

**2018-2021 Metropolitan Transportation Improvement Program  
Exhibit A to Resolution 19-5046**



<b>Proposed November 2019 Formal Amendment Bundle</b> <b>Amendment Type: Formal/Full</b> <b>Amendment #: NV20-03-NOV</b> <b>Total Number of Projects: 8</b>					
<b>ODOT Key #</b>	<b>MTIP ID #</b>	<b>Lead Agency</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Description of Changes</b>
Project #1 Key <b>21038</b>	71010	Metro	Regional TSMO Program (2017)	Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking	<b>CANCEL PROJECT:</b> Project awarded STP for SFY 2019 UPWP was obligated during SFY 2018 under a different Key. As a result, Key 21038 becomes a duplicate project in the MTIP and is being removed now.
Project #2 Key <b>20451</b>	70996	ODOT	<del>OR8 at River Rd &amp; OR224 at Lake Rd</del> <b>OR8 at River Rd</b>	Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro.	<b>SCOPE CHANGE:</b> The formal amendment completes a scope change to remove the intersection of OR224 and Lake Rd from the approved scope. The project remains a signalization upgrade at OR 8 and River Rd with required ADA improvements. The total project cost of \$2,649,465 remains unchanged.
Project #3 Key <b>20208</b>	70938	ODOT	<del>US30: KITTRIDGE - ST JOHNS</del> <b>US30: NW Saltzman Rd - NW Bridge Ave</b>	Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed.	<b>SCOPE CHANGE:</b> The formal amendment reduces project limits and eliminates Bridge Avenue from the approved scope. ADA upgrades will require signal rebuilds at both Bridge Ave and Front Ave. These signal replacements were not anticipated. In order to fund them, the paving limit will be reduced from 3.92-6.46 to 5.23-6.46 and the paving of Bridge Ave will no longer occur. The total project cost remains unchanged at \$8,518,704

Project #4 Key 21570 New Project	TBD	ODOT	I-5: Columbia River (Interstate) Bridge	Complete multi-modal planning assessment activities for a replacement Interstate 5 bridge between Oregon and Washington	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the new planning study to the MTIP to complete various planning assessments to determine the feasibility of replacing the Interstate 5 Bridge across the Columbia River to Vancouver, Washington. ODOT has approved \$8,299,800 of federal Advance Construction funds plus match (total of \$9 million) The I-5 Bridge over the Columbia River is a major bottleneck for freight and the public traveling across the river. With WSDOT re-establishing this bridge as a priority, ODOT also needs to re-engage on this bi-state effort to improve traffic and mobility.
Project #5 Key 20809	70887	Portland	Central Eastside Intersection Improvements	Improve freight access and circulation at key choke points in Portland's Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes.	<b><u>CANCEL PROJECT:</u></b> The project has been de-federalized through a fund exchange among TriMet and Metro. Now locally funded, the project does not have any federal approvals or requirements to be programmed in the MTIP. It is being removed from the MTIP through this formal amendment. The project will be delivered as a locally funded project monitored by Metro.
Project #6 Key 20817	70879	Portland	NE 72nd Ave: NE Killingsworth - NE Sandy Blvd	Develop a combined pedestrian and bike pathway along NE 72nd Ave and provide safe route for neighborhoods and area schools with concentrations of equity communities.	<b><u>CANCEL PROJECT:</u></b> The formal amendment cancels the project from the MTIP. The project was deemed a good candidate for a fund exchange among Metro and TriMet. The fund exchange has been completed and the Metro local Intergovernmental Agreement (IGA) has been developed and executed. The project does not require federal approvals requiring it to remain in the MTIP. As a result, NE 72nd Ave: NE Killingsworth - NE Sandy is being removed from the MTIP. It will be monitored by Metro and delivered as a locally funded project outside of the MTIP.

Project #7 Key 20334	70949	Portland	Systemic Signal and Illumination (Portland)	Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements.	<p><b><u>SCOPE CHANGE:</u></b></p> <p>The formal amendment reduces the project scope to fit budget constraints. PE Consultant fees came in much higher than originally anticipated. After evaluating each location based on the benefit cost (B/C), ODOT decided to remove four locations from the project scope. These include: (1) ARTS ID #9: 92nd Ave: Powell - Woodstock, (2) ARTS ID #14: W Burnside Rd: Uptown Terrace - 48th Ave, (3) ARTS ID #20H: NE Halsey St at NE 122nd Ave, and (4) ARTS ID #34H: SE Stark St at SE 148th Ave. The removal of these locations results in a savings of \$494,894 in the CON phase. ODOT is shifting this to PE to address the PE phase shortfall.</p>
Project #8 Key 19327	70690	Tigard	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard.	<p><b><u>COST INCREASE:</u></b></p> <p>The latest update to the Project Specifications and Estimates (PS&amp;E) indicated a revised construction cost of \$1.5 million to complete the project. As a result of the cost increase, additional PE time is required delaying Right of Way and Construction. Right of Way is pushed out to 2020 with Construction to 2021 along with the \$1.5 million of local funds added to the Construction phase as part of the formal amendment. The revised Construction phase cost increases to \$4,843.363 with the total project cost increasing to \$6,404,977.</p>



