



**Metro is in receipt of the 2024-27 MTIP June #1 FFY 2024 Formal Amendment Bundle for Resolution 24-5422**

Amendment Purpose Statement for Resolution 24-5422 (Amendment Number JN24-09-JUN1)

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

**Public Notification Comment Opportunities for the June #1 FFY 2024 Formal MTIP Amendment for Resolution 24-5422**

The public review period for this project amendment is **6/4/2024** and concludes on **7/5/2024**, 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the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.

**Added Notes**

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 the required changes have no significant impact upon air conformity, 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 (greater than 1 mile). (3) Involves a significant cost change (increase or decrease normally 20% or 30% greater). (4) Adds or cancels a project from the MTIP.

**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.
- **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. A special separate formal amendment for the Rose Quarter Improvement Project bundle is also occurring. The Rose Quarter Improvement Project bundle is being processed under amendment # JN24-10-JUN2. It is posted as a separate amendment and will complete the public notification/comment period on a different processing timeline.

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: 5**

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
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**Category: Project Cancellations: No complete project cancellations or removals from the MTIP are included as part of the June #1 2024 Formal Amendment**

None				
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**Category: Amended Existing Projects in the 2024-27 MTIP**

(#1) ODOT Key # <b>16986</b> 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><b>COST INCREASE:</b></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 # <b>22719</b> MTIP ID 71339	ODOT	I-5: Capitol Highway - OR217	<del>Repaint the west bridge ramps to prevent corrosion of the steel structures.</del> <b>Install electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.</b>	<u><b>CANCEL PHASE:</b></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 reviewed the request and approved it at their September 2024 meeting.

<p>(#3)  ODOT Key #  <b>23656</b>  MTIP ID  TBD  <i>New Project</i></p>	<p>ODOT</p>	<p><b>Hayden Island Building Demolition</b></p>	<p>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.</p>	<p><b><u>ADD NEW PROJECT:</u></b>  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>
<p>(#4)  ODOT Key #  <b>23646</b>  MTIP ID  TBD  <i>New Project</i></p>	<p>ODOT</p>	<p><b>Broadway Main Street and Supporting Connections</b></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><b><u>ADD NEW PROJECT:</u></b>  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>(#5)  ODOT Key #  <b>23524</b>  MTIP ID  TBD</p>	<p>Sherwood</p>	<p><b>Ice Age Drive: SW Oregon St-SW Dahlke Ln (Tonquin)</b></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><b><u>CANCEL PHASE:</u></b>  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.
- Friday, June 7, 2024: TPAC meeting (Required Metro amendment notification)
- 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.



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:	<b>NW Division Complete St Phase I: Wallula Ave – Birdsdale Ave</b>						
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
<b>Federal Funds</b>									
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
<b>Federal Totals:</b>			\$ -	\$ 936,862	\$ 741,047	\$ -	\$ 3,742,312	\$ -	\$ 5,240,761
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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	<del>OTH0</del>	2024					<del>\$ 331,034</del>		\$ -
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:	\$ -	<del>\$ 1,144,090</del>	\$ 825,863	\$ -	<del>\$ 4,170,636</del>	\$ -	<del>\$ 6,140,589</del>
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
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Completion Date Notes:							
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Are federal funds being flex transferred to FTA?	No	If yes, expected FTA conversion code:	N/A
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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? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>Yes.</b>
3. Is the project included as part of the approved: UPWP? <b>No. Not Applicable</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable.</b>
4. Applicable RTP Goals: <u><b>Goal #1 - Mobility Options:</b></u> Objective 1.2 - System Completion: Complete all gaps in planned regional networks.  <u><b>Goal #2 - Safe System:</b></u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.  <u><b>Goal #3 - Equitable Transportation:</b></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.

