

# Memo

Date: Monday May 21, 2018  
To: Metro Council and Interested Parties  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: May 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4890

## STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING FIVE PROJECTS IMPACTING ODOT AND SHERWOOD (MA18-10-MAY)

## BACKGROUND

### What this is:

The May 2018 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle contains required changes and updates impacting ODOT and the city of Sherwood. Five projects are included in the amendment bundle. They are summarized in the below table:

<b>May 2018 Formal MTIP Amendment</b> Amendment Type: Formal Name: MA18-10-MAY Number of Projects: 5			
ODOT Key MTIP ID	Lead Agency	Project Name & Description	Required Changes
Project #1  ODOT <b>19786</b>  MTIP 70859	ODOT	<p><b>I-205: Stafford Rd - OR99E</b></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> <p>A. Widen and seismically retrofit the George Abernethy Bridge near Oregon City.  B. Retrofit or replace the other seismically vulnerable bridges carrying Interstate 205 in the project corridor.  C. Widen the freeway to three northbound and three southbound lanes between Stafford Road and Oregon 99 East.  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.</p>	<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 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  ODOT <b>18280</b>  MTIP 70661	Sherwood	<p><b>Cedar Creek/Tonquin Trail: Roy Rogers Rd - OR99W</b></p> <p><b>Unified Planning Work Program (UPWP) project</b></p> <p>Design and construct a multi-use trail through Sherwood. The project involves the planning and project development of the Cedar Creek/Tonquin Trail from SW Roy Rogers Road to Highway 99W in Sherwood. This planning effort is being conducted in parallel to project development and preliminary engineering of this trail from Highway 99W to SW Murdock Road where project alignment and development issues are better defined and prepared to enter preliminary engineering.</p>	<p><b>COST DECREASE:</b>  The project study has been completed. A total of \$296,928 of unexpended CMAQ and local funds is being de-obligated from Key 18280 and transferred to Key 18026 (next project) to support PE and construction needs</p>

Key 18280 continued		The planning work will develop a preferred location for the trail, preliminary cost estimates, environmental considerations and impacts, identification of needed right-of-way, and identification and engagement with stakeholders.	
Project #3  ODOT <b>18026</b>  MTIP 70480	Sherwood	<p><del>Cedar Creek/Tonquin Trail: OR99W – Murdock Rd</del>  <b>Cedar Creek/Tonquin Trail: OR99W - SW Pine St (Sherwood)</b></p> <p><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>  <b>Construct a multi-modal travel corridor within Sherwood between OR99W and SW Pine Street</b></p> <p>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>Through this amendment, a scope change to the segments has been authorized enabling the project to still be delivered within the spirit of the original RFFA funding award.</p>	<p><b>SCOPE CHANGE:</b>  The original proposed alternative has to be adjusted due to conflicts with the Oregon St segment and Western railroad. Upon extensive review among Sherwood, the ODOT Local Agency Liaison, Metro, and the CMAQ State Manager over the last six months, authorization has been granted to adjust the trail segments. The Oregon St segment is authorized to be removed from this project and completed separately as a developer conditioned improvement later.</p>
Project #4  ODOT <b>20719</b>  MTIP 71025	ODOT	<p><del>OR219 at Laurel, Midway and I-84 at Fairview Ramp</del>  <b>Region 1 High Friction Surface Treatment</b></p> <p><del>High Friction Surface Treatment (HFST) application pilot project to reduce the severity</del>  <b>HFST application pilot program to reduce the severity of wet roadway surface crashes</b></p> <p>The HFST is a pilot program. 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>Additional Sec 164 (HSIP) funds have been identified as available for the project. As a result, additional locations are being added to the project scope</p>	<p><b>COST INCREASE:</b>  A total of \$393,246 in Section 164 federal funds are being added to the project through the amendment. Note: The Section 164 funds are 100% federal and no local to state minimum match is required.</p> <p>Note: The name change does not eliminate the OR219 at Laurel, Midway and I-84 at Fairview. The name change is to now represent a general reference to the possible 11 site locations,</p>
Project #5  ODOT <b>21315</b>  MTIP TBD	ODOT	<p><b>Inner Powell Blvd Cost to Upgrade Study</b></p> <p><b>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)</b></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><b>ADD NEW PROJECT:</b>  The amendment will add a new planning activity 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. A total of \$2,000,000 is committed to the project in support of the study elements.</p>

**What is the requested action?**

**JPACT recommends Council approval for Resolution 18-4890 enabling the five identified projects to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT.**

The approval recommendation includes a TPAC requested minor corrective language changes to Key 19786 to clarify that the funding supports project development activities and is not a planning project, to Key 20719 to clarify that the two OR219 and I-84 locations are not being deleted from the project as part of the name change, and to Key 21315 to clarify the study is separate from the other three improvement projects currently in progress on US26 Powell Blvd.

