Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: Monday, November 21, 2018
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: November 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4943

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING FOURTEEN PROJECTS IMPACTING METRO, ODOT, PORTLAND, AND TRIMET (NV19-04-NOV)

BACKROUND

What this is:
The November 2018 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle (for FFY 2019) contains required changes and updates impacting Metro, Portland, ODOT, and TriMet. Fourteen projects comprise the amendment bundle. They are summarized in the below table:

Proposed November 2018 Formal Amendment Bundle **Amendment Type: FORMAL, NV19-04-NOV** **Total Number of Projects: 14**			
ODOT Key	**Lead Agency**	**Project Name**	**Required Changes**
Project #1 **19289**	Metro	Transportation System Management & Operations (TSMO) Program 2018	**SPLIT PROJECT:** This Project Grouping bucket contains approved TSMO/ITS projects from Metro's RFFA allocations which are conceptual and require scoping, costing, and delivery development. Once fully budgeted and scoped, the approved project is split off from the TSMO bucket and programmed as a stand-alone project. Through this formal amendment, the new 2020 TSMO Strategy planning effort is being split off from Key 19289 as a stand-alone project in the MTIP and STIP.
Project #2 Key # TBD **NEW**	Metro	**2020 TSMO Strategy Planning Update**	**ADD NEW SPLIT PROJECT:** This formal amendment splits the scoped and budgeted approved 2020 TSMO Strategy Update off from the existing TSMO Project Grouping in Key 19289 to be a stand-alone project in the MTIP. The TSMO Strategy Update will support the development of required TSMO/ITS strategies, financial needs, and priorities to prioritize and implement future TSMO/ITS projects in the region.

Project #3 **19283**	Metro	Regional MPO Planning (2018)	**CANCELED PROJECT:** Project is a duplicate to Key 21271. Key 21271 became the official approved project for all Metro SFY 2019 planning funds (STP, PL, and 5303). Key 19283 was not deleted from the MTIP when 21271 were added to the MTIP. This is a correction to MTIP. The project has been deleted from the STIP.
Project #4 **19786**	ODOT	~~I-205: Stafford Rd to OR99E~~ **I-205: I-5 to OR213, Phase 1**	**SPLIT PROJECT:** The original proposed programming change to Key 19786 included adding a Utility Relocation (UR) phase and the Construction phase in support of Package C, the Active Transportation Management (ATM) in FY 2019 resulting in a $6.2 million addition to the project. Subsequent to the amendment request, a project review meeting occurred with FHWA. FHWA determined the programming changes would jeopardize the Right-of-Way phase certification. The amendment request has changed to include a separate project to reflect the UR and ATM construction phase. Key 19786 is being updated to reflect the revised limits for the three construction phases.
Project #5 **NEW 21400**	ODOT	**I-205: I-5 to OR213, Phase 3**	**ADD NEW SPLIT PROJECT:** The construction phase for the I-205: Stafford to OR99E is projected to occur through three different phases. In the Cost of Complete Report, the construction phases are referred to as Packages A, B, and C. Packages A &B involve the planned improvements to the Abernethy Bridge and third lane widening on I-205. Package C includes planned Active Transportation Management improvements. As a result of a directive from FHWA, ODOT will create three separate child construction phase projects. At this time, Package C which contains the ATM construction phase scope of work is being split-off of Key 19786 and established in Key 21400 as a stand-alone project through this formal amendment.
Project #6 **19918**	ODOT	~~OR217/OR224: Bridge Rail Retrofit~~ **Region 1: Bridge Screening and Rail Retrofit**	**COMBINED/SCOPE:** Key 21019 (also this amendment bundle) and Key 19918 share overlapping locations and scope of work activities. As a result, Key 21019 is being combined into Key 19918 allowing better fund leveraging and to produce a single construction contract. Additional bridges are added to the scope of work as well resulting in both a combined project with a scope change.
Project #7 **21019**	ODOT	Region 1: Bridge Screening Project	**COMBINED PROJECT:** The construction phase funding is combined into Key 19918 as described above in Key 19918.

