/distributor road from Allen Blvd to Denny Rd. Construction Phase
- > Exemption Status: Project is not exempt and is considered a capacity enhancing improvement project per 40 CFR 93.126. The project has been modeled for air conformity and transportation mobility impacts
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 10 - Fiscal Stewardship
- > Goal Objective 10.1 Infrastructure Condition
- > Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs

**Fund Codes:**

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

**Other**

- > On NHS: Yes - OR217 is identified as an "OtherNHS Routes" on the NHS system
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: Throughway
- > TCM project: No
- > Located on the CMP: Yes



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

**Formal Amendment**  
**SPLIT PROJECT**  
Split Cons phase and funding off and  
combine into Key 20411

<b>Lead Agency:</b> ODOT		Project Type: Bridge	<b>ODOT Key:</b> 21218
<b>Project Name:</b> I-5: Boone (Willamette River) Bridge	3	ODOT Type: Bridge	<b>MTIP ID:</b> 71049
		Performance Meas: Yes	<b>Status:</b> 4
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing: No	<b>Comp Date:</b> N/A
		Conformity Exempt: Yes	RTP ID: 12094
		On State Hwy Sys: I-5	RFFA ID: N/A
		Mile Post Begin: 283.00	RFFA Cycle: N/A
		Mile Post End: 283.22	UPWP: No
		Length: 0.22	UPWP Cycle: N/A
		1st Year Program'd: 2018	Past Amend: 2
		Years Active: 3	OTC Approval: Yes
		STIP Amend #: 18-21-3928	MTIP Amnd #: OC21-03-OCT
		<b>Short Description:</b> On I-5 at the Boone Bridge over the Willamette River, <del>prepare shelf ready plans for future deck overlay, joint repairs and seismic retrofit</del> place driving surface overlay on the Boone Bridge to remove ruts and provide a safe and even travel surface.	
<b>Detailed Description:</b> On I-5 at MP 283.0 to 283.2 in Wilsonville at the Boone Bridge over the Willamette River, <del>prepare shelf ready plans for future deck overlay, joint repairs and seismic retrofit</del> place driving surface overlay on the Boone Bridge to remove ruts and provide a safe and even travel surface.			
<b>STIP Description:</b> Place driving surface overlay on the Boone Bridge to remove ruts and provide a safe and even travel surface.			

Last Amendment of Modification: Administrative - AB19-18-JUL2, July 2019. STIP Re-Balancing Amendment - Cost Increase: Add a construction phase with ADVCON funds in FY 2021 at \$2,951,040. Add match. Construction phase totals at \$3,200,000 with TPC at \$3,450,000.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
NHPP	MOE1	2018		\$ 230,550				\$ 230,550
<del>NHPP</del>	<del>MOE1</del>	<del>2021</del>					<del>\$ 2,951,040</del>	\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 230,550</b>
<b>Federal Fund Obligations:</b>				\$ 230,550				Federal Aid ID
<b>EA Number:</b>				PE002922				S001(520)
<b>Initial Obligation Date:</b>				3/15/2018				
<b>State Funds</b>								
State	Match	2018		\$ 19,450				\$ 19,450
<del>State</del>	<del>Match</del>	<del>2021</del>					<del>\$ 248,960</del>	\$ -
								\$ -
ODOT State funds are committed as part of the required match							<b>State Total:</b>	<b>\$ 19,450</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ 250,000	\$ -	\$ -	<del>\$ 3,200,000</del>	<del>\$ 3,450,000</del>
Phase Totals After Amend:			\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000
Year Of Expenditure (YOE):								\$ 250,000

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Split funding and phase combining action into 20411

**Amendment Summary:**

The formal amendment splits the construction phase and funding off from Key 21218 and combines it into Key 20411. K21218 I-5: Boone (Willamette River) Bridge is at the southern project limits of K20411 I-5: I-205 Interchange - Willamette River. Combining the projects will result in reduced traffic control costs and allow for better coordination of the work with one contractor, rather than two. Additionally, the scope from K21218 is being reduced from deck overlay, joint repairs and seismic retrofit to just a deck overlay due to funding limitations

- > Will Performance Measurements Apply: Yes - ITS

**RTP References:**

- > RTP ID: 12094 - Highway Pavement Maintenance
- > RTP Description: Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) that do not add motor vehicle capacity.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Pavement resurfacing and/or rehabilitation.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 10- Fiscal Stewardship
- > Goal Objective 10.1 Infrastructure Condition
- > Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

**Fund Codes:**

- > NHPP = Federal National Highway Performance Program funds appropriated to ODOT for improvements to the State Highway System
- > State = General state funds provided by ODOT part of the required match.

