

2018-2021 Metropolitan Transportation Improvement Program  
Exhibit A to Resolution 18-4890



Proposed April 2018 Formal Amendment Bundle  
Amendment Type: **FORMAL, MA18-10-MAY**  
Total Number of Projects: 5

ODOT Key	Lead Agency	Project Name	Required Changes
Project #1 19786	ODOT	I-205: Stafford Rd - OR99E	<p><b>ADDED FUNDING:</b> The amendment is adding \$14,000,000 in support of Preliminary Engineering needs. OTC approval was required and occurred during their April 19-20, 2018 Meeting.</p> <p>The purpose of the project is to reduce congestion on the Interstate 205 corridor between Stafford Road and Oregon 99 East in Clackamas County. The project scope includes four main components:</p> <ul style="list-style-type: none"> <li>A. Widen and seismically retrofit the George Abernethy Bridge near Oregon City.</li> <li>B. Retrofit or replace the other seismically vulnerable bridges carrying Interstate 205 in the project corridor.</li> <li>C. Widen the freeway to three northbound and three southbound lanes between Stafford Road and Oregon 99 East.</li> <li>D. Modify interchanges at Oregon 43 and Oregon 99 East to conform to the additional freeway lanes and add Active Traffic Management (ATM) elements consistent with the Oregon Department of Transportation (ODOT) Region 1's ATM Project Atlas.</li> </ul> <p>The estimated total project cost currently is approximately \$500 million dollars. By adding required funding to the PE phase, the PE phase formally can begin and can continue project development activities initiated in the Planning phase in support of NEPA and Project Specifications, and Estimates (PS&amp;E) requirements.</p>
Project #2 18280	Sherwood	Cedar Creek/Tonquin Trail: Roy Rogers Rd - OR99W	<p><b>COST DECREASE:</b> Key 18280 is a Unified Planning Work Program (UPWP) project that has now complete its study activities. The study did not require the full awarded amount of funding. (Continues next page.)</p>

Project #2 18280 Continued	Sherwood	Cedar Creek/Tonquin Trail: Roy Rogers Rd - OR99W	<p>A total of \$296,928 (of CMAQ and match) has been de-obligated and approved to be transferred to Key 18026 Sherwood's Cedar Creek trail implementation project (See next project). This amendment completes the CMAQ and match transfer from Key 18280 to Key 18026 and allows Key 18280 to financially close-out.</p> <p>The amendment provides a final financial correction to the project programming in the 2015 MTIP.</p>
Project #3 18026	Sherwood	<p><del>Cedar Creek/Tonquin Trail: OR99W - Murdock Rd</del></p> <p>Cedar Creek/Tonquin Trail: OR99W - SW Pine St (Sherwood)</p>	<p><b>SCOPE CHANGE:</b> The original scope would construct a trail that will provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections.</p> <p>However, The project as originally proposed can not occur due to conflicts with UPRR along SW Oregon St.</p> <p>The amendment authorizes a scope change to remove SW Oregon St from the project scope and expand the design effort along the SW Alexander Way to include new bike &amp; ped facilities on the west side of Alexander versus the original minimalist design that proposed using the existing facilities. Note: The Oregon St removed segment will be completed by the agency using local funds separately as a future street reconstruction project.</p> <p>A total of \$296,927 of unexpended and de-obligated CMAQ funding from Sherwood's UPWP project in Key 18280 (see previous project) is being added to this project to support additional PE phase needs and construction needs. Note: The scope change was reviewed and approved by the ODOT LAL, Metro staff, and the CMAQ State Manager to ensure the awarded CMAQ funds are still eligible for the project.</p>