A detailed summary of the five projects being amended is provided in the below tables:

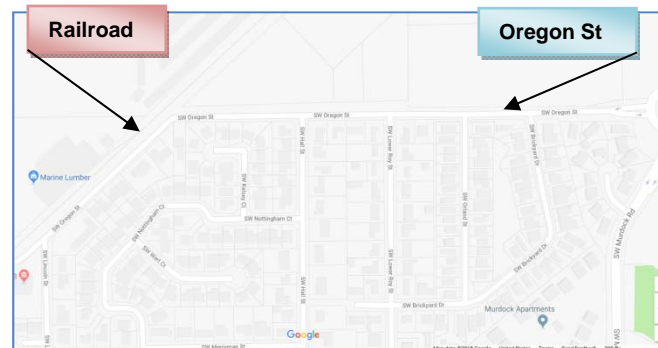
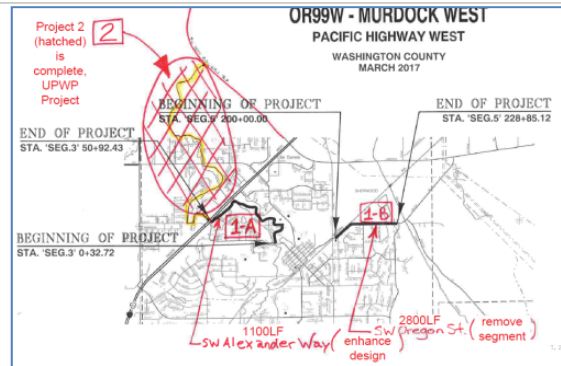
<b>1. Project: I-205: Stafford Rd - OR99E</b>			
Lead Agency:		<b>ODOT</b>	
ODOT Key Number:		<b>19786</b>	MTIP ID Number: 70859
Project Description:	Complete NEPA project development activities in support of developing the Environmental Impact Statement and completing final design requirements to add 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.		
	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:		
	<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>Current programming totals \$15 million for pre-NEPA project development and preliminary design activities. Through this amendment, an additional \$14 million from remain JTA allocated funding to the Sunrise Corridor is being committed in support of Preliminary Engineering activities. The \$15,000,000 of planning funds currently in the project are for completing environmental work, developing the HB 2017 (Transportation Funding) Cost to Complete report ODOT provided to the legislature in February, and to jump-start design. The remaining project funds will pay for advanced analysis of the George Abernethy Bridge and other bridge work, continue design for the freeway widening, and will bring the ATM design to about 60 percent complete. Additional funds for the PE phase are expected still to be required to complete the phase.</p> <p>The estimated total project cost is \$500 million. At present, the project's implementation phases (right-of-way, utility relocation, and construction) do not have an acceptable funding plan developed and included in the constrained 2014 or draft constrained 2018 RTP. Because of this only funding supporting Planning activities or Preliminary Engineering can currently be programmed in the MTIP.</p>		

What is changing?	An additional \$14 million of savings from the Sunrise Corridor will be used for the PE phase. The Jobs and Transportation Act (JTA) allocated \$100 million for the Sunrise Project in Clackamas County. In 2016 ODOT completed the Sunrise Expressway, a new 2.5 mile, four-lane highway connecting the Milwaukie Expressway to SE 122nd Avenue and OR 212/224, as well as other improvements on the corridor. ODOT is currently in the process of closing out several Sunrise projects and has identified approximately \$21,400,000 in Jobs and Transportation Act (JTA) funds remaining.																																																																																																											
Additional Details:	Adding funding to support PE phase activities is allowable at this time to be added to the project.																																																																																																											
Why a Formal amendment is required?	The existing project only has \$15 million of funding programmed in the planning phase for pre-NEPA project development activities. The funding is currently in 2016 and is considered to be in a “prior obligated” year outside of the MTIP’s current active years of 2018-2021. Through this amendment, \$15 million will be added to the PE Phase in 2018. This will bring the project forward into the active MTIP. This action requires a formal MTIP amendment to demonstrate fiscal constraint is still being maintained, The total programmed amount for the project will increase to \$29 million.																																																																																																											
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2. Project: Cedar Creek/Tonquin Trail: Roy Rogers Rd - OR99W	
Lead Agency:	Sherwood
ODOT Key Number:	18280
MTIP ID Number:	70661
Project Description:	Design and construct a multi-use trail through Sherwood
What is changing?	<p>This is a Metro funded Unified Planning Work Program (UPWP) project that has now completed its study activities. As of the SFY 2017-18 3<sup>rd</sup> Quarter Reporting Cycle, this UPWP project's officially is now complete.</p> <p>A total of \$467,000 (\$419,039 and \$47,961) was awarded to Sherwood for the Unified Planning Work Program (UPWP) study. The project study now has been completed. The city of Sherwood did not require all \$467,000 of available funds.</p> <p>A total of \$296,928 of unexpended awarded funding (\$266,433 of CMAQ and \$30,495) has been de-obligated and will be transferred to Key 18026 for Sherwood (next project in this amendment).</p>