**Other**

- > On NHS: Yes
- > Metro Model: Yes - Motor Vehicle modeling network
- > Model category and type: Throughway
- > TCM project: No
- > Located on the CMP: Yes



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

**Formal Amendment**  
**COMBINE PROJECT**  
Combine funds split off Key 21218

<b>Lead Agency:</b> ODOT		Project Type: O&M	ODOT Key: <b>20411</b>
<b>Project Name:</b> <del>I-5: I-205 Interchange - Willamette River</del> <b>I-5: I-205 Interchange - Boone (Willamette River) Bridge</b>	<b>4</b>	ODOT Type: Resurface	MTIP ID: <b>70968</b>
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Performance Meas: Yes	Status: <b>4</b>
<b>Short Description:</b> <del>Remove and replace asphalt surface to repair rutted pavement, includes driving surface on bridges #17995, #17996, #09743B, #09743C, &amp; #09743A</del> <b>Remove and replace asphalt surface to repair pavement ruts and damage from vehicles. This includes the driving surface of seven bridges. Upgrade rail on two bridges to gain acceptable rail height and improve safety.</b>		Capacity Enhancing: No	Comp Date: <b>6/30/2022</b>
		Conformity Exempt: Yes	RTP ID:
		On State Hwy Sys: I-5	RFFA ID: N/A
		Mile Post Begin: <del>283.21</del> <b>283.00</b>	RFFA Cycle: N/A
		Mile Post End: 288.53	UPWP: No
		Length: <del>5.32</del> <b>5.53</b>	UPWP Cycle: N/A
		1st Year Program'd: 2019	Past Amend: 1
		Years Active: 2	OTC Approval: Yes
		STIP Amend #: TBD	MTIP Amnd #: OC21-03-OCT

**Detailed Description:** None ADD --> **In the Wilsonville and Tualatin area, on I-5 from I-205 IC to Boone Bridge from MP 283.0 to MP 288.53, remove and replace asphalt surface to repair pavement ruts and damage from vehicles, including the driving surface of seven bridges. Upgrade rail on two bridges to gain acceptable rail height and improve safety. Impacted bridges: 17995, 17996, 02254A, 09743, 09743A, 09743B, and 09743C**

**STIP Description:** Remove and replace asphalt surface to repair pavement ruts and damage from vehicles. This includes the driving surface of seven bridges. Upgrade rail on two bridges to gain acceptable rail height and improve safety.

Last Amendment of Modification: Administrative - July 2019, AB19-18-JUL2 - STIP Re-Balancing Amendment - Cost Increase/Description Update: Modify short description to include bridge references. Increase PE with added NHPP for a PE total of \$975,577. Increase construction added NHPP for a revised Cons total of \$9,010,703. TPC increases to \$9,986,280. - KL

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
NHPP	MOE1 Z001	2019		\$ 899,677				\$ 899,677
<del>NHPP</del>	<del>Z001</del>	<del>2021</del>					<del>\$ 8,309,670</del>	\$ -
NHPP	Z001	2021					\$ 7,626,850	\$ 7,626,850
AC-NHPP (92.22%)	ACPO	2021					\$ 3,799,856	\$ 3,799,856
							\$ -	\$ -
							<b>Federal Totals:</b>	<b>\$ 12,326,383</b>
<b>Federal Fund Obligations:</b>				\$ -				Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
State	Match	2019		\$ 75,900				\$ 75,900
<del>State (NHPP)</del>	<del>Match</del>	<del>2021</del>					<del>\$ 701,033</del>	\$ -
State (NHPP)	Match	2021					\$ 643,428	\$ 643,428
State (AC)	Match	2021					\$ 320,569	\$ 320,569
ODOT State funds are committed as part of the required match							<b>State Total:</b>	<b>\$ 1,039,897</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ 975,577	\$ -	\$ -	<del>\$ 9,010,703</del>	<del>\$ 9,986,280</del>
Phase Totals After Amend:			\$ -	\$ 975,577	\$ -	\$ -	\$ 12,390,703	\$ 13,366,280
Year Of Expenditure (YOE):								\$ 13,366,280

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > MP limits expand by 0.21 miles as a result of the project combining action.
- > Cost change increase project by \$3,380,000 from \$9,986,280 to \$13,366,280 which equals a 34.85% increase, but represents existing funds from Key 21218.

