

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR AMENDING	)	RESOLUTION NO. 18-4870
EXISTING PROJECTS TO THE 2018-21	)	
METROPOLITAN TRANSPORTATION	)	Introduced by: “Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING NINE	)	Martha Bennett in concurrence with Council
PROJECTS REQUIRING PROGRAMMING	)	President Tom Hughes”
ADDITIONS, CORRECTIONS, OR CANCELLATIONS	)	
IMPACTING OPRD, ODOT, SMART, AND TRIMET	)	
(FB18-06-FEB)	)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, the Oregon Parks and Recreation Department’s receipt of a discretionary Recreation Trail program grant in support of recreational bicycle trail improvements at Gateway Green requires MTIP programming in order for FHWA to approve the fund obligation and the ability of OPRD to expend the funds; and

WHEREAS, TriMet’s “OR99W: SW Lane (Portland) to SW Naeve St (Tigard)” project which consists of Sidewalk infill, enhanced pedestrian crossings, bus shelters and pads, bike and pedestrian facilities, retaining walls and drainage improvements, transit priority signals requires a scope change, updated project limits, and Preliminary Engineering phase funding adjustment in order for the Right of Way and Construction phases to move forward for the five identified project sites; and

WHEREAS, ODOT’s new US26/OR213/OR8 Curb Ramps project which will design and construct curb ramps and pedestrian signals at six locations in compliance with the Americans with Disabilities Act (ADA) standards is being added to the 2018 MTIP; and

WHEREAS, additional project funding is being added to ODOT’s I-84/I-5: Banfield Interchange project to address a supplementary scope element that emerged during the Preliminary Engineering project development phase to provide extra protective screening required on three of the Banfield ramps that cross the railroads; and

WHEREAS, ODOT’s OR141 (Hall Blvd): Scholls Ferry Rd to Hemlock St” project which has been designated as a Special Transportation Area (STA) and now focuses on providing the project design for 45 curb ramps is being re-scoped to be a Preliminary Engineering design project for the present until sufficient funding becomes available to address and re-construct the 45 deficient curb ramps within the project limits; and

WHEREAS, a significant cost increase to the construction phase has occurred to ODOT’s “OR213: SE Lindy to SE King St” project due to higher than expected final bids resulting in OTC action to address the funding shortfall and a need to re-open the 2015 MTIP to complete a required historical correction in the 2015 MTIP to the project’s final construction phase programming and obligation levels for accounting and auditing purposes; and

WHEREAS, ODOT's "I-205 Johnson Creek Blvd to Glenn Jackson Bridge" project also experienced a required subsequent construction phase obligation which was significant requiring OTC action and now requires a formal amendment to the 2015 MTIP to correct the final construction programming and obligation amounts; and

WHEREAS, re-opening the 2015 MTIP to make the required programming corrections for both ODOT projects for accounting and auditing needs is currently allowable activity as part of the MTIP management process to ensure both the STIP and MTIP contain accurate project funding details; and

WHEREAS, a review of SMART's FTA Section 5310 Program that provides services to the elderly and disabled revealed additional 5310 funds available to the agency from FY 2016 and FY2017 which are being programmed in two projects through this amendment; and

WHEREAS, all amended projects were evaluated against six revised MTIP review factors to ensure all requested changes and additions can be accomplished legally through the MTIP amendment process; and

WHEREAS, the MTIP review factors included project eligibility/proof of funding, RTP consistency with the financially constrained element, consistency with RTP goals and strategies, determination of amendment type, inclusion in the Metro transportation regional models, determination of Regional Significance, fiscal constraint verification, and compliance with MPO MTIP federal management responsibilities; and

WHEREAS, the MTIP's financial constraint finding is maintained as all projects proof of funding has been verified; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the February 2018 Formal MTIP Amendment; and

WHEREAS, all projects included in the February 2018 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and


WHEREAS, TPAC received their notification and recommended approval on February 2, 2018 and approved the amendment recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on February 15, 2018 to formally amend the 2018-21 MTIP to include the February 2018 Formal Amendment bundle consisting of nine projects.

ADOPTED by the Metro Council this 1 day of March 2018.

Approved as to Form:

  
Alison R. Kean, Metro Attorney

  
Tom Hughes, Council President



2018-2021 Metropolitan Transportation Improvement Program  
 Exhibit A to Resolution 18-4870



Proposed December 2017 Formal Amendment Bundle Amendment Type: <b>FORMAL, FB18-06-FEB</b> Total Number of Projects: 9			
ODOT Key	Lead Agency	Project Name	Required Changes
#1 21209 NEW	OPRD (State of Oregon Parks and Recreation Department)	Linda's Line at Gateway Green	ADD new project to 2018 MTIP
#2 18838	TriMet	<del>OR99W: Corridor Safety &amp; Access to Transit</del> OR99W: SW Lane St (Portland) - SW Naeve St (Tigard)	CHANGE Name and Mileposts for Project. based on multiple identified project sites. REDUCE Construction phase programming by shifting approximately \$466k to PE to cover PE phase funding shortfall. Scope and total project cost remain unchanged.
#3 21255 NEW	ODOT	US26/OR213/OR8 Curb Ramps	ADD new project to 2018 MTIP that will design and construct curb ramps and pedestrian signals in compliance with the Americans with Disabilities Act (ADA) standards at multiple locations.
#4 19531	ODOT	I-84/I-5: Banfield Interchange	Cost increase: Additional protective screening is required now for three of the Banfield ramps that cross the railroads. The result increases the project cost to \$10,339,343 2h1hc equals a 24% cost increase to the project resulting the formal amendment.
#5 19267	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St	Phase Deletion: The amendment cancels the RW and construction phases for the project and increases the PE phase. The project now has funding programmed only for the PE phase.
#6 18779	ODOT	OR213: SE Lindy St - SE King Rd	Cost increase - Historical Correction to the 2015 MTIP. The correction is required to increase the construction phase to the correct funding and obligation levels for accounting purposes
#7 18804	ODOT	I-205 Johnson Creek Blvd - Glenn Jackson Bridge	Cost increase: Historical correction to the 2015 MTIP. The correction is required to increase the construction phase to the correct funding and obligation levels for accounting purposes
#8 19315 NEW	SMART	5310 FY17 Senior & Disabled	ADD New project to provide Services & facility improvements for elderly and customers (FY17 funding source)

<b>#9</b> <b>19314</b> <b>NEW</b>	SMART	5310 FY16 Senior & Disabled	<b>ADD</b> New project to provide Services & facility improvements for elderly and customers (FY16 funding source)
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Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment  
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



**PROJECT #1 EXISTING MTIP PROGRAMMING - None New Project**

**PROJECT #1 PROPOSED AMENDED CHANGES**

ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
21209	TBD	OPRD	Linda's Line at Gateway Green				Trail	\$ 94,973	
Project Description:		Create approximately 1,755 feet of new single-track trail in the reclaimed open spaces of Gateway Green. This will connect an existing trail and complement almost two miles of existing urban single-track.							
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other	Construction	Total
Rec Trails RTP	Z940	Federal	2018				\$ 40,250		\$ 40,250
Local	Match	Local	2018				\$ 10,063		\$ 10,063
Overmatch	OTH0	Local	2018				\$ 44,660		\$ 44,660
<b>Total:</b>			\$ -	\$ -	\$ -	\$ 94,973	\$ -	\$ 94,973	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Rec Trails RTP = Federal Recreational Trails Program (RTP) - FAST Act 3. Local = local funds provided to the lead agency in support of the required match to the federal funds. 4. Overmatch = Additional local funds beyond the required match provided by the lead agency to cover required projects costs								

**Amendment Summary**

New project being added to the 2018 MTIP. The project is recreationally related, but includes federal approval steps and requires MTIP programming. Project location is between I-84 and I-205 at Gateway Green near the Gateway Transit Center

**Exhibit A to Resolution 18-4870**

**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**



<b>PROJECT #2 EXISTING MTIP PROGRAMMING</b>										
<b>ODOT Key</b>	<b>MTIP ID</b>	<b>Lead Agency</b>	<b>Project Name</b>					<b>Project Type</b>	<b>Project Cost</b>	
<b>18838</b>	70779	TriMet	<b>OR99W: Corridor Safety &amp; Access to Transit</b>					Highway	\$ <b>3,604,999</b>	
Project Description:			Improve safety active transportation access and transit operations							
<b>Existing MTIP Project Fund Programming by Phase</b>										
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total	
STP>200K	Z230	Federal	2017		\$ 620,509				\$ 620,509	
Local	Match	Local	2017		\$ 71,020				\$ 71,020	
ADVCON	ACP0	Federal	2018			\$ 132,221			\$ 132,221	
Local	Match	Local	2018			\$ 15,133			\$ 15,133	
State STP-FLX	M240	Federal	2018				\$ 2,482,036		\$ 2,482,036	
Local	Match	Local	2018				\$ 284,080		\$ 284,080	
<b>Total:</b>					\$ -	\$ 691,529	\$ 147,354	\$ 2,766,116	\$ -	\$ <b>3,604,999</b>
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They are shown above in their programming years in the shaded fields. 3. STP>200k = Federal Surface Transportation Program funding allocated to MPOs (Metro) for areas of population greater than 200,000 4. ADVCON = State Advance Construction funds used as a placeholder for a specific future federal fund code to be assigned to the project 5. State STP-FLX = Federal Surface Transportation Program (Flex) allocated and managed by ODOT 6. Local = local funds the lead agency commits to the project as part of the required match to the awarded federal funds.									

**Amendment Summary**

Above reflects current pre-amendment project programming. Proposed amended changes are stated on the next page

**PROJECT #2 PROPOSED AMENDED CHANGES**

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
18838	70779	TriMet	<del>OR99W: Corridor Safety &amp; Access to Transit</del> <b>OR99W: SW Lane St (Portland) - SW Naeve St (Tigard)</b>	Highway	\$ 3,604,999

Project Description: ~~Improve safety active transportation access and transit operations~~  
**Sidewalk infill, enhanced pedestrian crossings, bus shelters and pads, bike and pedestrian facilities, retaining walls and drainage improvements, transit priority signals**

**Amended MTIP Fund Programming by Phase**

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total	
STP>200K	Z230	Federal	2017		\$ 620,509				\$ 620,509	
Local	Match	Local	2017		\$ 71,020				\$ 71,020	
<b>State STP-FLX</b>	<b>M240</b>	<b>Federal</b>	<b>2017</b>		<b>\$ 418,246</b>				\$ 418,246	
<b>Local</b>	<b>Match</b>	<b>Local</b>	<b>2017</b>		<b>\$ 47,870</b>				\$ 47,870	
ADVCON	ACPO	Federal	2018			\$ 132,221			\$ 132,221	
Local	Match	Local	2018			\$ 15,133			\$ 15,133	
<b>State STP-FLX</b>	<b>M240</b>	<b>Federal</b>	<b>2018</b>				<b>\$ 2,063,790</b>		\$ 2,063,790	
<b>Local</b>	<b>Match</b>	<b>Local</b>	<b>2018</b>				<b>\$ 236,210</b>		\$ 236,210	
<b>Total:</b>					<b>\$ -</b>	<b>\$ 1,157,645</b>	<b>\$ 147,354</b>	<b>\$ 2,300,000</b>	<b>\$ -</b>	<b>\$ 3,604,999</b>

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
  2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They are shown above in their programming years in the shaded fields.
  3. STP>200k = Federal Surface Transportation Program funding allocated to MPOs (Metro) for areas of population greater than 200,000
  4. ADVCON = State Advance Construction funds used as a placeholder for a specific future federal fund code to be assigned to the project
  5. State STP-FLX = Federal Surface Transportation Program (Flex) allocated and managed by ODOT
  6. Local = local funds the lead agency commits to the project as part of the required match to the awarded federal funds.

**Amendment Summary**

This amendment revises the project name to clarify the updated project limits. MP limits on OR99W are now MP 10.95 to MP 11.07, at MP 1.96, at MP 6.97, and at MP 10.71. The project funding is adjusted with a total of \$466,118 shifted from the construction phase to support a funding shortfall in the PE phase. The PE phase was intended to be in-house design, but now will be consultant design. The construction phase estimates are now lower than initially estimated. The construction phase can be reduced without needing a scope change. The total project cost remains unchanged.

Project site improvements include: **Site 1** at MP 1.96, SW Barbur Blvd at SW Lane/Naito Pkwy: Install a Rectangular Flashing Beacon, improve accessibility

**Site 2** at MP 6.97, SW Barbur Blvd at SW 53rd Ave: Sidewalk infill

**Site 3** at SW Commercial St - Main St- SW 95th Ave: Sidewalk infill

**Site 4** at MP 10.71, OR99W at Bull Mountain Rd: Sidewalk infill, curb & ramp improvements

**Site 5** at MP 10.95 O MP 11.07,OR99W Naeve p Beef Bend Rd: Sidewalk infill

Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment  
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



**PROJECT #3 EXISTING MTIP PROGRAMMING - None New Project**

**PROJECT #3 PROPOSED AMENDED CHANGES**

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
21255	TBD	ODOT	US26/OR213/OR8	Highway	\$ 1,605,000

Project Description: Design and construct curb ramps and pedestrian signals in compliance with the Americans with Disabilities Act (ADA) standards.

**Amended MTIP Fund Programming by Phase**

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other	Construction	Total
State STBG-FLEX	Z240	Federal	2018		\$ 336,488				\$ 336,488
State	Match	State	2018		\$ 38,512				\$ 38,512
State STBG-FLEX	Z240	Federal	2018			\$ 94,217			\$ 94,217
State	Match	State	2018			\$ 10,783			\$ 10,783
State STBG-FLEX	Z240	Federal	2019				\$ 1,009,463		\$ 1,009,463
State	Match	State	2019				\$ 115,537		\$ 115,537
<b>Total:</b>				\$ -	\$ 375,000	\$ 105,000	\$ 1,125,000	\$ -	\$ 1,605,000

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
  2. State STBG-FLEX = federal Surface Transportation Block Grant funds allocated to ODOT
  3. State = State funds provided by the lead agency in support of the required match to the federal funds.

