

2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 20-5088



Proposed March 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: MR20-10-MAR2 Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 19071	70784	ODOT	I-5 Rose Quarter Improvement Project	<p>On I-5 between I-84 and I-405, continue prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan Planning, project development, and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant , which identified transportation investments that would result in improved safety and operations as well as supporting economic growth. Proposed multi-modal improvements include: ramp- to-ramp (auxiliary) lanes, highway shoulders, highway covers, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities</p>	<p>ADD FUNDING The formal amendment adds \$48,126,545 to the PE phase increasing it to \$71.3 million. It also adds \$58 million to the ROW phase allowing ROW phase activities to begin. Construction is not being programmed currently. The total programming increases to \$129,391,997. OTC approval was required and occurred during their January 2020 meeting</p>



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

**Formal Amendment
ADDING FUNDING
5th Amendment to Project**

Lead Agency: ODOT		Project Type:	Capital	ODOT Key:	19071
Project Name: I-5 Rose Quarter Improvement Project Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated). Short Description: On I-5 between I-84 and I-405, continue prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE-Quadrant Plan , Planning, project development, and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant , which identified transportation investments that would result in improved safety and operations as well as supporting economic growth. Proposed multi-modal improvements include: ramp-to-ramp (auxiliary) lanes, highway shoulders, highway covers, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities		ODOT Type	Modern	MTIP ID:	70784
		Performance Meas:	Yes	Status:	4
		Capacity Enhancing:	Yes	Comp Date:	12/31/2021
		Conformity Exempt:	No	RTP ID:	10867
		On State Hwy Sys:	I-5	RFFA ID:	N/A
		Mile Post Begin:	301.40	RFFA Cycle:	N/A
		Mile Post End:	303.20	UPWP:	No
		Length:	1.8	UPWP Cycle:	N/A
		1st Year Program'd:	2020	Past Amend:	4
		Years Active:	1	OTC Approval:	Yes
	STIP Amend #: 18-21-3617		MTIP Amnd #: MR20-09-MAR		
Detailed Description: On I-5 between I-84 and I-405, continue prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan, which identified transportation investments that would result in improved safety and operations and support economic growth. Proposed multi-modal improvements include: Ramp-to-Ramp (Auxiliary) Lanes, Highway Shoulders, Highway Covers, New Overcrossing, I-5 Southbound Ramp Relocation, New Bike and Ped Crossing, and improved Bike and Ped Facilities. (HB2017 Named & conditioned project to add \$16,265,452 of NHFP funds)					
STIP Description: Planning, project development, and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant , which identified transportation investments that would result in improved safety and operations as well as supporting economic growth. Proposed multi-modal improvements include: ramp-to-ramp (auxiliary) lanes, highway shoulders, highway covers, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities					

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
ADVCON	ACP0	2018		\$ 16,844,400				
ADVCON	ACP0	2016		\$ 57,421,200				\$ 57,421,200
NHPP	M002 M0E2	2016					\$ 3,805,500	
NHPP	M002 M0E2	2016		\$ 3,805,500				\$ 3,805,500
ADVCON	ACP0	2020			\$ 53,487,600			\$ 53,487,600
								\$ -
							Federal Totals:	\$ 114,714,300
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2018	-	\$ 1,421,052				
State	Match	2016		\$ 4,844,252				\$ 4,844,252
State	Match	2016					\$ 321,045	
State	Match	2016		\$ 321,045				\$ 321,045
State	S010	2016		\$ 1,000,000				\$ 1,000,000
State	State	2020			\$ 4,512,400			\$ 4,512,400
							State Total:	\$ 10,677,697
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Other	OVM	2018		\$ 5,000,000				
Other	OVM	2016		\$ 4,000,000				\$ 4,000,000
								\$ -
								\$ -
							Local Total	\$ 4,000,000
Phase Totals Before Amend:			\$ -	\$ 23,265,452	\$ -	\$ -	\$ 4,126,545	\$ 27,391,997
Phase Totals After Amend:			\$ -	\$ 71,391,997	\$ 58,000,000	\$ -	\$ -	\$ 129,391,997
Year Of Expenditure (YOE):								\$715 to \$795 million

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. Programming corrections: Project development funds are now returned to their first year of obligations as currently practiced in the STIP. The funds had been moved to 2018 to allow the project to show up in the MTIP as an active project and not show all funding in prior obligated years. With the ROW phase now added in 2020, the PE phase can be returned and adjusted to be in 2016 which reflects the first year of PE phase obligation.

Amendment Summary:

The formal amendment adds \$48,126,545 of various state funds including \$44,000,000 of HB2017 funds to the PE Phase. PE increases to \$71,391,997. The ROW phase also adds \$58,000,000 of HB2017 funds to initiate ROW phase activities. The amendment advances the PE and ROW phase programming into the current MTIP and STIP that is identified in the new draft 2021-2024 STIP.

The added funding for both phases is being advanced from FY 2021 to FY 2020 to continue PE activities and start authorized ROW phase actions. OTC action was required and approval occurred during their January 2020 meeting. A detailed RTP consistency review occurred with the additional of the ROW phase funding. The project scope remains consistent in scale and proposed improvements. RTP consistency is maintained. OTC approval authorized the commitment of the HB2017 funds to the project. The OTC action satisfies proof of funding requirement and ensures fiscal constraint is maintained. The review also verifies the NEPA-TIP validation requirement ensuring that scope and costs are being programmed consistent with the NEPA Environmental Assessment (EA) document.

By February 2020, the current available design funds will be expended so funds will need to be advanced to keep the design moving until 2021. This includes cost of obligating the right-of-way phase in 2020. The advanced design funds will pay to get the project through right-of-way obligation in 2020. If right-of-way is delayed to 2021, there is potential for cost increases due to market changes. The advancement ensures the project stays on its projected delivery schedule as well.

RTP References:

- > RTP ID: 10867: I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) PE, NEPA, ROW
- > RTP Description: Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.
- > Exemption Status: Project is not exempt as defined per 40 CFR 93.126, Table 2 or 40 CFR 92.127. The project contains capacity enhancing improvement elements. The project has been included in the Metro travel demand model and completed required analysis to the proposed system improvements.

Fund Codes:

- > ADVCON = Advance Construction federal funds. These funds act as a temporary placeholder ODOT uses until they determine the specific federal fund type code to be committed to the project. Until this occurs, ODOT uses their own State funds to cover project costs.
- > NHPP = Federal National Highway Performance Program funding allocated to ODOT.
- > State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs.
- > Other = General local funds used above the match requirement to cover phase costs.