**Metro**  
**2018-21 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**CANCEL PROJECT**  
 2nd Amendment to Project

<b>Lead Agency:</b>	<b>Metro</b>		Project Type:	TSMO		<b>ODOT Key:</b>	<b>21038</b>
<b>Project Name: Regional TSMO Program 2017</b>			ODOT Type	OP-ITS		<b>MTIP ID:</b>	<b>70677</b>
			Performance Meas:	No		<b>Status:</b>	<b>0</b>
			Capacity Enhancing:	No		<b>Comp Date:</b>	<b>N/A</b>
			Conformity Exempt:	Yes		RTP ID:	11104
<b>Project Status: 0 = No activity.</b>			On State Hwy Sys:	No		RFFA ID:	N/A
			Mile Post Begin:	N/A		RFFA Cycle:	N/A
<b>Short Description:</b> Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking			Mile Post End:	N/A		UPWP:	Yes
			Length:	N/A		UPWP Cycle:	SFY 19
			1st Year Program'd:	2019		Past Amend:	1
		Years Active:	2	OTC Approval:	No		

**Detailed Description:** None

CANCELED PROJECT

**STIP Description:** Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TSMO/ITS)	Total
<b>Federal Funds</b>								
<del>STP-U</del>	<del>Z230</del>	<del>2019</del>					<del>\$ 65,454</del>	\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ -</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								

Local Funds								
Local	Match	2019	-				\$ <del>7,492</del>	\$ -
							\$	-
							\$	-
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ <del>72,946</del>	\$ <del>72,946</del>
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -		\$ -
Year Of Expenditure (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.

**Amendment Summary:**

The formal amendment cancels Key 21038, Regional TSMO Program (2017) as it was obligated as part of the SFY 2018 UPWP program. However, confirmation of the obligation was under a separate Key in the Master Agreement and thought to be an over obligation to the other project. The obligation against the other UPWP project was recently confirmed resulting in Key 21038 becoming an unnecessary duplicate project in the MTIP. For accounting and auditing purposes it is being removed from the MTIP at this time.

> Will Performance Measurements Apply: Appears No

### RTP References:

> RTP IDs: 11104 - Regional TSMO Program Investments for 2018-27

> RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures

Fund Codes:

> STP = Federal Surface Transportation Program funds. Allocated to Metro via a statewide formula for various transportation improvements

> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs

> Other = Additional local funds contributing to the project beyond the required match.



**Metro**  
**2018-21 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**SCOPE CHANGE**  
 5th Amendment to Project

<b>Lead Agency:</b> ODOT	Project Type:	Ops/Safety	<b>ODOT Key:</b>	<b>20451</b>
<b>Project Name:</b> <del>OR8 at River Rd &amp; OR224 at Lake Rd</del> OR8 at River Rd	ODOT Type:	TSMO/Sig	<b>MTIP ID:</b>	<b>70996</b>
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	Performance Meas:	Yes	<b>Status:</b>	<b>4</b>
<b>Short Description:</b> Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro. <del>Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd in Clackamas County</del>	Capacity Enhancing:	No	<b>Comp Date:</b>	<b>12/31/2021</b>
	Conformity Exempt:	Yes	RTP ID:	Nov Ltr
	On State Hwy Sys:	OR8	RFFA ID:	N/A
	Mile Post Begin:	11.70	RFFA Cycle:	N/A
	Mile Post End:	11.75	UPWP:	N/A
	Length:	0.05	UPWP Cycle:	N/A
	1st Year Program'd:	2019	Past Amend:	2
	Years Active:	2	OTC Approval:	No

**Detailed Description:** On OR8 on River Rd from MP 11.70 to 11.75, Construct full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro. ~~Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd in Clackamas County~~

**STIP Description:** Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other	Construction	Total
<b>Federal Funds</b>								
ADVCON	ACP0	2019		<del>\$ 1,037,054</del>				\$ -
ADVCON	ACP0	2019		\$ 983,216				\$ 983,216
RAIL HWY CROSS HAZ	ZS40	2019		\$ 54,000				\$ 54,000
STBG STATE	Z240	2020			\$ 82,146			\$ 82,146
RAIL HWY CROSS HAZ	LS40/50	2020				\$ 270,000		\$ 270,000
NHPP	Z001	2021					\$ 939,399	\$ 939,399
ADVCON	ACP0	2021					\$ 49,576	\$ 49,576
								\$ -
							<b>Federal Totals:</b>	<b>\$ 2,378,337</b>