**Amendment Summary**

New project being added to the 2018 MTIP. The project will design and construct curb ramps and pedestrian signals in compliance with ADA requirements at multiple locations which include: (1) In east Portland on US26 (Mt Hood Hwy) at SE 92nd Ave intersection, (2) in east Portland on OR213 at the SE 82nd Ave and the SE Holgate Blvd intersection, (3) on OR8 at the SE 67th Ave & SW 229th Ave intersection in Hillsboro, (4) on OR8 in Hillsboro at the SE Century Blvd & SW 234th Ave intersection, (5) on OR8 in Hillsboro at the SE Brookwood Ave & Tualatin Hwy/OR8 intersection, and (6) on OR8 in Hillsboro at the SE 44th Ave & OR8 intersection



Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment  
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



PROJECT # 4 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19531	70835	ODOT	I-84/I-5: Banfield Interchange					Highway	\$ 8,629,000
Project Description:			Concrete deck overlay & bridge rail retrofit; br #08588A & 08588C						
Existing MTIP Project Fund Programming by Phase - AS PROGRAMMED IN THW 2015 MTIP AND STIP BEFORE ROW OBLIGATION									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHPP		Federal	2016		\$ 1,018,109				\$ 1,018,109
State	Match	State	2016		\$ 85,891				\$ 85,891
NHPP		Federal	2018				\$ 6,939,555		\$ 6,939,555
State	Match	State	2018				\$ 585,445		\$ 585,445
<b>Total:</b>				\$ -	\$ 1,104,000	\$ -	\$ 7,525,000	\$ -	\$ 8,629,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They are shown above in their programming years in the shaded fields. 3. NHPP = Federal National Highway Performance Program 4. State = State funds provided by the lead agency in support of the required match to the federal funds. 5. The MTIP carried over the draft 2018 proposed funding and did not update the project based on a late Formal amendment in 2017 that replaced and adjusted several fund types. Corrections have been made as part of this amendment and are stated on the next page.								

**Amendment Summary**  
 Project changes are stated on the next page

PROJECT #4 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
19531	70835	ODOT	I-84/I-5: Banfield Interchange				Highway	\$ 10,339,343	
Project Description:			Concrete deck overlay & bridge rail retrofit; bridges #08588A, <b>08588B</b> , 08588C & <b>08588D</b> .						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
<b>TIFIA</b>	M040	Federal	2016		\$ 1,014,420				\$ 1,014,420
<b>State</b>	Match	State	2016		\$ 85,580				\$ 85,580
NHPP-FAST	Z001	Federal	2016		\$ 3,689				\$ 3,689
State	Match	State	2016		\$ 311				\$ 311
<b>NHPP-FAST</b>	Z001	Federal	2018				\$ 7,883,457		\$ 7,883,457
<b>State</b>	Match	State	2018				\$ 665,076		\$ 665,076
<b>ADVCON</b>	ACPO	Federal	2018				\$ 616,275		\$ 616,275
<b>State</b>	Match	State	2018				\$ 70,535		\$ 70,535
<b>Total:</b>				\$ -	\$ 1,104,000	\$ -	\$ 9,235,343	\$ -	\$ 10,339,343
Notes:	<p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They are shown above in their programming years in the shaded fields.</p> <p>3. TIFIA = Federal FY 2015 Redistribution of funds back to the states</p> <p>4. State = State funds provided by the lead agency in support of the required match to the federal funds.</p> <p>5. NHPP-FAST = Federal National Highway Performance Program - FAST Act</p> <p>6. ADVCON = Federal advance construction fund type code used as a placeholder until the specific federal funding is determined</p>								

**Amendment Summary**

This amendment adds funding to the project to address additional protective screening that is required now for three of the Banfield ramps that cross the railroads. The requirement emerged through the project development process. The result increases the project cost to \$10,339,343 which equals a 24% cost increase to the project resulting the formal amendment. The cost increase required OTC approval which occurred during their January 2018 meeting.

Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment  
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



PROJECT #5 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19267	70806	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St					Highway	\$ 731,206
Project Description:			Design for 45 curb ramps						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Redistribution	Z030	Federal	2015		\$ 278,163				\$ 278,163
State	Match	State	2015		\$ 31,837				\$ 31,837
St STBG-FLX	Z240	Federal	2015		\$ 17,946				\$ 17,946
State	Match	State	2015		\$ 2,054				\$ 2,054
State STP-FLX	M240	Federal	2018			\$ 134,595			\$ 134,595
State	Match	State	2018			\$ 15,405			\$ 15,405
St STBG-FLX	Z240	Federal	2018			\$ 61,016			\$ 61,016
State	Match	State	2018			\$ 6,984			\$ 6,984
State STP-FLX	M240	Federal	2018				\$ 113,694		\$ 113,694
State	Match	State	2018				\$ 13,013		\$ 13,013
St STBG-FLX	Z240	Federal	2018				\$ 50,697		\$ 50,697
State	Match	State	2018				\$ 5,802		\$ 5,802
<b>Total:</b>				\$ -	\$ 330,000	\$ 218,000	\$ 183,206	\$ -	\$ 731,206
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They are shown above in their programming years in the shaded fields. 3. Redistribution = Federal redistribution of certain federal funds back to the states 4. State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT 5. State STBG-FLEX = Federal Surface Transportation Block Grant funds allocated to ODOT (New name, but basically the same as STP) 6. State = State funds provided by the lead agency in support of the required match to the federal funds.								

**Amendment Summary**  
 Project changes stated on the next page

PROJECT #5 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
19267	70806	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St				Highway	\$ 799,707	
Project Description: Design for 45 curb ramps									
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
ADVCON	ACPO	Federal	2015		\$ 191,125				\$ 191,125
State	Match	State	2015		\$ 21,875				\$ 21,875
REDISTR	M030	Federal	2015		\$ 278,163				\$ 278,163
State	Match	State	2015		\$ 31,837				\$ 31,837
State STP-FLX	M240	Federal	2015		\$ 248,289				\$ 248,289
State	Match	State	2015		\$ 28,418				\$ 28,418
<b>Total:</b>				\$ -	\$ 799,707	\$ -	\$ -	\$ -	\$ 799,707
Notes:	<p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They are shown above in their programming years in the shaded fields.</p> <p>3. REDISTR = Federal redistribution of certain federal funds back to the states</p> <p>4. State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT</p> <p>5. State STBG-FLEX = Federal Surface Transportation Block Grant funds allocated to ODOT (New name, but basically the same as STP)</p> <p>6. State = State funds provided by the lead agency in support of the required match to the federal funds.</p>								

#### Amendment Summary

The amendment updates the PE phase as was actually obligated. PE is increased to address ADA requirements. The project cancels the RW and Construction phases that were previously programmed and re-allocates the funding to the PE phase. The project is now only programmed for Preliminary Engineering activities. The project will move forward as a shelf only project with RW and construction to be determined later. The revised PE phase is programmed with a total of \$799,707. OTC approval was required and occurred during their January 2018 meeting. As a result of canceling the RW and Construction phases, the project will contain only prior obligated funds and will no longer appear as an active project in the 2018-2021 MTIP.

Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment  
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



PROJECT #6 EXISTING MTIP PROGRAMMING - At the end of the 2015 MTIP									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18779	70709	ODOT	OR213: SE Lindy St - SE King Rd					Highway	\$ 4,933,339
Project Description:			Pavement grind and inlay, sidewalk infill and curb ramp upgrades.						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
State STP	Q030	Federal	2014		\$ 38,894				\$ 38,894
State	Match	State	2014		\$ 4,452				\$ 4,452
EXT ALLOC	L00E	Federal	2014		\$ 230,296				\$ 230,296
State	Match	State	2014		\$ 26,358				\$ 26,358
State STBG-FLX	Z240	Federal	2014		\$ 397,569				\$ 397,569
State	Match	State	2014		\$ 45,504				\$ 45,504
BIKEWAYS	SO80	State	2016			\$ 527,335			\$ 527,335
NHPP	M001	Federal	2016			\$ 532,996			\$ 532,996
State	Match	State	2016			\$ 61,004			\$ 61,004
State STP-FLX	M240	Federal	2016			\$ 297,006			\$ 297,006
State	Match	State	2016			\$ 33,994			\$ 33,994
NHPP-FAST	Z001	Federal	2017				\$ 2,018,414		\$ 2,018,414
State	Match	State	2017				\$ 231,017		\$ 231,017
BIKEWAYS	SO80	State	2017				\$ 460,000		\$ 460,000
OTHER	OTH0	State	2017				\$ 28,500		\$ 28,500
<b>Total:</b>				\$ -	\$ 743,073	\$ 1,452,335	\$ 2,737,931	\$ -	\$ 4,933,339
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They are shown above in their programming years in the shaded fields. 3. State STP = Federal Surface Transportation Program funds which represent under Q030 a redistribution of federal funds returned to the eligible states 4. State = State funds provided by the lead agency in support of the required match to the federal funds. 5. EXT ALLOC = Federal Extension of Allocation P 6. State STBG-FLEX = Federal Surface Transportation Block Grant funds allocated to ODOT (New name, but basically the same as STP) 7. BIKEWAYS = State funds committed to bikeway improvements 8. NHPP = Federal National Highway Performance Program funds (not from the FAST Act)								

9. NHPP-FAST = Federal National Highways Performance Program funds originating from the FAST Act
10. OTHER = Additional Local or state funds committed to the project beyond the required match to the federal match. Sometimes called Overmatch

**Amendment Summary**

The existing project was programmed in the 2015 MTIP. All federal funds programmed in their phases were obligated by the end of 2017. The project was not carried over into the 2018 MTIP as a result. After the construction phase was obligated, additional construction costs emerged which were then covered and applied to the project. The changes shown below provide the cost increase to the project which will then be updated as a historical correction to the 2015 MTIP.

PROJECT #6 PROPOSED AMENDED CHANGES - Corrections to the 2015 MTIP									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
18779	70709	ODOT	<b>OR213: SE Lindy St - SE King Rd</b>				0	\$ <b>6,536,308</b>	
Project Description:			Pavement grind and inlay, sidewalk infill and curb ramp upgrades.						
2015 Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
State STP	Q030	Federal	2014		\$ 38,894				\$ 38,894
State	Match	State	2014		\$ 4,452				\$ 4,452
EXT ALLOC	L00E	Federal	2014		\$ 230,296				\$ 230,296
State	Match	State	2014		\$ 26,358				\$ 26,358
State STBG-FLX	Z240	Federal	2014		\$ 397,568				\$ 397,568
State	Match	State	2014		\$ 45,504				\$ 45,504
BIKEWAYS	SO80	State	2016			\$ 527,335			\$ 527,335
NHPP	M001	Federal	2016			\$ 179,460			\$ 179,460
State	Match	State	2016			\$ 20,540			\$ 20,540
State STP-FLX	Z240	Federal	2016			\$ 650,542			\$ 650,542
State	Match	State	2016			\$ 74,458			\$ 74,458
NHPP-FAST	Z001	Federal	2017				\$ 3,456,759		\$ 3,456,759
State	Match	State	2017				\$ 395,642		\$ 395,642
BIKEWAYS	SO80	State	2017				\$ 460,000		\$ 460,000
OTHER	OTH0	Local	2017				\$ 28,500		\$ 28,500
<b>Total:</b>				\$ -	\$ 743,072	\$ 1,452,335	\$ 4,340,901	\$ -	\$ 6,536,308

Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
	2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They
	3. State STP = Federal Surface Transportation Program funds which represent under Q030 a redistribution of federal funds returned to the eligible states
	4. State = State funds provided by the lead agency in support of the required match to the federal funds.
	5. EXT ALLOC = Federal Extension of Allocation P
	6. State STBG-FLEX = Federal Surface Transportation Block Grant funds allocated to ODOT (New name, but basically the same as STP)
	7. BIKEWAYS = State funds committed to bikeway improvements
	8. NHPP = Federal National Highway Performance Program funds (not from the FAST Act)
	9. NHPP-FAST = Federal National Highways Performance Program finds originating from the FAST Act
	10. OTHER = Additional Local or state funds committed to the project beyond the required match to the federal match. Sometimes called Overmatch

**Amendment Summary**

The amendment provides the additional construction phase funding that was needed to complete the construction phase. The construction phase increased from \$2,737,931 to \$4,340,901 which equals a \$1,602,970 cost increase to the phase. The net cost increase represents a 32% increase to the project. The amendment is occurring as an historical correction to the 2015 MTIP for accounting purposes.

Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment  
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



PROJECT #7 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18804	70767	ODOT	I-205 Johnson Creek Blvd - Glenn Jackson Bridge					Highway	\$ 30,519,543
Project Description:			Construct Auxiliary lanes on I-205 NB from I-84 EB to Killingsworth off-ramp & I-205 SB from I-84 EB to Division/Powell Exit. Repave section from MP16.05-24.9 including ramps. Repair or replace bridge joints. Install ADA ramps.						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
IM	H010	Federal	2015		\$ 557,931				\$ 557,931
State	Match	State	2015		\$ 47,069				\$ 47,069
State STP	L240	Federal	2015		\$ 1,003,972				\$ 1,003,972
State	Match	State	2015		\$ 84,699				\$ 84,699
NHPP	M001	Federal	2015		\$ 540,416				\$ 540,416
State	Match	State	2015		\$ 45,591				\$ 45,591
NHPP	M001	Federal	2017			\$ 55,332			\$ 55,332
State	Match	State	2017			\$ 4,668			\$ 4,668
State STP-FLX	M240	Federal	2017				\$ 475,855		\$ 475,855
State	Match	State	2017				\$ 40,145		\$ 40,145
NHPP	M001	Federal	2017				\$ 25,511,616		\$ 25,511,616
State	Match	State	2017				\$ 2,152,249		\$ 2,152,249
<b>Total:</b>				\$ -	\$ 2,279,678	\$ 60,000	\$ 28,179,865	\$ -	\$ 30,519,543
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They 3. IM = Federal Interstate Maintenance funds allocated to ODOT 4. State STP and State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT 5. NHPP = Federal National Highway Performance Program funding allocated to ODOT 6. State = State funds provided by the lead agency in support of the required match to the federal funds.								
<b>Amendment Summary</b> Post priori year obligation changes to the project are noted on the next page									



PROJECT #7 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
18804	70767	ODOT	I-205 Johnson Creek Blvd - Glenn Jackson Bridge				Highway	\$ 35,058,987	
Project Description:			Construct Auxiliary lanes on I-205 NB from I-84 EB to Killingsworth off-ramp & I-205 SB from I-84 EB to Division/Powell Exit. Repave section from MP16.05-24.9 including ramps. Repair or replace bridge joints. Install ADA ramps.						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
IM	H010	Federal	2015		\$ 461,100				\$ 461,100
State	Match	State	2015		\$ 38,900				\$ 38,900
NHPP-EX FAST	Z002	Federal	2015		\$ 1,641,219				\$ 1,641,219
State	Match	State	2015		\$ 138,459				\$ 138,459
NHPP	M001	Federal	2017			\$ 28,714			\$ 28,714
State	Match	State	2017			\$ 3,286			\$ 3,286
NHPP-EX	M002	Federal	2017			\$ 25,822			\$ 25,822
State	Match	State	2017			\$ 2,178			\$ 2,178
State STP-FLX	M240	Federal	2017				\$ 475,855		\$ 475,855
State	Match	State	2017				\$ 40,145		\$ 40,145
NHPP	M001	Federal	2017				\$ 11,863,056		\$ 11,863,056
State	Match	State	2017				\$ 1,000,809		\$ 1,000,809
NHPP-FAST	Z001	Federal	2017				\$ 16,604,245		\$ 16,604,245
State	Match	State	2017				\$ 1,400,792		\$ 1,400,792
State STBG-FLX	Z240	Federal	2017				\$ 882,082		\$ 882,082
State	Match	State	2017				\$ 74,416		\$ 74,416
BIKEWAYS	S080	State	2017				\$ 77,751		\$ 77,751
OTHER	OTH0	Local	2017				\$ 300,158		\$ 300,158
<b>Total:</b>				\$ -	\$ 2,279,678	\$ 60,000	\$ 32,719,309	\$ -	\$ 35,058,987
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They 3. REDISTR = Federal redistribution of certain federal funds back to the states 4. State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT 5. State STBG-FLEX = Federal Surface Transportation Block Grant funds allocated to ODOT (New name, but basically the same as STP) 6. State = State funds provided by the lead agency in support of the required match to the federal funds.								