**Amendment Summary:**

The formal amendment combines the construction phase and funding of K21218 (\$3.2M) into K20411. The construction phase is further increased by an additional \$180K to fund a rail retrofit on bridges 09743B and 09743C for a net construction phase increase of \$3,380,000. Key 20411's name, description and mile points are updated to reflect the added scope from K21218 and the rail retrofit on the two bridges. Overall, although the amendment is primarily a combination action, there is a significant scope change present to require a full/formal amendment to the MTIP.

- > Will Performance Measurements Apply: Yes - Safety

**RTP References:**

- > RTP ID: 12094 - Highway Pavement Maintenance
- > RTP Description: Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) that do not add motor vehicle capacity.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Pavement resurfacing and/or rehabilitation.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 10- Fiscal Stewardship
- > Goal: Objective 10.1 Infrastructure Condition
- > Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

**Fund Codes:**

- > NHPP = Federal National Highway Performance Program funds appropriated to ODOT for improvements to the State Highway System
- > AC-NHPP = Federal Advance Construction placeholder fund code used until the final federal fund code is determined. AC-NHPP anticipates that federal NHPP funds will be the conversion code.
- > State = General state funds provided by ODOT part of the required match.

**Other**

- > On NHS: Yes
- > Metro Model: Yes - Motor Vehicle modeling network
- > Model category and type: Throughway
- > TCM project: No
- > Located on the CMP: Yes





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

**Formal Amendment**  
**ADD NEW PROJECT**  
 Add New 2019 HIP Fund Exchange

<b>Lead Agency:</b> TriMet		Project Type: Transit	ODOT Key: <b>New</b>
<b>Project Name:</b> <b>Preventative Maintenance (2019 HIP Fund Exchange)</b>	<b>5</b>	ODOT Type: TBD	MTIP ID: <b>New</b>
		Performance Meas: Yes	Status: <b>T22</b>
		Capacity Enhancing: No	Comp Date: <b>8/31/2022</b>
		Conformity Exempt: Yes	RTP ID: 11335
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2021	Past Amend: 0
		Years Active: 0	OTC Approval: No
STIP Amend #: TBD	MTIP Amnd #: OC21-03-OCT		
<b>Project Status: T22 = Programming actions in progress or programmed in current MTIP</b>			
<b>Short Description: \$3,305,682 million of \$7,305,682 Metro 2019 HIP fund exchange with TriMet committed here supporting preventative maintenance needs (IGA# 936755)</b>			
<b>Detailed Description: Per Metro IGA 936755, Metro's \$7,305,682 FY 2019 HIP allocation has been converted to STBG-U funds and is being fund exchanged with TriMet for local funds. \$3,305,682 is being applied to preventative maintenance needs with the remaining \$4 million committed to the MAX Red Line Extension project. Obligation shelf-life is present with a NLT obligation date of September 2022.</b>			
<b>STIP Description: TBD</b>			

Last Amendment of Modification: None. Initial programming being completed through this formal amendment

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
STBG-U	2230	2021					\$ 3,305,682	\$ 3,305,682
							\$	-
							\$	-
							<b>Federal Totals:</b>	<b>\$ 3,305,682</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
							\$	-
							\$	-
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
TriMet GF	Match	2021					\$ 378,350	\$ 378,350
							\$	-
							<b>Local Total</b>	<b>\$ -</b>
Match requirement = 10.27%								
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,684,032	\$ 3,684,032
							Year Of Expenditure (YOE):	\$ 3,684,032

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > New project based on approved IGA 936755.

**Amendment Summary:**

The formal amendment adds a new preventative maintenance project for TriMet based on Metro-TriMet fund exchange. Federal FY 2019 Highway Infrastructure Program (HIP) funds were allocated to ODOT which Metro receives a portion. ODOT and Metro agreed on a fund swap to convert the HIP to STBG-U funds. Metro now is completing the fund exchange with TriMet. The fund exchange is \$7,305,682. \$3,305,682 is committed to support TriMet's Preventative Maintenance program needs. The remaining \$4 million has been committed to the MAX Red Line Extension project. Metro and TriMet maintain a formal IGA, #936755 documenting the fund exchange. Although converted to STBG-U federal funds, the funds have a shelf-life obligation deadline of September 2022.

- > Will Performance Measurements Apply: Yes - Transit

**RTP References:**

- > RTP ID: 11335 - Operating Capital: Equipment and Facilities Phase 1
- > RTP Description: Additional maintenance costs to support existing bus system including ongoing bus purchases as needed to maintain and update fleet.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - (1) Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) and (2) rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 10 - Fiscal Stewardship
- > Goal 10.1 - Objective 10.1 Infrastructure Condition
- > Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

**Fund Codes:**

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > TriMet GF = Local funds specifically provided by TriMet as part of the required match.

**Other**

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