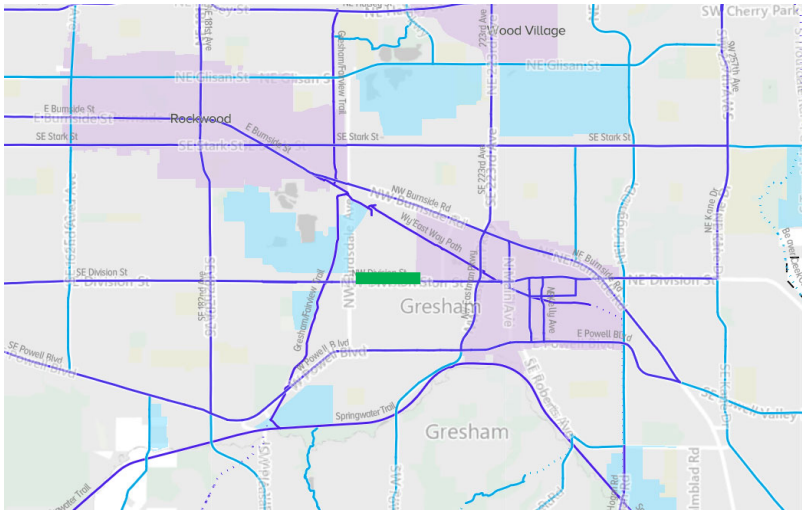
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

**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)

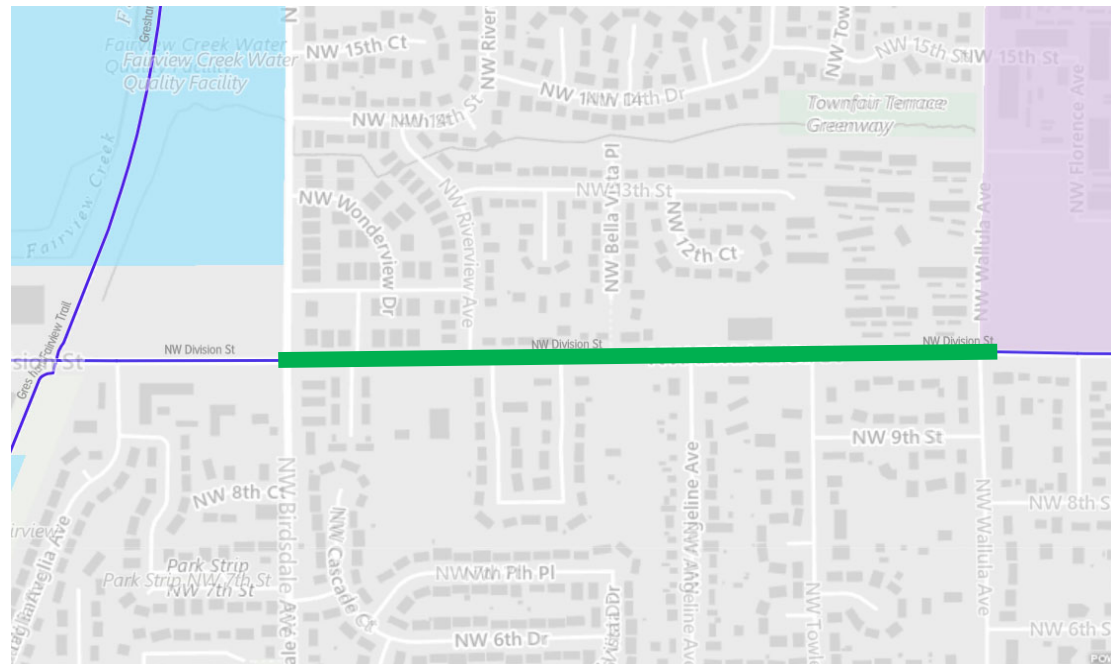
### Project Budget Table

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:





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:	<b>I-5: Capitol Highway - OR217</b>						
Lead Agency:	<b>ODOT</b>	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	<b>Yes</b>		

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
<b>Federal Funds</b>									
State STBG	Y240	2024		\$ 3,736,754					\$ -
NHFP	Y460	2027		\$ 3,736,754					\$ 3,736,754
State STBG	Y240	2026					<del>-\$ 10,941,911</del>		\$ -
<b>Federal Totals:</b>			\$ -	\$ 3,736,754	\$ -	\$ -	\$ -	\$ -	\$ 3,736,754

<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2024		<del>-\$ 315,246</del>					\$ -
State	Match	2027		\$ 315,246					\$ 315,246
State	Match	2026					<del>-\$ 923,098</del>		\$ -
<b>State Totals:</b>			\$ -	\$ 315,246	\$ -	\$ -	\$ -	\$ -	\$ 315,246

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

<b>Phase Totals</b>		Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:		\$ -	<del>-\$ 4,052,000</del>	\$ -	\$ -	<del>-\$ 11,865,009</del>	\$ -	<del>-\$ 15,917,009</del>
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?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Safety - Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>ID# 11304: I-5 South Operational Improvements</b>
RTP Project Description:	<b>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.</b>