**Amendment Summary:**

The amendment corrects and increases the construction phase to the final bid obligation amount. The project obligated the construction phase based on an earlier construction bid amount which then underwent an extensive review by ODOT when the higher final bids were received. ODOT was required to seek additional funding to support the construction phase shortfall. Because the construction phase was obligated during 2017, the project was not carried over into the 2018 MTIP and STIP. (Once a project completes all phase obligations, it may be removed from the MTIP and STIP). This amendment provides the historical correction to the 2015 MTIP to reflect the correct total construction phase cost and funding obligation for Key 18804 for accounting purposes. OTC approval was required as well for this item which occurred during their January 2018 meeting.

Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment  
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



**PROJECT #8** EXISTING MTIP PROGRAMMING - None **New Project**

**PROJECT #8** PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
19315	TBD	SMART	5310 FY17 - Senior & Disabled	Transit	\$ 20,636

Project Description: Services & Facility Improvements for Elderly & Disabled Customers FY17

**Amended MTIP Fund Programming by Phase**

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
5310	F160	Federal	2018					\$ 16,509	\$ 16,509
Local	Match	Local	2018					\$ 4,127	\$ 4,127
									\$ -
<b>Total:</b>				\$ -	\$ -	\$ -	\$ -	\$ 20,636	\$ 20,636

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
  2. 5310 = Federal FTA Section 5310 funds that support senior and elderly disabled transit needs.
  3. Local = local funds provided to the lead agency in support of the required match to the federal funds.

**Amendment Summary**

New project being added to the 2018 MTIP. The project enable SMART to access previous year 5310 funding still available to support of their senior and elderly disabled transit program

Exhibit A to Resolution 18-4870

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment  
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



**PROJECT #9** EXISTING MTIP PROGRAMMING - None New Project

**PROJECT #9** PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
19314	TBD	SMART	5310 FY16 - Senior & Disabled	Transit	\$ 20,008

Project Description: Services & Facility Improvements for Elderly & Disabled Customers FY16

**Amended MTIP Fund Programming by Phase**

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
5310	F160	Federal	2018					\$ 16,006	\$ 16,006
Local	Match	Local	2018					\$ 4,002	\$ 4,002
									\$ -
<b>Total:</b>				\$ -	\$ -	\$ -	\$ -	\$ 20,008	\$ 20,008

Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. 5310 = Federal FTA Section 5310 funds that support senior and elderly disabled transit needs. 3. Local = local funds provided to the lead agency in support of the required match to the federal funds.
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**Amendment Summary**

New project being added to the 2018 MTIP. The project enable SMART to access previous year 5310 funding still available to support of their senior and elderly disabled transit program

# Memo

Date: Thursday, February 15, 2018  
 To: Metro Council and Interested Parties  
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
 Subject: February 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4870

## STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING NINE PROJECTS REQUIRING PROGRAMMING ADDITIONS, CORRECTIONS, OR CANCELLATIONS IMPACTING ODOT,OPRD, SMART AND TRIMET (FB18-06-FEB)

## BACKGROUND

### What this is:

The February 2018 Formal MTIP Amendment bundle contains required changes and updates impacting the Oregon Parks and Recreation Department (OPRD), ODOT, SMART and TriMet. Nine projects are included in the amendment bundle and are summarized in the below table:

2018-2021 Metropolitan Transportation Improvement Program Exhibit A to Resolution 18-4870			
Proposed December 2017 Formal Amendment Bundle Amendment Type: FORMAL, FB18-06-FEB Total Number of Projects: 9			
ODOT Key	Lead Agency	Project Name	Required Changes
#1 21209 NEW	OPRD (State of Oregon Parks and Recreation Department)	Linda's Line at Gateway Green	ADD new project to 2018 MTIP
#2 18838	TriMet	OR99W: Corridor Safety & Access to Transit OR99W: SW Lane St (Portland) - SW Naeve St (Tigard)	CHANGE Name and Mileposts for Project. based on multiple identified project sites. REDUCE Construction phase programming by shifting approximately \$466k to PE to cover PE phase funding shortfall. Scope and total project cost remain unchanged.
#3 21255 NEW	ODOT	US26/OR213/OR8 Curb Ramps	ADD new project to 2018 MTIP that will design and construct curb ramps and pedestrian signals in compliance with the Americans with Disabilities Act (ADA) standards at multiple locations.
#4 19531	ODOT	I-84/I-5: Banfield Interchange	Cost increase: Additional protective screening is required now for three of the Banfield ramps that cross the railroads. The result increases the project cost to \$10,339,343 2hlc equals a 24% cost increase to the project resulting the formal amendment.
#5 19267	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St	Phase Deletion: The amendment cancels the RW and construction phases for the project and increases the PE phase. The project now has funding programmed only for the PE phase.
#6 18779	ODOT	OR213: SE Lindy St - SE King Rd	Cost increase - Historical Correction to the 2015 MTIP. The correction is required to increase the construction phase to the correct funding and obligation levels for accounting purposes
#7 18804	ODOT	I-205 Johnson Creek Blvd - Glenn Jackson Bridge	Cost increase: Historical correction to the 2015 MTIP. The correction is required to increase the construction phase to the correct funding and obligation levels for accounting purposes
#8 19315 NEW	SMART	5310 FY17 Senior & Disabled	ADD New project to provide Services & facility improvements for elderly and customers (FY17 funding source)
#9 19314 NEW	SMART	5310 FY16 Senior & Disabled	ADD New project to provide Services & facility improvements for elderly and customers (FY16 funding source)

**What is the requested action?**

**Staff is requesting JPACT approval of the Resolution 18-4870 allowing the formal amendment to move forward for Metro Council approval enabling the nine identified projects to be amended correctly into the 2018 MTIP, and then proceeding to USDOT for final approval.**

With the programming actions now completed for HB2017 name projects, and the required technical and clean-up corrections with the new 2018 MTIP and 2018 STIP, formal amendment requests are now returning to required corrective actions prior to a phase obligation, or adding a new discretionary funding awarded project to the MTIP and STIP. The February 2018 Formal Amendment Bundle represents an unique group of project changes. One new project (OPRD’s Key 21209) is being added to the 2018 MTIP is due to a required federal approval step to obligate the federal funds. The project which will construct additional bicycle recreational trails at Gateway Green, are not tied in any way to the Metro commuter trail system. However, due to the federal approval step to obligate the funds, the project is being added to the MTIP.

Two projects obligated all funds in their phases by the end of 2017 and were not carried over into the new 2018 STIP and MTIP. However, the construction phases for both projects experienced additional cost increases requiring subsequent follow-on funding obligations to cover the new costs. The construction phase funding shortfalls were significant enough that they required OTC approval for the added funding. An historical correction to the 2015 MTIP and STIP will occur to reflect the revised total funding in the construction phase and what was actually obligated. A summary of the nine projects being amended is provided in the below tables:

<b>1. Project: <u>Linda’s Line at Gateway Green</u></b>	
Lead Agency:	OPRD (State of Oregon Parks and Recreation Department)
ODOT Key Number:	21209 MTIP ID Number: TBD
Project Description:	Linda’s Line at Gateway Green
What is changing?	Through this formal amendment, the new project is being added to the 2018 MTIP.
Additional Details:	The project is located on the Greenway Gate between I-84 and I-205 in NE Portland. The project will create approximately 1,755 feet of new single-track trail in the reclaimed open spaces of Gateway Green. This will connect an existing trail and complement almost two miles of existing urban single-track.
Why a Formal amendment is required?	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal amendment.
Total Programmed Amount:	\$40,250 of federal Recreational Trails Program funding along with \$54,723 local funds will programmed for a total project programmed account of \$94,973
Added Notes:	The Oregon Parks and Recreation Department received the Recreational Trails funding grant to complete the project. The project is not regionally significant, nor provides a connection to the Metro bicycle trail network. However, FHWA requires the project to be programmed in the MTIP and STIP to enable the federal funds to be obligated. Therefore the programming action is in compliance with a required FHWA approval step for the use of the funds.

<b>2. Project: <del>OR99W: Corridor Safety &amp; Access to Transit</del> <u>OR99W: SW Lane St (Portland) - SW Naeve St (Tigard)</u></b>	
Lead Agency:	TriMet
ODOT Key Number:	18838 MTIP ID Number: 70779
Project Description:	<del>Improve safety active transportation access and transit operations</del> Sidewalk infill, enhanced pedestrian crossings, bus shelters and pads, bike and pedestrian facilities, retaining walls and drainage improvements, transit priority signals

What is changing?	This amendment revises the project name to clarify the updated project limits. MP limits on OR99W are now MP 10.95 to MP 11.07, at MP 1.96, at MP 6.97, and at MP 10.71. The project funding is adjusted with a total of \$466,118 shifted from the construction phase to support a funding shortfall in the PE phase. The PE phase was intended to be in-house design, but now will be consultant design. The construction phase estimates are now lower than initially estimated. The construction phase can be reduced without needing a scope change. The total project cost remains unchanged.
Additional Details:	Project site improvements include: <ul style="list-style-type: none"> <li>- Site 1 at MP 1.96, SW Barbur Blvd at SW Lane/Naito Parkway: Install a Rectangular Flashing Beacon, improve accessibility</li> <li>- Site 2 at MP 6.97, SW Barbur Blvd at SW 53<sup>rd</sup> Ave: Sidewalk infill</li> <li>- Site 3 at SW Commercial St: Main St- SW 95th Ave: Sidewalk infill</li> <li>- Site 4 at MP 10.71, OR99W at SW Bull Mountain Rd: Sidewalk infill, curb &amp; ramp improvements</li> <li>- Site 5 at MP 10.95 - MP 11.07, OR99W: Naeve St to Beef Bend Rd: Sidewalk infill</li> </ul>
Why a Formal amendment is required?	Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> <li>- Change in project termini - greater than .25 mile in any direction</li> <li>- Changes to the approved environmental footprint</li> </ul>
Total Programmed Amount:	The project total programmed amount remains unchanged at \$3,604,999
Added Notes:	

<b>3. Project: US26/OR213/OR8 Curb Ramps</b>	
Lead Agency:	<b>ODOT</b>
ODOT Key Number:	<b>21255</b> MTIP ID Number: <b>TBD</b>
Project Description:	Design and construct curb ramps and pedestrian signals in compliance with the Americans with Disabilities Act (ADA) standards.
What is changing?	The amendment adds a new project to the 2018 MTIP.
Additional Details:	The project will design and construct curb ramps and pedestrian signals in compliance with ADA requirements at multiple locations which include: <ul style="list-style-type: none"> <li>- In east Portland on US26 (Mt Hood Hwy) at SE 92nd Ave intersection</li> <li>- In east Portland on OR213 at the SE 82nd Ave and the SE Holgate Blvd intersection</li> <li>- On OR8 at the SE 67th Ave &amp; SW 229th Ave intersection in Hillsboro</li> <li>- On OR8 in Hillsboro at the SE Century Blvd &amp; SW 234th Ave intersection</li> <li>- On OR8 in Hillsboro at the SE Brookwood Ave &amp; Tualatin Hwy/OR8 intersection</li> <li>- On OR8 in Hillsboro at the SE 44th Ave &amp; OR8 intersection</li> </ul> <p><u>Per the ODOT ADA Program Manager:</u>                  These locations are from the Plaintiffs in our Settlement Agreement. Section 3 of the Settlement Agreement Section 3 provides that the plaintiffs can direct ODOT in how to spend \$5 million addressing curb ramps and pedestrian signals. ODOT will commit \$5 million to address curb ramps and associated pedestrian signals once ODOT and Plaintiffs have identified locations and/or priorities. The locations in this request are part of the list ODOT received from the Plaintiffs.</p>
Why a Formal amendment is required?	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal MTIP amendment
Total Programmed Amount:	The total project programmed amount is \$1,605,000
Added Notes:	

<b>4. Project: I-84/I-5: Banfield Interchange</b>	
Lead Agency:	<b>ODOT</b>
ODOT Key Number:	<b>19351</b> MTIP ID Number: <b>70835</b>
Project Description:	Concrete deck overlay & bridge rail retrofit; bridges #08588A, 08588B, 08588C & 08588D.