<b>Federal Fund Obligations:</b>			\$	1,037,216				Federal Aid ID
<b>EA Number:</b>				PE003110				SA00(269)
<b>Initial Obligation Date:</b>				5/2/2019				
<b>State Funds</b>								
State	Match	2019		<del>\$ 118,695</del>				\$ -
State	Match	2019		\$ 112,534				\$ 112,534
State	Match	2019		\$ 6,000				\$ 6,000
State	Match	2020			\$ 9,402			\$ 9,402
State	Match	2020				\$ 30,000		\$ 30,000
State	Match	2021					\$ 107,518	\$ 107,518
State	Match	20201					\$ 5,674	\$ 5,674
								\$ -
							<b>State Total:</b>	<b>\$ 271,128</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:		\$ -	\$ 1,155,749	\$ 91,548	\$ 270,000	\$ 1,102,167	\$	2,619,464
Phase Totals After Amend:		\$ -	\$ 1,155,750	\$ 91,548	\$ 300,000	\$ 1,102,167	\$	<b>2,649,465</b>
Year Of Expenditure (YOE):								\$ 2,649,465
<b>Notes and Summary of Changes:</b>								
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.								
<b>Amendment Summary:</b>								
The formal amendment completes a scope change to remove the intersection of OR224 and Lake Rd from the approved scope. The project remains a signalization upgrade at OR 8 and River Rd with required ADA improvements. The latest construction cost analysis for this project revealed that the cost of delivering both the OR8 and OR224 locations will exceed the available funding. The overages are resulting from inflation as well as a new contingency calculation methodology that was not used during original scoping. In order to deliver the project within budget, ODOT decided to remove the OR224 location from the project scope. ODOT Maintenance will consider constructing the improvements at that location using non-federal funds. The total project cost of \$2,649,465 remains unchanged.								
<b>&gt; Will Performance Measurements Apply: Appears Yes</b>								

**RTP References:**

- > RTP IDs: ODOT O&M Project Groupings for the RTP
- > RTP Description: Safety & Operations Projects - Eligible safety and operational improvements for this project grouping may include the following: (1) Highway crossings improvements (2) Roadway safety (non-capacity repairs/rehabilitation, (3) Landslides/rock falls mitigation, (4) Illumination/Signals, ITS.
- > Air Quality Exemption Status: Exempt project per 40 CFR 93.127, Table 3 - Intersection signalization projects at individual intersections

**Fund Codes:**

- > ADVCON = Federal Advanced Construction funds. ADVCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.
- > RAIL HWY CROSS HAZ = Federal Rail Highway Crossings Hazards Elimination - FAST ACT. These federal funds are allocated to ODOT in support reducing or eliminating railroad crossing hazards.
- > STBG STATE = Federal Surface Transportation Block Grant (STBG) funds allocated directly to ODOT for various highway improvement uses.
- > NHPP = Federal National Highway Performance Program (FAST ACT) funds. NHPP support transportation improvements to sites on the National Highway System and State Highway System
- > State = General state funds provided by ODOT or the lead state agency as part of the required match or to cover overmatching project costs and needs





**Metro**  
**2018-21 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**SCOPE CHANGE**  
 3rd Amendment to Project

<b>Lead Agency:</b> ODOT	Project Type:	O&M	<b>ODOT Key:</b>	<b>20208</b>
<b>Project Name:</b> <del>US30: KITTRIDGE—ST JOHNS</del> US30: NW Saltzman Rd - NW Bridge Ave	ODOT Type:	Preserve	<b>MTIP ID:</b>	<b>70938</b>
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	Performance Meas:	Yes	<b>Status:</b>	<b>4</b>
<b>Short Description:</b> Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed. <del>Pave Bridge Avenue.</del>	Capacity Enhancing:	No	<b>Comp Date:</b>	<b>12/1/2022</b>
	Conformity Exempt:	Yes	RTP ID:	11815
	On State Hwy Sys:	US30	RFFA ID:	N/A
	Mile Post Begin:	5.23	RFFA Cycle:	N/A
	Mile Post End:	6.46	UPWP:	N/A
	Length:	N/A	UPWP Cycle:	N/A
	1st Year Program'd:	2017	Past Amend:	4
	Years Active:	4	OTC Approval:	No

**Detailed Description:** ADD --> In NW Portland areas on US30 between NW Bridge Ave (MP 6.46) and NW Saltzman Rd (MP 5.23) (1.23 miles total) arterial rehabilitation to include repaving. ADA ramp compliance upgrades, access management improvements, and address drainage as needed

**STIP Description:** Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
NHPP	Z001	2017		\$ 1,484,060				\$ 1,484,060
ADVCON	ACP0	2017		\$ 538,380				\$ 538,380
ADVCON	ACP0	2020			\$ 160,721			\$ 160,721
ADVCON	ACP0	2020				\$ 62,811		\$ 62,811
ADVCON	ACP0	2021					\$ 5,397,862	\$ 5,397,862
							<b>Federal Totals:</b>	<b>\$ 7,643,834</b>
<b>Federal Fund Obligations:</b>				\$ 2,022,440				Federal Aid ID
<b>EA Number:</b>				PE002834				S092(60)
<b>Initial Obligation Date:</b>				8/24/2017				