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? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>Yes.</b>
3.	Is the project included as part of the approved: UPWP? <b>No.</b>
3a.	If yes, is an amendment required to the UPWP? <b>No.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable.</b>
4.	Applicable RTP Goal: <u><b>Goal #2 - Safe System:</b></u> Objective 2.1 Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.  <u><b>Goal: #3 - Equitable Transportation:</b></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? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

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



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
	<b>PE Totals</b>		<b>100.00%</b>	<b>4,052,000.00</b>		<b>3,736,754.40</b>		<b>315,245.60</b>		<b>0.00</b>
CN	Y460	National highway freight program IIJA	0.00%	0.00	92.22%	0.00	7.78%	0.00	0.00%	0.00
	<b>CN Totals</b>		<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>
<b>Grand Totals</b>				<b>4,052,000.00</b>		<b>3,736,754.40</b>		<b>315,245.60</b>		<b>0.00</b>

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:**

<b>OR217: OR10 - OR99W (K18841)</b>				
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>		
		<b>Current Estimate</b>	<b>Proposed</b>	<b>Delta</b>
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
<b>TOTAL</b>		<b>\$158,783,285</b>	<b>\$174,171,957</b>	<b>\$15,388,672</b>

**Funding plan:**

<b>Source of funding</b>	<b>Funding Program</b>	<b>Funds</b>
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
<b>TOTAL</b>		<b>\$15,388,672</b>

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

[home](#) | [admin](#) | [RTP](#) | [RFFA](#) | [MTIP](#) | [FUND](#) |  search  
[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
<b>Preliminary engineering</b>	<b>2019</b>		<b>\$17,656,822</b>	<b>\$1,797,021</b>	<b>\$3,046,157</b>	<b>\$22,500,000</b>	<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	
<b>Construction</b>	<b>2021</b>		<b>\$117,729,609</b>	<b>\$13,474,681</b>	<b>\$488,729</b>	<b>\$131,693,019</b>	<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	
<b>Purchase right of way</b>	<b>2020</b>		<b>\$2,691,900</b>	<b>\$308,100</b>	<b>\$0</b>	<b>\$3,000,000</b>	<input type="checkbox"/>
	2020	AC-STBGS	\$2,691,900	\$308,100	\$0	\$3,000,000	
<b>Other (explain)</b>	<b>2019</b>		<b>\$762,705</b>	<b>\$87,295</b>	<b>\$750,000</b>	<b>\$1,600,000</b>	<input type="checkbox"/>
	2017	HB2017	\$0	\$0	\$750,000	\$750,000	
	2020	AC-STBGS	\$762,705	\$87,295	\$0	\$850,000	
<b>Totals &gt;&gt;</b>			<b>\$138,841,036</b>	<b>\$15,667,097</b>	<b>\$4,284,886</b>	<b>\$158,793,019</b>	





**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:	<b>Hayden Island Building Demolition</b>						
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
<b>Federal Funds</b>									
									\$ -
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<b>\$ -</b>

**State Funds**

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

**Local Funds**

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

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 504,030	\$ -	<b>\$ 504,030</b>
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? <b>ODOT State funds.</b>	
2. Does the amendment include changes or updates to the project funding? <b>Yes. New State funds are being added to the MTIP for this project.</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, per the STIP Impacts Worksheet.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>ODOT approval using HB5005 funding</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

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?	<b>Non-capacity enhancing project (Hayden Island Demolition Project aspect)</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>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.</b>
Exemption Reference:	<b>Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>ID# 10866 - I-5 Interstate Bridge Replacement Program</b>
RTP Project Description:	<b>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.</b>

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? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>I-5, Yes.</b>
3. Is the project included as part of the approved: UPWP? <b>No.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable.</b>
4. Applicable RTP Goal: <b>Goal # 1 - Mobility Options:</b> 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? <b>No. This child project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

### Public Notification/Opportunity to Comment Consistency Requirement

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

### 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

[home](#)
[admin](#)
[RTP](#)
[RFFA](#)
[MTIP](#)
[FUND](#)