Project #8 **20824**	TriMet	Community Job Connectors (2019)	**COMBINED/CANCELED PROJECT:** The approval of HB2017 provides state funds for the implementation of TriMet's future Community Job Connector Shuttles. As a result, their original plan of using federal FTA 5307 funds is no longer required. The federal funds and match are being combined back into their original Preventative Maintenance source where they were split off to support the Community Job Connector projects. Rather than establish placeholder annual projects, future Community Job Connector projects will be added to the MTIP and STIP when the funding is confirmed secured and the project is ready to be implemented.
Project #9 **20821**	TriMet	TriMet Bus and Rail Preventive Maintenance (2019)	**COMBINED PROJECT:** $887,400 in federal FTA Section 5307 and applicable required local matching funds are transferred from Key 20824 and added to this project in support of TriMet annual preventative maintenance needs.
Project #10 **20825**	TriMet	Community Job Connectors (2020)	**COMBINED/CANCELED PROJECT:** The federal FTA Section 5307 funds committed to this project as with the FY 2019 Community Job Connector project is being de-programmed and transferred back to its parent project in Key 20822. Approved HB2017 funds will now be used to support the Community Job Connector projects. Rather than use a placeholder, the projects will be programmed in the MTIP and STIP once funding is secured and the project is ready to be implemented
Project #11 **20822**	TriMet	TriMet Bus and Rail Preventive Maintenance (2020)	**COMBINED PROJECT:** $1,160,148 in federal FTA Section 5307 and applicable required local matching funds are transferred from Key 20825 and added to this project in support of TriMet annual preventative maintenance needs.
Project #12 **20826**	TriMet	Community Job Connectors (2021)	**COMBINED/CANCELED PROJECT:** The federal FTA Section 5307 funds committed to this project as with the FY 2020 Community Job Connector project is being de-programmed and transferred back to its parent project in Key 20823. Approved HB2017 funds will now be used to support the Community Job Connector projects. Rather than use a placeholder, the projects will be programmed in the MTIP and STIP once funding is secured and the project is ready to be implemented.
Project #13 **20823**	TriMet	TriMet Bus and Rail Preventive Maintenance (2021)	**COMBINED PROJECT:** $1,438,351 in federal FTA Section 5307 and applicable required local matching funds are transferred from Key 20826 and added to this project in support of TriMet annual preventative maintenance needs.
Project #14 18316	~~ODOT~~ **Portland**	~~**Regional ITS Communications Infrastructure (ODOT)**~~ **SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy**	**LEAD & SCOPE CHANGE:** Refinement of the project scope has been completed with Portland now being the lead agency. The updated scope and lead agency changes are now shown in the project through this amendment.

What is the requested action?

JPACT recommends Metro Council approval of the November 2018 Formal MTIP Amendment and to approve Resolution 18-4943 enabling the fourteen identified projects to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT.

Supplemental Information and Guidance for JPACT:

Draft Resolution 18-4943 originally contained twelve projects in the November 2018 Formal MTIP Amendment bundle. Subsequent to the TPAC agenda mailing, a thirteenth project was requested to be added. The project, Key 18316 as shown below, did not initially meet adequate scope and budget approval from the Metro MTIP Manager. The project was denied to be included in the November 2018 Formal MTIP Amendment and requested to address several scoping and budget issues and then to re-submit in the next available formal MTIP amendment.

Project Addition Key **18316**	~~ODOT~~ **Portland**	~~Regional ITS Communications Infrastructure (ODOT)~~ **SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy**	**LEAD & SCOPE CHANGE:** Refinement of the project scope has been completed with Portland now being the lead agency. The updated scope and lead agency changes are now shown in the project through this amendment. This project will provide preliminary, advanced and final PS&E for the Installation of two (2) CCTV cameras, moving one (1) CCTV camera to a different location, and Installing 288 count Fiber Optic cable along Barbur Boulevard.

However, the ODOT Region 1 Local Agency Liaison (LAL), Justin Bernt, interceded on the behalf of the city of Portland to resolve the remaining scoping and budget issues. The LAL resolved in a day issues that had been impacting the scope and budget for an extended period. With the project issues now resolved, the Region 1 STIP Coordinator and Metro MTIP Manager agreed the project could be added upon TPAC's approval as a supplemental addition to the November 2018 Formal Amendment bundle. As part of the modified approval motion, TPAC approved Key 18316 to be included in the November 2018 Formal Amendment bundle. Per TPAC's approval, Key 18316 has been incorporated into draft Resolution 18-4943 and added to Exhibit A to Resolution 18-4941, included in the 30-day Public Notification Tables, added to the Staff Report for JPACT, and included in the Attachment 1, Project Location Maps for reference. In the project tables section, Key 18316 is now listed as the fourteenth project in the November 2018 Formal Amendment Bundle.

A second major approval modification to the amendment bundle was due to a programming change request impacting Key 19786 which was received through the Public Comment process. Key 19786 is ODOT's I-205: Stafford Rd to OR99E project which contains three primary improvement areas (referred to in their construction packages) as follows:

- Construction Package A: Widen and provide requirements seismic improvements to Abernethy Bridge.
- Construction Package B: Add a new general purpose third-lane on I-205 in both northbound and southbound directions.
- Construction Package C: Provide Active Transportation Management (ATM) improvements within the project limits and utility relocation improvements.

The total project cost is estimated at about $500 million dollars. Based on savings from another canceled project and drawing from ODOT reserves, ODOT is ready to implement and complete Package C which includes the ATM improvements and required utility relocation scope of work. Package C totals approximately $6.2 million dollars.

ODOT submitted a formal amendment request to add the construction phase consisting of the $6.2 million in planned ATM and utility relocation (UR) improvements to Key 19786 which included Package C (also now referred to as Phase 3) to the existing I-205 Stafford Rd to OR99W. The planned amendment is shown in the below funding table. This required updates to the name, description, and limits for Key 19786 to now reflect the project name as "I-205: I-5 to OR213".

PROJECT #4 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
19786	70859	ODOT	~~I-205: Stafford Rd to OR99E~~ **I-205: I-5 to OR213**	Highway	$ 53,700,000

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.~~
Complete the preliminary engineering and right of way activities to add a third lane in each direction between Stafford Road and OR99E, add a NB auxiliary lane between OR99E and OR213, and install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently. The Utility Relocation, Construction, and Other phases of this project are for the ATM work only.