State Funds								
State	Match	2017	\$ 169,857					\$ 169,857
State	Match	2017	\$ 61,620					\$ 61,620
State	Match	2020	\$ 18,395					\$ 18,395
State	Match	2020	\$ 7,189					\$ 7,189
State	Match	2021	\$ 617,809					\$ 617,809
							State Total:	\$ 874,870
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:		\$ -	\$ 2,253,917	\$ 179,116	\$ 70,000	\$ 6,015,671	\$ 8,518,704	
Phase Totals After Amend:		\$ -	\$ 2,253,917	\$ 179,116	\$ 70,000	\$ 6,015,671	\$ 8,518,704	
							Year Of Expenditure (YOE):	\$ 8,518,704
<b>Notes and Summary of Changes:</b>								
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.								
<b>Amendment Summary:</b>								
The formal amendment reduces project limits and eliminates Bridge Avenue from the approved scope. ADA upgrades will require signal rebuilds at both Bridge Ave and Front Ave. These signal replacements were not anticipated. In order to fund them, the paving limit will be reduced from 3.92-6.46 to 5.23-6.46 and the paving of Bridge Ave will no longer occur. The total project cost remains unchanged at \$8,518,704								
> Will Performance Measurements Apply: Appears Yes								
<b>RTP References:</b>								
> RTP IDs: 11815 (Portland) NW St Helens Rd Corridor Safety Improvements								
> RTP Description: Design and implement pedestrian and bicycle facilities and improve traffic safety for all modes.								
> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Pavement resurfacing and/or rehabilitation.								
<b>Fund Codes:</b>								
> NHPP = Federal National Highway Performance Program (FAST ACT) funds. NHPP support transportation improvements to sites on the National Highway System and State Highway System								
> ADVCON = Federal Advanced Construction funds. ADVCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.								
> State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs								



**Metro**  
**2018-21 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**ADD NEW PROJECT**  
 Initial Programming

<b>Lead Agency: ODOT</b>			<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 5px;">Project Type: Planning</div> <div style="margin-bottom: 5px;">ODOT Type: Bridge/Pln</div> <div style="margin-bottom: 5px;">Performance Meas: No</div> <div style="margin-bottom: 5px;">Capacity Enhancing: No</div> <div style="margin-bottom: 5px;">Conformity Exempt: Yes</div> <div style="margin-bottom: 5px;">On State Hwy Sys: I-5</div> <div style="margin-bottom: 5px;">Mile Post Begin: 306.70</div> <div style="margin-bottom: 5px;">Mile Post End: 308.72</div> <div style="margin-bottom: 5px;">Length: 2.02</div> <div style="margin-bottom: 5px;">1st Year Program'd: 2020</div> <div style="margin-bottom: 5px;">Years Active: 1</div> </div>		<b>ODOT Key: 21570</b>			
<b>Project Name: I-5: Columbia River (Interstate) Bridge</b>					<b>MTIP ID: TBD</b>			
					<b>Status: A</b>			
					<b>Comp Date: 4/1/2021</b>			
					RTP ID: Apndx S 10893			
<b>Project Status: A</b> = Programming in progress or in approved MTIP moving forward to obligate funds					RFFA ID: N/A			
					RFFA Cycle: N/A			
<b>Short Description: Complete multi-modal planning assessment activities for a replacement Interstate 5 bridge between Oregon and Washington</b>					UPWP: Yes			
					UPWP Cycle: SFY 20			
					Past Amend: 0			
			OTC Approval: Yes					
<b>Detailed Description: In northern Portland on I-5 across the Columbia River to Vancouver, Washington between MP 306.70 to 3.08.72, conduct and complete multi-modal planning assessments for the replacement of the I-5 Columbia River Bridge to improve mobility and address safety problems along the corridor and include possible study items as the development of a locally preferred alternative, recommended number of general purpose travel lanes, inclusion of light rail, incorporation of active transportation improvements, develop opportunity cost assessments, etc. in support of Resolution 08-3960B</b>								
<b>STIP Description: Planning activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington.</b>								
<b>PROJECT FUNDING DETAILS</b>								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	<b>Total</b>
<b>Federal Funds</b>								
ADVCON	ACPO	2020	\$ 8,299,800					\$ 8,299,800
								\$ -
							<b>Federal Totals:</b>	<b>\$ 8,299,800</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								