Project #4 20719	ODOT	<p><del>OR219 at Laurel, Midway and I-84 at Fairview Ramp</del>  <b>Region 1 High Friction Surface Treatment</b></p>	<p><b>COST INCREASE:</b> The purpose and need of this High Friction Surface Treatment (HFST) application pilot project is to reduce the severity and frequency of wet roadway surface condition crashes. The treatments are to be tested at locations where there have been high numbers of roadway departure crashes due to wet roadway conditions. Following construction, analysis will be conducted to validate whether or not the treatments reduced the number of crashes. Depending on the success or failure of the pilot project, application may be incorporated in other areas or projects with similar safety concerns.</p> <p>Funding increases are occurring to both PE and the construction phase through this amendment. A total of \$393,246 in additional Sec 164 (HSIP) funds are added to the project. The funds are 100% federal and do not require a local or state minimum match. The extra funding originates from the Traffic Safety Grant Program (Section 164 funds).</p>
Project #5 21315 NEW	ODOT	<p><b>Inner Powell Blvd Cost to Upgrade Study</b></p>	<p><b>ADD NEW PROJECT:</b> The purpose of this project is to study the cost to upgrade and transfer the portion of Southeast Powell Boulevard from the intersection with Southeast 9th Avenue to the intersection with Interstate 205 to the City of Portland consistent in meeting with ODOT state of good repair.</p> <p>The project's primary tasks include the following:</p> <ul style="list-style-type: none"> <li>• Review data from existing studies, plans and road safety audits</li> <li>• Create inventory of projects in the project area recently completed, currently underway or planned in the near-term</li> <li>• Identify upgrade concepts (define state of good repair standard to set parameters for repairs/improvements)</li> <li>• Consider existing conditions of corridor elements and develop upgrade list to bring Inner Powell into a state of good repair (separate by ownership)</li> <li>• Produce cost estimates for upgrades</li> </ul> <p>House Bill 2017 requires ODOT to study the costs to upgrade and transfer the portion of Southeast Powell Boulevard (Powell Blvd) ODOT is also required to report the study's findings to the Oregon Legislature's Joint Committee on Transportation no later than January 1, 2020.</p>

Exhibit A to Resolution 18-4890

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



PROJECT #1 EXISTING MTIP PROGRAMMING (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19786	70859	ODOT	I-205: Stafford Rd - OR99E					Highway	\$ 15,000,000
Project Description:			Complete pre-NEPA project development planning activities to add a 3rd through-lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades.						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHFP	Z460	Federal	2016	\$ 11,527,500					\$ 11,527,500
State	Match	State	2016	\$ 972,500					\$ 972,500
Other (TriMet GF)	Overmatch	Local	2016	\$ 2,500,000					\$ 2,500,000
Total:				\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ 15,000,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the MTIP. They are shown above in their programming years in the shaded fields. The funding is still committed to the project, but is now obligated in a prior year outside of the current 2018 MTIP. The funding in that year is referred to as "prior obligated".								
	3. NHFP = federal National Highway Freight Program funding allocated to ODOT								
	4. State = General state funds committed to the project as the required match to the federal funds								
	5. Other (TriMet General Funds) = Local funds committed by TriMet to the project								
<div>Amendment Summary</div> <div>Proposed changes are stated on the next page</div>									

PROJECT #1 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19786	70859	ODOT	I-205: Stafford Rd - OR99E					Highway	\$ 29,000,000
Project Description:			Complete pre-NEPA project development planning activities to add a 3rd through-lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades.						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHFP	Z460	Federal	2016	\$ 11,527,500					\$ 11,527,500
State	Match	State	2016	\$ 972,500					\$ 972,500
Other (TriMet GF)	Overmatch	Local	2016	\$ 2,500,000					\$ 2,500,000
ADVCON	ACP0	Federal	2018		\$ 12,910,800				\$ 12,910,800
State	Match	State	2018		\$ 1,089,200				\$ 1,089,200
Total:				\$ 15,000,000	\$ 14,000,000	\$ -	\$ -	\$ -	\$ 29,000,000
Notes:	<div>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</div> <div>2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the MTIP. They are shown above in their programming years in the shaded fields. The funding is still committed to the project, but is now obligated in a prior year outside of the current 2018 MTIP. The funding in that year is referred to as "prior obligated".</div> <div>3. NHFP = federal National Highway Freight Program funding allocated to ODOT</div> <div>4. Other (TriMet General Funds) = Local funds committed by TriMet to the project</div> <div>5. ADVCON = Federal Advance Construction fund type code. Used as a federal place holder until the specific federal fund type code is determined and committed to the project.</div> <div>6. State = General state funds generally used as the required local match requirement against the federal funds.</div>								
<div>Amendment Summary</div> <div>This amendment is adds \$14,000 from State JTA savings from the Sunrise Corridor project to initiate the Preliminary Engineering (PE) phase and continue project development activities in support of NEPA environmental plus Plans, Specifications, and Estimates (PS&amp;E) requirements</div>									