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHFP	Z460	Federal	2016	$ 11,527,500					$ 11,527,500
State	Match	State	2016	$ 972,500					$ 972,500
Other	Local	Local	2016	$ 2,500,000					$ 2,500,000
HB2001	B4A0	State	2018		$ 12,900,000				$ 12,900,000
ADVCON	ACP0	Federal	2018		$ 15,769,620				$ 15,769,620
State	Match	State	2018		$ 1,330,380				$ 1,330,380
HB2001	B4A0	State	2019			$ 2,500,000			$ 2,500,000
ADVCON	ACP0	Federal	2019				**$ 1,475,520**		$ 1,475,520
State	Match	State	2019				**$ 124,480**		$ 124,480
ADVCON	ACP0	Federal	2019					**$ 4,242,120**	$ 4,242,120
State	Match	State	2019					**$ 357,880**	$ 357,880
									$ -
			Total:	**$ 15,000,000**	**$ 30,000,000**	**$ 2,500,000**	**$ 1,600,000**	**$ 4,600,000**	**$ 53,700,000**

After amendment submission to Metro, a project review meeting with FHWA indicated that the three construction phase packages should be added to the MTIP and STIP as completely separate child projects to the parent project in Key 19786. Through the 30-day Public Comment Notification process, ODOT notified Metro of FHWA's direction to create construction phase split-projects from Key 19786.

The initial amendment submitted already contained the UR and ATM construction phase scope and funding proposed for Key 19786. Creating a new split project as shown below in Key 21400 represents a technical correction to the original submission. Staff sees no issues, or programming violations as a result of creating the new below split child project:

Exhibit A to Resolution 18-4943
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

Metro

PROJECT #5 EXISTING MTIP PROGRAMMING: None - NEW MTIP PROJECT

PROJECT #5 PROPOSED AMENDED CHANGES - NEW PROJECT

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
21400	TBD	**ODOT**	**I-205: I-5 - OR213, Phase 3**	Highways	**$ 6,200,000**

Project Description: Install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently. These signs can display traffic flow information, roadway conditions, and advisory speed limits. The design of this project is funded under STIP key 19786.

MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
ADVCON	ACP0	Federal	**2019**				**$ 1,475,520**		$ 1,475,520
State	Match	State	**2019**				**$ 124,480**		$ 124,480
ADVCON	ACP0	Federal	**2019**					**$ 4,242,120**	$ 4,242,120
State	Match	State	**2019**					**$ 357,880**	$ 357,880
									$ -
									$ -
			Total:	**$ -**	**$ -**	**$ -**	**$ 1,600,000**	**$ 4,600,000**	**$ 6,200,000**

Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".
3. ADVCON = A federal fund code placeholder termed "Advance Construction". Use when Obligation Authority limitations or federal fund programming liquidity exists. Requires ODOT to use State funds to initially cover the phase's costs until the federal fund is known.
4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.

Upon hearing the reasons for the needed modifications to Key 19786, TPAC approved the inclusion of new Key 21400 as part of the November 2018 Formal Amendment Bundle. Key 21400 represents the proposed new split project with the UR and ATM construction phase improvement is identified as project #5 in the updated 30-day Public Notification Tables and in Exhibit A to Draft Resolution 18-4943.

A question arose from a TPAC member about the required updates to Key 19786 (the I-205 parent project) and if the name, description, location and limits also should be changed now. Staff was asked to reconfirm any required changes to Key 19786 related to the creation of child project 21400. Upon discussion with ODOT, staff realized Key 19786 also was to reflect a name, description, and limits update as part of the formal amendment bundle. Below are the required changes that will be included to Key 19786 as part of November 2018 Formal MTIP Amendment bundle. Key 19786's name now will be "**I-205: I-5 to OR213, Phase 1**" to be consistent with Key 21400 and the future construction child projects to be added to the MTIP and STIP.

PROJECT #4 PROPOSED AMENDED CHANGES					
ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
19786	70859	ODOT	~~I-205: Stafford Rd to OR99E~~ **I-205: I-5 to OR213, Phase 1**	Highway	$ 47,500,000
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.~~ **Complete the preliminary engineering and right of way activities to add a third lane in each direction between Stafford Road and OR99E, add a NB auxiliary lane between OR99E and OR213, and install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently.**		

Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHFP	Z460	Federal	2016	$ 11,527,500					$ 11,527,500
State	Match	State	2016	$ 972,500					$ 972,500
Other	Local	Local	2016	$ 2,500,000					$ 2,500,000
HB2001	B4A0	State	2018		$ 12,900,000				$ 12,900,000
ADVCON	ACP0	Federal	2018		$ 15,769,620				$ 15,769,620
State	Match	State	2018		$ 1,330,380				$ 1,330,380
HB2001	B4A0	State	2019			$ 2,500,000			$ 2,500,000
			Total:	**$ 15,000,000**	**$ 30,000,000**	**$ 2,500,000**	**$ -**	**$ -**	**$ 47,500,000**

A third TPAC modification to the approval recommendation to JPACT involved resolving a funding question concerning TriMet's FY 2019 Community Job Connector (CJC) projects as programmed in Key 20824 and part of the November 2018 Formal Amendment Bundle. Trimet's FY 2019 CJC Shuttle project is currently programmed with federal FTA Section 5307 funds that originated from TriMet's FY 2019 Preventative Maintenance project in Key 20821. Annual federally funded CJC Shuttle projects have been programmed in the MTIP and STIP for FY 2019, FY 2020, and FY 2021.

