

Memo

Date: June 13, 2018
 To: JPACT and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: June 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4897

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) INVOLVING ~~SEVENTEEN~~ SIXTEEN PROJECTS IMPACTING METRO, ODOT, PORTLAND, SMART, TRIMET, AND WASHINGTON COUNTY (JN18-11-JUN)

BACKGROUND

What this is:

The June 2018 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle contains required changes to sixteen projects. The changes are required in order for the federal funding to be obligated before the end of the 2018 federal fiscal year. The sixteen projects included in the June 2018 bundle are summarized in the below table:

May 2018 Formal MTIP Amendment Amendment Type: Formal Name: JN18-11-JUN Number of Projects: 16			
ODOT Key MTIP ID	Lead Agency	Project Name & Description	Required Changes
Project #1 ODOT Key 18760 MTIP ID 70759	ODOT	I-5: N Denver Ave NB tunnel illumination On I-5 at MP 306.85 to 306.87, Upgrade the illumination system by replacing the electrical system including the replacement of the existing obsolete fixtures to current standard.	TRANSFER FUNDING: Construction phase funding of \$246,000 is being removed from the project. Prior obligated \$75k is left in the PE phase. The \$246k of funding will be transferred to the I-5 Marquam Bridge Lighting Project in Key 19652.
Project #2 ODOT Key 18761 MTIP ID 70760	ODOT	OR217: SW Allen Blvd & Denny Rd Interchanges On OR217 at MP 2.26 to 2.60 and 2.79 to 3.23, Illumination upgrades	TRANSFER FUNDING: A total of \$180k from this project is being transferred to Key 19652 to fully fund that project. Only \$24k of obligated PE phase funding was determined required to remain with the project. The remaining \$24,000 and \$157,000 from the construction phase is being transferred to Key 19652. The project is left programmed with only PE funds at \$24,000.
Project #3 ODOT Key 20450 MTIP ID 70995	ODOT	I-5 at I-205 Interchange On I-5 at MP 288.40 to 288.9, Upgrade illumination towers up to amount of available budget and coordinate work with pavement preservation project in area.	TRANSFER FUNDS/CANCELED PROJECT: A total of \$500,000 is being transferred from this project to Key 19652 through this amendment. As a result this project, (Key 201450) is canceled.

<p>Project #4</p> <p>ODOT Key 20475</p> <p>MTIP ID 71003</p>	<p>ODOT</p>	<p>I-205 at OR43</p> <p>On I-205 at MP 8.70 to 8.90 and On OR43 at MP 11.20 to 11.40, Design for full illumination rebuild.</p>	<p>TRANSFER FUNDING/CANCEL PROJECT</p> <p>This project is currently not funded for construction and it has been determined that lighting on the Marquam bridge is a higher priority, so funds are to be re-allocated. This amendment cancels the project.</p>
<p>Project #5</p> <p>ODOT Key 19652</p> <p>MTIP ID 70833</p>	<p>ODOT</p>	<p>I-5: Marquam BR Electrical & Lighting System Replace</p> <p>On I-5 at MP 300.28 to 300.48, Replace electrical & lighting system; bridge #08328</p>	<p>COMBINED/FUND TRANSFER:</p> <p>Through this amendment funding from above ODOT project Keys 18760 ,18761, 20450, and 20475 is transferred and combined into Key 19652 as stated above. The added funding supports lighting requirements for the I-5 Marquam Bridge</p>
<p>Project #6</p> <p>ODOT Key 18769</p> <p>MTIP ID 70801</p>	<p>ODOT</p>	<p>OR99E:Rockfall - Oregon City Tunnel to Old Canemah Park</p> <p>On OR99E at MP 12.62 to 12.87, 13.15 to 13.36, and 13.82 to 14.06, Inspect and repair mesh. Scale slope behind mesh removing loose rock and vegetation. Rock bolting as needed and clear catchment area / roadside ditch</p>	<p>COST INCREASE:</p> <p>The amendment adds funding to the construction phase to address higher than expected construction phase bids.</p>
<p>Project #7</p> <p>ODOT Key 20413</p> <p>MTIP ID 70969</p>	<p>ODOT</p>	<p>US30BY (Lombard) Safety Extension US30BY (Lombard) North Fiske Ave to North Wilbur</p> <p>On US30BY at MP 3.32 to 4.59, Road reconfiguration between MP 3.50 and N Wilbur. Signal upgrades at Fiske, Woolsey, Chautauqua, Wabash, Peninsular, and Greeley. Remove half signal at Drummond. Install Rectangular Rapid Flashing Beacon (RRFB) with pedestrian island near Drummond. ADA improvements and access management as needed.</p>	<p>COST INCREASE:</p> <p>During initial design of this project, funding shortfalls were identified primarily attributed to Americans with Disabilities Act (ADA) requirements and the number of signal upgrades identified within the project extent. Cost increase if \$2,147,896 = a 25.6% increase and is greater than the 20% threshold for Administrative Modifications.</p>
<p>Project #8</p> <p>ODOT 20415</p> <p>MTIP ID 70971</p> <p>NEW</p>	<p>ODOT Portland</p>	<p>US30BY (Lombard) at Fenwick</p> <p>On US30BY in northeast Portland at MP 5.00 to 5.02, Full signal upgrade, ADA improvements, and access management.</p>	<p>ADD NEW PROJECT/REACTIVATE IN 2018 MTIP:</p> <p>This amendment completes a funding transfer that actually began back last November to shift the funds to Key 20413 above. While the cost issues with Key 20413 were evaluated Key 20415 was suspended with the funding held in abeyance until the updated costs were determined for Key 20413. Upon agreement between ODOT and Portland, Portland will locally fund the \$1.2 million needed to complete Key 20415 as now shown above. The transfer of funding to 20413 is now complete and is part of this amendment bundle. Key 20415 is now a regionally significant locally funded project. Since the funds were previously removed, adding local funds back to the project re-activates the project in the 2018 MTIP.</p>
<p>Project #9</p> <p>ODOT Key 19720</p> <p>MTIP ID 70845</p> <p>NEW</p>	<p>ODOT</p>	<p>OR224 (Milwaukie Expressway): SE Rusk Rd - I-205 OR224 (Milwaukie Expressway): SE Pheasant Ct - I-205</p> <p>ON OR224 between Rose and Phoebe Court, Design and construct an additional westbound travel lane and signal improvement.</p>	<p>ADD NEW PROJECT: PE activities began in 2016 as part of the 2015-18 MTIP. The construction phase funding transfer was not resolved at that time. The project was not carried over into the 2018 MTIP, but remained an prior obligated project. With the construction phase funding now available, the project is being brought forward to the 2018 active projects as a fully funded project. The limits have been re-estimated and will now only proceed west from I-205 to Pheasant Court.</p>
<p>NOTE</p> <p>Key 19720 has been removed as part of the June 2018 Formal MTIP Amendment per ODOT's request</p>			

