



Proposed April 2022 Formal Transition Amendment Bundle  
 Amendment Type: **Formal/Full**  
 Amendment #: **AP22-10-APR**  
 Total Number of Projects: 2

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Project #1 ODOT Key <b>22583</b> MTIP ID TBD <b>New Project</b>	Metro	<b>Metro Transportation Options FFY22 - FFY24</b>	Metro funding to promote and encourage the use of alternative transportation options during federal fiscal years 2022, 2023 and 2024.	<b><u>ADD NEW PROJECT:</u></b> Add ODOT’s supplemental Travel Options grant as a stand-alone project to support Metro’s Regional Travel Options (RTO) program
Project #2 ODOT Key <b>TBD</b> MTIP ID TBD <b>New Project</b>	Multnomah County	<b>Earthquake Ready Burnside Bridge: NE/SE Grand Ave – NW/SW 3rd Ave</b>	Replace & construct a new Burnside Bridge to seismic standards covering the limits of NE/SE Grand Ave to NW/SW 3rd Ave and from the I-84/I-5 split south to SE Ash St with street & intersection upgrades within the project limits for increased public safety	<b><u>ADD NEW PROJECT:</u></b> <b>4-4-2022 adjustment:</b> The formal amendment adds the PE phase with <del>\$23.5</del> <b>\$123.3 million</b> of local funds for the new Earthquake Ready Burnside Bridge replacement/ reconstruction project. <b>The MTIP Detailed description is updated to be more generic based on the multiple alternatives under review for the FEIS.</b>



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

**Formal/Full Amendment**  
**ADD NEW PROJECT**  
Add ODOT FY 2022-24 RTO  
allocation to MTIP

<b>Lead Agency:</b> Metro		Project Type:	Planning	<b>ODOT Key:</b>	<b>22583</b>
<b>Project Name:</b> Metro Transportation Options FFY22 - FFY24	<b>1</b>	ODOT Type	OP-TDM	<b>MTIP ID:</b>	<b>NEW-TBD</b>
		Performance Meas:	Congest Mit	<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity.		Capacity Enhancing:	No	<b>Comp Date:</b>	<b>12/31/2023</b>
		Conformity Exempt:	Yes	RTP ID:	11054
<b>Short Description:</b> Metro funding to promote and encourage the use of alternative transportation options during federal fiscal years 2022, 2023 and 2024.		On State Hwy Sys:	No	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	Yes
		Length:	N/A	UPWP Cycle:	SFY 2023
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2022	Past Amend:	0
		Years Active:	0	OTC Approval:	No
STIP Amend #: 21-24-1944			MTIP #: AP22-10-APR		

**Detailed Description:** ODOT three-year supplemental allocation to Metro's RTO region-wide program supporting alternative transportation options. This allocation is split to support two focused areas: Rideshare portion (\$83,239.42 -100% federal) and TDM (\$332,957.69 with 10.27% local match).

**STIP Description:** Metro funding to promote and encourage the use of alternative transportation options during federal fiscal years 2022, 2023 and 2024.

Last Amendment of Modification: None. Initial MTIP programming

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (RTO)	Total
<b>Federal Funds</b>								
<b>AC-STBGS</b>	<b>ACPO</b>	<b>2022</b>					\$ 416,197	\$ 416,197
								\$ -
								\$ -
Notes:							<b>Federal Totals:</b>	<b>\$ 416,197</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<b>Local</b>	<b>Match</b>	<b>2022</b>					\$ 38,109	\$ 38,109
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 38,109</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 454,306	\$ 454,306
							Year Of Expenditure (YOE):	\$ 454,306
Net Phase Funding Change:			\$ -	\$ -	\$ -	\$ -	\$ 454,306	\$ 454,306
Phase Percent Change:			0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

**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.
- > What are we changing? ODOT supplemental RTO allocation is being added to the MTIP as a stand-alone project

**Amendment Summary:**

The formal amendment adds the ODOT FY 2022-24 RTO program funding allocation. The allocation is split to support two areas: Rideshare portion is \$83,239.42 (100% federal) and TDM is \$332,957.69 (with 10.27% local match). The programming merges the two together which results in a unusual match. ODOT provided Metro with a funding allocation letter. The new funds for Metro's RTO program originate from non-MPO Key 21817.