	The \$296,928 will be applied to the PE and Construction phases of Key 18026 enabling it to move forward and be constructed. Key 18280 (this project) can then complete final close-out requirements
Additional Details:	ODOT has provided official notification that the final reimbursements for Key 18280 have been submitted allowing the CMAQ fund de-obligation to occur. Additionally, the State CMAQ Manager has reviewed and approved the proposed funding transfer to Key 18026.
Why a Formal amendment is required?	Per the approved USDOT MTIP and STIP Amendment Matrix, cost changes for project \$500k or less requires a formal amendment when the cost change is greater than 50%. The fund transfer to Key 18026 represent a 63% cost decrease to the project. Additionally, since the project is tied to the scope change action for Key 18026 in the next project, it would have to proceed as a formal amendment as well.
Total Programmed Amount:	The total project programming amount decreases from \$467,000 to \$170,162
Added Notes:	The State CMAQ Manager was involved in the authorization to transfer the CMAQ and local funds to Key 18026.

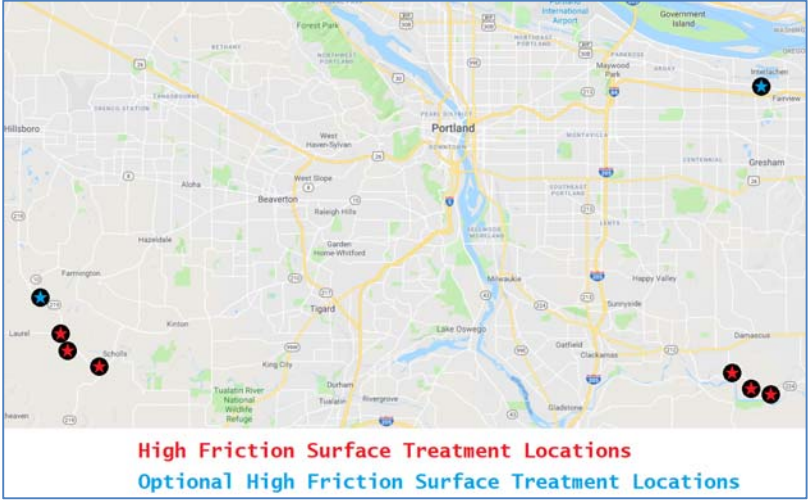
<b>3. Project:</b>	<del>Cedar Creek/Tonquin Trail: OR99W - Murdock Rd</del> <b>Cedar Creek/Tonquin Trail: OR99W - SW Pine St (Sherwood)</b>		
Lead Agency:	<b>Sherwood</b>		
ODOT Key Number:	<b>18026</b>	MTIP ID Number:	<b>70480</b>
Project Description:	<p><del>The trail will provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections.</del></p> <p><b>Construct a multi-modal travel corridor within Sherwood between OR99W and SW Pine Street</b></p>		
What is changing?	<p>Key 18026 is a separate trail implementation project from the UPWP project in Key 18280 that study element focused on possible improvements west of the limits of Key 18026. The original trail scope proposed construction of two primary trail segments as part of Key 18026:</p> <ul style="list-style-type: none"> <li>- 1-A: Cedar Creek Trail segment from SW Alexander Way along the Cedar Creek to Pine St.</li> <li>- 1-B: SW Oregon St segment from SW Murdock Rd to SW Lincoln St.</li> </ul> <p>As proposed and with the available space the Oregon St segment would have been situated extremely close to the Western Railroad. Insufficient space and Right of Way exists to realign the trail along Oregon St parallel to the railroad. The original alignment would have never cleared NEPA. A scope needed to occur, or the project was dead.</p>		