<p>Project #9</p> <p>ODOT Key 18814</p> <p>MTIP ID 70771</p>	<p>Portland</p>	<p>Connected Cully</p> <p>Construct sidewalks and bike connections in the Cully Neighborhood</p>	<p>SCOPE CHANGE:</p> <p>The cost estimate for all project elements exceeds the available funding under the federal grant resulting in the removal of 4 of 6 approved location segments. Budget changes: ADA impacts impacting PE , the ROW estimate has been reduced and moves federal \$ off the ROW phase and onto PE & Construction to assist in delivery needs</p>
<p>Project #10</p> <p>ODOT Key 21340</p> <p>MTIP ID TBD NEW</p>	<p>Portland</p>	<p>Cully Neighborhood Bike & Pedestrian Connections (Portland)</p> <p>Construct sidewalks and bike connections in the Cully Neighborhood</p>	<p>ADD NEW PROJECT:</p> <p>This locally funded project by Portland represents the removed scope elements from Key 18814. The project will construct walking and biking improvements in the Cully neighborhood on three alignments 54th/56th , NE 60th, and NE 66th/67th</p>
<p>Project #11</p> <p>ODOT Key 19723</p> <p>MTIP ID 70840</p>	<p>Portland</p>	<p>HSIP 2016 Bike/Ped Improvements Portland</p> <p>Pavement markings and signs. Pedestrian refuge island, curb extensions and rapid flash beacon.</p>	<p>SCOPE CHANGE:</p> <p>The amendment adjusts the project name, scope and costs. Various locations are identified as part of the project for HSIP program safety upgrades. A review of the proposed locations and the priority of the available funding resulted in some locations being removed. Other locations require upgrades. The net result is the number of HSIP funded sites are reduced while the project cost increased. An additional \$318,186 has been committed to the project to complete the proposed safety upgrades.</p>
<p>Project #12</p> <p>ODOT Key 17268</p> <p>MTIP ID 70005</p>	<p>Portland</p>	<p>Red Electric Trail SW Bertha – SW Vermont SEC Red Electric Trail: SW Berth Blvd - SW Capitol Highway</p> <p>Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trail, an on-street bike boulevard with sidewalks, and potentially a widened off-street sidewalk around SW Bertha Blvd. Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trail and relocate water line as part of project scope.</p>	<p>SCOPE CHANGE:</p> <p>Portland removed multiple original scope elements from the project and requested a scope change to keep the project within budget limits. The scope change required a new CMAQ air quality emission reduction analysis to be completed. AS a Transportation Control Measure, the scope change was reviewed as a eligible suitable substitute. The project now will construction an off-street bike trail between SW Bertha Blvd and SW Capitol Highway. The project is also required to relocate a water line as part of the new approved scope.</p>
<p>Project #13</p> <p>ODOT Key 19292</p> <p>MTIP ID 70672</p>	<p>Metro</p>	<p>Regional Travel Options Program (2018)</p> <p>Region-wide. The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.</p>	<p>SPLIT FUNDING:</p> <p>Key 19292 represents Metro FY 2018 RFFA Step 1 STP allocation in support of RTO activities. This amendment splits \$583,932 of STP to TriMet and \$81,306 of STP to SMART for FY 2018 RTO activities</p>
<p>Project #14</p> <p>ODOT Key TBD NEW</p> <p>MTIP ID TBD NEW</p>	<p>SMART</p>	<p>SMART Regional Travel Options Program (FY 2018)</p> <p>The FY 2018 RTO allocation to SMART from Key 19292 will implements strategies to help diversify trip choices, reduce pollution and improve mobility.</p>	<p>ADD NEW PROJECT:</p> <p>The formal amendment splits \$81,306 of STP from Key 19292 and commits it (with match) in support of SMART's FY 2018 RTO activities</p>
<p>Project #15</p> <p>ODOT Key TBD NEW</p> <p>MTIP ID TBD NEW</p>	<p>TriMet</p>	<p>TriMet Regional Travel Options Program (FY 2018)</p> <p>The FY 2018 RTO allocation to TriMet from Key 19292 will implements strategies to help diversify trip choices, reduce pollution and improve mobility.</p>	<p>ADD NEW PROJECT:</p> <p>The formal amendment splits \$502,626 of STP from Key 19292 and commits it (with match) in support of TriMet's FY 2018 RTO activities.</p>

Project #16 ODOT Key 19749 MTIP ID 70848	Washington County	Beef Bend Culvert Replacement Emergency Relief project. In Washington County on Beef Bend Road , culvert and embankment replacement	COST INCREASE/PHASE SLIP: Additional environmental mitigation requirements are impacting the project. The construction phase increases by \$556,000 and is being slipped to 2019 (with FHWA approval) through this amendment.
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What is the requested action?