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Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



PROJECT #2 EXISTING MTIP PROGRAMMING (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18280	70661	Sherwood	Cedar Creek/Tonquin Trail: Roy Rogers Rd - OR99W					Highway	\$ 467,000
Project Description:			Design and construct a multi-use trail through Sherwood						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
CMAQ	M40E	Federal	2015	\$ 419,039					\$ 419,039
Local	Match	Local	2015	\$ 47,961					\$ 47,961
Total:				\$ 467,000	\$ -	\$ -	\$ -	\$ -	\$ 467,000

PROJECT #2 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18280	70661	Sherwood	Cedar Creek/Tonquin Trail: Roy Rogers Rd - OR99W					Highway	\$ 170,162
Project Description:			Design and construct a multi-use trail through Sherwood						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of	Construction	Other	Total
CMAQ	M40E	Federal	2015	\$ 152,696					\$ 152,696
Local	Match	Local	2015	\$ 17,466					\$ 17,466
Total:				\$ 170,162	\$ -	\$ -	\$ -	\$ -	\$ 170,162
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the MTIP. They are								
	3. CMAQ = federal Congestion Mitigation Air Quality Improvement funds allocated to the state and then appropriated to Metro for projects that provide documented air quality improvements.								

**Amendment Summary**

Key 18280 is a Unified Planning Work Program (UPWP) project that has now complete its study activities. The study did not require the full awarded amount of funding. A total of \$296,928 (of CMAQ and match) has been de-obligated and approved to be transferred to Key 18026 Sherwood's Cedar Creek trail implementation project (See next project). This amendment completes the CMAQ and match transfer from Key 18280 to Key 18026 and allows this project to financially close-out. The amendment provides a final correction to the project programming in the 2015 MTIP.

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PROJECT #3 EXISTING MTIP PROGRAMMING (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18026	70480	Sherwood	Cedar Creek/Tonquin Trail: OR99W - Murdock Rd					Highway	\$ 5,230,092
Project Description:			The trail will provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections.						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
CMAQ	M04E	Federal	2015		\$ 949,483				\$ 949,483
State	Match	State	2015		\$ 108,673				\$ 108,673
CMAQ	M04E	Federal	2019			\$ 500,000			\$ 500,000
State	Match	State	2019			\$ 57,227			\$ 57,227
CMAQ	M04E	Federal	2020				\$ 3,243,478		\$ 3,243,478
State	Match	State	2020				\$ 371,231		\$ 371,231
Total:			\$ -	\$ 1,058,156	\$ 557,227	\$ 3,614,709	\$ -	\$ 5,230,092	
Notes:	<div>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</div> <div>2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the MTIP. They are</div> <div>3. CMAQ = federal Congestion Mitigation Air Quality Improvement funds allocated to the state and then appropriated to Metro for projects that provide documented air quality improvements.</div> <div>4. State = General state funds committed to the project as the required match to the federal funds</div>								