However, per TriMet's guidance to Metro, the passage of HB 2017 will now provide staff funds for the annual CJC Shuttle projects allowing them to be de-federalized and deprogrammed from the MTIP and STIP. TriMet's amendment request is to deprogram the three annual CJC Shuttle projects and re-program the federal FTA Section 5307 funds back to their respective annual Preventative Maintenance projects in Keys 202821, 20822, and 20823.

TPAC questioned TriMet if the HB2017 would be available for the FY 2019 CJC Shuttle project. One TPAC member stated that she did not believe HB2017 funds would be available in FY 2019 for the FY 2019 CJC Shuttle project. As part of the approval motion, staff was directed to contact TriMet and re-affirm if HB2017 funding would be available for the FY 2019 CJC Shuttle project.

Staff contacted TriMet and received a confirmation that HB2017 funds are still believed to available for the FY 2019 CJC Shuttle project programmed in Key 20824. In staff's opinion, TriMet's confirmation allows the proposed deprogramming and cancellation of the Key 20824 and subsequent re-programming of the federal FTA Section 5307 back to TriMet's FY 2019 Preventative Maintenance project in Key 20821 to continue forward.

The final modification to the approval motion to JPACT, TPAC directed staff to review all updated amendment bundle document and make any and all necessary corrections (e.g. typos, incorrect Key references, funding mistakes, etc.) to ensure JPACT receives an accurate and clean amendment bundle to approve under Resolution 18-4943. As required updates and modifications are being made to the amendment bundles, necessary corrections are also occurring.

The summary of the final modified TPAC approval recommendation included the following items:

1. Approve the 12 originally submitted projects as part the November 2018 Formal MTIP Amendment
2. Approve the amendment modification to the I-205 project which includes:
    a. Creating child construction phase project, Key 21400 (as the 13th project in the amendment bundle), to include the UR and ATM Construction phase totaling $6.2 million and adding it to Draft resolution 18-4943.
    b. Correct the name, description, and limits to the I-205 parent project in Key 19786 as submitted by ODOT.
3. Approve the addition of Key 18316, SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy (as the 14th project) as proposed to be amended with Portland now the lead agency to be included in the November 2018 Formal MTIP Amendment in Resolution 18-4943.
4. As a result of modifying Key 19786 and adding Keys 21400 and 18316 to the amendment bundle, extend the Public Notification/Opportunity to Comment period by a week out to December 3, 2018 and adjust the proposed Metro Council approval date to be December 6, 2018.
5. Clarify the HB2017 funding issue with TriMet for the FY 2018 Community Job Connector Shuttle project in Key 20824, and if funding issues exist request additional discussion and guidance from JPACT.
6. Review and update all documents for JPACT, plus make all necessary corrections to ensure November 2018 Formal MTIP Amendment bundle for approval under draft Resolution 18-4943 is as accurate as possible.

As noted in the previous pages, staff concurs with TPAC modified approval recommendation and has completed all requested updates and needed corrections to ensure JPACT can approve the November 2018 Formal MTIP Amendment bundle in draft Resolution 18-4943 without encountering programming violations or issues.

A detailed summary of the fourteen projects being amended as part of draft Resolution 18-4943 is provided in the following tables:

Projects 1 & 2:	**Transportation System Management & Operations (TSMO) Program 2018** **New - 2020 TSMO Strategy Planning Update**		
Lead Agency:	**Metro**		
ODOT Key Number:	**19289 &** **New TBD**	MTIP ID Number:	70671 & New TBD
Projects Description:	**Key 19289:** Key 19289 is a project grouping bucket (PGB) for TSMO approved projects. The Transportation System Management & Operations (TSMO) program coordinates		

	both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods. The PGB contains approved conceptual projects which are then scoped and costs determined. They are then split off as individual projects in the MTIP when ready to be implemented. **NEW – 2020 TSMO Strategy Planning Update:** The TSMO Strategy Update will position the region for increasing levels of coordination to manage the transportation system in an increasingly technology-enabled operations environment and support improved operations out to the year 2030
What is changing?	**AMENDMENT ACTION: ADDING NEW SPLIT PROJECT TO THE MTIP** A new and approved project from the TSMO project grouping bucket is being split off from the bucket in Key 19289 and added to the MTIP. Approved funding of $271,728 of Metro Surface Transportation Program (STP) and required local match is being committed to Metro's 2020 TSMO Strategy Planning Update. The new 2020 TSMO Strategy Planning Update study is an approved project in the current project grouping bucket in Key 19289. It has now been fully scoped and is ready to be implemented. The TSMO Strategy Update will extend approved strategies out to 2030. The formal MTIP amendment now removes the new study from the project grouping bucket to be a stand-alone project in the MTIP. Through this action, the project's IGA can be finalized and executed allowing the STP funding to be obligated and expended.
Additional Details:	TSMO as a set of integrated transportation solutions intended to improve the performance of the existing transportation infrastructure, through a combination of Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies. The 2010 TSMO Plan[1] defined four functional areas for investment: multimodal traffic management, traveler information, traffic incident management and transportation demand management. Investments in these areas avoid or delay costly capital projects such as building road capacity that disrupts communities. This TSMO strategy will position the region for increasing levels of coordination to manage the transportation system in an increasingly technology-enabled operations environment. New mobility services and vehicle systems offer complexity but also opportunity for achieving regional goals such as safety, equity and environment. Reasons for this update include: • Reflect progress made implementing the current TSMO plan and identify gaps to fill over the next ten years. The TSMO industry practice is to use the "Capability Maturity" process, reconvening regional partners to self-assess progress. • Update to reflect federal, state and regional policies that include planning our transportation system to reduce climate change impacts and improve resiliency, social equity and reliability, among other key outcomes. • Create new strategies around disruptions in TSMO (e.g., ubiquitous GPS-enabled navigation tools) and opportunities that will transform operations (e.g., connected and automated vehicles). • Create the process to coordinate the region around systems infrastructure for connected and automated mobility.