Staff is requesting JPACT approval recommendation to the Metro Council for resolution 18-4897 and then on to the Metro Council enabling the ~~seventeen~~ **sixteen** identified projects to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT. As part of the approval recommendation, Key 19720 is being removed from the amendment bundle.

New Post TPAC Approval Recommendation Follow-On Details:

On June 13, 2018, Metro received a formal comment and request to pull project Key #19720, ~~OR224 (Milwaukie Expressway): SE Pheasant Ct - I-205~~. ODOT is making the request based on the expectation that the construction phase funding request will not proceed to Oregon Transportation Commission (OTC) during their June meeting. OTC approval is required to authorize the commitment of funds for the construction phase. The construction phase funding request will proceed at a later date.

A key part of a formal MTIP amendment requires a demonstration of fiscal constraint as part of the amendment. In other words, as a result of the fiscal changes made in the amendment, proof that the MTIP is still fiscally constrained must be shown as part of the amendment review and approval process. OTC approval for any project provides the proof of funding verification for the project in question. If an ODOT project requires OTC approval and this does not occur, then the funding verification can't occur and fiscal constraint can't be demonstrated. Therefore, since Key 19720 will not proceed to OTC for final approval at their June 2018 meeting, Key 19720 must be removed from the June 2018 Formal MTIP Amendment. This reduces the total number of projects in the amendment bundle from 17 to 16.

Background: June 2018 Formal Amendment.

Federal transportation improvement funds are allocated to the states annually and usually include required obligation targets. They also arrive with shelf-life expiration timing. The annual obligation targets are determined by USDOT. They set the minimum obligation numbers the states and MPOs must reach each year. While USDOT establishes the obligation targets for each federal funding program, a general unwritten rule exists as a frame of reference. The basic obligation rule states that the DOT and MPOs need to annually obligate at least 80% of their allocated federal funds they programmed for that year. If the DOT and MPOs are obligating at least 80% of their annual federal allocations, then generally, the DOT and MPOs are programming and expending their federal allocations and appropriations sufficiently in a timely fashion. Note: There are exceptions to the 80% rule depending on the funding program and whether it originates from FHWA or FTA.

A key purpose of the MTIP and STIP is that it provides a four-year picture of where the region has committed its federal funding, who will be implementing the projects, and when the region will be obligating plus expending the federal funds. USDOT considers the MTIP a legal promise by the region to obligate and expend its allocated federal funds. Based on the annual programming, USDOT ensures the federal funds will be available at the time obligation.

Those who have received and implemented federally funded transportation projects clearly understand the complexities and difficulties in obligating their federal transportation funds, implementing the project, expending the federal funds, and seeking reimbursement all in a timely fashion. Much of the federal transportation delivery process is based on legal requirements to ensure the federal funds are used correctly. Unfortunately from pre-design through NEPA, final design, right-of-way acquisition, utility relocation, construction bid advertising to finally reaching construction implementation, enough hurdles, challenges, and unforeseen problems may exist that can easily derail a project’s scope, funding, and schedule for delivery.

Each year beginning around March, project assessments begin on the actual probability of a project phase’s obligation by the end of the federal fiscal year. By June, decisions need to occur whether or not the current year federal programming amounts can be obligated by the end of the federal fiscal year, or should be slipped to the next federal fiscal year. Decisions need to occur to shift funding around projects to help fund leverage allocated funding and still meet obligation targets. Decisions have to occur to delay projects and reassess project schedules. Finally, decisions need to occur that decide the fate of cannibalizing the funding from one project to salvage another project. By far the state DOT has the most difficult task in making these decisions since the DOT has the greatest number of projects. Since the DOT and MPOs have annual obligation targets that must met in order not lose or receive future federal allocations, all usually are pretty motivated to see the current year phase programming obligated by the end of the federal fiscal year.

The monthly June formal amendment provides the Metro region the last guaranteed amendment where changes can be accomplished in time to still obligate the project’s federally funded phase before the end of the federal fiscal year. The June formal amendment usually is large and complicated and results in numerous compromises, or painful decisions to help ensure the agency will meet their annual obligation targets.

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

Projects #1-5			
Keys:			
18760		I-5: N Denver Ave NB Tunnel Illumination	
18761		OR217: SW Allen Blvd & Denny Rd Interchanges	
20450		I-5 at I-205 Interchange	
20475		I-205 at OR43	
19652		I-5: Marquam BR Electrical & Lighting System Replace	
Lead Agency:		ODOT	
ODOT Key Numbers:		18760, 18761, 20450, 20475, and 19652	MTIP ID Numbers: 70759, 70760, 70995, 71003, & 70833
Project Description:		The projects involve planned lighting/illumination improvements.	
What is changing?		<p>ODOT’s review of the projects determined the I-5 Marquam Bridge Electrical & Lighting Systems Replacement project (key 19652) was short-funded, but the highest priority to complete. As a result of the review, project funding from the other projects is being transferred to the I-5 Marquam Bridge project as follows:</p> <ul style="list-style-type: none"> - Key 18760 I-5 N Denver Ave NB Tunnel Illumination: Moves \$246,000 to Key 19652 (I-5 Marquam). Key 18760 is left with only prior obligated PE funding of \$75,000. - Key 18761 OR217 SW Allen Blvd & Denny Blvd Rd Interchanges: Moves a total of \$180,000 to Key 19652. \$24,000 of prior obligated PE funding remains with the 	