**Amendment Summary**

Proposed changes are stated on the next page

PROJECT #3 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18026	70480	Sherwood	Cedar Creek/Tonquin Trail: OR99W—Murdock Rd Cedar Creek/Tonquin Trail: OR99W - SW Pine St (Sherwood)					Highway	\$ 5,527,019
Project Description:			<del>The trail will provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections.</del> Construct a multi-modal travel corridor within Sherwood between OR99W and SW Pine Street						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
CMAQ	M04E	Federal	2015		\$ 1,040,868				\$ 1,040,868
State	Match	State	2015		\$ 119,132				\$ 119,132
CMAQ	M04E	Federal	2019			\$ 500,000			\$ 500,000
State	Match	State	2019			\$ 57,227			\$ 57,227
CMAQ	M04E	Federal	2020				\$ 3,418,526		\$ 3,418,526
State	Match	State	2020				\$ 391,266		\$ 391,266
Total:			\$ -	\$ 1,160,000	\$ 557,227	\$ 3,809,792	\$ -	\$ 5,527,019	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the MTIP. They are								
	3. CMAQ = federal Congestion Mitigation Air Quality Improvement funds allocated to the state and then appropriated to Metro for projects that provide								
<b>Amendment Summary</b>									
The amendment authorizes a required scope change to occur to the project to enable it to be delivered within the available budget along with the context of the original award. Additional CMAQ funds \$266,433 ad match for a total of \$296,927 are being transferred to the project from Key 18280 (previous project in this amendment bundle) to address both PE phase needs and the construction scope adjustment. Because the project is funded with CMAQ funds, it also required a pre-approval from the State CMAQ manager which occurred during April, 2018.									



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PROJECT #4 EXISTING MTIP PROGRAMMING (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20719	71025	ODOT	OR219 at Laurel, Midway and I-84 at Fairview Ramp					Highway	\$ 172,000
Project Description:			High Friction Surface Treatment (HFST) application pilot project to reduce the severity						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
Sec 164 Pentls HSIP	ZS32	Federal	2018		\$ 5,000				\$ 5,000
Sec 164 Pentls HSIP	ZS32	Federal	2019				\$ 167,000		\$ 167,000
Total:			\$ -	\$ 5,000	\$ -	\$ 167,000	\$ -	\$ 172,000	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the MTIP. They are								
	3. Sec 164 Pentls HSIP = Federal Section 164 Penalties Highway Safety Improvement Program (HSIP). These federal funds are 100% federal with no local or state								

<p align="center"><b><u>Amendment Summary</u></b></p> <p align="center">Project changes are shown on the next page</p>									
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PROJECT #4 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20719	71025	ODOT	OR219 at Laurel, Midway and I-84 at Fairview Ramp Region 1 High Friction Surface Treatment					Highway	\$ 565,246
Project Description:			High Friction Surface Treatment (HFST) application pilot project to reduce the severity HFST application pilot program to reduce the severity of wet roadway surface crashes						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Sec 164 Pentls HSIP	ZS32	Federal	2018		\$ 74,516				\$ 74,516
Sec 164 Pentls HSIP	ZS32	Federal	2019				\$ 490,730		\$ 490,730
Total:			\$ -	\$ 74,516	\$ -	\$ 490,730	\$ -	\$ 565,246	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the MTIP. They are 3. Sec 164 Pentls HSIP = Federal Section 164 Penalties Highway Safety Improvement Program (HSIP). These federal funds are 100% federal with no local or state								
Amendment Summary Funding increases are occurring to both PE and the construction phase through this amendment. A total of \$393,246 in additional Sec 164 (HSIP) funds are added to the project. The funds are 100% federal and do not require a local or state minimum match. The extra funding originates from the Traffic Safety Grant Program (Section 164 funds).									

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PROJECT #5 EXISTING MTIP PROGRAMMING - None New Project

PROJECT #5 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
21315	TBD	ODOT	Inner Powell Blvd Cost to Upgrade Study					Highway	\$ 2,000,000
Project Description:			Cost study to upgrade/transfer the portion of SE Powell Boulevard from SE 9th Avenue to I-205 to the City of Portland (RS-UPWP FY2018)						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Wav	Other	Construction	Total
ADVCON	ACPO	Federal	2018	\$ 1,794,600					\$ 1,794,600
State	Match	State	2018	\$ 205,400					\$ 205,400
									\$ -
									\$ -
Total:				\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. ADVCON = Federal Advance Construction fund type code. Used as a federal place holder until the specific federal fund type code is determined and committed to the project.								
	3. State = General state funds provided by the lead agency in support of the required match to the federal funds.								

Amendment Summary

This amendment adds a new planning project to the 2018 MTIP. The purpose of this project is to study the cost to upgrade and transfer the portion of Southeast Powell Boulevard from the intersection with Southeast 9th Avenue to the intersection with Interstate 205 to the City of Portland consistent in meeting with ODOT state of good repair.