State Funds							
State	Match	2020	\$ 700,200				\$ 700,200
							\$ -
						State Total:	\$ 700,200
State Fund Obligations:							
EA Number:							
Initial Obligation Date:							
Local Funds							
							\$ -
							\$ -
						Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 9,000,000	\$ -	\$ -	\$ -	\$ 9,000,000
Note: Preliminary estimated bridge replacement cost per the RTP = \$3,169,866,000							Year Of Expenditure (YOE): \$ 9,000,000
<b>Notes and Summary of Changes:</b>							
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.							
<b>Amendment Summary:</b>							
The formal amendment adds the new planning study to the MTIP to complete various planning assessments to determine the feasibility of replacing the Interstate 5 Bridge across the Columbia River to Vancouver, Washington. ODOT has approved \$8,299,800 of federal Advance Construction funds plus match (total of \$9 million) in support of the planning effort. The funding originates from the annual nationwide FHWA federal fund redistribution action (Redistribution funds) which Oregon will receive a share. The Oregon Transportation Commission approved the funding for the study during their August 2019 meeting. The I-5 Bridge over the Columbia River is a major bottleneck for freight and the public traveling across the river. With WSDOT re-establishing this bridge as a priority, ODOT also needs to re-engage on this bi-state effort to improve traffic and mobility.							
> Will Performance Measurements Apply: No							
<b>RTP References:</b>							
> RTP IDs: 10893 - I-5 Columbia River Bridge							
> RTP Description: .Replace I-5/Columbia River bridges and improve interchanges on I-5. Project adds protected/buffered bikeways, cycle tracks and a new trail/multiuse path or extension							
> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Other - Planning and Technical Studies							
<b>Fund Codes:</b>							
> ADVCON = Federal Advanced Construction funds. ADVCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.							
> State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs							



**Metro**  
**2018-21 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**CANCEL PROJECT**  
 1st Amendment to Project

<b>Lead Agency:</b> Portland	<b>Project Type:</b> O&M	<b>ODOT Key:</b> 20809
<b>Project Name:</b> Central Eastside Intersection Improvements	<b>ODOT Type:</b> Preserve	<b>MTIP ID:</b> 70887
	<b>Performance Meas:</b> Yes	<b>Status:</b> 4
	<b>Capacity Enhancing:</b> No	<b>Comp Date:</b> 12/31/2021
	<b>Conformity Exempt:</b> Yes	<b>RTP ID:</b> 11841
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	<b>On State Hwy Sys:</b> No	<b>RFFA ID:</b> 50303
<b>Short Description:</b> Improve freight access and circulation at key choke points in Portland's Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes.	<b>Mile Post Begin:</b> N/A	<b>RFFA Cycle:</b> 2019-21
	<b>Mile Post End:</b> N/A	<b>UPWP:</b> N/A
	<b>Length:</b> N/A	<b>UPWP Cycle:</b> N/A
	<b>1st Year Program'd:</b> 2019	<b>Past Amend:</b> 0
	<b>Years Active:</b> 2	<b>OTC Approval:</b> No

**Detailed Description:** None

**STIP Description:** Improve freight access and circulation at key choke points and improve bikeways leading into/through the Central Eastside Industrial

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>			<b>CANCELED PROJECT</b>					
								\$ -
								\$ -
								\$ -
								<b>Federal Totals:</b> \$ -
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
								<b>State Total:</b> \$ -
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								

<b>Local Funds</b>							
TriMet-GF	Local	2019	\$ <del>563,689</del>				\$ -
Local	Local	2019	\$ <del>64,517</del>				\$ -
TriMet-GF	Local	2020	\$ <del>2,032,190</del>				\$ -
Local	Local	2020	\$ <del>2,742,037</del>				\$ -
							\$ -
							\$ -
<b>Local Total</b>							<b>\$ -</b>
Phase Totals Before Amend:	\$	-	\$ <del>628,206</del>	\$	-	\$ -	\$ <del>4,774,227</del> 5,402,433
Phase Totals After Amend:	\$	-	\$ -	\$	-	\$ -	\$ -
Year Of Expenditure (YOE):							\$ -
<b>Notes and Summary of Changes:</b>							
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.							
<b>Amendment Summary:</b>							
The formal amendment cancels the project from the MTIP. The project originally was a Metro 2019-21 RFFA awarded project. Initially programmed with Surface transportation Program (STP) and local matching funds, the project was identified as a de-federalization candidate. The project was de-federalized by completing a fund swap with TriMet resulting in a locally funded project. Metro has developed a separate Intergovernmental Agreement (IGA) with Portland to manage and deliver the local funds for the project. The project is exempt from air quality analysis, does not contain capacity enhancing scope activities, or now requires federal approvals. The local IGA has been developed and executed. As a result, the project can be removed from the MTIP without issue. The Central Eastside Intersection Improvements project will be monitored by Metro and delivered as a locally funded project outside of the MTIP.							
Will Performance Measurements Apply: Appears Yes							
<b>RTP References:</b>							
> RTP IDs: 11841 Central Eastside Access and Circulation Improvements							
> RTP Description: Improve access and circulation in the Central Eastside by adding new signals and crossings at Hawthorne & Clay ramp, Salmon & Grand, Salmon & MLK, Washington & Grand, Washington & MLK, Ankeny & Sandy, 16th & Irving, and modifying signals at Stark & Grand, Clay & Grand, and Mill & MLK.							
> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Pavement resurfacing and/or rehabilitation.							
<b>Fund Codes:</b>							
> TriMet GF = Local TriMet General Funds swapped with Metro for the original awarded federal funds.							
> Local = General local agency funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs							