	<p>project.</p> <ul style="list-style-type: none"> - Key 20450 I-5 at I-205 Interchange: A total of \$500,000 is transferred to Key 19652. This represents the entire funding for Key 20450. As a result of the transfer, Key 20450 is canceled in the MTIP and STIP - Key 20475 I-205 at OR 43: Moves the entire project funding of \$143,043 to Key 19652. As a result Key 20475 is canceled from the MTIP and STIP - Key 19652 I-5 Marquam Bridge Electrical and Lighting System Replacement: As a results of the fund transfers, the project funding increases from \$1,848,076 to \$2,938,120.
<p>Additional Details:</p>	<p>From the OTC Staff Report:</p> <p><u>Interstate 5: Marquam Bridge electric and lighting system replace</u> – This project was originally added to the 2015-2018 Statewide Transportation Improvement Program (STIP) and funded by the Statewide Fix-It Bridge program. The purpose of the project is to replace the lighting and electrical systems on the upper deck of the Marquam Bridge.</p> <p>Scoping efforts a few years ago revealed that existing conduit on both decks is starting erode and fail due to the natural oscillation that occurs on the structure. Over time, maintenance fixes have made the existing electrical system inaccessible for repairs and upgrade. When this project was originally funded, the intent was to prioritize the top deck and upgrade the bottom deck as funding allows.</p> <p>If this request for added funds is approved, the added budget will allow for upgrading all conduit systems on the bridge and will upgrade lighting fixtures and bulbs to light emitting diode (LED) technology that will allow for easier maintenance and energy cost savings.</p> <p>If the request to add funds to this project is not approved, the top deck conduit will be replaced and lighting upgraded as originally planned.</p> <p><u>Oregon Highway 217: Southwest Allen boulevard and Southwest Denny interchanges</u> – This project was originally included in the 2015-2018 STIP as an operations project in the Fix-It program. The purpose is to upgrade electrical systems and illumination at interchanges of Oregon Highway 217 at Allen boulevard and Denney road. Since the initial programming of this project, funding has been identified for widening work on both the northbound and southbound sections of Oregon Highway 217. In addition, initial design determined that funds are likely not adequate for the upgrades originally scoped. Program managers have decided that cancelling this project and reallocating to the Marquam Bridge illumination project is a higher priority for these funds since design and construction of Oregon Highway 217 upgrades are likely to change the illumination needs at the Allen and Denny interchanges anyway. This project will be cancelled and remaining funds will be re-allocated to the Marquam Bridge lighting project.</p> <p><u>Interstate 5: North Denver avenue northbound tunnel illumination</u>- This project was originally included in the 2015-2018 STIP as an operations project in the Fix-It program. The purpose of the project is to replace the existing fixtures and conduit to improve lighting in the tunnel and make maintenance of the luminaires safer and cheaper for maintenance. During initial design, it was determined that the budget for construction is insufficient to bring the tunnel lighting to current standards and implement the latest technology. The program managers have decided to cancel this project now and pursue funding in a future STIP cycle for more advance lighting technology that will meet standards, have lower energy consumption, and be much safer and easier for maintenance crews to maintain. Since the Marquam Bridge lighting updates are a higher priority and need, the remaining funds in this project will be re-allocated there.</p>

	<p><u>Interstate 5 at Interstate 205 Interchange</u> and <u>Interstate 205 at Oregon Highway 43 Illumination</u> – Both of these projects were scoped, developed, and programmed as operations improvements in the Fix-It program for the 2018-2021 STIP. Concurrent with the transition to the 2018-2021 STIP, ODOT has been developing and implementing major projects on the Interstate 5 and Interstate 205 corridors that require intricate coordination with other projects in the area to avoid adverse impacts to the traveling public. Closer review of the two illumination projects determined that funds are not sufficient for a standalone project and that the specifications for these particular illumination upgrades may change due to the nature of the bigger interstate improvement projects. Program managers have decided that a better use of the funds would be to address the illumination upgrades needed on the Marquam Bridge project since it is still undetermined how the interstate improvements will influence the original intent of these two projects. Both projects are to be cancelled and funds transferred to the Interstate 5: Marquam Bridge electric and lighting system replace project.</p>
Why a Formal amendment is required?	The net cost change to Key 19652 is \$1,090,044 which represents a 58.9% cost increase to the project which is above the 20% threshold for administrative modifications.
Total Programmed Amount:	The total project programming in key 19652 increases from \$1,848,076 to \$2,938,120
Added Notes:	OTC approval was required and occurred during their May 2018 meeting

Project #6:	OR99E:Rockfall - Oregon City Tunnel to Old Canemah Park		
Lead Agency:	ODOT		
ODOT Key Number:	18769	MTIP ID Number:	70801
Project Description:	On OR99E near Oregon City, inspect and repair mesh. Scale slope behind mesh removing loose rock and vegetation. Rock bolting as needed and clear catchment area / roadside ditch		
What is changing?	<p>Due to higher than anticipated construction phase bids, both the PE and construction phases are short-funded and need additional funding. In April 2018, Metro complete an administrative modification to the project to increase the construction phase funding to \$1,733,001. Although Metro completed the adjustment administratively, ODOT determined an additional cost increase was needed to the construction phase and held off increasing the construction phase until an accurate total was known</p> <p>For ODOT, the project cost increases from 1,889,000 to \$2,289,000 = a \$400,000 increase and is above the 20% threshold at 21%. At ODOT's request, the cost increase has proceeded as a formal amendment to the MTIP.</p>		
Additional Details:	<p>Per the Change Management Request (CMR)</p> <p>The bid for 99E Rockfall Project came in 32% over the engineer's estimate. PE also has a cost overrun, The deficit totals \$400,000. The reasons for the increase include:</p> <ol style="list-style-type: none"> 1. The rockfall specific elements for the project came in \$217,000 over the engineer's estimate 2. Traffic Protection & Direction of Traffic (TP & DT) are a combined \$90,000 over the estimate. 3. Paving al came in substantially high likely due to the relatively small volume of work 		
Why a Formal amendment is required?	Because the earlier administrative amendment to increase construction was not approved in the STIP, the cost increase is occurring as a formal amendment based on the pre-admin mod cost for the construction phase.		
Total Programmed Amount:	The total project programming amount increases to \$2,288,990		
Added Notes:			