What is changing?	This amendment adds funding to the project to address additional protective screening that is required now for three of the Banfield ramps that cross the railroads. The requirement emerged through the project development process. The added scope element increases the project cost from \$8,629,000 to \$10,339,343. Funding to support to cost increase will come from the state bridge program and the bridge rail retrofit funds.
Additional Details:	<p>The primary work initially identified included concrete overlays of the bridge surface, bridge rail retrofits, 46 joint replacements, and traffic control for the four ramps that connect Interstate 5 with Interstate 84 (Banfield ramps). The need for extensive public outreach was also identified, as each of these ramps will be closed for up to two weeks to allow the concrete overlay to properly cure.</p> <p>During project development, the project team consulted with the railroad and confirmed that protective screening is required for three of the Banfield ramps that cross over railroads.</p> <p>The initial project construction estimate was approximately \$7.5 million. As the project approached final plans, Specifications and Estimates (PS&amp;E), the team estimated the construction costs to be approximately \$9.2 million. Factors contributing to the increase in costs are due to the adding the required protective screening, adding railroad flagging, additional traffic control, and enhanced public involvement. A change management request was completed and approved by the region to document these changes and obtain approval from the bridge program manager.</p>
Why a Formal amendment is required?	The result increases the project cost to \$10,339,343 which equals a 24% cost increase to the project resulting the formal amendment. Projects that cost over a million dollars and have cost changes greater than 20% require a formal amendment
Total Programmed Amount:	The total project programmed amount increases from \$8,629,000 to \$10,339,343
Added Notes:	OTC approval was required which occurred during their January 2018 meeting.

<b>5. Project: OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St</b>	
Lead Agency:	<b>ODOT</b>
ODOT Key Number:	<b>19267</b>
MTIP ID Number:	<b>70806</b>
Project Description:	Design for 45 curb ramps
What is changing?	<p>The amendment updates the PE phase as was actually obligated. PE is increased to address ADA requirements. The project cancels the RW and Construction phases that were previously programmed and re-allocates the funding to the PE phase. The project is now only programmed for Preliminary Engineering activities. The project will move forward as a shelf only project with RW and construction to be determined later. The revised PE phase is now programmed with a total of \$799,707.</p> <p><i>From the OTC Request Letter:</i></p> <p>The section of Hall Boulevard from Scholls Ferry Road to Hemlock Street is a designated Special Transportation Area (STA) and an Urban Minor Arterial with substandard curb ramps. In 2014, Region received a small amount of funding to address deficient and missing curb ramps in STAs as an early attempt by the Agency to improve Americans with Disabilities Act (ADA) compliance. The budget allocated to this project was \$586,707.</p> <p>A project charter was drafted in February 2016 and approved in March 2016. The project was to design and construct as many ADA curb ramps as possible within the project limits and budget. At the time the charter was signed, Oregon Department of Transportation (ODOT) was in process of finalizing the ADA Transition Plan. This plan identified an approach for prioritizing ADA upgrades on Oregon Department of</p>



	<p>Transportation (ODOT) facilities.</p> <p>When the curb ramp inventory was completed late last year, it identified 35 deficient curb ramps and 10 missing curb ramps. Following the guidance of the ADA Transition Plan, the project team focused on addressing ten missing curb ramps with the funds available. A change management request (CMR) was approved in December 2016 to change the delivery method from in-house design to outsourced delivery and approve the project approach to be consistent with the ADA Transition Plan. The consultant design team analyzed the 10 missing ADA curb ramps and estimated only 8 of the 10 could be design and constructed within the programmed STIP budget. This information prompted a discussion with Region 1 Management, Staff and the ODOT State Traffic/Roadway Engineer responsible for the ADA Program, exploring three options to consider for moving the project forward:</p> <ol style="list-style-type: none"> <li>1. Design, acquire right of way and construct the project based on the programmed STIP budget focusing on the missing curb ramps. This would only address 8 of the 45 deficient ramps in the corridor.</li> <li>2. Design, acquire right of way and construct the project based on the programmed STIP budget focusing on the 'lower cost' curb ramps thus increasing the number of curb ramps addressed by the project. This would address approximately 14 of the 45 deficient curb ramps.</li> <li>3. Complete design of all 45 curb ramps, as identified in the inventory mentioned above and pursue future funding opportunities to construct the ramps at once, or at least in longer segments, and potentially at a lower future cost given the ADA pilot construction methods begin explored by technical services. This would address all 45 deficient curb ramps within the project limits of the STA.</li> </ol> <p>ODOT staff recommended pursuing option 3 to design a shelf ready project. This proposal includes a commitment to seek and secure future funding for right-of-way and construction. This approach requires reallocation of project right-of-way and construction funds to preliminary engineering and the addition of \$213,000 from the statewide ADA Program consistent with this request.</p>
Additional Details:	<p>The PE phase funding is now all in a prior obligated year in the MTIP. The project data will be maintain and updated as required if subsequent PE obligations occur. However, because all funding is now in the prior obligated years, the project will not show up in the active 2018 MTIP. When the RW and construction phase funding is ready to add to the project in the current active years (2018-2021), then the project will be listed in the active 2018 MTIP.</p>
Why a Formal amendment is required?	<p>Within the MTIP/STIP Amendment Matrix, PE, RW, UR and Other phases may be canceled and reprogrammed elsewhere via an Administrative Modification. The Construction phase cannot be canceled using an Administrative Modification. Canceling the construction phase for a project requires a formal MTIP amendment</p>
Total Programmed Amount:	<p>The total programmed amount for the project increases from \$731,206 to \$799,707</p>
Added Notes:	<p>OTC approval was required and occurred during their January 2018 meeting.</p>

<b>6. Project: OR213: SE Lindy St – SE King St</b>	
Lead Agency:	<b>ODOT</b>
ODOT Key Number:	<b>18779</b>
Project Description:	Pavement grind and inlay, sidewalk infill and curb ramp upgrades.
What is changing?	The obligated construction phase required a subsequent construction phase obligation to address a funding shortfall that emerged in the construction phase.

	<p><i>From the OTC Request Letter:</i>                  The Oregon 213 (SE 82<sup>nd</sup> Avenue): Southeast Lindy Street to Southeast King Road project was originally scoped and programmed as a grind and inlay paving project including ADA upgrades to 40 curb ramps with little to no estimated right of way impact.</p> <p>The update project construction will repave the severely deteriorated pavement surface and upgrade 64 curb ramps to American Disabilities Act (ADA) standards. The project is 0.84 miles in length and covers 5 travel lanes.</p> <p>Region 1 first appeared before the Oregon Transportation Commission (OTC) on April 20, 2017. The Region, requested an increase of \$1,117,503 for preliminary engineering and construction phases to add additional ADA ramps and pavement repair, which was approved. For details, please see the letter which can be found at: (<a href="http://www.oregon.gov/ODOT/GetInvolved/OTCSupportMaterials/Agenda_F5_OR213_SE_Lindly_St_SE_King_Rd_Ltr.pdf">http://www.oregon.gov/ODOT/GetInvolved/OTCSupportMaterials/Agenda_F5_OR213_SE_Lindly_St_SE_King_Rd_Ltr.pdf</a>).</p> <p>The project was bid on November 30, 2017. The project received four bids, with the lowest responsive bid at approximately 21% higher than Oregon Department of Transportation's (ODOT) final engineer's estimate for construction. Comparison of the ODOT and contractor estimates determined that the cost increases can be primarily attributed to bid items associated with new ADA Curb Ramp &amp; Temporary Pedestrian Accessibility Route (TPAR) requirements:</p> <ul style="list-style-type: none"> <li>• Mobilization (+28%)</li> <li>• Temporary Protection and Direction of Traffic (+43%)</li> <li>• Traffic Control Supervisors (+115%)</li> <li>• Removal of Walks and Driveways (+150%)</li> <li>• Aggregate Base (+150%)</li> <li>• Retrofit Concrete Sidewalk Ramps (+60%)</li> </ul> <p>Funding for this project will come from cost savings realized from a Region 1 project, Mount Hood Safety Project.</p>
Additional Details:	<p>The total project cost increases from \$4,933,339 to \$6,536,308 and represents 32% cost increase to the project. Because the construction phase was obligated during 2017, all programmed phases were then obligated and the project was not required to be carried over into the 2018 MTIP. However, since the cost increase is significant and above 20%, and required OTC action, a historical correction to the project in the 2015 MTIP via a formal amendment was deemed required for accounting purposes. Upon approval of this formal amendment, the project in the 2015 MTIP will be updated with the correct total programming and obligation amount for the impacted phases for accounting purposes.</p>
Why a Formal amendment is required?	<p>The cost increase exceeds the 20% threshold for projects that cost \$1 million or greater. The Amendment Matrix requires a formal MTIP amendment for cost changes greater than 20%.</p>
Total Programmed Amount:	<p>The amendment results in a total programmed amount that increases from \$4,933,339 to \$6,536,308</p>
Added Notes:	<p>OTC approval was required for this cost increase which occurred during their January 2018 meeting.</p>

<b>7. Project:</b>	<b>I-205 Johnson Creek Blvd - Glenn Jackson Bridge</b>		
Lead Agency:	<b>ODOT</b>		
ODOT Key Number:	<b>18804</b>	MTIP ID Number:	<b>70767</b>
Project Description:	Construct Auxiliary lanes on I-205 NB from I-84 EB to Killingsworth off-ramp & I-205 SB from I-84 EB to Division/Powell Exit. Repave section from MP16.05-24.9		

	including ramps. Repair or replace bridge joints. Install ADA ramps.
What is changing?	<p>Similar action that is occurring to the previous project. The construction phase required a significant funding increase and subsequent phase obligation. This amendment provides a historical correction to the 2015 MTIP and corrects the construction programming and total obligation for the phase.</p> <p><u>From the OTC Request Letter:</u> Request approval to amend the 2018 -2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Interstate 205: Johnson Creek Blvd to Glen Jackson Bridge project due to higher than expected final bid.</p> <p>There were approximately 350 bid items. Some were higher and others lower than ODOT's estimates. ODOT staff performed a detailed comparison of bid items to determine which funding program is responsible for cost overruns. The overall cost increases as compared to the lowest responsive bid are primarily attributed to the following items:</p> <ul style="list-style-type: none"> <li>- Mobilization: \$2,300,000 to \$2,632,686, an increase of \$332,686 (+14%)</li> <li>- Traffic Control: \$2,251,286 to \$3,301,624, an increase of \$1,050,338 (+47%)</li> <li>- Asphalt: \$5,554,550 to \$6,997,002, an increase of \$1,442,452 (+26%)</li> <li>- Construction Engineering: \$2,453,000 to \$4,500,000, an increase of \$2,047,000 (+45%)</li> </ul> <p>The total needed in the construction phase to award the contract will be derived from two sources:</p> <ul style="list-style-type: none"> <li>- Reallocate \$955,883 of funding from the Region 1 Enhance Program.</li> <li>- Reallocate \$2,589,303 of funding from the statewide Interstate Maintenance (IM) funding through savings on other IM projects.</li> </ul>
Additional Details:	With the construction phase obligating during 2017, all phases were obligated by the end of 2017. The project not carried over into the n2018 MTIP and STIP. This amendment will allow the required historical correction to occur in the 2015 MTIP and STIP to increase the construction phase to its correction funding and obligation levels.
Why a Formal amendment is required?	Although the cost increase was only 15% and below the 20% threshold, The cost increase did require a full amendment to OTC for approval. For consistency purposes, the cost increase and correction is being processed as a formal amendment since ODOT was also required to complete a full amendment with OTC.
Total Programmed Amount:	The total project programmed amount increases from \$30,519,543 to \$35,058,987
Added Notes:	OTC approval was required for this item which occurred during their January 2018 meeting.

<b>8. Project:</b>	<b>5310 FY17 - Senior &amp; Disabled</b>		
Lead Agency:	SMART		
ODOT Key Number:	19315	MTIP ID Number:	TBD
Project Description:	Services & Facility Improvements for Elderly & Disabled Customers FY17		
What is changing?	The amendment adds a new project to the 2018 MTIP.		
Additional Details:	A review of SMART's 5310 past funding and obligations revealed additional 5310 available to the agency. This amendment adds available 5310 funding from FY 2017 for SMART to access in support of their 5310 program of services to the elderly and disabled.		
Why a Formal amendment is required?	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal MTIP amendment		
Total Programmed Amount:	The total project programmed amount is \$20,636		
Added Notes:	Prior FTA review and approval received.		

<b>9. Project:</b>	<b>5310 FY16 - Senior &amp; Disabled</b>		
Lead Agency:	SMART		
ODOT Key Number:	19314	MTIP ID Number:	TBD
Project Description:	Services & Facility Improvements for Elderly & Disabled Customers FY16		
What is changing?	The amendment adds a new project to the 2018 MTIP.		
Additional Details:	A review of SMART's 5310 past funding and obligations revealed additional 5310 available to the agency. This amendment adds available 5310 funding from FY 2016 for SMART to access in support of their 5310 program of services to the elderly and disabled.		
Why a Formal amendment is required?	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal MTIP amendment		
Total Programmed Amount:	The total project programmed amount is \$20,008		
Added Notes:	Prior FTA review and approval received.		

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

ODOT-FTA-FHWA Amendment Matrix
<b>Type of Change</b>
<b>FULL AMENDMENTS</b>
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"> <li>• Change in project termini - greater than .25 mile in any direction</li> <li>• Changes to the approved environmental footprint</li> <li>• Impacts to AQ conformity</li> <li>• Adding capacity per FHWA Standards</li> <li>• Adding or deleting worktype</li> </ul>
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> <li>• FHWA project cost increase/decrease:                             <ul style="list-style-type: none"> <li>• Projects under \$500K – increase/decrease over 50%</li> <li>• Projects \$500K to \$1M – increase/decrease over 30%</li> <li>• Projects \$1M and over – increase/decrease over 20%</li> </ul> </li> <li>• All FTA project changes – increase/decrease over 30%</li> </ul>
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.
<b>ADMINISTRATIVE/TECHNICAL ADJUSTMENTS</b>
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.