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

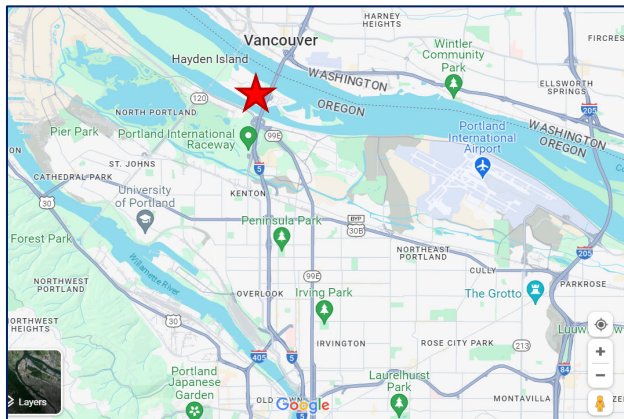
**ODOT Key: 21570 | MTIP ID: 71083**

**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
<b>Planning</b>	<b>2020</b>		<b>\$7,288,246</b>	<b>\$834,172</b>	<b>\$989,989</b>	<b>\$9,112,407</b>	<input type="checkbox"/>
	2020	STBG - STATE	\$7,288,246	\$834,172	\$989,989	\$9,112,407	
<b>Preliminary engineering</b>	<b>2022</b>		<b>\$39,800,000</b>	<b>\$6,844,545</b>	<b>\$47,355,455</b>	<b>\$94,000,000</b>	<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	
<b>Totals &gt;&gt;</b>			<b>\$47,088,246</b>	<b>\$7,678,717</b>	<b>\$48,345,444</b>	<b>\$103,112,407</b>	



**Project Location References**



Project Scope Summary







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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add Portland's new NAE grant  
 award project to the MTIP

**Project #4**

Project Details Summary							
ODOT Key #	23646	RFFA ID:	N/A	RTP ID:	11646	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	NAE	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JN24-09-JUN1		STIP Amendment ID:		24-27-1081	

Summary of Amendment Changes Occurring:  
 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.

Project Name:	<b>Broadway Main Street and Supporting Connections</b>						
Lead Agency:	Portland	Applicant:	Portland		Administrator:	ODOT	
Certified Agency Delivery:	<b>Yes</b>	Non-Certified Agency Delivery:	<b>No</b>		Delivery as Direct Recipient:	<b>No</b>	

**Short Description:**  
 Complete multiple complete street upgrades 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.

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**MTIP Detailed Description (Internal Metro use only):**  
 In NE Portland on N. Larrabee Ave (I-5 ramp south to N. Broadway St), N. Broadway St/NE Broadway St from N. Larrabee Ave to NE 7th Ave), and on N/NE Weidler St (N Broadway St east to NE 7th Ave), complete multiple complete street upgrades 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.  
*(Optional if room -->) Provide upgraded and protected lanes for biking and scooting, restoration of managed on-street parking and loading, additional tree canopy, green infrastructure, street lighting, and other streetscape amenities for greater access and connectivity to Portland's Lower Albina neighborhood.*

**STIP Description:**

Project will include 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. Upgraded and protected lanes for biking and scooting. Restoration of managed on-street parking and loading. Additional tree canopy, green infrastructure, street lighting, and other streetscape amenities. Placemaking opportunities to honor the district’s history through public art, street activation, and monumentation. Project will result in greater access and connectivity to Portland's Lower Albina neighborhood.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets  ODOT Work Type:	Active Trans - Bike	Separated (aka Protected) Lanes	Capital Improvement
	Active Trans - Pedestrian	Sidewalk Reconstruction	
	Active Trans - Transit	Crossing Treatments	
	Active Trans - Motor Vehicle	Capital - Passenger Facilities	
	BIKPED	Preservation and Maintenance	

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
AC-NAE23	ACPO	2025		\$ 8,255,000					\$ 8,255,000
AC-NAE23	ACPO	2026			\$ 591,000				\$ 591,000
AC-NAE23	ACPO	2026				\$ 130,000			\$ 130,000
AC-NAE23	ACPO	2026					\$ 29,418,000		\$ 29,418,000
<b>Federal Totals:</b>			\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000

Note: The USDOT NAE grant award is 100% federal. No minimum match required

**State Funds**

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

**Local Funds**

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

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>		<del>\$ -</del>
Amended Programming Totals	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000
Total Estimated Project Cost							\$ 38,394,000
Total Cost in Year of Expenditure:							\$ 38,394,000

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:	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000
Phase Change Percent:	0.0%	100.0%	100.0%	100.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	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	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000

### Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	100.0%	100.0%	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%	21.5%	1.5%	0.3%	76.6%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	21.5%	1.5%	0.3%	76.6%	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:	12/31/2029
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? <b>USDOT FFY 2023 discretionary RECONNECTING COMMUNITIES &amp; NEIGHBORHOODS (RCN) GRANT Program</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. Adds new discretionary grant awarded federal funds to the MTIP</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes. Grant award letter and USDOT award list provided.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT, but ISDOT approval required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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	
	N. Larrabee Ave		I-5 ramps	North Broadway	
	N. Broadway/NE Broadway		N. Larrabee Ave	NE 7th Ave	
	N/NE Weidler St		North Broadway intersection	NE 7th Ave	
Note: See project location map at end of Exhibit A/MTIP Worksheet.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
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	EFA Notes POC = No LEP = No LI = Yes
				X	X	X	X	
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Safety - Projects that correct, improve, or eliminate a hazardous location or feature. Air Quality - Bicycle and pedestrian facilities.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>ID# 11646 - Broadway/Weidler Corridor Improvements</b>
RTP Project Description:	<b>Enhance existing bike lanes and improve pedestrian/bicycle crossings. Add traffic signals, improve signal timing, improve transit stops, provide transit priority treatments, and construct streetscape improvements.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	N Larrabee Ave = Major/Minor arterial designation
		N/NE Broadway St = Major/Minor arterial designation
		N/NE Weidler St = Major/Minor arterial designation
Yes	Transit	N Larrabee Ave = No designation
		N/NE Broadway = Light rail/street car designation
		N/NE Weidler St = Light rail/street car designation

Yes (Partial)	Freight	N Larrabee Ave = no designation
		N/NE Broadway St = Eastern portion is designated as a regional intermodal connector
		N/NE Weidler St = No designation
Yes	Bicycle	N Larrabee Ave = No designation
		N/NE Broadway St = Bicycle Parkway designation
		N/NE Weidler St = Bicycle Parkway designation
Yes	Pedestrian	N Larrabee Ave = Regional Pedestrian Corridor designation
		N/NE Broadway St = Pedestrian Parkway designation
		N/NE Weidler St = Pedestrian Parkway arterial designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	N Larrabee Ave	No designation
		N/NE Broadway St	NHS Intermodal Connector and Other NHS Route
		N/NE Weidler St	NHS Intermodal Connector and Map 21 Principal Arterials
Functional Classification	Yes	N Larrabee Ave	No designation
		N/NE Broadway St	Urban Other Principal Arterial
		N/NE Weidler St	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	N Larrabee Ave	No designation
		N/NE Broadway St	3 = Other Principal Arterial
		N/NE Weidler St	3 = Other Principal Arterial

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable.</b>

4. Applicable RTP Goals:

**Goal # 1 - Mobility Options**

Objective 1.1 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.

**Goal #2 - Safe System:**

Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.

**Goal 3 - Equitable Transportation:**

Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.