- > Will Performance Measurements Apply: Transit

**RTP References:**

- > RTP ID: 11054 - Regional Travel Options Activities for 2018-2027
- > RTP Description: Metro awards grant funding, coordinates marketing efforts, and provides technical assistance and evaluation to agencies and organizations to encourage people to make fewer auto trips. RTO-funded activities include worksite and college information programs that make transit, bicycling, walking and ridesharing easier to use.
- > Regional Significant Project: Yes. The project supports a Key Metro RTP goal of congestion reduction mitigation through the promotion of alternative transportation options.
- > UPWP amendment: No. however, the project is part of the larger annual RTO program identified in the annual UPWP Master Agreement
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal Objective: Objective 4.5 Demand Management
- > Goal Description: Increase the number of households and businesses with access to outreach, education, incentives and other tools that increase shared trips and use of travel options.
- > Proof of Funding Verification: Yes. A proof-of-funding allocation letter was provided by ODOT as part of the amendment submission
- > Scope changes included: No
- > Limit changes included: No. However, the project is considered region-wide in the MPA boundary
- > Formal/full amendment requirement under Matrix: Adding a new project to the MTIP requires a formal/full amendment
- > Add Special Performance Evaluation assessment required to be completed: No
- > Exempt or Capacity Project: The project is exempt under 40 CFR 93.126, Table 2 - Air Quality
- > Exemption reference: Continuation of ride-sharing and van-pooling promotion activities at current levels.

**Fund Codes:**

- > AC-STBGS = Federal Advance Construction fund type code used as a placeholder until the final federal fund type code is know and committed to the project. In this case, the expected final conversion code is projected to be State STBGS (Surface Transportation Block Grant funds managed and allocated by the state DOT).
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

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

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	ACPO	ADVANCE CONSTRUCT PR		100.00%	454,305.61	91.61%	416,197.11	0.00%	0.00	8.39%	38,108.50
<b>OT Totals</b>				<b>100.00%</b>	<b>454,305.61</b>		<b>416,197.11</b>		<b>0.00</b>		<b>38,108.50</b>
<b>Grand Totals</b>					<b>454,305.61</b>		<b>416,197.11</b>		<b>0.00</b>		<b>38,108.50</b>

Key 21817 is providing the funding to support the RTO allocation to Metro in Key 22583

Name: <b>Regional TO Provider Rideshare/TDM FFY22, 23 &amp; 24</b>								Key: <b>21817</b>	
Description <b>Promote &amp; encourage the use of carpools, vanpools, transit, bicycling, walking &amp; teleworking. Continues existing carpool matching, regional vanpool services and community outreach programs</b>								Region: <b>6</b>	
MPO: <b>Non-MPO</b>				Work Type: <b>OP-TDM</b>					
Applicant: <b>ODOT</b>				Status: <b>NON-CONSTRUCTION PROJECT</b>					
<b>Location(s)-</b>									
Mileposts	Length	Route	Highway				ACT	County(s)	
							<b>STATEWIDE</b>	<b>STATEWIDE</b>	
<b>Current Project Estimate</b>									
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total		
Year						<b>2022</b>			
Total						<b>\$1,232,634.00</b>	<b>\$1,232,634.00</b>		
Fund 1						ACPO	\$1,106,042.49		
Match							\$126,591.51		
<b>Footnote:</b>									
<b>Most Recent Approved Amendment</b>									
Amendment No: <b>21-24-1635</b>					Approval Date: <b>12/30/2021</b>				
Requested Action: <b>Reduce the project estimate by \$409,291, moving funds to new project key 22525.</b>									

## MTIP PROGRAMMING MODIFICATION NOTICE

The below MTIP Worksheet represents modified programming details for the project which include updated project funding and an adjusted Detailed description per a comment request from Multnomah County as part of the public notification process