Project #7:	US30BY (Lombard) Safety Extension US30BY (Lombard) North Fiske Ave to North Wilbur		
Lead Agency:	ODOT		
ODOT Key Number:	20413	MTIP ID Number:	70969
Project Description:	Road diet between MP 3.50 and N Wilbur. Signal upgrades at Fiske; Woolsey; Chautauqua; Wabash; Peninsular; and Greeley. Remove half signal at Drummond. Install RRFB with pedestrian island near Drummond. ADA improvements and access management as needed		
What is changing?	The amendment commits additional funding from the Americans Disability Act (ADA) program to the project and changes the delivery strategy with a second project to be completed and locally funded by the city of Portland. The additional funding will address ADA design and construction requirements.		
Additional Details:	<p>From the OTC Staff Report:</p> <p>The original purpose of the U.S. Route 30 (Lombard) Safety Extension project is to improve safety for all modes on North Lombard Street in north Portland by using a mixture of treatments and funding opportunities.</p> <p>During initial design of the U.S. Route 30 (Lombard) Safety Extension project, funding shortfalls were identified primarily attributed to Americans with Disabilities Act (ADA) requirements and the number of signal upgrades identified within the project extent. Cost increases are due to the need to design and construct this significant safety improvement project as originally programmed. This includes hiring a consultant firm to complete the design, provide bid assistance, and provide construction-engineering services for the project. The current scope of the project proposes to rebuild seven traffic signals on North Lombard between North Fiske Avenue and North Wilbur Avenue. This includes an estimated 122 curb ramps that need to meet current ADA standards.</p> <p>The programmed budget for the U.S. Route 30 (Lombard) Safety Extension project is short an estimated \$1.2 million dollars which would require the project team to remove scope that amounts to the equivalent of one traffic signal rebuild. Since this is an important safety project in the region, ODOT has been exploring options to address cost increases. We have asked for and received a \$930,000 allocation from our ADA program funds and through negotiations with the City of Portland, we have freed up federal and state funds allocated to the U.S. Route 30 (Lombard) at Fenwick project.</p> <p>The summary of cost and name changes is as follows:</p> <ul style="list-style-type: none"> • Oregon Department of Transportation (ODOT) will provide \$930,000 from ADA Program funds. • The U.S. Route 30 (Lombard) at Fenwick project will be completed by the City of Portland with all local funds. (See Key 201415 – this amendment bundle.) • \$1,217,896 in federal and state ODOT Fix-It funds programmed for U.S. Route 30 (Lombard) at Fenwick will be reallocated to the U.S. Route 30 (Lombard) Safety Extension project. • The U.S. Route 30 (Lombard) Safety Extension project will increase by a total of \$2,147,896 and the name will be change to U.S. Route 30 (Lombard): North Fiske Avenue to North Wilbur Avenue. 		
Why a Formal amendment is required?	The cost increase of \$2,147,846 equals a 25.6% cost change to the project. The threshold for cost changes for \$1 million or greater project costs via an administrative modification is 20%.		
Total Programmed Amount:	The total project programming will increase from \$8,377,038 to \$10,524,884		
Added Notes:	OTC approval was required and occurred during their May 2018 meeting.		

Project #8:	US30BY (Lombard) at Fenwick		
Lead Agency:	Portland		
ODOT Key Number:	20415	MTIP ID Number:	70971
Project Description:	Full signal upgrade; ADA improvements; and access management.		
What is changing?	The amendment adds a new locally funded project to the 2018 MTIP: The U.S. Route 30 (Lombard) at Fenwick project will be completed by the City of Portland with all local funds. The project is now separated from the US30BY (Lombard) North Fiske Ave to North Wilbur and is being to the 2018 MTIP and STIP as a stand-alone project.		
Additional Details:	The original purpose of the U.S. Route 30 (Lombard) at Fenwick project is to do a full signal upgrade, required ADA improvements, and implement access management at the intersection of Lombard and Fenwick. Negotiations with the City of Portland resulted in an alternative fund source and delivery method for the U.S. Route 30 (Lombard) at Fenwick project. Design and construction of the same project scope can now be accomplished by the City of Portland using their Transportation System Development Charge (TSDC) funds allowing for reallocation of federal and state ODOT Fix-It funds to be used on the Lombard Safety extension project.		
Why a Formal amendment is required?	New projects added to the MTIP or STIP require a full/formal amendment per the FHWA/FTA MTIP/STIP Amendment Matrix		
Total Programmed Amount:	The total programmed amount for the project		
Added Notes:	OTC approval was required and occurred during their May 2018 meeting		