**Metro**  
**2018-21 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**CANCEL PROJECT**  
 1st Amendment to Project

<b>Lead Agency:</b>	<b>Portland</b>	<div></div>	Project Type:	Active Trns	<div></div>	<b>ODOT Key:</b>	<b>20817</b>
<b>Project Name:</b> NE 72nd Ave: NE Killingsworth - NE Sandy Blvd			ODOT Type	BikePed		<b>MTIP ID:</b>	<b>70879</b>
			Performance Meas:	Yes		<b>Status:</b>	<b>4</b>
			Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/1/2022</b>
			Conformity Exempt:	Yes		RTP ID:	10220
			On State Hwy Sys:	No		RFFA ID:	50306
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).			Mile Post Begin:	N/A		RFFA Cycle:	2019-21
			Mile Post End:	N/A		UPWP:	N/A
			Length:	N/A		UPWP Cycle:	N/A
			1st Year Program'd:	2019		Past Amend:	0
			Years Active:	2		OTC Approval:	No
<b>Short Description:</b> Develop a combined pedestrian and bike pathway along NE 72nd Ave and provide safe route for neighborhoods and area schools with concentrations of equity communities.							

**Detailed Description:** Provide a high-quality pedestrian and bicycle parkway along NE 72nd Ave through the heart of Cully. This project will connect Cully residents to nearby commercial areas and schools, provide multimodal accessibility to parks and green space in Cully and Roseway, and will connect to the future 70s Bikeway to the south. The project would construct a neighborhood greenway with traffic calming and crossing improvements from Sandy to Prescott, physically separated pedestrian and bicycle pathways on the west side of 72nd from Prescott to Sumner, and a shared multi-use path on the west side of 72nd from Sumner to Killingsworth. The project will also include lighting, street trees, and place-making elements.

**STIP Description:** Provide a bicycle and pedestrian parkway along NE 72nd Ave to connect residents to nearby commercial areas, schools, parks and green spaces in Cully and Roseway neighborhoods. Project to connect to the 70s Greenway to the south.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
								\$ -
								\$ -
							<b>Federal Totals:</b>	\$ -
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								

CANCELED PROJECT

State Funds								
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
TriMet GF	Local	2019	\$ <del>884,446</del>					\$ -
Local	Local	2019	\$ <del>884,446</del>					\$ -
TriMet GF	Local	2020	\$ <del>294,815</del>					\$ -
Local	Local	2020	\$ <del>294,815</del>					\$ -
TriMet GF	Local	2021	\$ <del>50,000</del>					\$ -
Local	Local	2021	\$ <del>50,000</del>					\$ -
TriMet GF	Local	2021	\$ <del>970,739</del>					\$ -
Local	Local	2021					\$ <del>2,567,045</del>	\$ -
							Local Total	\$ -
Phase Totals Before Amend:		\$ -	\$ <del>1,768,892</del>	\$ <del>589,630</del>	\$ <del>100,000</del>	\$ <del>3,537,784</del>	\$ <del>5,996,306</del>	
Phase Totals After Amend:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Year Of Expenditure (YOE):								\$ -
<b>Notes and Summary of Changes:</b>								
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.								
<b>Amendment Summary:</b>								
The formal amendment cancels the project from the MTIP. NE 72nd Ave: NE Killingsworth - NE Sandy Blvd is a Metro 2019-21 RFFA federally funded grant awarded project. The project was deemed a good candidate for a fund exchange among Metro and TriMet. The fund exchange has been completed and the Metro local Intergovernmental Agreement (IGA) has been developed and executed. The project does not require federal approvals requiring it to remain in the MTIP. As a result, NE 72nd Ave: NE Killingsworth - NE Sandy is being removed from the MTIP. It will be monitored by Metro and delivered as a locally funded project outside of the MTIP.								
> Will Performance Measurements Apply: Appears Yes								
<b>RTP References:</b>								
> RTP ID: 10220 - Seventies Greenstreet and Bikeway								
> RTP Description: Develop a combined pedestrian greenway and bike boulevard including crossing improvements from Killingsworth to Springwater.								
> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Other - Pedestrian and Bicycle Facilities								
<b>Fund Codes:</b>								
> TriMet GF = Local TriMet General Funds swapped with Metro for the original awarded federal funds.								
> Local = General local agency funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs								