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.**

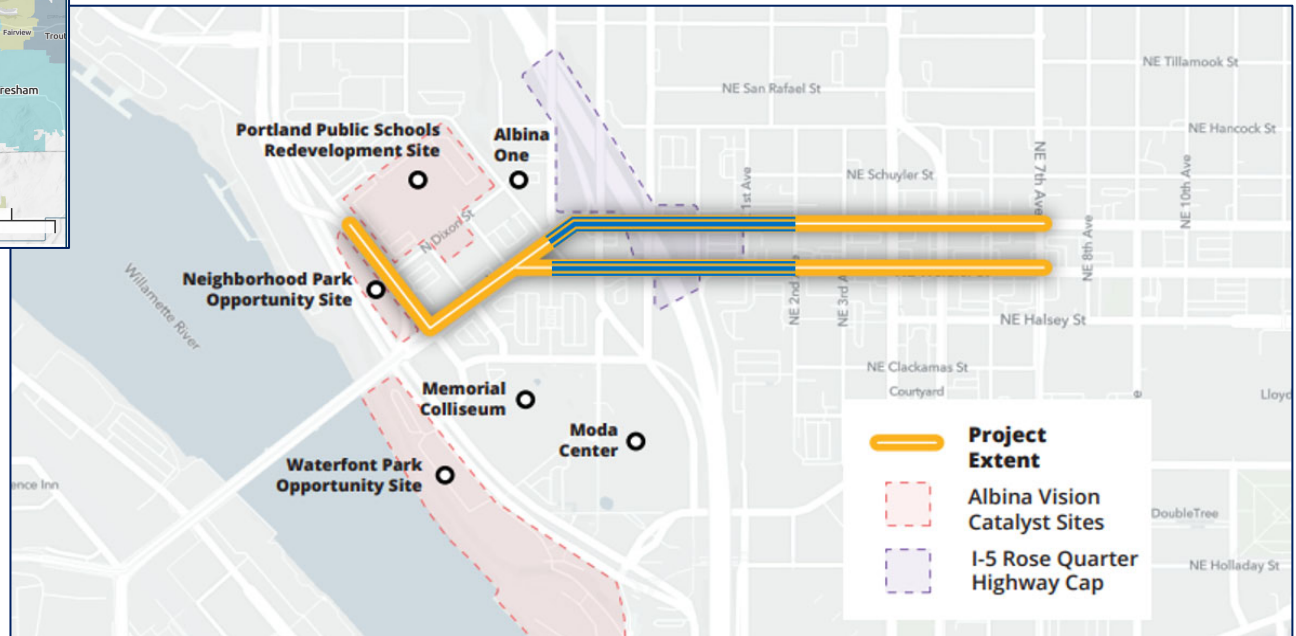
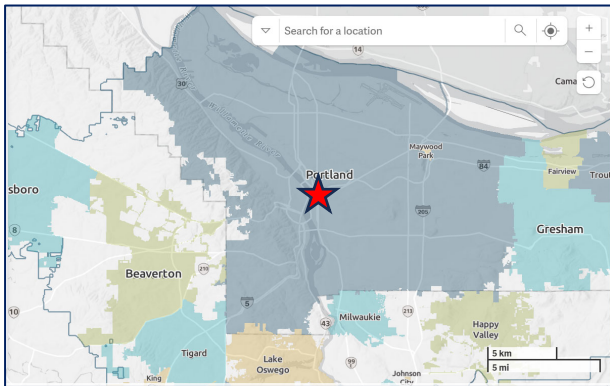
**Fund Codes References**

Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-NAE23	Advance Construction funds with the expected conversion code identified to be from the USDOT FFY 2023 NAE grant program. The awarded funds are 100% federal. There is no minimum match requirement.

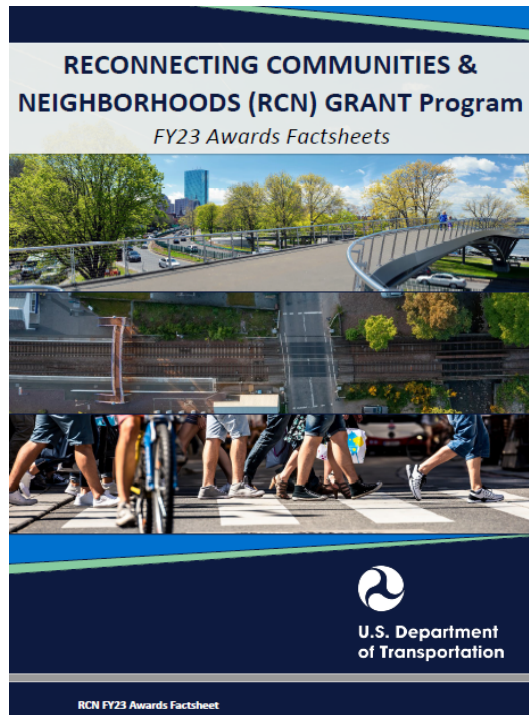


**Project Name:      Broadway Main Street and Supporting Connections      (DRAFT AMENDMENT**

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	100.00%	8,255,000.00	100.00%	8,255,000.00	0.00%	0.00	0.00%	0.00
	<b>PE Totals</b>		<b>100.00%</b>	<b>8,255,000.00</b>		<b>8,255,000.00</b>		<b>0.00</b>		<b>0.00</b>
RW	ACPO	ADVANCE CONSTRUCT PR	100.00%	591,000.00	100.00%	591,000.00	0.00%	0.00	0.00%	0.00
	<b>RW Totals</b>		<b>100.00%</b>	<b>591,000.00</b>		<b>591,000.00</b>		<b>0.00</b>		<b>0.00</b>
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	130,000.00	100.00%	130,000.00	0.00%	0.00	0.00%	0.00
	<b>UR Totals</b>		<b>100.00%</b>	<b>130,000.00</b>		<b>130,000.00</b>		<b>0.00</b>		<b>0.00</b>
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	29,418,000.00	100.00%	29,418,000.00	0.00%	0.00	0.00%	0.00
	<b>CN Totals</b>		<b>100.00%</b>	<b>29,418,000.00</b>		<b>29,418,000.00</b>		<b>0.00</b>		<b>0.00</b>
<b>Grand Totals</b>				<b>38,394,000.00</b>		<b>38,394,000.00</b>		<b>0.00</b>		<b>0.00</b>