	<p>The primary awarded improvement is to the Cedar Creek trail segment. The Oregon St segment was a secondary component to the project with only planned limited improvements focusing on connectivity. The planned improved improvements to Oregon St were already considered only to be “limited” and removal did not significantly impact the project. Sherwood will complete some limited trail improvements (primarily for connectivity) where feasible to Oregon St with later enhanced improvements to occur most likely as part of developer conditioned requirements.</p> <p>Upon review of the adjusted scope change, Metro found the changes still acceptable with the original awarded project. The scope change also will enable the Cedar Creek segment to receive enhance design improvements from the original proposal. Finally, the proposed changes required approval from the State CMAQ manager as well.</p>
Additional Details:	Available funding has been identified from Sherwood’s completed UPWP project in Key 18280. A total of \$296,928 of CMAQ and local matching funds is being transferred from Key 18280 to Key 18026 to support PE and construction phase needs
Why a Formal amendment is required?	Major scope changes require a formal MTIP amendment per the USDOT MTIP/STIP Amendment Matrix
Total Programmed Amount:	The fund transfer from Key 18280 increases the programming in Key 18026 from \$5,230,092 to \$5,527,019
Added Notes:	The State CMAQ manager approved the project change request with the adjusted scope on April 17, 2018.

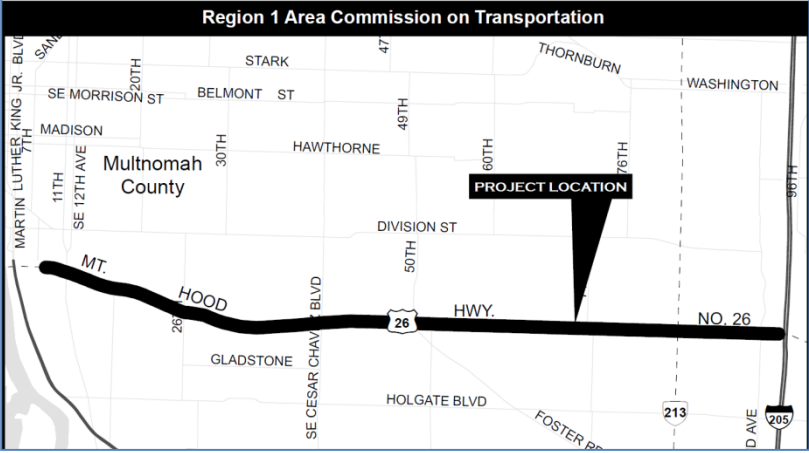
<b>4. Project:</b>	<del>OR219 at Laurel, Midway and I-84 at Fairview Ramp</del> <b>Region 1 High Friction Surface Treatment</b>		
Lead Agency:	<b>ODOT</b>		
ODOT Key Number:	<b>20719</b>	MTIP ID Number:	<b>71025</b>
Project Description:	<del>High Friction Surface Treatment (HFST) application pilot project to reduce the severity</del> <b>HFST application pilot program to reduce the severity of wet roadway surface crashes</b>		
What is changing?	<p>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 amendment adds a total \$393,246 of Section 164 (100%) federal which will increase the number of project locations from 3 to 6 and possibly to 8.</p> <p><b>Problem Description</b> Using a 5 year crash history from 1/1/2011 to 12/31/2015, the combined highway segments for the base proposal had a total of 49 crashes: 32 or 65% of the base proposal total crashes were due to wet roadway surface conditions. 45 or 67% of the total crashes were due to wet roadway surface conditions when also including the alternate locations.</p>		