Formal/Full MTIP Amendment AP22-10-APR



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

**Formal/Full Amendment**  
**ADD NEW PROJECT**  
 Add new Burnside Bridge  
 replacement PE phase project

<b>Lead Agency:</b> Multnomah County		Project Type:	Planning		<b>ODOT Key:</b> 22592
<b>Project Name:</b> Earthquake Ready Burnside Bridge: NE/SE Grand Ave – NW/SW 3rd Ave	2	ODOT Type	TBD		<b>MTIP ID:</b> NEW-TBD
		Performance Meas:	Safety		<b>Status:</b> 2
<b>Project Status:</b> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		Capacity Enhancing:	No		<b>Comp Date:</b> 12/31/2028
		Conformity Exempt:	Yes		RTP ID: 11129 & 11376
		On State Hwy Sys:	No		RFFA ID: N/A
		Mile Post Begin:	N/A		RFFA Cycle: N/A
		Mile Post End:	N/A		UPWP: Yes
		Length:	N/A		UPWP Cycle: N/A
		Flex Transfer to FTA	No		Transfer Code: N/A
		Special Goals Assess:	Yes/No		Partial Prog: Yes - PE
		1st Year Program'd:	2022		Past Amend: 0
		Years Active:	0		OTC Approval: No
		STIP Amend #: TBD			MTIP #: AP22-10-APR
<b>Detailed Description:</b> <del>Replacement "Long Span" with a moveable span (Vertical or Bascule lift) for the best seismic resiliency standards, adjust lane capacity to be 2 EB through lanes, 1 EB dedicated bus lane and 2 WB through lanes, and with bicycle/pedestrian improvements covering limits of NE/SE Grand Ave to NW/SW 3rd Ave and from the I-84/I-5 split south to SE Ash St including street &amp; intersection upgrades as required within the limits for increased public safety</del> <b>Replace and reconstruct existing Burnside Bridge to the best seismic resiliency standards plus various required street improvements for public safety which may result in decreasing through-lane capacity from 5 to 4 lanes.</b>					
STIP Description: TBD					

Last Amendment of Modification: None. Initial MTIP programming

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
<b>Federal Funds</b>								
								\$ -
								\$ -
								\$ -
Notes:							<b>Federal Totals:</b>	<b>\$ -</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<b>Other</b>	<b>OTH0</b>	<b>2022</b>		<del>\$ 23,558,042</del>				\$ -
<b>Other</b>	<b>OTH0</b>	<b>2022</b>		<b>\$ 123,300,000</b>				<b>\$ 123,300,000</b>
								\$ -
							<b>Local Total</b>	<b>\$ 123,300,000</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			<b>\$ -</b>	<b>\$ 123,300,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 123,300,000</b>
							Year Of Expenditure (YOE):	\$ 900,000,000
Net Phase Funding Change:			\$ -	\$ 123,300,000	\$ -	\$ -	\$ -	\$ 123,300,000
Phase Percent Change:			0.0%	100.0%	0.0%	0.0%	0.0%	Programs 13.7% of YOE

**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.
- > What are we changing? Adding new project to the MTIP PE phase only. \$90 million has been approved for pE work during \$2022-24. During FFY 2022, Multnomah County has a budget line item for \$23.5 million. Prior to FFY 2022, Multnomah County expended \$33.3 million in support of PE. (PE actually started on 2016). The total PE programming then becomes \$123,300,000.

**Amendment Summary:**

The formal amendment only adds the PE phase to the MTIP at this time. A total of \$300 million is currently committed for the project. \$123,3000 has been confirmed for the PE phase.

- > Will Performance Measurements Apply: Safety + Bridge

**RTP References:**

- > RTP IDs:

- 11129 - Earthquake Ready Burnside Bridge Phase 1

RTP Description: **EQRB NEPA Phase.** Earthquake ready Burnside will increase safety of people and structures during and after an earthquake. Project will also use proven safety countermeasures to ensure safety of users.

- 11376 - Earthquake Ready Burnside Bridge Phase 2

RTP Description : **EQRB Design and ROW Phase.** Earthquake ready burnside will increase safety of people and structures during and after an earthquake. Project will also use proven safety countermeasures to ensure safety of users.

- > Regional Significant Project: Yes. Many bridges are identified as regionally significant in the Metro region. Burnside St Burnside bridge are identified as a "Major Arterial" in the Motor Vehicle modeling network. They are identified as a "Frequent Bus" in the Transit modeling network. In the Bicycle and Pedestrian modeling networks, Burnside St/bridge is identified a "Bicycle Parkway" and "Pedestrian Parkway"

- > UPWP amendment: No

- > RTP Goals: Goal 5 - Safety and Security

- > Goal Objective: Objective 5.3 - Preparedness and Resiliency

- > Goal Description: Reduce the vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents.

- > Proof of Funding Verification:

- > Scope changes included: As a planning project in PE, no. Implementation phase will reduce through lane capacity.