Project #9:	OR224 (Milwaukie Expressway): SE Rusk Rd - I-205 OR224 (Milwaukie Expressway): SE Pheasant Ct - I-205		
Lead Agency:	ODOT		
ODOT Key Number:	19720	MTIP ID Number:	70845
Project Description:	Design and construct an additional westbound travel lane and signal improvement.		
What is changing?	The amendment adds a new fully funded project to the 2018 MTIP		
	From the OTC Staff Report:		
	The intent of the Oregon Route 224 (Milwaukie Expressway): Southeast Rusk road to Interstate 205 project is to add capacity in the westbound direction and improve overall operations on Oregon Route 244 from Rusk road to the Interstate 205 junction. The project was identified as an opportunity during development of the Environment Impact Statement (EIS) and designed as part of the Jobs and Growth Act (JTA) Sunrise Corridor project. Currently it is funded for design only while Oregon Department of Transportation (ODOT) identifies construction.		
	work that is currently in final design includes:		
	• traffic signal installations at Oregon Highway 213 ramp terminal, Webster Road, and Southeast Pheasant Court;		
	• modification of signal at Webster Road;		
	• Installation of Intelligent Transportation Systems (ITS) interconnect between signals;		
	• Installation of signage, crosswalks, and curb ramp upgrades;		
	• Installation of new guardrail;		
	• Necessary geotechnical, water quality, contaminated soils, and retaining wall work; and,		
	• Pavement resurfacing;		
	As the Sunrise Corridor JTA project neared completion the project team analyzed the remaining budget and moved forward with plans to fund priorities in the area. Since the funds are legislatively tied to elements of the Sunrise EIS, the team met with local		

Key 19720 is deleted from the June 2018 Formal Amendment Bundle as the OTC requested approval for the construction phase funding will not proceed during their June 2018 meeting

	<p>governments and considered how to best allocate the remaining funds to prioritize elements of the larger sunrise project. The remaining JTA funds were programmed as follows:</p> <ul style="list-style-type: none"> Finalizing purchase of right-of-way from willing sellers to protect the Sunrise Corridor for future extensions. Oregon Route 224 (Milwaukie Expressway): Southeast Rusk road to Interstate 205 project and the Interstate 205 Sunnybrook Exit Auxiliary lane projects were funded as design (shelf-ready) project to address operations and capacity improvements needed on Interstate 205 and Highway 224 in the Sunrise corridor. March, 2018: The Oregon Transportation Commission (OTC) approved \$6 million in JTA to fund construction of the Interstate 205 Sunnybrook Exit Auxiliary lane project. April 2018: OTC approved re-allocation of most of the remaining Sunrise Corridor JTA budget (\$15.4 million) to increase design on the Interstate 205: Stafford Road to Oregon Route 99 East project. <p>The Oregon Route 224 (Milwaukie Expressway): Southeast Rusk road to Interstate 205 project continues design while ODOT evaluated resources for funding construction.</p> <p>ODOT has now identified resources to fund a modified version of the Oregon Route 224 (Milwaukie Expressway): Southeast Rusk road to Interstate 205 project working with Region 2 and Statewide program managers. The revised proposal shortens the project by providing the third westbound lane through Johnson Road (by Lowes), then transitions back to two lanes before Pheasant Court. The below summary provides a definition of the revised project:</p> <ul style="list-style-type: none"> New traffic signal installations at Oregon Highway 213 ramp terminal and Johnson Road. Installation of Intelligent Transportation Systems (ITS) interconnect between signals; Installation of signage, crosswalks, and curb ramp upgrades; Installation of new guardrail; Necessary geotechnical, water quality, contaminated soils and retaining wall work; and, Pavement resurfacing.
Why a Formal amendment is required?	New projects added to the MTIP or STIP require a full/formal amendment per the FHWA/FTA MTIP/STIP Amendment Matrix
Total Programmed Amount:	The total project programmed amount is \$12,000,000.
Added Notes:	Approval from the Oregon Transportation Commission (OTC) is required for this project. OTC approval is scheduled for their June 2018 Meeting.

Projects #9 & 10: Connected Cully + Cully Neighborhood Bike and Pedestrian Connections (Portland)	
Lead Agency:	Portland
ODOT Key Number:	18814 + 21340 MTIP ID Number: 70771 + TBD
Project Description:	Construct sidewalks and bike connections in the Cully Neighborhood
What is changing?	The amendment changes the project scope by removing 4 of 6 elements due to budget constraint issues. The phases are adjusted for needed budget adjustments. PE and construction increase with ROW decreasing. Federal funds are removed from the ROW phase which now will be locally funded. Budget cost issues emerged from ADA compliance requirements.
	Per agreement with ODOT, Portland will complete the remaining scope elements

removed from 18814 as two separate projects. Key 21340 is the first of two locally funded project for Cully and Portland. The second is Metro’s 2019-21 RFFA awarded project already programmed in Key 20817 as shown below.

Name: NE 72ND AVE: NE KILLINGSWORTH - NE SANDY BLVD						Key: 20817	
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.							Region: 1
MPO: Portland Metro MPO				Work Type: BIKPED			
Applicant: CITY OF PORTLAND				Status: PROJECT SCHEDULED FOR CONSTRUCTION			
Location(s)							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	MULTNOMAH		
Current Project Estimate							
Year	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
		2019	2020		2021	2021	
Total		\$1,768,892.00	\$589,630.00		\$3,537,784.00	\$100,000.00	\$5,996,306.00
Fund 1		OTH0 \$1,768,892.00	OTH0 \$589,630.00		OTH0 \$3,537,784.00	OTH0 \$100,000.00	
Match							
Footnote: RFFA 19-21 Award. Proposed for defederalization through \$2.2 m fund swap with TriMet							

Additional Details:

From the OTC Staff Report:

The Connected Cully Project was created to provide pedestrian and bicycle connections in the Cully Neighborhood of NE Portland. The Cully neighborhood was incorporated into the City of Portland in 1985 with substandard infrastructure. Today, only 34% of the streets in Cully have sidewalks and the neighborhood has the second highest number of miles of unpaved streets in Portland. The lack of a dense grid further requires out-of-direction travel that deters walking and biking.