**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.
  - 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 December 2017 Formal MTIP amendment will include the following:

- | <u>Action</u>   | <u>Target Date</u>    |
|---|-----------------------|
| • Initiate the required 30-day public notification process..... | January 26, 2018      |
| • TPAC notification and approval recommendation.....            | February 2, 2018      |
| • JPACT approval and recommendation to Council.....             | February 15, 2018     |
| • Completion of public notification process.....                | February 26, 2018     |
| • <b>Metro Council approval.....</b>                            | <b>March 1, 2018*</b> |

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

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package .....	March 5 , 2018
• Amendment bundle submission to ODOT for review.....	March 6, 2018
• Submission of the final amendment package to USDOT .....	March 16, 2018
• ODOT clarification and approval.....	Mid March , 2018
• USDOT clarification and final amendment approval.....	Early April 2018

**ANALYSIS/INFORMATION**

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

**RECOMMENDED ACTION:**

JPACT recommends the approval of Resolution 18-4870.

*JPACT approval recommendation 2/15/2018)*

*TPAC approval recommendation 2/2/2018)*

Attachment: Project Location Maps

Date: Friday, February 15, 2018  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: Attachment 1 to February 2018 MTIP Formal Amendment Staff Report in support of  
Resolution 18-4870 – Project Location Maps & OTC letters as applicable

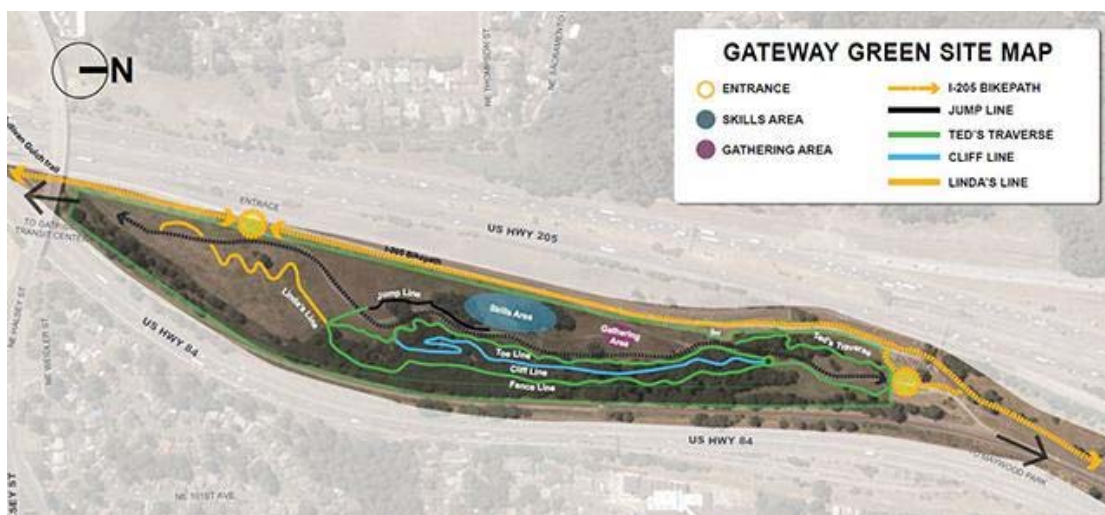
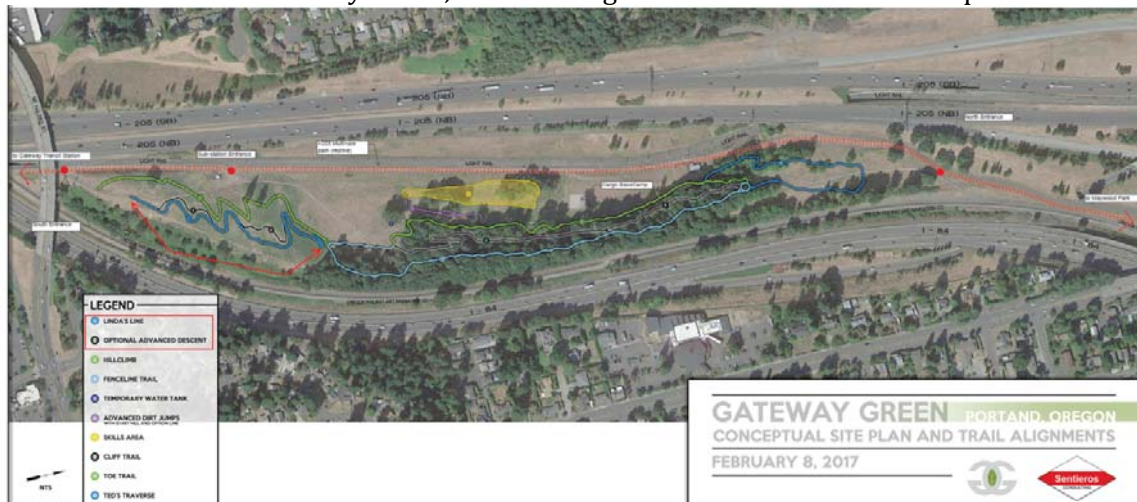
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## BACKGROUND

Available project location maps and OTC request letters are included in this attachment to the staff report for the applicable projects

### Key 21209

#### Linda's Line at Gateway Green, State of Oregon Parks and Recreation Department

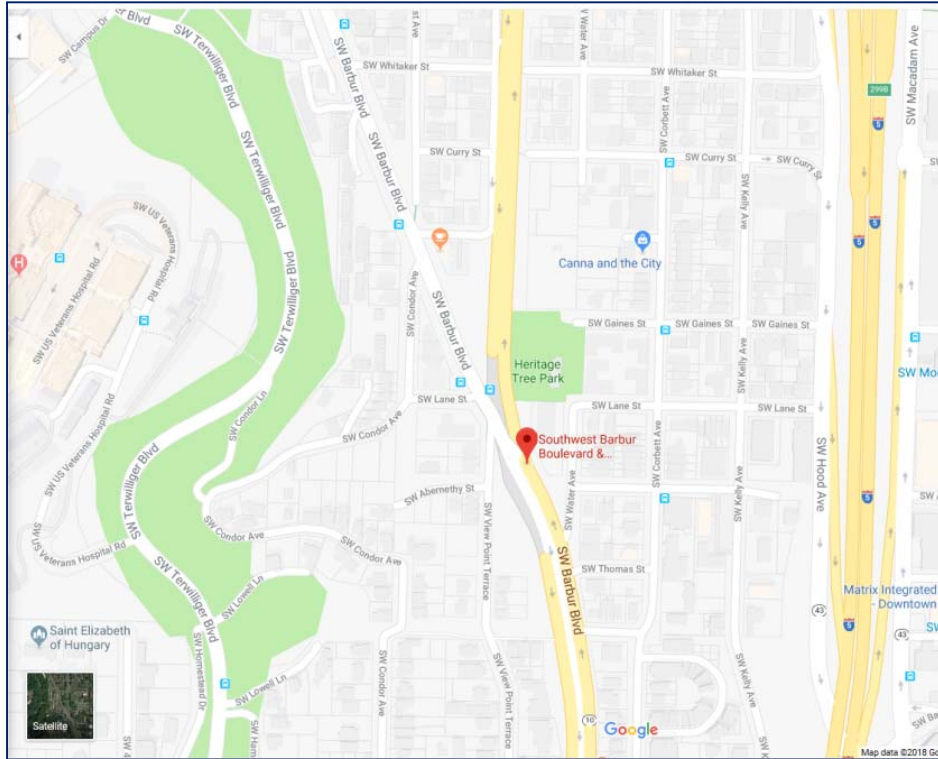


**Key 18838**

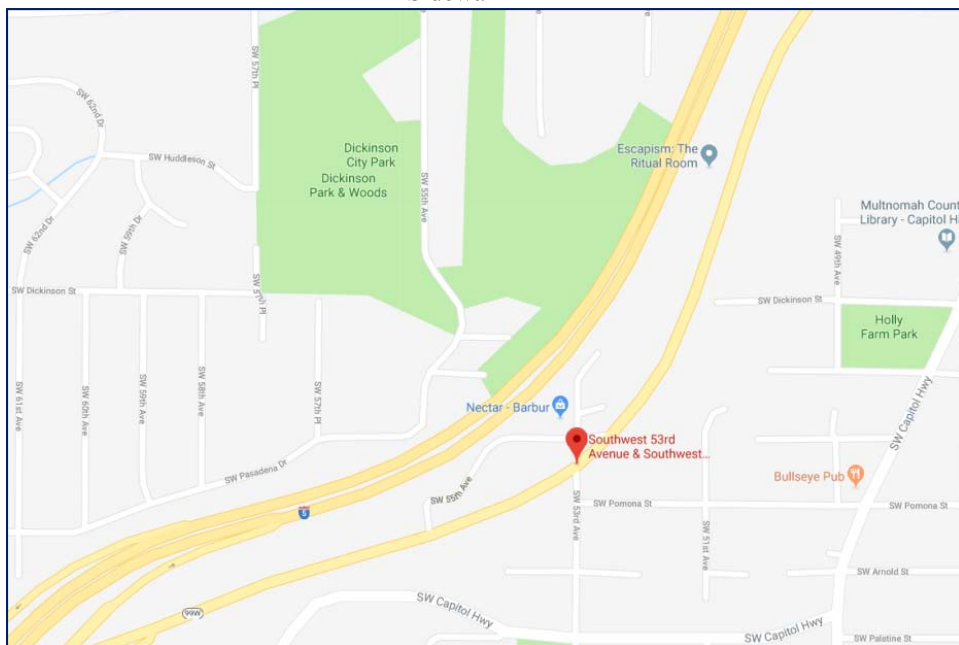
OR99W: SW Lane St (Portland) - SW Naeve St (Tigard)

**Site 1**

Site 1 at MP 1.96, SW Barbur Blvd at SW Lane/Naito Parkway:  
Install a Rectangular Flashing Beacon, improve accessibility