	• Evolve TSMO with the changing perspectives from new applications of technology and services, centered on people and the regional economy. This strategy update is designed to keep the region on the cutting edge of TSMO. TSMO projects now and in the future will be joined by massive amounts research and development spurred by venture capital, resulting in many smart ways for people to make travel choices and navigate our region. Real-time driver navigation apps help people avoid congestion caused by incidents by using other routes; however, suggested detours can negatively impact the safety of school zones and residential streets. The region must plan for increasing levels of automation to manage an increasingly dynamic transportation system.
Why a Formal amendment is required?	Adding a new project to the MTIP with Metro funding normally will require a formal amendment.
Total Programmed Amount:	The approved project programming includes $271,728 of approved Metro STP funds plus $31,100 of required local match for a project total cost of $302,828.
Added Notes:	The project will be managed under Metro's UPWP monitoring system.

Project #3:	**Regional MPO Planning (2018)**		
Lead Agency:	**Metro**		
ODOT Key Number:	**19283**	MTIP ID Number:	70669
Project Description:	The MPO Planning program contributes to a broad range of activities within Metro that are linked to regional policy making and local planning support		
What is changing?	**AMENDMENT ACTION: THE PROJECT IS BEING CANCELED AND REMOVED FROM THE MTIP DUE TO DUPLICATION WITH KEY 21271** Metro receives planning funds (STP/STBG, 5303, and PL) to complete required MPO planning activities as directed by USDOT. Most of the allocated funding support required MPO Unified Planning Work Program (UPWP) activities. Up until FY 2018, Metro would program the STP planning funds individually by year for accountability and fiscal constraint requirements. After significant discussions with FHWA and ODOT-Salem about this project and starting with FY 2018, all planning funds were consolidated together into a single MPO planning project as shown below.		

LEAD AGENCY		Metro				
PROJECT NAME		Portland Metro Planning SFY19				
Project IDs		Project Description				Project Type
ODOT KEY	21271	For Metro annual MPO planning funds for federal fiscal year 2019 in support of UPWP and other planning activities the MPO is required to complete				Other
MTIP ID	71053					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2018	5303	$575,307	$65,846	$0	$641,153
Planning	2018	Metro Planning (Z450)	$2,192,877	$250,985	$0	$2,443,862
Planning	2018	STP - Urban	$2,429,343	$278,049	$0	$2,707,392
		FY 18-21 Totals	$5,197,527	$594,880	$0	$5,792,407
		Estimated Project Cost (YOE$)	$5,197,527	$594,880	$0	$5,792,407

	As a result of this new practice Key 19283 with the STP planning funds became an unnecessary duplication in the MTIP, The formal amendment is removing the duplicate project to ensure the STP is not double counted against fiscal constraint requirements.
Additional Details:	The purpose of the new consolidated planning funds programming will enable financial constraint tracking to occur down to each MPO which receives planning funds.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, canceling a project in the MTIP requires a formal amendment to ensure fiscal constraint is maintained and verification that the project removal does not impact air quality

	conformity.
Total Programmed Amount:	The total project programming decreases from$1,386,917 to $0 for Key 19283
Added Notes:	

Project #4:	~~**I-205: Stafford Rd - OR99E**~~ **I-205: I-5 to OR213, Phase 3**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**19786**	MTIP ID Number:	70859
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.~~ **REVISED DESCRIPTION:** **Install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently. These signs can display traffic flow information, roadway conditions, and advisory speed limits. The design of this project is funded under STIP key 19786.**		
What is changing?	**AMENDMENT ACTION: UUPDATED NAME AND DESCRIPTION ARE OCCURING FOR KEY 19786. UTILITY RELOCATION FUNDING AND ACTIVE TRANSPORTATION MANAGEMENT (ATM) CONSTRUCTION PHASE INVESTMENTS (PACKAGE C) ARE SPLIT OFF OF KEY 19786 AND ESTABLISHED AS A CHILD PROJECT IN KEY 21400.** Review: & Summary 1. The previous formal amendment (October 2018) added $17 million to fully program the PE phase. 2. Implementing the "Construction" phase for the I-205 widening project will occur through three different phases: a. Package A includes the Abernethy Bridge widening and widening and highway work to the north. b. Package B includes widening from Stafford Road to the Abernethy Bridge. c. Package C includes construction of the six ATM sites and relocation of a portion of the fiber optic cable. 3. The November 2018 formal amendment now adds construction phase funding supporting package C (ATM/ITS portion) as a separate child project in key 21400. 4. As a result of adding Package C, the projects name, limits, and description need to be updated as well in Key 19786. The revised project limits now span from the I-205/I-5 junction west and north to OR213. 5. When funding is secured for Packages A and B, they will be programmed as separate projects in the MTIP and STIP as well. 6. The estimated total project cost currently stands at $500 million dollars.		