	<p style="text-align: center;"><b>Initial Base Project Locations</b></p>  <p style="text-align: center;"><b>High Friction Surface Treatment Locations</b> <b>Optional High Friction Surface Treatment Locations</b></p> <p>In February 2017, Region 1 was awarded funds from the Traffic Safety Grant Program's roadway departure initiative to test high friction surface treatments at high-crash locations that could benefit from this type of roadway departure treatment. The project initially identified three locations for the treatment with a total cost of \$172,200.</p> <ul style="list-style-type: none"> <li>• Oregon Highway 219 at southwest Laurel Road: MP 7.64 – MP 7.80</li> <li>• Oregon Highway 219 at southwest SW Midway Road: MP 8.15 – MP 8.29</li> <li>• Interstate 84 at Fairview Parkway Interchange, westbound on-ramp, MP 5C 14.45 – 5C 14.68</li> </ul> <p>Following approval of the grant funds, Region 1 learned that there were additional funds available from this grant program. This amendment adds several locations on Oregon Highway 219 and Oregon Highway 224 that could leverage the remaining available grant funds. The revised locations are:</p> <ul style="list-style-type: none"> <li>• Oregon Highway 219 at southwest Laurel Road: MP 7.61 – MP 7.91</li> <li>• Oregon Highway 219 at southwest Midway Road: MP 8.14 – MP 8.30</li> <li>• Oregon Highway 219 at southwest Wolsborn Road: MP 9.59 – MP 9.74 (southbound only)</li> <li>• Oregon Highway 224: MP 10.00 – MP 10.26 (westbound and eastbound)</li> <li>• Oregon Highway 224: MP 11.92 – MP 12.09 (eastbound only)</li> <li>• Oregon Highway 224: MP 12.35 – MP 12.52 (westbound only)</li> </ul> <p>The following two projects below are also approved if Region has additional funds available due to cost savings on the above projects.</p> <ul style="list-style-type: none"> <li>• Interstate 84 at Fairview Parkway Interchange westbound on-ramp: MP 5C 14.45 – 5C 14.68</li> <li>• Oregon Highway 219 at southwest Robinson Road: MP 6.14 – 6.59 (southbound only)</li> </ul>
Additional Details:	<p><b>Project Scope</b></p> <p>The safety countermeasure proposed in this project is a High Friction Surface Treatment (HFST). HFST is a thin layer of specifically engineered, durable, high friction aggregates as a topping on a thermosetting polymer resin binder. Applied across the entire roadway surface, the HFST will provide long lasting skid resistance, while also making the overlay much more resistant to wear and polishing. Typically, HFST should be installed at a point where vehicles start to brake, and end near the Point of Tangent. Existing pavement striping and markings will be removed prior to HFST installation and then reinstalled after proper curing. Existing centerline rumble</p>

	<p>strips will be protected during HFST installation. The primary intent of these installations is to reduce the severity and frequency of wet roadway surface condition crashes with a secondary intent of testing the constructability of the HFST.</p> <p>As a result of the added locations, the project name and description are being updated to reflect the larger project. The deletion of the <b>OR219 at Laurel, Midway and I-84 at Fairview Ramp</b> prior project name only reflects that the three locations are being absorbed into the expanded project now. The three locations are still included as site locations for the HFST treatment. The project name and description are being changed to reflect that the project proposes up to 11 locations to be included.</p> <p><b>Benefits, Expectations and Outcomes</b> Constructed in one year, the HFST will provide long lasting skid resistance, while also making the overlay much more resistant to wear and polishing. 8-12 years of service is anticipated.</p>
Why a Formal amendment is required?	Cost increases at or greater than 50% for projects costing less than \$500,000 require a formal amendment per the Amendment Matrix. The additional \$393,246 represents a 228% increase to the project.
Total Programmed Amount:	The programming for the project increases from \$172,000 to \$565,246.
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required for this project. OTC approval occurred during their April 2018 meeting.

<b>5. Project: Inner Powell Blvd Cost to Upgrade Study</b>	
Lead Agency:	<b>ODOT</b>
ODOT Key Number:	<b>21315</b> MTIP ID Number: <b>TBD</b>
Project Description:	<p>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)</p> <p><u>From the OTC Staff Report:</u> 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. 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) from the intersection with Southeast 9th Avenue to the intersection with Interstate 205 (Inner Powell) to the City of Portland. This segment correlates roughly to Mile Points 1.2 to 5.7. 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> <p>Jurisdictional authority for Inner Powell varies throughout the corridor. The segment of Powell Blvd. between SE 9th Ave and SE 86th Ave is a City Public Right-of-Way, which is controlled by the City, but maintained by ODOT through a maintenance agreement between the City and the State. The adjacent segment from SE 86th Ave to I-205 is a State Fee Simple Right-of-Way, which is owned, controlled and maintained</p>