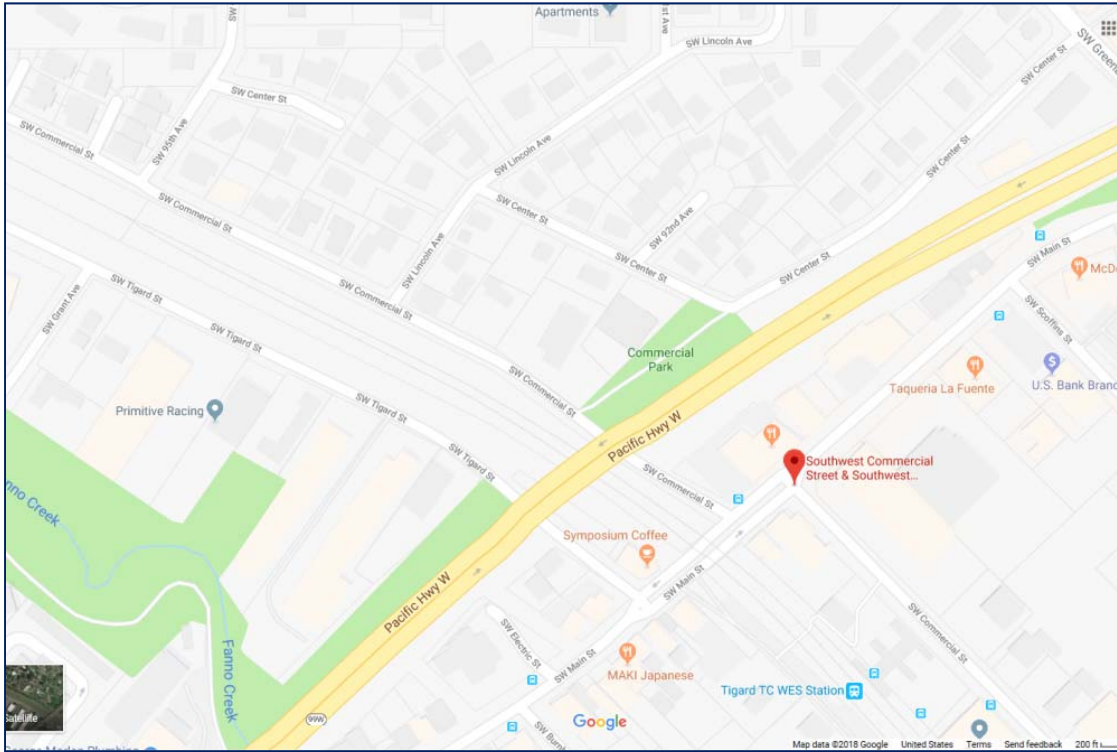


Site 2 at MP 6.97, SW Barbur Blvd at SW 53<sup>rd</sup> Ave:  
Sidewalk infill

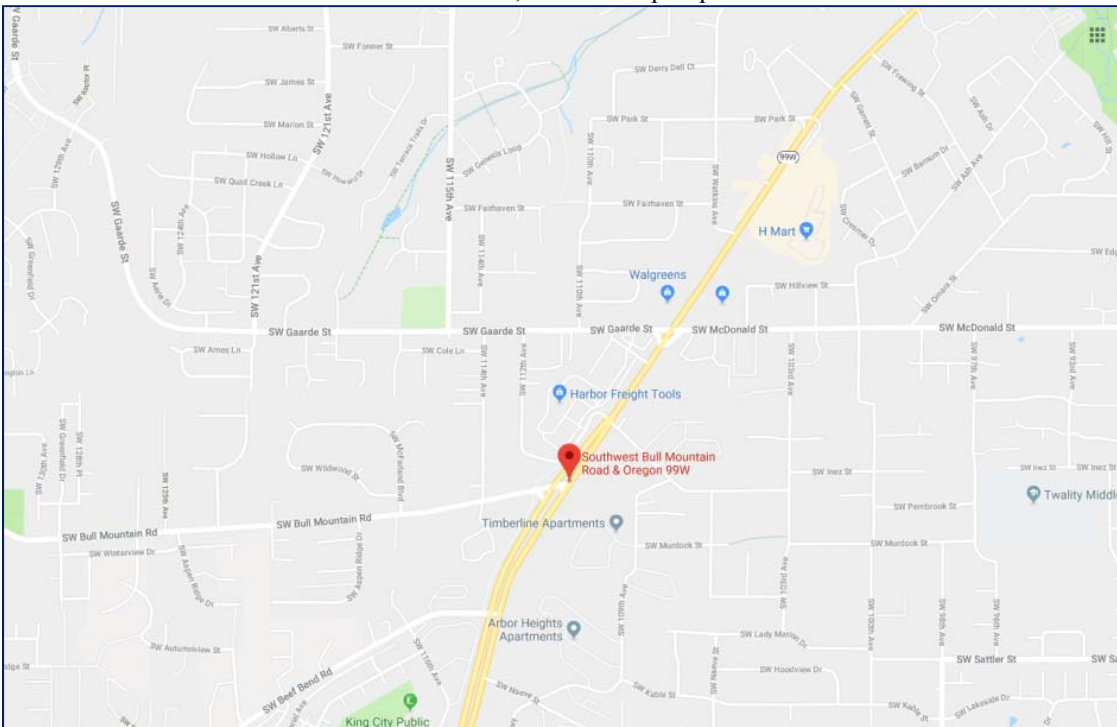




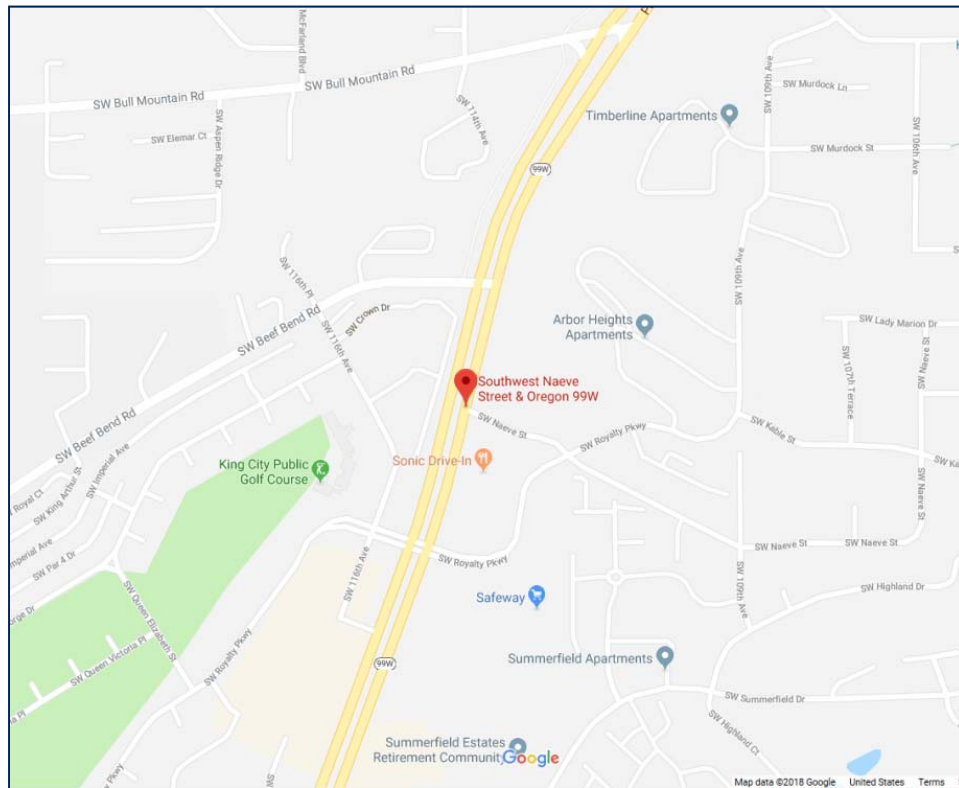
Site 3 at SW Commercial St: Main St- SW 95th Ave:  
Sidewalk infill



Site 4 at MP 10.71, OR99W at SW Bull Mountain Rd:  
Sidewalk infill, curb & ramp improvements



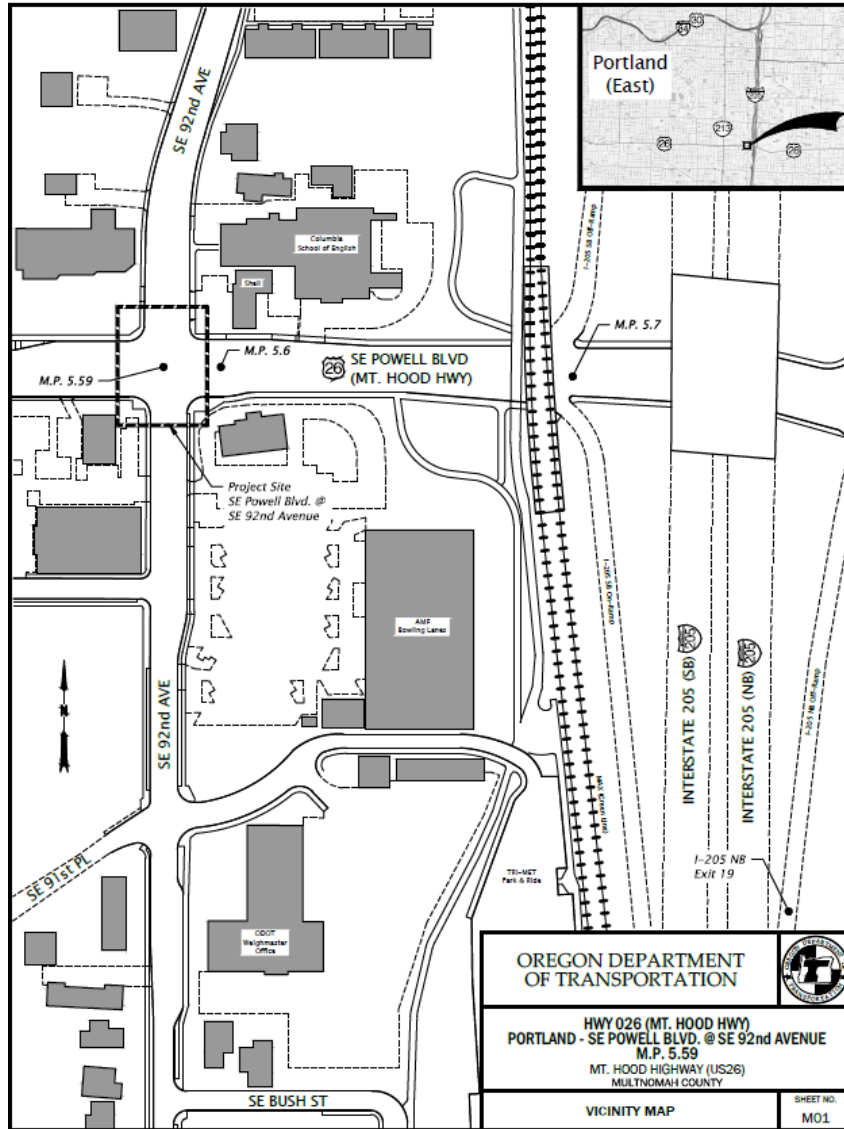
Site 5 at MP 10.95 - MP 11.07, OR99W: Naeve St to Beef Bend Rd: Sidewalk infill



**Key 21255**

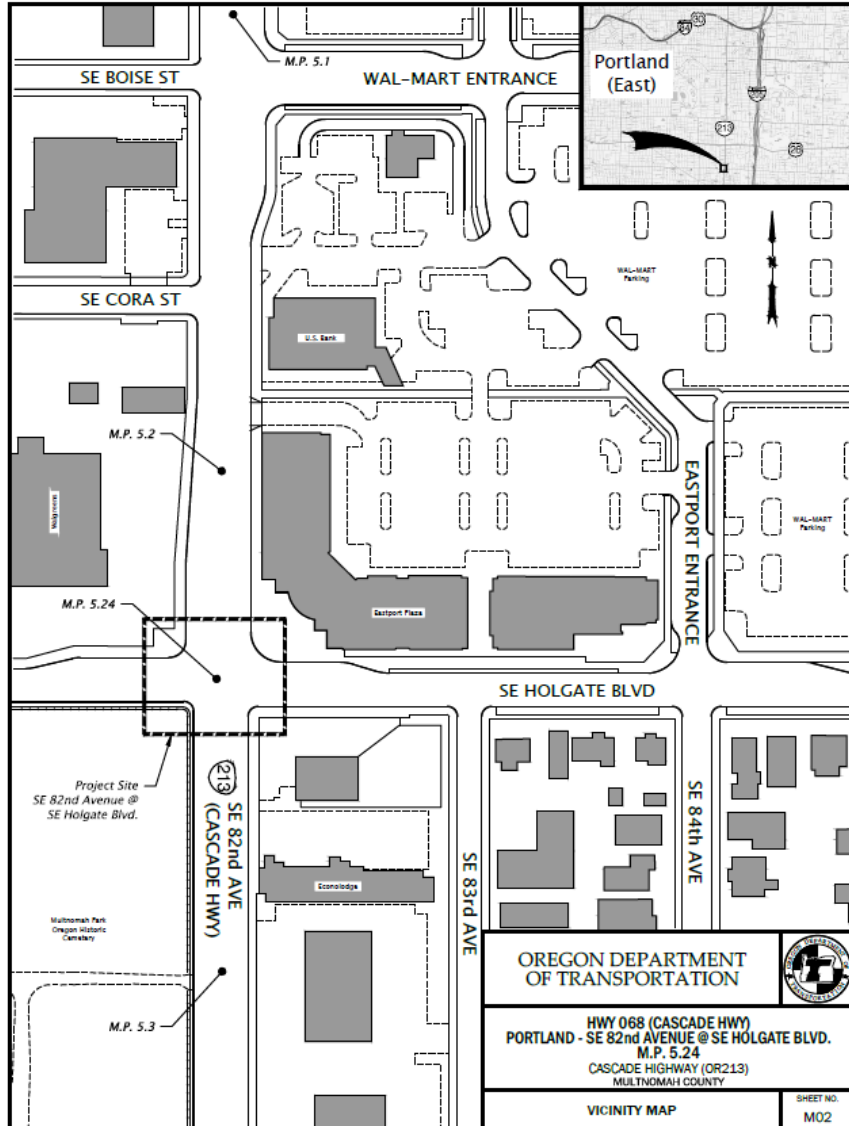
**US26/OR213/OR8 Curb Ramps**

In east Portland on US26 (Mt Hood Hwy) at SE 92nd Ave intersection



### Key 21255

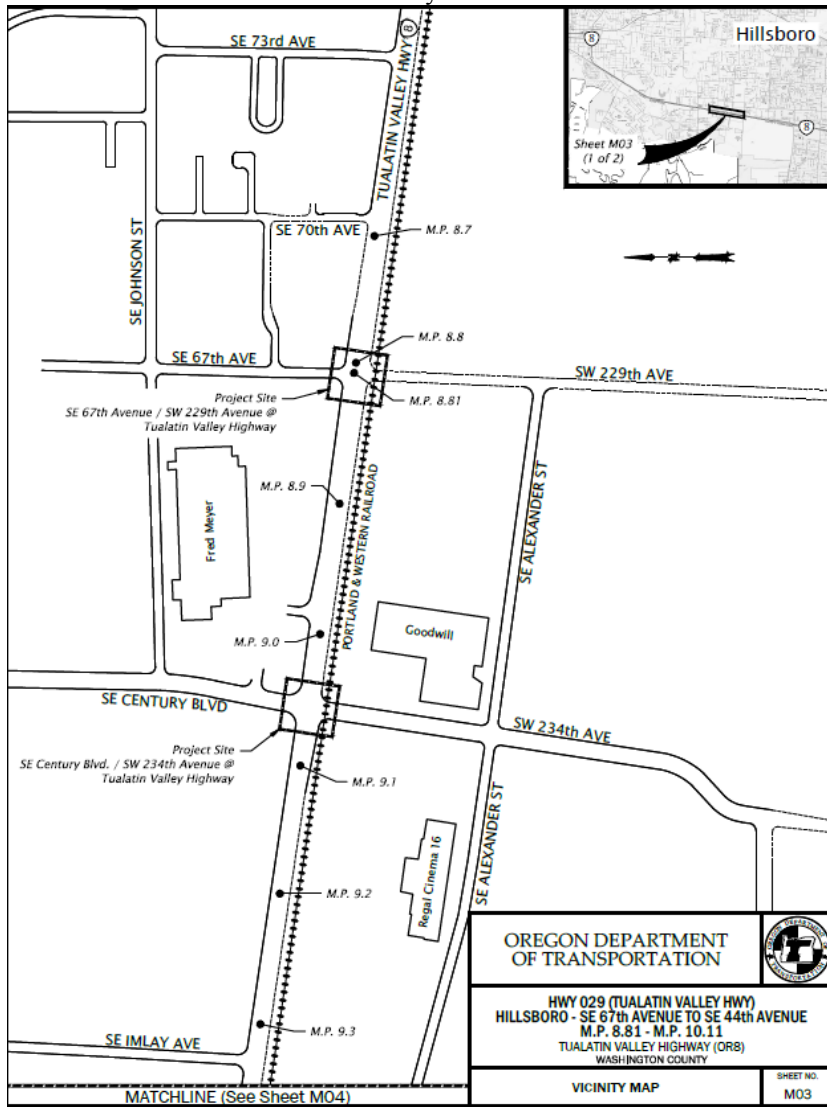
In east Portland on OR213 at the SE 82nd Ave and the SE Holgate Blvd intersection