Table 1. Total Project Cost Estimate	
Preliminary Engineering (PE)	$45.0 M total ($32.5 M is needed to complete the PE phase)

ROW acquisition		$1.4 M	
Utility relocation		$2.7 M	
Per-Package Costs ($ millions)			
Project Phase	**Package A (Northern Package)**	**Package B (Southern Package)**	**Package C (ATM Package)**
Construction + Construction Engineering (CE)	$248.0 M	$197.4 M	**$5.1 M**
Total Project Cost: $ 499.6 M			

Additional Details:

A description of the three construction phase packages from the Cost to Complete Report is stated below:

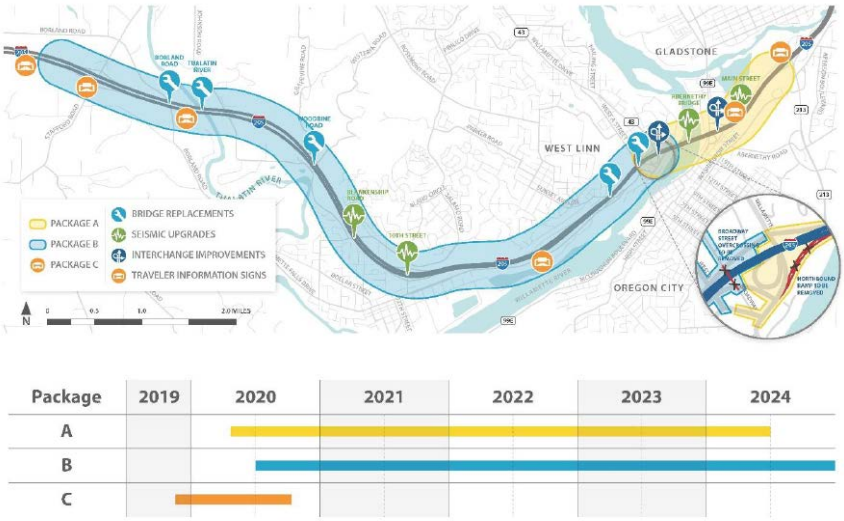
1. **What is the recommended construction contracting, or phasing, plan?** The Project Team recommends that the Project be constructed using three separately phased construction contracts, or "packages", as follows:

   Package A: Northern Package (Abernethy Bridge plus adjacent interchanges) estimated cost at $248.0 M. Package A consists of the Abernethy Bridge widening and retrofit, the OR 43 and OR 99Einterchange reconstructions on either end of the bridge, the widening and retrofit of the Main Street Bridge, and the construction of a new I-205 NB auxiliary lane from OR 99E to OR 213.

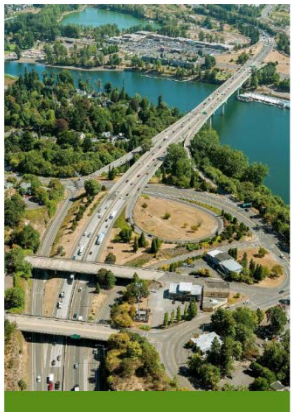
   Package B: Southern Package (I-205 Widening) estimated cost at$197.4 M. Package B consists of the I-205 widening from Stafford Road to the Abernethy Bridge. It also includes the rock cut required to widen the roadway between Sunset Avenue and OR 43, the West A Street and Sunset Avenue bridge replacements, the Broadway Street Bridge removal, and the replacement or widening and retrofit of all bridges carrying I-205 from 10th Street to Stafford Road.

   Package C: ATM Package estimated cost at $5.1 M. Package C consists of the ATM improvements throughout the Project limits, except those attached to the Sunset Avenue Bridge (which will be constructed as an element within Package B).

Figure 6. Alternative 6 – Recommended Phasing



Source: The items discussed on the previous pages are from the HDR Cost-to-Complete Report and represent a very condensed summary of the overall project



HDR

Cost-to-Complete Report for the Combined Interstate 205 Abernethy Bridge and Widening Projects

ODOT | K19786 I-205: Stafford Road to OR 213

ODOT EA: C6035200
HDR Project #10063137

January 5, 2018

A copy of the report can be found at:
http://www.i205corridor.org/files/library/2018-01-05-k19786-i-205cw-pd-ctc-report-final-reduced.pdf

Where is the funding for Package C coming from?

Per OTC action during their October, 2018 meeting, the OTC approved the following aspects:

- Cancel the *Interstate 84: Farley Slide project* and re-allocate remaining $3,371,367 to the *Interstate 205: Stafford Road to 99 East* project.
- Create a project, *Interstate 205: Stafford Road to 99 East, Package C Intelligent Transportation Systems (ITS)*, in the amount of $6,200,000 for equipment purchase and construction.
- Combine the *Interstate Operations Improvement* construction project and the new project: *Interstate 205: Stafford Road to 99 East, Package C ITS.*
- Move $838,453 from the *Region 1 Reserve* project to fully fund equipment and construction on the new *Interstate 205: Stafford Road to 99 East, Package C ITS* project.

Project to add:

Interstate 205: Stafford to 99 East, Package C ITS (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	N/A	$0	$0
Right of Way	N/A	$0	$0
Utility Relocation	2019	$0	$300,000
Other	2019	$0	$1,300,000
Construction	2019	$0	$4,600,000
	TOTAL	$0	$6,200,000

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, major changes in project limits (greater than 0.25 miles) or scope require a formal amendment.
Total Programmed Amount:	The total project programming remains at $47,500,000
Added Notes:	OTC approval was required and occurred during their October 2018 meeting.