**Metro**  
**2018-21 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**SCOPE CHANGE**  
 2nd Amendment to Project

<b>Lead Agency:</b> Portland	Project Type:	O&M	<b>ODOT Key:</b>	<b>20334</b>
<b>Project Name:</b> Central Systemic Signals and Illumination (Portland)	ODOT Type	Safety	<b>MTIP ID:</b>	<b>70949</b>
	Performance Meas:	Yes	<b>Status:</b>	<b>4</b>
	Capacity Enhancing:	No	<b>Comp Date:</b>	<b>12/31/2022</b>
	Conformity Exempt:	Yes	RTP ID:	Nov Ltr
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	On State Hwy Sys:	No	RFFA ID:	N/A
<b>Short Description:</b> Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements.	Mile Post Begin:	N/A	RFFA Cycle:	N/A
	Mile Post End:	N/A	UPWP:	N/A
	Length:	N/A	UPWP Cycle:	N/A
	1st Year Program'd:	2019	Past Amend:	1
	Years Active:	2	OTC Approval:	No

**Detailed Description:** ADD --> **Remaining project site locations include the following: SE Hawthorne Blvd at SE Grand Ave, SE Washington St at SE 99th Ave, SE Foster Rd at SE 92nd Ave, SE Stark St at SE 103rd Dr (ARTS PGB for Portland)**

**STIP Description:** Illumination, intersection work, bike and pedestrian improvements, ADA upgrades, signal work, signs, warnings, striping, medians, utility relocation, and other safety improvements at various locations.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>ADVCON</del>	<del>ACP0</del>	<del>2019</del>		<del>\$ 448,005</del>				\$ -
ADVCON	ACP0	2019		\$ 904,396				\$ 904,396
ADVCON	ACP0	2020			\$ 58,560			\$ 58,560
ADVCON	ACP0	2020				\$ 16,692		\$ 16,692
<del>ADVCON</del>	<del>ACP0</del>	<del>2021</del>					<del>\$ 203,068</del>	\$ -
ADVCON	ACP0	2021					\$ 735,233	\$ 735,233
<del>HSIP</del>	<del>MS30</del>	<del>2021</del>					<del>\$ 988,555</del>	\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 1,714,881</b>
<b>Federal Fund Obligations:</b>				\$ 448,005				Federal Aid ID
<b>EA Number:</b>				PE003064				5900(303)
<b>Initial Obligation Date:</b>				12/26/2018				

<b>State Funds</b>							
							\$ -
						<b>State Total:</b>	\$ -
<b>State Fund Obligations:</b>							
<b>EA Number:</b>							
<b>Initial Obligation Date:</b>							
<b>Local Funds</b>							
Local	Match	2019	\$ <del>37,795</del>				\$ -
Local	Match	2019	\$ 76,298				\$ 76,298
Other	OTH0	2020	\$ <del>4,940</del>				\$ -
Local	Match	2020	\$ 4,940				\$ 4,940
Other	OTH0	2020	\$ <del>1,408</del>				\$ -
Local	Match	2020	\$ 1,408				\$ 1,408
Other	OTH0	2021	\$ <del>100,531</del>				\$ -
Local	Match	2021	\$ 62,027				\$ 62,027
						<b>Local Total</b>	\$ 144,673
Phase Totals Before Amend:		\$ -	\$ <del>485,800</del>	\$ 63,500	\$ 18,100	\$ <del>1,292,154</del>	\$ 1,859,554
Phase Totals After Amend:		\$ -	\$ 980,694	\$ 63,500	\$ 18,100	\$ 797,260	\$ 1,859,554
Note: ADVCON @92.22% federal share							Year Of Expenditure (YOE): \$ 1,859,554
<b>Notes and Summary of Changes:</b>							
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.							
<b>Amendment Summary:</b>							
The formal amendment reduces the project scope to fit budget constraints. PE Consultant fees came in much higher than originally anticipated. After evaluating each location based on the benefit cost (B/C), ODOT decided to remove four locations from the project scope. These include: (1) ARTS ID #9: 92nd Ave: Powell - Woodstock, (2) ARTS ID #14: W Burnside Rd: Uptown Terrace - 48th Ave, (3) ARTS ID #20H: NE Halsey St at NE 122nd Ave, and (4) ARTS ID #34H: SE Stark St at SE 148th Ave. The removal of these locations results in a savings of \$494,894 in the CON phase. ODOT is shifting this to PE to address the PE phase shortfall.							
> Will Performance Measurements Apply: Appears Yes							
<b>RTP References:</b>							
> RTP IDs: November 27, 2018 Ltr - ODOT Operations & Maintenance Project Groupings for the RTP							
> RTP Description: Safety and Operations Projects: Eligible safety and operational improvements for this project grouping may include the following - (1) Highway crossings improvements, (2) Roadway safety (non-capacity repairs/rehabilitation, (3) Landslides/rock falls mitigation, (4) Illumination/Signals, ITS							
> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Safety, Lighting improvements.							
<b>Fund Codes:</b>							
> ADVCON = Federal Advanced Construction funds. ADVCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.							
> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs							
> Other = Additional local funds beyond the required minimum match in support of phase costs. Often referred to as "Overmatch"							