### Key 21255

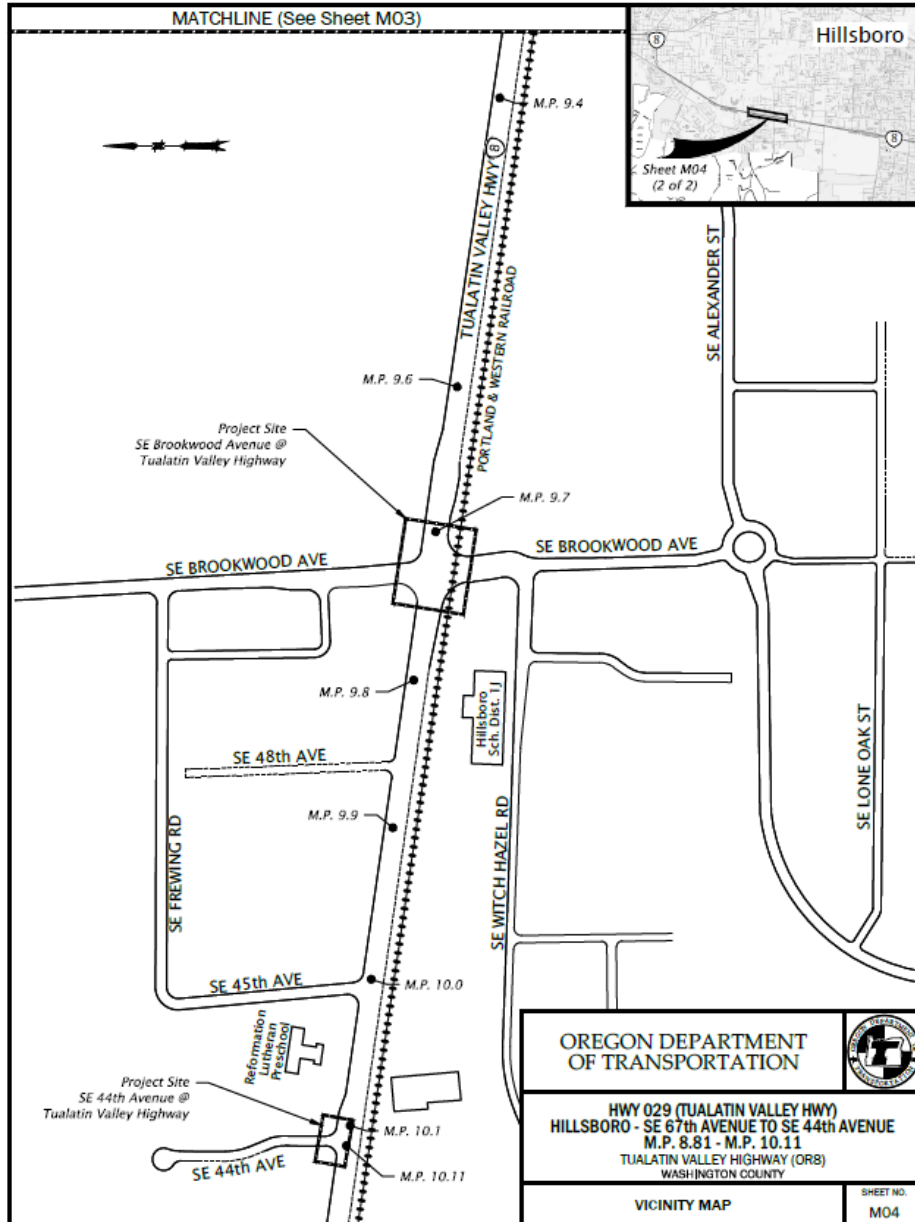
On OR8 at the SE 67th Ave & SW 229th Ave intersection in Hillsboro  
and

On OR8 in Hillsboro at the SE Century Blvd & SW 234th Ave intersection

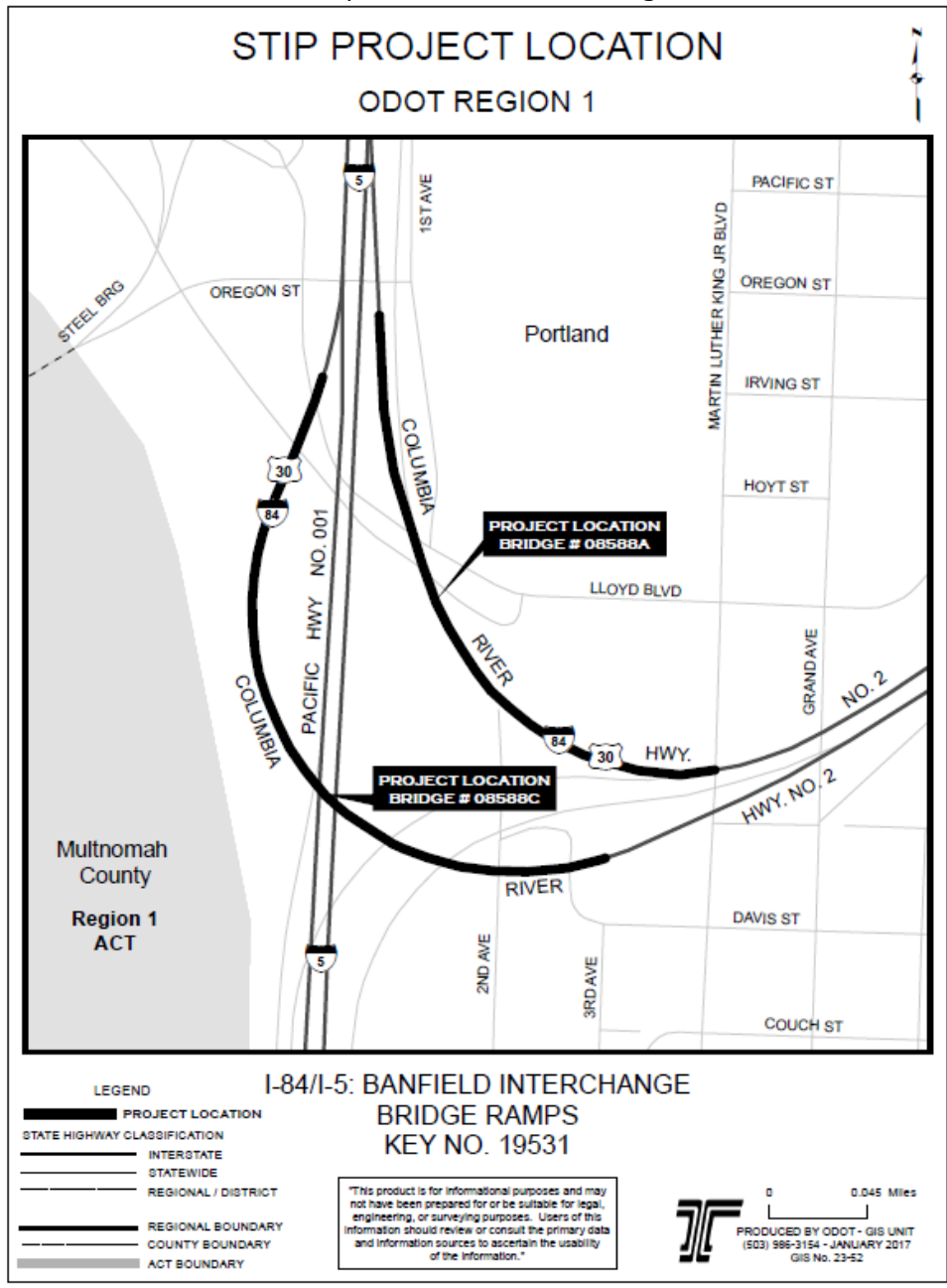


### Key 21255

On OR8 in Hillsboro at the SE Brookwood Ave & Tualatin Hwy/OR8 intersection  
and  
On OR8 in Hillsboro at the SE 44th Ave & OR8 intersection



**Key 19351**  
 I-84/I-5: Banfield Interchange





**Oregon**  
Kate Brown, Governor

Oregon Transportation Commission  
Office of the Director, Mr.  
355 Capitol St  
Salem, OR 97301-3

**DATE:** January 5, 2018  
**TO:** Oregon Transportation Commission

**From:** Matthew L. Garrett  
Director

**SUBJECT:** **Agenda K** - Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase the funding for the construction phase of the Interstate 84/Interstate 5: Banfield Interchange project

**Requested Action:**

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase the funding for the construction phase of the Interstate 84/Interstate 5: Banfield Interchange project, located in Region 1. The total estimated cost of this project will increase from \$8,629,000 to \$10,339,343.

Additional funding will come from the state bridge program and the bridge rail retrofit funds.

**STIP amendment funding summary**

Project	Current Funding	Proposed Funding
Interstate 84/Interstate 5: Banfield Interchange	\$8,629,000	\$10,339,343
State bridge program - FFY 2019	\$6,965,997	\$5,942,464
Bridge rail retrofit funds – FFY 2020	\$1,500,000	\$813,190
<b>TOTAL</b>	<b>\$17,094,997</b>	<b>\$17,094,997</b>

**Project to increase funding:**

Interstate 84/Interstate 5: Banfield interchange (KN: 19531)			
PHASE	YEAR	COST	
		Current	Proposed
Planning	N/A	\$0	\$0
Preliminary Engineering	2016	\$1,104,000	\$1,104,000
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2018	\$7,525,000	\$9,235,343
Other	N/A	\$0	\$0
<b>TOTAL</b>		<b>\$8,629,000</b>	<b>\$10,339,343</b>



**Projects to be reduced:**

<b>State bridge program FFY 2019 (K20862)</b>			
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>	
		<b>Current</b>	<b>Proposed</b>
Planning	N/A	\$0	\$0
Preliminary Engineering	N/A	\$0	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	N/A	\$0	\$0
Other	2019	\$6,965,997	\$5,942,464
<b>TOTAL</b>		<b>\$6,965,997</b>	<b>\$5,942,464</b>

<b>Bridge rail retrofit funds - FFY 2020 (K20086)</b>			
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>	
		<b>Current</b>	<b>Proposed</b>
Planning	N/A	\$0	\$0
Preliminary Engineering	N/A	\$0	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2020	\$1,500,000	\$813,190
Other	N/A	\$0	\$0
<b>TOTAL</b>		<b>\$1,500,000</b>	<b>\$813,190</b>

**Background:**

The primary work initially identified included concrete overlays of the bridge surface, bridge rail retrofits, 46 joint replacements, and traffic control for the four ramps that connect Interstate 5 with Interstate 84 (Banfield ramps). The need for extensive public outreach was also identified, as each of these ramps will be closed for up to two weeks to allow the concrete overlay to properly cure.

During project development, the project team consulted with the railroad and confirmed that protective screening is required for three of the Banfield ramps that cross over railroads.

The initial project construction estimate was approximately \$7.5 million. As the project approached final Plans, Specifications and Estimates (PS&E), the team estimated the construction costs to be approximately \$9.2 million. Factors contributing to the increase in costs are due to the adding the required protective screening, adding railroad flagging, additional traffic control, and enhanced public involvement. A change management request was completed and approved by the region to document these changes and obtain approval from the bridge program manager.

With Commission approval, the project will go to bid for construction. Without approval, the project design will be shelved and the condition of the ramp decks will continue to deteriorate leading to structural deficiency of the ramps and significantly more repair work in the future. One alternative option for the Commission would be to eliminate one (or more) ramps from the project, which could

Aganda\_K\_2018-2021\_STIP\_Amendment\_I-84\_I-5\_Banfield\_Interchange\_itr.docx  
1/20/2018

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bring the cost within the budget, however this would not address deteriorating ramp conditions. ODOT would also not be able to leverage contractor mobilization and roadway closures for construction.

**Attachments:**

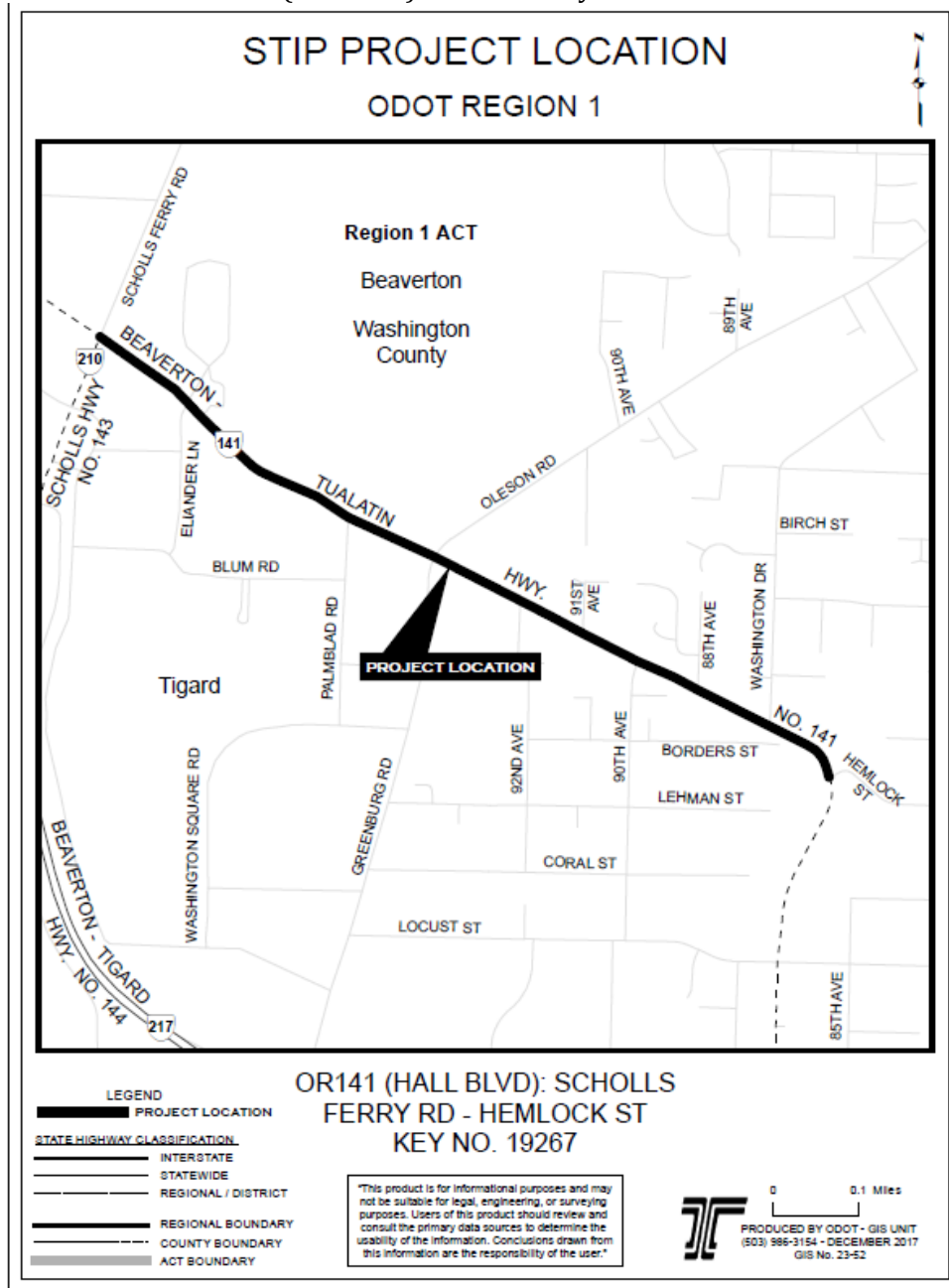
- Attachment 1 - Location and Vicinity Maps

**Copies (w/attachment) to:**

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
Rian Windsheimer	Paul Mather	McGregor Lynde	Lynn Averbek
Jeff Flowers	Amanda Sandvig	Vaughan Rademeyer	Arlene Santana
Rachelle Nelson			

**Key 19267**

OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St





**Oregon**

Kate Brown, Governor

**Oregon Transportation Commission**

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** January 5, 2018

**TO:** Oregon Transportation Commission  
*[Original signature on file]*

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** Consent 9 - Amend the 2018 - 2021 Statewide Transportation Improvement Program (STIP) to increase the preliminary engineering phase and cancel the right-of-way and construction phases on Oregon 141 (Hall Boulevard): Scholls Ferry Road to Hemlock Street.