Project #5:	I-205: I-5 to OR213, Phase 3

Lead Agency:	**ODOT**		
ODOT Key Number:	**21400**	MTIP ID Number:	TBD
Project Description:	Install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently. These signs can display traffic flow information, roadway conditions, and advisory speed limits. The design of this project is funded under STIP key 19786.		
What is changing?	**AMENDMENT ACTION: CREATE A CHILD PROJECT TO KEY 19786 THAT INCLUDES THE PACKAGE C CONSTRUCTION PHASE WITH THE UTILITY REOLOCATION (UR) PHASE IMPROVEMENTS AND ACTIVE TRAFFIC MANAGEMENT (ATM) CONSTRUCITON PHASE IMPROVEMENTS TOTALING $6.2 MILLION** As reflected in the Cost to Complete report, the scope of Region 1's I-205 project (K19786) has been segmented into three "packages": Package A (Northern Package from OR43 - OR213); Package B (Southern Package from Stafford Rd - OR43); and Package C (ATM improvements throughout project limits). Each package will be bid and constructed separately. To best facilitate this, ODOT will dedicate separate STIP key numbers for the construction phase of each package. The PL, PE and RW phases for all packages are remaining in K19786. Funding has been identified and approved by the OTC for Package C. We are now ready to create a new STIP key number to add the UR, CN, and OT phases associated with Package C. Naming convention for projects with multiple "packages" spread across different STIP keys is to use "phase 1, 2, etc." Therefore ODOT is naming this project "I-205: I-5 - OR213, Phase 3".		
Additional Details:	Add new project to house the UR, CN and OT funding for the I-205 project. Funding is coming from the following sources: As approved by the OTC, reallocate $3,371,367 of unspent funds from the CN phase of Farley Slide (a non-MPO project, K18762) to the CN phase of this project at the following ratios: Region 1: $674,273 (20%) Region 4: $505,705 (15%) Fix-It SW: $2,191,389 (65%) Round out the funding on CN by adding a further $1,228,633 from R1 reserves Total CN: $4,600,000 UR phase of $300,000 funded by R1 reserves OT phase of $1,300,000 funded by R1 reserves A key portion of the funding originates from the ODOT Farley Slide project, a non MPO project. Reference Attachment 2 to the Staff Report for more details.		
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, adding a project in the MTIP requires a formal amendment		
Total Programmed Amount:	The total project programming is $6,200,000		
Added Notes:	OTC approval was required and occurred during their October 2018 meeting		

Projects 6 & 7:	~~OR217/OR224: Bridge Rail Retrofit~~ **Region 1: Bridge Screening and Rail Retrofit (Key 19918)** **Region 1: Bridge Screening Project (Key 21019)**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**19918 + 21019**	MTIP ID Number:	

Project Description:	~~Bridge rail retrofit bridges 16134, 16143, 09623~~ **Bridge rail retrofit bridge #08996, 09007, 13523, 09569 and 09623. Protective screening on bridge #05054, 06767A, 08194, 08996, 09007, 13523, 09569, 09623, 13492, 02163A, 09000, 13514L and 09722.**
What is changing?	**AMENDMENT ACTION: COMBINE KEY 21019 INTO KEY 19918** Upon review of both projects ODOT determined that the two projects have overlapping limits and scope of work activities. Through this amendment, the construction funding totaling $2,724,794 in Key 21019 is combined into Key 19918. The combination allows a single construction phase to emerge for both projects. Additional bridges to be included in the scope of work are added as well. As a result, Key 19918's name is updated to reflect the combined project and added bridges in the scope. The updated project name is now: **Region 1: Bridge Screening and Rail Retrofit**
Additional Details:	The transfer of construction funds from Key 21019 to 19918 results in only PE being programmed in 21019. The added bridges to be included in the revised scope of work for Key 19918 result in the project including a scope change which is driving the need for the formal amendment.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, major scope changes require a formal amendment
Total Programmed Amount:	The total project programming (in Key 19918) increases from $1,952,001 to $4,842,802 The result of the fund transfer out of Key 21019 reduces the total programming to be reduced from $2,890,802 to be $166,008
Added Notes:	

Projects #8-#13:	~~**Community Job Connectors (2019)**~~ **(Key 20824)** ~~**Community Job Connectors (2020)**~~ **(Key 20825)** ~~**Community Job Connectors (2021)**~~ **(Key 20826)** **TriMet Bus and Rail Preventive Maintenance (2021) (Key 20821)** **TriMet Bus and Rail Preventive Maintenance (2021) (Key 20822)** **TriMet Bus and Rail Preventive Maintenance (2021) (Key 20823)**		
Lead Agency:	**TriMet**		
ODOT Key Number:	**20824, 20825, & 20826 for CJC Projects** **20821, 20822, & 20823 for Prevent Maint**	MTIP ID Number:	CJC = 70911, 70912, & 70913 Prev. Maint. = 70908, 70909, & 70910
Project Description:	**<u>Community Job Connector Shuttles Program:</u>** To improve access to jobs and job-related activities for the low-income workforce and to transport residents in urbanized and non-urbanized areas to suburban employment opportunities. TriMet Bus and Rail Preventative Maintenance Federal FTA funding provides capital maintenance for TriMet's Bus and Rail fleets.		
What is changing?	**AMENDMENT ACTION: THE FY 2019-21 COMMUNITY JOB CONNECTORS PROJECTS ARE BEIGN CANCELED AWITH THEIR FUNDS TRANSFERRED BACK TO THEIR PARENT PREVENTATIVE MAINTENANCE PROJECTS** TriMet initially planned to fund their Community Job Connector Shuttles program		