- > Limit changes included: Yes. No changes to initial limits

- > Formal/full amendment requirement under Matrix: Adding a new project to the MTIP requires a formal/full amendment,

- > Add Special Performance Evaluation assessment required to be completed: No for PE phase. Possibly yes for implementation phases?

- > Exempt or Capacity Project: PE programming is considered exempt.

- PE Phase = planning project: Planning and technical studies.

- Implementation phases = Possible capacity change dues to reduction of through lanes. a RTP consistency review is required. Possible also could db e interpreted as a non capacity, exempt replacement project under Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

- > Exemption reference: 40 CFR 93.126, Table 2 - Other (for PE phase)

**Fund Codes:**

- > Other = General local funds used as overmatch or in place of federal funds .

**Other**

- > On NHS: Yes. Burnside St and Bridge are identified on the NHS as a "MAP-21 Principal Arterial"

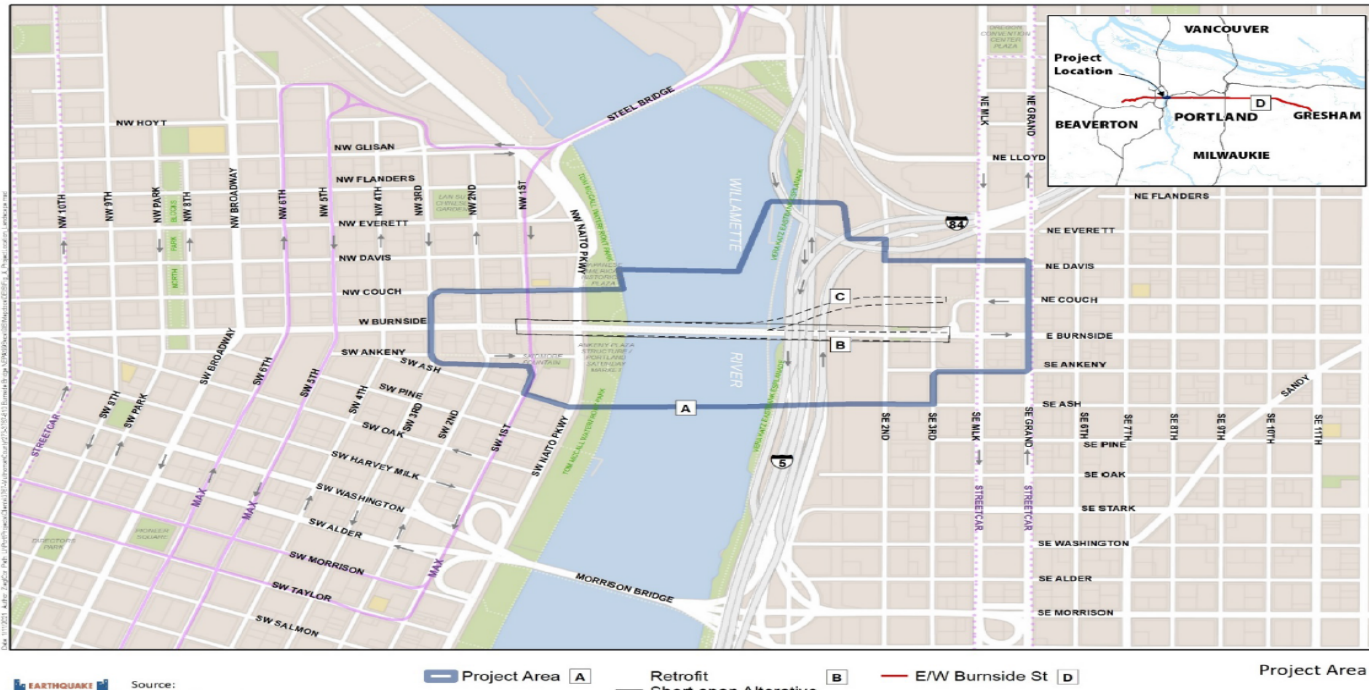
Metro Model: Yes - Motor Vehicle Network, Transit, Pedestrian , and Bicycle networks. See Regional Significance comments.

- > TCM project: No





Figure 1.3-1. Project Area



Source: EARTHQUAKE Source: Project Area A Retrofit Alternatives B C E/W Burnside St D Project Area