	<p>by the State.</p> <p>The study of costs to upgrade and transfer Inner Powell must take into account the context of the corridor's multiple functions, street classifications and plan designations, while maintaining a primary focus on the upgrades and costs necessary to bring the corridor to a state of good repair prior to a jurisdictional transfer.</p> 
What is changing?	<p>As a corridor study, the project also is identified as a regionally significant Unified Project Work Program (UPWP) activity and is being added to the Regionally Significant list of UPWP projects. The project manager will be responsible for providing quarterly progress reports to Metro as part of the UPWP program.</p>
Additional Details:	<p>The "Inner Powell" jurisdictional transfer study in key 21315 should not be confused with other US 26/Powell Blvd improvement projects currently underway. The Inner Powell project is to specifically address the jurisdictional transfer requirements and expectations ODOT must complete in order to transfer control to Portland. Key 21315 will comply with HB2017 requirements.</p> <p>Three additional improvements projects to US26/Powell Blvd currently are programmed in the 2018 MTIP and 2018 STIP and are separate from Key 21315. The other three projects include:</p> <ul style="list-style-type: none"> <li>- <u>Key 18795 - US26 (Powell Blvd): SE 20<sup>th</sup> Ave to 34<sup>th</sup> Ave</u> Primarily a pedestrian improvement project that include: Crosswalk signals, RF Beacons, striping, signing, ADA upgrades &amp; Illumination Programming totals \$4,605m526 for this project</li> <li>- <u>Key 19690 - US26 (Powell Blvd): SE 122<sup>nd</sup> Ave to 136 Ave</u> An active transportation project with improvements that include: Construction of sidewalks, storm water facility, buffered or separated bike lane, center turn lane/median and 2x11-foot travel lanes. Mid-block pedestrian crossings and lighting improvements are included. Total programming is \$25,000,000</li> <li>- <u>Key 21178 - US 26 (Powell Blvd): SE 99<sup>th</sup> Ave to East City Limits</u> This improvements focus on roadway and active transportation elements and include: On US26 (Powell Blvd) in SE Portland, widen from three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Total programming is \$43,200,000. This project is an HB2017 awarded project.</li> </ul>

Why a Formal amendment is required?	Inclusion of a new project in the MTIP requires a formal amendment per the USDOT MTIP/STIP Amendment Matrix
Total Programmed Amount:	The total project programmed amount is \$2,000,000.
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required for this project. OTC approval occurred during their April 2018 meeting.

Note: The Amendment Matrix at right is included as a reference the rules and justification for Formal Amendment and Administrative Modifications that the MPOs and ODOT must follow

## METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
  - Awarded federal funds and is considered a transportation project
  - Identified as a regionally significant project.
  - Identified on and impacts Metro transportation modeling networks.
  - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
  - Project eligibility for the use of the funds
  - Proof and verification of funding commitment
  - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
  - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
  - RTP project cost consistent with requested programming amount in the MTIP
  - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
  - Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
  - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
  - Is eligible for special programming exceptions periodically negotiated with USDOT as well.

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
FULL AMENDMENTS	
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized	
2. Major change in project scope. Major scope change includes:	
• Change in project termini - greater than .25 mile in any direction	
• Changes to the approved environmental footprint	
• Impacts to AQ conformity	
• Adding capacity per FHWA Standards	
• Adding or deleting worktype	
3. Changes in Fiscal Constraint by the following criteria:	
• FHWA project cost increase/decrease:	
• Projects under \$500K – increase/decrease over 50%	
• Projects \$500K to \$1M – increase/decrease over 30%	
• Projects \$1M and over – increase/decrease over 20%	
• All FTA project changes – increase/decrease over 30%	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1. Advancing or Slipping an approved project/phase within the current STIP (if slipping outside current STIP, see Full Amendments #2)	
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3	
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one	
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTIS, Local Bridge...)	
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data	
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)	
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location	

- Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- MPO responsibilities completion:
  - Completion of the required 30 day Public Notification period:
  - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
  - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

## APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the May 2018 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	May 2, 2018
● TPAC notification and approval recommendation.....	May 4, 2018
● JPACT approval and recommendation to Council.....	May 17, 2018
● Completion of public notification process.....	May 31, 2018
● <b>Metro Council approval.....</b>	<b>June 7, 2018*</b>

\*Note: If any significant public comments are received that are deemed necessary for review by JPACT, the impacted projects or complete amendment will be pulled from the Metro Council agenda and returned to JPACT for their review and direction.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
● Metro development of amendment narrative package .....	June 8, 2018
● Amendment bundle submission to ODOT for review.....	June 11, 2018
● Submission of the final amendment package to USDOT.....	June 15, 2018
● ODOT clarification and approval.....	End of June , 2018
● USDOT clarification and final amendment approval.....	Mid July 2018

## ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Metro Budget Impacts:** None to Metro

## RECOMMENDED ACTION:

JPACT recommends the approval of Resolution 18-4890 with corrections made to the staff report.

Attachment: Project Location Maps