NAE	Capital	Broadway Main Street and Supporting Connections	City of Portland	Oregon	\$38,394,000.00
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## Broadway Main Street and Supporting Connections

*Portland, Oregon*

**Grant Type:** Construction

**Funding Source:** NAE

**Award:** \$38,394,000

**Estimated Total Project Cost:** \$38,394,000

### Project Summary:

The Broadway Main Street & Supporting Neighborhood Connections Project will construct multimodal safety and streetscape improvements N/NE Broadway and N/NE Weidler St, two arterials that make up a wide, high-volume couplet that serves as the primary connection across Interstate 5 (I-5) in inner North/Northeast Portland, Oregon and as the neighborhood's gateway to downtown.

The project improves access and connectivity and foster equitable development and restoration in the heart of the city's historic Black neighborhood, Lower Albina. Located in an underserved community designated as both historically disadvantaged and an area of persistent poverty, the project is designed to support realization of the community's vision for the area.

This project will reconnect Lower Albina to neighborhoods and key destinations across I-5, a major grade separated facility that divided the neighborhood and displaced hundreds of residents when it was constructed. It will also improve connections within the community itself across N Broadway, the widest street in Portland's Central City, and the N/NE Broadway/Weidler couplet, making those busy streets more welcoming to current and future residents, employees, and visitors of the area.



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 #5**

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
<b>Federal Funds</b>									
HIPCDS23	Y926	2024		—			<del>3,000,000</del>		\$ -
HIPCDS23	Y926	2025					\$ 3,000,000		\$ 3,000,000
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Local Funds</b>									
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
<del>Other</del>	<del>OTH0</del>	<del>2024</del>				<del>2,340,000</del>			\$ -
<del>Local</del>	<del>Match</del>	<del>2024</del>					<del>343,363</del>		\$ -
Local	Match	2025					\$ 343,363		\$ 343,363
<del>Other</del>	<del>OTH0</del>	<del>2024</del>					<del>7,556,637</del>		\$ -
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
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	\$ 1,275,000	\$ 873,500	<del>2,340,000</del>	<del>10,900,000</del>	\$ 179,000	<del>15,567,500</del>
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? <b>Congressionally Directed Spending earmark and local funds.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. Additional local funds are being added to the construction phase.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes through ODOT Local Delivery</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>ODOT Local Delivery provided concurrence.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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 No hits on EFA areas
	X		X		X			
Added notes:								

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

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. Applicable RTP Goal:  
**Goal #1: Mobility Options:**  
 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  
  
**Goal #4 - Thriving Economy:**  
 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.
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

HIPCD23	HIPCD23 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.
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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
	<b>PE Totals</b>		<b>100.00%</b>	<b>1,275,000.00</b>		<b>0.00</b>		<b>0.00</b>		<b>1,275,000.00</b>
RW	OTH0	OTHER THAN STATE OR	100.00%	873,500.00	0.00%	0.00	0.00%	0.00	100.00%	873,500.00
	<b>RW Totals</b>		<b>100.00%</b>	<b>873,500.00</b>		<b>0.00</b>		<b>0.00</b>		<b>873,500.00</b>
UR	OTH0	OTHER THAN STATE OR	0.00%	0.00	0.00%	0.00	0.00%	0.00	100.00%	0.00
	<b>UR Totals</b>		<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>
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
	<b>CN Totals</b>		<b>100.00%</b>	<b>18,317,900.00</b>		<b>3,000,000.00</b>		<b>0.00</b>		<b>15,317,900.00</b>
OT	OTH0	OTHER THAN STATE OR	100.00%	179,000.00	0.00%	0.00	0.00%	0.00	100.00%	179,000.00
	<b>OT Totals</b>		<b>100.00%</b>	<b>179,000.00</b>		<b>0.00</b>		<b>0.00</b>		<b>179,000.00</b>
<b>Grand Totals</b>				<b>20,645,400.00</b>		<b>3,000,000.00</b>		<b>0.00</b>		<b>17,645,400.00</b>

## Project Location References