	with federal FTA Section 5307 funds. The funding was obtained by splitting the needed funds from their annual Preventative Maintenance projects. Three years (as placeholders) of projects from 2019-2021 were programmed in the MTIP for the Community Job Connector Shuttles program. The approval of HB2017 provided TriMet with state funding to support their Community Job Connector Shuttles program. As a result, the federally funded current projects will transfer their FTA 5307 funds back to their annual Preventative Maintenance project. The three years of Community Job Connectors projects can be canceled from the MTIP without issue.
Additional Details:	As state funds are secured for the Community Job Connector Shuttles program, the project will then be programmed as required when they are ready to be implemented.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, canceling a project in the MTIP requires a formal amendment.
Total Programmed Amount:	Community Job Connector Shuttle and Preventative Maintenance Projects: 1A. CJC - Key 20824 (FY 2019): The total project programming decreases from $1,774,800 to $0 1B. Prevent Maint - Key 20821 (FY 2019): The total project programming increases from $48,376,958 to $49,486,207 2A CJC – Key 20825 (FY 2020): The total project programming decreases from $2,320,296 to $0 2B. Prevent Maint - Key 20822 (FY 2020): The total project programming increases from $49,025,747 to $50,475,931 3A. CJC – Key 20826 (FY 2021): The total project programming decreases from $2,876,702 to $0. 3B. Prevent Maint - Key 20823 (FY 2021): The total project programming increases from $49,687,511 to $51,485,450
Added Notes:	

Projects 14:	~~Regional ITS Communications Infrastructure (ODOT)~~ **SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy**		
Lead Agency:	~~**ODOT**~~ **Portland**		
ODOT Key Number:	**18316**	MTIP ID Number:	70653
Projects Description:	The short description and project goal is to Complete gaps and deficiencies identified in the region ITS Communications Plan Development and refinement of the project scope to meet the above objective has required an extensive amount of time. As a result, the project has been on hold for a couple of years while the TransPort sub-committee worked through the scoping issues. As of FFY 2019, Metro, ODOT and Portland have resolved the issues and refined the project scope which will include the following: Provide preliminary, advanced and final PS&E for the Installation of two (2) CCTV cameras, moving one (1) CCTV camera to a different location, and Installing 288 count Fiber Optic cable along Barbur Boulevard from SW Caruthers at 4th Ave to just south of SW Barbur Boulevard at Capitol Highway.		
What is changing?	**AMENDMENT ACTION: STAFF REQUESTS ADDING KEY 18316 AS PROPOSED TO BE AMENDED TO THE NOVEMBER 2018 FORMAL AMENDMENT BUNDLE** This project scope has now been refined enough that it can now proceed forward and initiate IGA development. Unfortunately, the final project change request (PCR) approval was slightly out of synch with the November 2018 Formal Amendment		

	bundle timing. Approval of the PCR has now occurred in time to include the project as part of the November Formal Amendment bundle. Proposed Text Addition for Resolution 18-4943: WHEREAS, the scope refinement of the Regional ITS Communications Infrastructure project resulted in a significant scope and lead agency change enabling the project to now be implemented by the city of Portland with an approved scope of work focused on SW Barbur Blvd that will provide preliminary, advanced and final design for the installation of two CCTV cameras, moving one CCTV camera to a different location, and installing 288 count fiber optic cable along Barbur Boulevard; and
Additional Details:	The updated scope to the project adds a preliminary engineering (PE) phase to be implemented during FY 2019 with the Construction phase to be implemented during FY 2020. .
Why a Formal amendment is required?	The scoping effort has been significant. The changes are considered major and as a result a formal amendment is required.
Total Programmed Amount:	The scope and timing changes to the project do not change the overall project cost. The total programming amount remains unchanged at $590,661
Added Notes:	

Note: The Amendment Matrix located on the next page is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP 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:

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. 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.

  - 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.
  - 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 November 2018 Formal MTIP amendment will include the following approvals with two required modifications:

Action	Target Date
• Initiate the required 30-day public notification process…….	October 26, 2018
• TPAC notification and approval recommendation……	November 2, 2018
• JPACT approval and recommendation to Council…….……..	November 15, 2018*
• Completion of public notification process……	~~November 26, 2018~~ **December 3, 2018**
• **Metro Council approval……..**	**December 6, 2018**

Note: If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps:

Action	Target Date
• Metro development of amendment narrative package ……	December 11, 2018
• Amendment bundle submission to ODOT for review……..	December 12, 2018
• Submission of the final amendment package to USDOT……..	December 12, 2018

- ODOT clarification and approval…….. Early to mid-January, 2019
- USDOT clarification and final amendment approval…….. Late January, 2019

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 18-4943.

- JPACT approval: November 15, 2018
- TPAC approval: November 2, 2018

Attachments

1. Project Location Maps
2. Key 19786 OTC Letter