To address these deficiencies, the Connected Cully federal grant project proposed pedestrian and bike improvements on several streets to increase connectivity and access for people who walk, drive, bicycle or use a mobility device. This included sidewalk infill on NE Killingsworth Street, NE Prescott Street and NE 72nd Avenue, a pedestrian path on NE 60th Avenue, and establishment of two north-south Neighborhood Greenways. The project was scoped and received funding under the 2016-18 STIP.

When PBOT began working on the project in 2016, project staff quickly realized that the programming amount for each phase was incorrect. In order to justify an amendment to the programming amounts, PBOT was required to provide updated cost estimates for each element of the federal project.

The estimating exercise revealed a significant funding shortfall for the overall project. PBOT worked with ODOT Region 1 staff to amend the project scope to more closely match the available funding under the federal grant. PBOT, still committed to constructing the scope elements removed from the federal project, has secured funding to deliver the rest of the project using local funds that become available starting FFY 2019. This locally funded project will be programmed into the STIP so that the public can be assured that all elements originally scoped under KN18814 will be delivered by the City of Portland.

Why a Formal amendment is required?

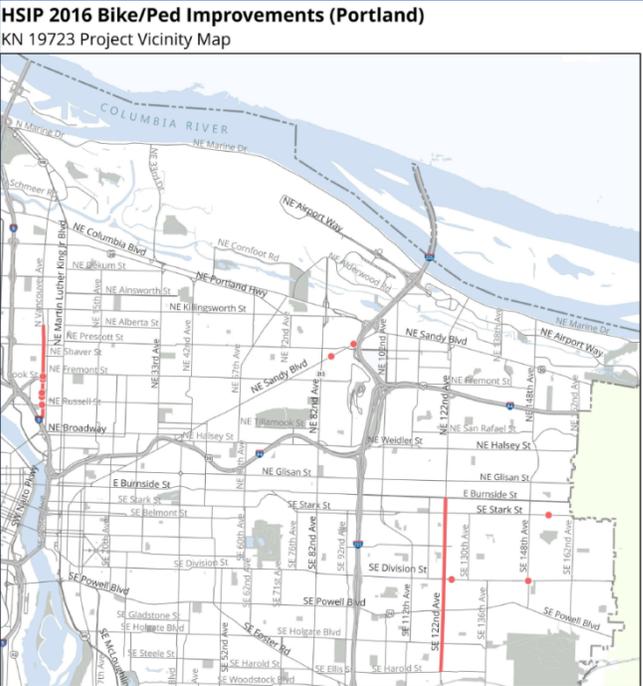
New projects added to the MTIP or STIP require a full/formal amendment per the FHWA/FTA MTIP/STIP Amendment Matrix

Total Programmed Amount:

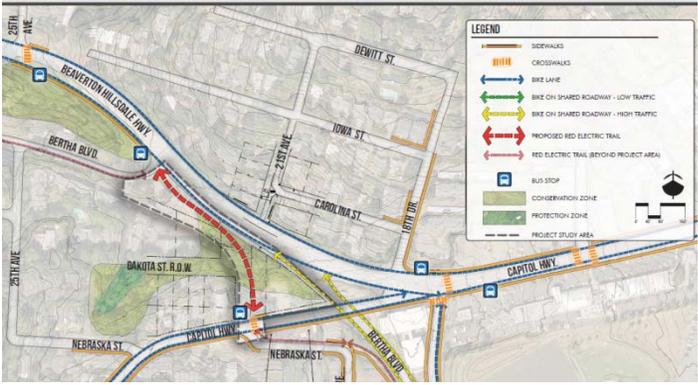
The total programmed amount for Key 18814 increases from \$3,337,372 to \$3,917,499. The total programming for Portland’s new locally funded project to address the removed scope elements is \$1,972,761

Added Notes:

OTC approval is required and scheduled for their June 2018 meeting

Project #11:	HSIP 2016 Bike/Ped Improvements Portland HSIP City of Portland Bikeped
Lead Agency:	Portland
ODOT Key Number:	19723 MTIP ID Number: 70840
Project Description:	In Portland at various locations complete bike/ped safety improvements including pavement markings and signs, Pedestrian refuge island, curb extensions and rapid flash beacon.
What is changing?	The amendment adjusts the project name, scope and costs. Various locations are identified as part of the project for HSIP program safety upgrades. A review of the proposed locations and the priority of the available funding resulted in some locations being removed. Other locations require upgrades. The net result is the number of HSIP funded sites are reduced while the project cost increased and required an additional \$318,186 to be committed to it to complete the proposed safety upgrades.
Additional Details:	The map on the next page shows the updated HSIP site locations 
Why a Formal amendment is required?	Projects that undergo a significant scope change require a full/formal amendment per the FHWA/FTA MTIP/STIP Amendment Matrix
Total Programmed Amount:	The total programmed amount for the project increases from \$1,463,940 to \$1,782,126
Added Notes:	OTC approval was not required

Project #12:	Red Electric Trail SW Bertha - SW Vermont SEC Red Electric Trail: SW Berth Blvd - SW Capitol Highway
Lead Agency:	Portland
ODOT Key Number:	17268 MTIP ID Number: 70005
Project Description:	Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trail, an on-street bike boulevard with sidewalks, and potentially a widened off-street sidewalk around SW Bertha Blvd. Provide east-west route for pedestrians and cyclists in SW Portland with an off-