**Metro**  
**2018-21 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**COST INCREASE**  
 5th Amendment to Project

<b>Lead Agency:</b> Tigard	Project Type: Active Trns	<b>ODOT Key:</b> 19327
<b>Project Name:</b> Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	ODOT Type: BikePed	<b>MTIP ID:</b> 70690
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	Performance Meas: Yes	<b>Status:</b> 4
<b>Short Description:</b> This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard.	Capacity Enhancing: No	<b>Comp Date:</b> 12/1/2022
	Conformity Exempt: Yes	RTP ID: 10766
	On State Hwy Sys: No	RFFA ID: 50261
	Mile Post Begin: N/A	RFFA Cycle: 2016-18
	Mile Post End: N/A	UPWP: N/A
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2017	Past Amend: 4
	Years Active: 4	OTC Approval: No

**Detailed Description:** This project will construct four sections of the Fanno Creek Trail in Tigard: 1) Woodard Park to Grant Avenue; 2) Main Street to Hall Boulevard; 3) Tigard Library to Bonita Road, and 4) 85th Avenue to Tualatin River Bridge. Design elements consist of an elevated trail for the Woodard to Grant segment, removal of the existing trail and realigning the new trail for the Main to Hall segment, and a new at-grade trail for the Tigard library to Bonita Road and 85th Avenue to Tualatin River Bridge segments.

**STIP Description:** Construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>CMAQ</del>	<del>Z400</del>	<del>2017</del>		<del>\$ 1,151,424</del>				\$ -
CMAQ	Z400	2017		\$ 1,151,236				\$ 1,151,236
<del>CMAQ</del>	<del>Z400</del>	<del>2019</del>			<del>\$ 250,000</del>			\$ -
CMAQ	Z400	2020			\$ 250,000			\$ 250,000
<del>CMAQ</del>	<del>Z400</del>	<del>2019</del>				<del>\$ 3,000,000</del>		\$ -
CMAQ	Z400	2021				\$ 3,000,000		\$ 3,000,000
								\$ -
							<b>Federal Totals:</b>	<b>\$ 4,401,236</b>
<b>Federal Fund Obligations:</b>				\$ 1,151,236				Federal Aid ID
<b>EA Number:</b>				PE002814				7365(014)
<b>Initial Obligation Date:</b>				7/5/2017				

State Funds							
							\$ -
							\$ -
						<b>State Total:</b>	<b>\$ -</b>
State Fund Obligations:							
EA Number:							
Initial Obligation Date:							
Local Funds							
<del>Local</del>	<del>Match</del>	<del>2017</del>	<del>\$ 131,786</del>				\$ -
Local	Match	2017	\$ 131,764				\$ 131,764
<del>Local</del>	<del>Match</del>	<del>2019</del>	<del>\$ 28,614</del>				\$ -
Local	Match	2020	\$ 28,614				\$ 28,614
<del>Local</del>	<del>Match</del>	<del>2019</del>	<del>\$ 343,363</del>				\$ -
Local	Match	2021	\$ 343,363				\$ 343,363
Other	OVM	2021				\$ 1,500,000	\$ 1,500,000
						<b>Local Total</b>	<b>\$ 2,003,741</b>
Phase Totals Before Amend:		\$ -	<del>\$ 1,283,210</del>	\$ 278,614	\$ -	\$ 3,343,363	\$ 4,905,187
Phase Totals After Amend:		\$ -	\$ 1,283,000	\$ 278,614	\$ -	\$ 4,843,363	\$ 6,404,977
Year Of Expenditure (YOE):							\$ 6,404,977
<b>Notes and Summary of Changes:</b>							
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.							
<b>Amendment Summary:</b>							
The latest update to the Project Specifications and Estimates (PS&E) indicated a revised construction cost of \$1.5 million to complete the project. As a result of the cost increase, additional PE time is required delaying Right of Way and Construction. Right of Way is pushed out to 2020 with Construction to 2021 along with the \$1.5 million of local funds added to the Construction phase as part of the formal amendment. The revised Construction phase cost increases to \$4,843.363 with the total project cost increasing to \$6,404,977.							
> Will Performance Measurements Apply: Appears Yes							
<b>RTP References:</b>							
> RTP ID: 10766 - Regional Trail Gap Closure							
> RTP Description: Infill gaps in regional trail network. Affected trails include Fanno Creek, Washington Square Loop and Westside Trails.							
> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Air Quality - Pedestrian and Bicycle Facilities.							
<b>Fund Codes:</b>							
> CMAQ = Federal Congestion Mitigation Air Quality (CMAQ) improvement funds allocated to Metro for a discretionary allocation to projects that provide strong air quality improvement benefits.							
> Local = General local funds provided by the lead agency as part of the required match to the federal funds.							
> Other = General local funds committed by the lead agency as overmatch and to cover phase cost above the required minimum match.							