

Metro is in receipt of the 2021-24 MTIP March 2021 Formal Amendment for Resolution 21-5163

FOR THE PURPOSE OF AMENDING ODOT'S US30 NW SALTZMAN RD TO NW BRIDGE AVE PROJECT TO ADD APPROVED FUNDING INCREASING THE PROJECT LIMITS BY 1.31 MILES TO BE US30 NW KITTRIDGE AVE TO NW BRIDGE AVE TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) (MR21-08-MAR)

Public Notification Comment Opportunities for the March 2021 Formal MTIP Amendment for Resolution 21-5163

The public review period for this project amendment is **3/2/2021 and concludes on 3/31/2021, 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.

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the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.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 March 2021 Formal Transition Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **MR21-08-MAR**
Total Number of Projects: 1

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key 20208 MTIP ID 70938	ODOT	US30: NW Saltzman Rd— NW Bridge Ave US30: NW Kittridge Ave to NW Bridge Ave	<u>Limits Expansion:</u> ODOT has approved additional funding to the project which enables the project limited to be expanded by 1.31 miles and now be NW Kittridge Ave to NW Bridge Ave	ODOT has approved \$2 ,067,000 to the project allowing the limits to be expnaded. The scope still remains the same as an active transportation and and Safety ADA improvement project. The added funds reflect a 21,7% cost increase which is above the 20% theshold for administrative changes



Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
LIMITS EXPANSION
Expand project limits by 1.31 miles

Lead Agency: ODOT		Project Type:	Active	ODOT Key:	20208
Project Name: US30: NW Saltzman Rd - NW Bridge Ave US30: NW Kittridge Ave to NW Bridge Ave	1	ODOT Type	BikePed	MTIP ID:	70938
		Performance Meas:	Yes	Status:	5
Project Status: 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation		Capacity Enhancing:	No	Comp Date:	12/31/2022
		Conformity Exempt:	Yes	RTP ID:	
		On State Hwy Sys:	US30	RFFA ID:	N/A
		Mile Post Begin:	5.23 3.92	RFFA Cycle:	N/A
Short Description: Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed. Widen and pave existing bike lanes.		Mile Post End:	6.46 6.46	UPWP:	No
		Length:	1.23 2.54	UPWP Cycle:	N/A
		1st Year Program'd:	2017	Past Amend:	5
		Years Active:	5	OTC Approval:	Yes
		STIP Amend #: 21-24-0525		MTIP Amnd #:	MR21-09-MAR
Detailed Description: In NW Portland areas on US30 between NW Bridge Ave (MP 6.46) and NW Saltzman Rd (MP 5.23) (1.23 miles total), NW Kittridge Ave to NW Bridge Ave, (MP 3.92 to MP 6.46) (2.54 miles total), arterial rehabilitation to include repaving. ADA ramp compliance upgrades, access management improvements, and address drainage as needed. Widen and pave existing bike lane to provide a safer experience for bicyclists.					
STIP Description: Repave roadway, upgrade curb ramps to current standards, improve access management, and address drainage as needed to restore the pavement surface and improve safety and accessibility. Widen and pave existing bike lane to provide a safer experience for bicyclists.					

Last Amendment of Modification: Administrative, August 2020 - AB21-02-AUG2 - Slip Utility Relocation to 2021

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP>200	Z230	2017		\$ 2,022,440				\$ 2,022,440
ADVCON	ACP0	2020			\$ 376,866			\$ -
NHPP	Z001	2020			\$ 347,255			\$ 347,255
ADVCON	ACP0	2021				\$ 62,811		\$ -
NHPP	Z001	2021				\$ 62,811		\$ 62,811
ADVCON	ACP0	2021					\$ 5,181,716	\$ -
NHPP	Z001	2021					\$ 7,066,046	\$ 7,066,046
							Federal Totals:	\$ 9,498,552
Federal Fund Obligations \$:				\$ 2,022,440	\$ 347,255			Federal Aid ID
EA Number:				PE002834	R9602000			S092(060)
Initial Obligation Date:				8/24/2017	8/28/2020			
EA End Date:				5/31/2021	8/31/2023			
Known Expenditures:				\$ 1,013,605	\$ 11,475			
State Funds								
State	Match	2017		\$ 231,477				\$ 231,477
State	Match	2020			\$ 43,134			\$ -
State	Match	2020			\$ 39,745			\$ 39,745
State	Match	2021				\$ 7,189		\$ 7,189
State	Match	2021					\$ 593,071	\$ -
State	Match	2021					\$ 808,741	\$ 808,741
Other	S010	2021					\$ 1,000,000	\$ 1,000,000
								\$ -
							State Total:	\$ 2,087,152
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 2,253,917	\$ 420,000	\$ 70,000	\$ 6,774,787	\$ 9,518,704
Phase Totals After Amend:			\$ -	\$ 2,253,917	\$ 387,000	\$ 70,000	\$ 8,874,787	\$ 11,585,704
Year Of Expenditure (YOE):								\$ 11,585,704

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.
- > Formal Amendment reason: Limits Change @1.31 miles > 0.25 miles and Cost change @ 21.7% > 20% threshold

Amendment Summary:

The formal amendment adds funding to the project enabling the limits to be increased by 1.31 miles. The project name and descriptions are updated to reflect the revised limits which are now NW Kittridge to NW Bridge. The project costs increases (construction phase) from adding the new funding and equals a revised total project cost of \$11,585,704. This represents a \$2,067,000 increase to the project which reflects a 21.7% increase to the project and is above the 20% threshold. The ROW phase is updated with based on actual phase obligations. Overall, the project still remains an active transportation focused improvement.

- > Will Performance Measurements Apply: Yes - Safety

RTP References:

- > RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Air Quality - Bicycle and pedestrian facilities.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal 3.2 Active Transportation System Completion
- > Goal Description: Complete all gaps in regional bicycle and pedestrian networks.

Fund Codes:

- > STP>200 = Federal Surface Transportation Program funds appropriated to the states with a portion allocated to the MPOs. This funding pot requires their commitment and use in urban areas.
- > ADVCON = Federal Advance Construction funding. These funds act as a placeholder for future federal funds to be committed. Until then, the State DOT commits state funds to over the costs. When the federal funds are available, a fund code conversion occurs to reflect the federal funds now committed to the project.
- > NHPP = Federal National Highway Performance Program funds. Appropriated to the State DOT for needed and eligible improvements on the National Highway system
- > State = General state funds used normally as the required match to the federal funds.
- > Other = General 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
- > Metro Model: Yes
- > Model category and type: Pedestrian - Pedestrian Parkway
- > TCM project: No
- > Located on the CMP: Yes