<p>What is changing?</p>	<p>street trail and relocate water line as part of project scope.</p> <p>The amendment completes a required scope change to enable the project to move forward for construction. Due to revised project cost and a requirement to relocate a water line, Portland identified that two of three original awarded scope elements would need to be removed to keep the project within budgetary limits.</p> <p>Because a significant portion of the project was funded with CMAQ and that the project was identified as a Transportation Control measure, changing the scope became a complicated process. First, a revised scope option had to be identified that would satisfy the project’s TCM status as a suitable substitute. Second, a new air quality emission reduction analysis would need to be completed that validated that revised project scope would equal or better air quality benefits. Metro, working with the State CMAQ manager and DEQ completed both requirements. Metro, the State CMAQ manager, and DEQ determined the revised project scope met the criteria as a TCM suitable substitute. The new air quality emission reduction analysis was also determined to be satisfactory.</p> <p>The revised scope now provides a simplified off-street bike/ped trail between Bertha Blvd and Capitol Hwy running parallel to Beaverton Hillsdale Hwy as shown below.</p> 
<p>Additional Details:</p>	<p>During PE, an additional scope element emerged which requires the relocation of a Portland Water Bureau water line. The water line relocation was mandated at the 60% design stage due to seven feet of fill of proposed for placement in that area and the cast iron pipe is highly likely to experience a brittle fracture due to the construction vibration compaction, and differential loading.</p>
<p>Why a Formal amendment is required?</p>	<p>Projects that require a major scope change STIP need a full/formal amendment per the FHWA/FTA MTIP/STIP Amendment Matrix</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount for the project increases from \$4,006,292 to \$4,136,292</p>
<p>Added Notes:</p>	

<p>Projects #13-15:</p>	<p>(Metro) Regional Travel Options (2018) SMART Regional Travel Options Program (2018) TriMet Regional Travel Options Program (2018)</p>	
<p>Lead Agency:</p>	<p>Metro, SMART, and TriMet</p>	
<p>ODOT Key Number:</p>	<p>19292 & New TBD</p>	<p>MTIP ID Number: 70672 + New TBD</p>
<p>Project Description:</p>	<p>RFFA Allocation to Metro to complete required Regional Travel Options (RTO) scope activities. From the approved funding in Key 19292, two portions will be split off with an allocation to SMART and TriMet to complete RTO activities</p>	
<p>What is changing?</p>	<p>This amendment provides their annual RTO federal allocation for 2018 to SMART and TriMet</p>	
<p>Additional Details:</p>	<p>The Regional Travel Options program includes:</p>	

	<ul style="list-style-type: none"> • A coordinated education and outreach effort to efficiently use public dollars to reach key audiences • An employer outreach program to save employers and employees money • A regional Safe Routes to School effort that supports local education programs in schools to teach kids how to walk and bicycle to school safely • A regional rideshare program that makes carpooling safer and easier and helps people with limited transit access have options to get around • A grant program that funds partner efforts, such as The Street Trust's Bike Commute Challenge, TriMet's and TMA's work with employers, Ride Connection's RideWise travel training program for seniors and people with disabilities, and Portland Sunday Parkways • Funding for bicycle racks, way-finding signage and other tools that help people to walk and bicycle • Funding for pilot projects to test new ways to reach the public through technology or innovative engagement methods.
Why a Formal amendment is required?	New projects added to the MTIP or STIP require a full/formal amendment per the FHWA/FTA MTIP/STIP Amendment Matrix. Second, new formal metro allocations also require a full MTIP amendment.
Total Programmed Amount:	\$81,306 of federal STP + \$9,306 of local match (\$90,612 total) is split off from the Metro RTO allocation in Key 19292 for SMART for FY 2018 \$502,626 of federal STP + \$57,528 of local match (\$560,154 total) is split off from the Metro RTO allocation in Key 19292 for TriMet for 2018
Added Notes:	Annual RTO allocation for SMART and TriMet

Project #16:	
Lead Agency:	Washington County
ODOT Key Number:	19749 MTIP ID Number: 70971
Project Description:	In Washington County on Beef Bend Road , culvert and embankment replacement
What is changing?	Additional environmental mitigation requirements are impacting the project. The construction phase increases by \$556,000 as a result to address the new requirements, and is being slipped to 2019 (with FHWA approval) through this amendment.
Additional Details:	As this project progressed it became clear that environmental regulation requirements were going to require this project to install major mitigation components. The additional mitigation required by Clean Water Services included vegetated swales, a LIDA swale, and a vegetated filter strip. The addition of these components impacts the CN budget and adds new R/W acquisitions to the project, which in turn triggered new funding requests, STIP amendments, contract amendments, and design changes. It became clear that this project did not have enough time to complete R/W clearances to meet the construction window for the 2018 period.
Why a Formal amendment is required?	The cost increase to the project of \$550,500 equals a 27.9% which is above the 20% administrative modification threshold for cost changes for project that cost \$1 million or greater.
Total Programmed Amount:	The total programmed amount for the project increases from \$1,988,500 to 2,544,000
Added Notes:	The construction phase slip to 2018 required FHWA approval.

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.
 - 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.

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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • 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. ARTS, 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.

- 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 June 2018 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	May 30, 2018
• TPAC notification and approval recommendation.....	June 1, 2018
• JPACT approval and recommendation to Council.....	June 21, 2018
• Completion of public notification process.....	June 28, 2018
• Metro Council approval.....	June 28, 2018* or July 19, 2018*

*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. The revised Council would occur on July 19, 2018.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package	July 2, 2018
• Amendment bundle submission to ODOT for review.....	July 3, 2018
• Submission of the final amendment package to USDOT.....	July 6, 2018
• ODOT clarification and approval.....	End of July, 2018
• USDOT clarification and final amendment approval.....	End of 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:

TPAC recommends the approval of Resolution 18-4897.

JPACT’s adjusted approval recommendation is to approve revised Resolution 18-4897 which removes ODOT’s project Key 19720 as part of the June 2018 Formal MTIP Amendment bundle which now consists of 16 projects . This is the only change from the TPAC recommendation – Ken Lobeck, 6-13-2018.

Attachment: Project Location Maps