**Requested Action:**

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase the preliminary engineering phase and cancel the construction and right-of-way phases to change the Oregon 141 (Hall Boulevard): Scholls Ferry Road to Hemlock Street in Region 1 to a shelf project.

- Add \$213,000 to the preliminary engineering phase from the Americans with Disabilities Act (ADA) lawsuit settlement funds.
- Cancel the right-of-way phase and re-allocate \$150,000 to the preliminary engineering phase.
- Cancel the construction phase and re-allocate \$126,707 to the preliminary engineering phase.

The total estimated cost of this project is \$799,707 for preliminary engineering only.

**STIP amendment funding summary**

Project	Current Funding	Proposed Funding
Oregon 141 (Hall Boulevard): Scholls Ferry Road to Hemlock Street	\$586,707	\$799,707
Fix-it Americans with Disabilities Act Funding 2019 to 2021	\$6,684,919	\$6,471,919
<b>TOTAL</b>	<b>\$7,271,626</b>	<b>\$7,271,626</b>

**Project to be increased**

Oregon 141 (Hall Blvd): Scholls Ferry Rd - Hemlock St (KN: 19267)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2015	\$310,000	\$799,707
Right of Way	2018	\$150,000	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2018	\$126,707	\$0
<b>TOTAL</b>		<b>\$586,707</b>	<b>\$799,707</b>

Consent\_09\_2018-2021\_STIP\_Amend\_Hall\_Blvd\_Scholls\_Hemlock\_itr.docx  
1/10/2018

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<b>FIX-IT ADA FUNDING FFY 2019-2021 (KN: 20367)</b>			
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>	
		<b>Current</b>	<b>Proposed</b>
Preliminary Engineering	N/A	\$0	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2018	\$6,684,919	\$6,471,919
<b>TOTAL</b>		<b>\$6,684,919</b>	<b>\$6,471,919</b>

**Background:**

The section of Hall Boulevard from Scholls Ferry Road to Hemlock Street is a designated Special Transportation Area (STA) and an Urban Minor Arterial with substandard curb ramps. In 2014, Region received a small amount of funding to address deficient and missing curb ramps in STAs as an early attempt by the Agency to improve Americans with Disabilities Act (ADA) compliance. The budget allocated to this project was \$586,707.

A project charter was drafted in February 2016 and approved in March 2016. The project was to design and construct as many ADA curb ramps as possible within the project limits and budget. At the time the charter was signed, Oregon Department of Transportation (ODOT) was in process of finalizing the ADA Transition Plan. This plan identified an approach for prioritizing ADA upgrades on Oregon Department of Transportation (ODOT) facilities.

When the curb ramp inventory was completed late last year, it identified 35 deficient curb ramps and 10 missing curb ramps within the project area. Following the guidance of the ADA Transition Plan, the project team focused on addressing ten missing curb ramps with the funds available. A change management request (CMR) was approved in December 2016 to change the delivery method from in-house design to outsourced delivery and approve the project approach to be consistent with the ADA Transition Plan. The consultant design team analyzed the 10 missing ADA curb ramps and estimated only 8 of the 10 could be designed and constructed within the programmed STIP budget. This information prompted a discussion with Region 1 Management, Staff and the ODOT State Traffic/Roadway Engineer responsible for the ADA Program, exploring three options to consider for moving the project forward:

1. Design, acquire right of way and construct the project based on the programmed STIP budget focusing on the missing curb ramps. This would only address eight of the 45 deficient ramps in the project area.
2. Design, acquire right of way and construct the project based on the programmed STIP budget focusing on the 'lower cost' curb ramps thus increasing the number of curb ramps addressed by the project. This would address approximately 14 of the 45 deficient curb ramps.

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3. Complete design of all 45 curb ramps, as identified in the inventory mentioned above and pursue future funding opportunities to construct the ramps at once, or at least in longer segments, and potentially at a lower future cost given the ADA pilot construction methods being explored by ODOT technical services. This would address all 45 deficient curb ramps within the project limits of the STA.

ODOT staff recommends pursuing option 3 to design a shelf-ready project. This proposal includes a commitment to seek and secure future funding for right-of-way and construction. This approach requires reallocation of project right-of-way and construction funds to preliminary engineering and the addition of \$213,000 from the statewide ADA Program consistent with this request.

With Commission approval, the project can move forward as a shelf-ready project. If this change is not approved, the project will design and construct eight ADA curb ramps within the project area.

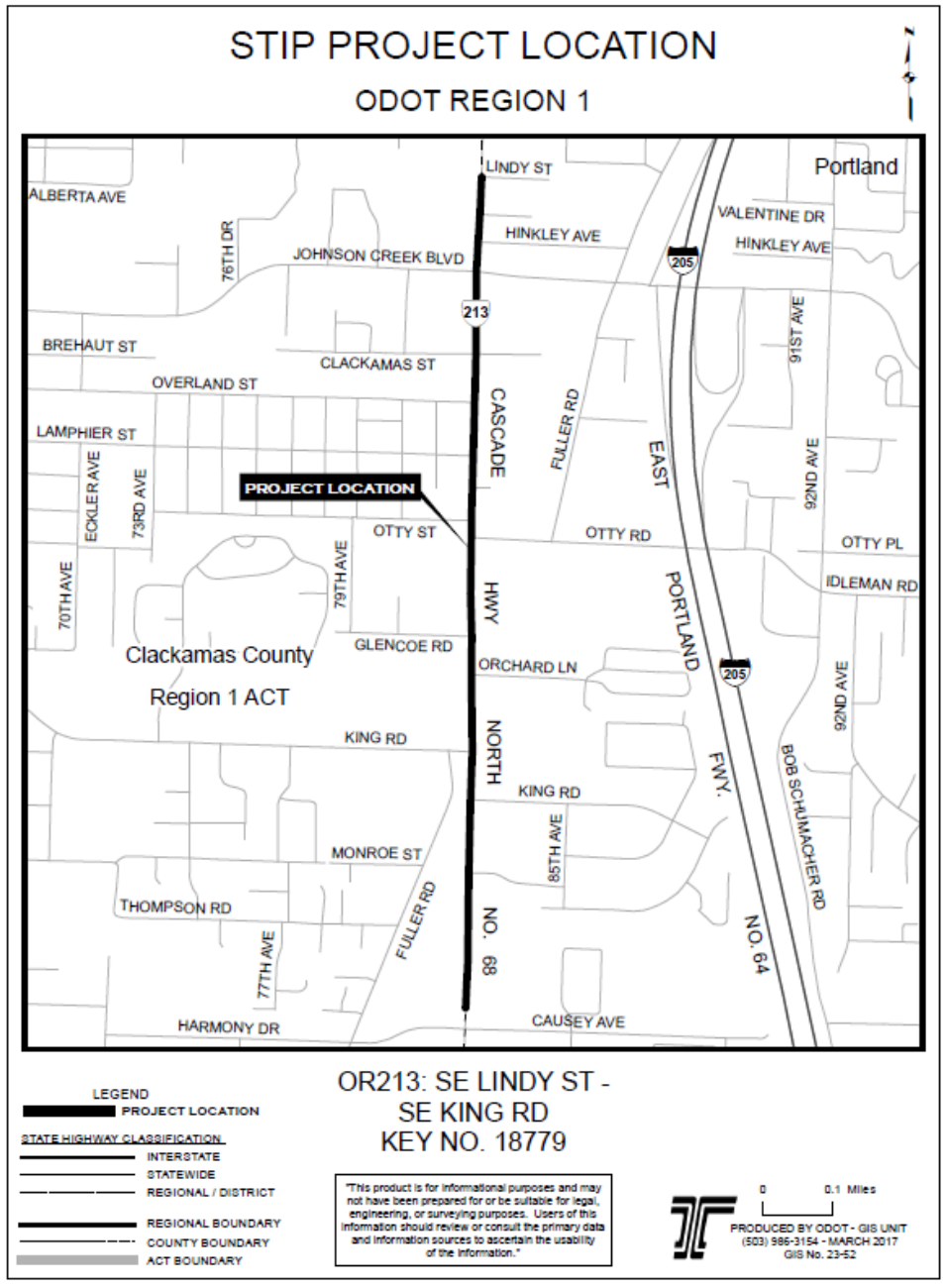
Attachment:

- Attachment 1 – Location and Vicinity Maps

Copies to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
Paul Mather	Rian Windsheimer	David Kim	Jeff Flowers
Mac Lynde	Arlene Santana	Jon Makler	Talena Adams
Amanda Sandvig	Ana Jovanovic	Lindsay Higa	Vaughan Radermeyer
Katie Parlette	Lisa Strader		

**Key 18779**  
 OR213: SE Lindy St - SE King St



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# Oregon

Kate Brown, Governor

Oregon Transportation Commission  
Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

**DATE:** January 5, 2018

**TO:** Oregon Transportation Commission

*[Original signature on file]*

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** **Agenda J - Amend 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for Oregon 213: Southeast Lindy Street to Southeast King Road Project by \$1,449,007.**

**Requested Action:**

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add \$1,449,007 to the construction phase of the Oregon 213: Southeast Lindy Street to Southeast King Road project. The total estimated project cost will increase from \$5,087,301 to \$6,536,308.

Funding for this project will come from cost savings realized from the Region 1 Mount Hood Safety Project. A balance of \$1,643,000 in remaining funds can be re-allocated to fund this project increase.

**Project to increase funding**

Oregon 213: SE LINDY ST - SE KING RD (KN 18779)			
PHASE	YEAR	COST	
		Current	Proposed
Planning	N/A	\$0	\$0
Preliminary Engineering	2014	\$743,072	\$743,072
Right of Way	2016	\$1,452,335	\$1,452,335
Utility Relocation	N/A	\$0	\$0
Construction	2017	\$2,891,894	\$4,340,901
Other	N/A	\$0	\$0
<b>TOTAL</b>		<b>\$5,087,301</b>	<b>\$6,536,308</b>

**Background:**

The Oregon 213 (SE 82<sup>nd</sup> Avenue): Southeast Lindy Street to Southeast King Road project was originally programmed in the 2012-2015 STIP as a 0.84 mile pavement restoration project on Oregon 213 (SE 82<sup>nd</sup> Ave) in north Clackamas County. Funding for this project was originally provided by the Region 1 Preservation Program.

The primary purpose of the project is to restore the badly deteriorating, five lane wide pavement section along 82<sup>nd</sup> Ave. This highway is parallel to Interstate 205 and serves as an alternate route

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during the peak hours or closures. In addition, the project will upgrade a total of 64 non-compliant American Disabilities Act (ADA) curb ramps and provide access management.

The project was advertised on November 9, 2017 and bids were opened on November 30, 2017. The project received four bids:

Brown Contracting Inc	\$3,322,748.40
Wildish Standard Paving Co	\$3,709,715.91
M.J. Hughes Construction Inc	\$3,873,204.17
James W. Fowler Co	\$4,489,197.06

The lowest bid from Brown Contracting Inc was approximately 13% above the Oregon Department of Transportation's (ODOT) construction estimate, but this bid was rejected and determined to be non-responsive due to the contractor's Disadvantaged Business Enterprise (DBE) commitments. The second low bidder, Wildish Standard Paving Co, was determined to be the lowest responsive bid at approximately 21% higher than the ODOT final engineer's estimate for construction. The new total construction cost based on the contractor's bid is \$4,340,901 which also includes construction engineering, anticipated items and contingency. Subject to Oregon Transportation Commission approval of this request for funding increase, ODOT intends to award this contract in January 2017.

The ODOT Office of Project Letting conducted an independent analysis of the bid, evaluating individual bid items, the bidding competition, and quality of the bidding documents. This technical analysis supports a recommendation to award the contract. ODOT's standard of practice has been to award bids based on this technical review, per the Federal Highway Administration's (FHWA) competitive bid assessment guidelines. (See the following website: <https://www.fhwa.dot.gov/programadmin/contracts/ta508046.cfm>)

Comparison of the ODOT and contractor estimates determined that the major cost increases can be attributed to bid items associated with mobilization, traffic control, asphalt and ADA Curb Ramp and Temporary Pedestrian Accessibility Route (TPAR) requirements:

- Mobilization: an increase of approximately \$80,000 (+28%)
- Traffic Control: an increase of approximately \$30,000 (+43%)
- Removal of Walks and Driveways: an increase of approximately \$30,000 (+150%)
- Aggregate Base: an increase of approximately \$630,000 (+150%)
- Asphalt: an increase of approximately \$260,000 (+41%)
- Retrofit Concrete Sidewalk Ramps an increase of approximately \$75,000 (+60%)

The bids from one contractor may vary significantly from another contractor based on their risks, what work is subcontracted out and cost for materials. Recently, ODOT has seen an increase in unit prices on a number of bid items, and our estimates have a tendency to lag due to using historical average bid prices.

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Funding for this project will come from cost savings realized from the Region 1 Mount Hood Safety Project. Major areas of savings include:

- The method of installing rock bolts was re-evaluated and an alternate method was chosen that both met the needs of the project and saved money on bid item costs.
- The actual cost of slide repair was lower than originally anticipated.
- The cost of oil decreased considerably during the project which resulted in a net savings of approximately \$1,147,000.

The Mount Hood Safety Project closed construction with a cost savings of about \$2,780,000. Approximately \$1,137,000 funded an increase for the Farley Slide project. This leaves a balance of \$1,643,000 that can be re-allocated to fund this project increase.

Options:

With Commission approval, ODOT will have sufficient funds to award the contract.

Without approval, ODOT will have insufficient funds to award the construction contract. The Region could:

- Reduce the scope of the project by shortening the project limits.
- Shelve the project and pursue future funding through the next STIP update. The results of this decision will be ODOT Maintenance and the traveling public will be burdened with deteriorating pavement resulting in more damage and cost.
- Rebid the project; however this would result in a loss of a construction season and would not necessarily result in lower costs at that time.

Attachment:

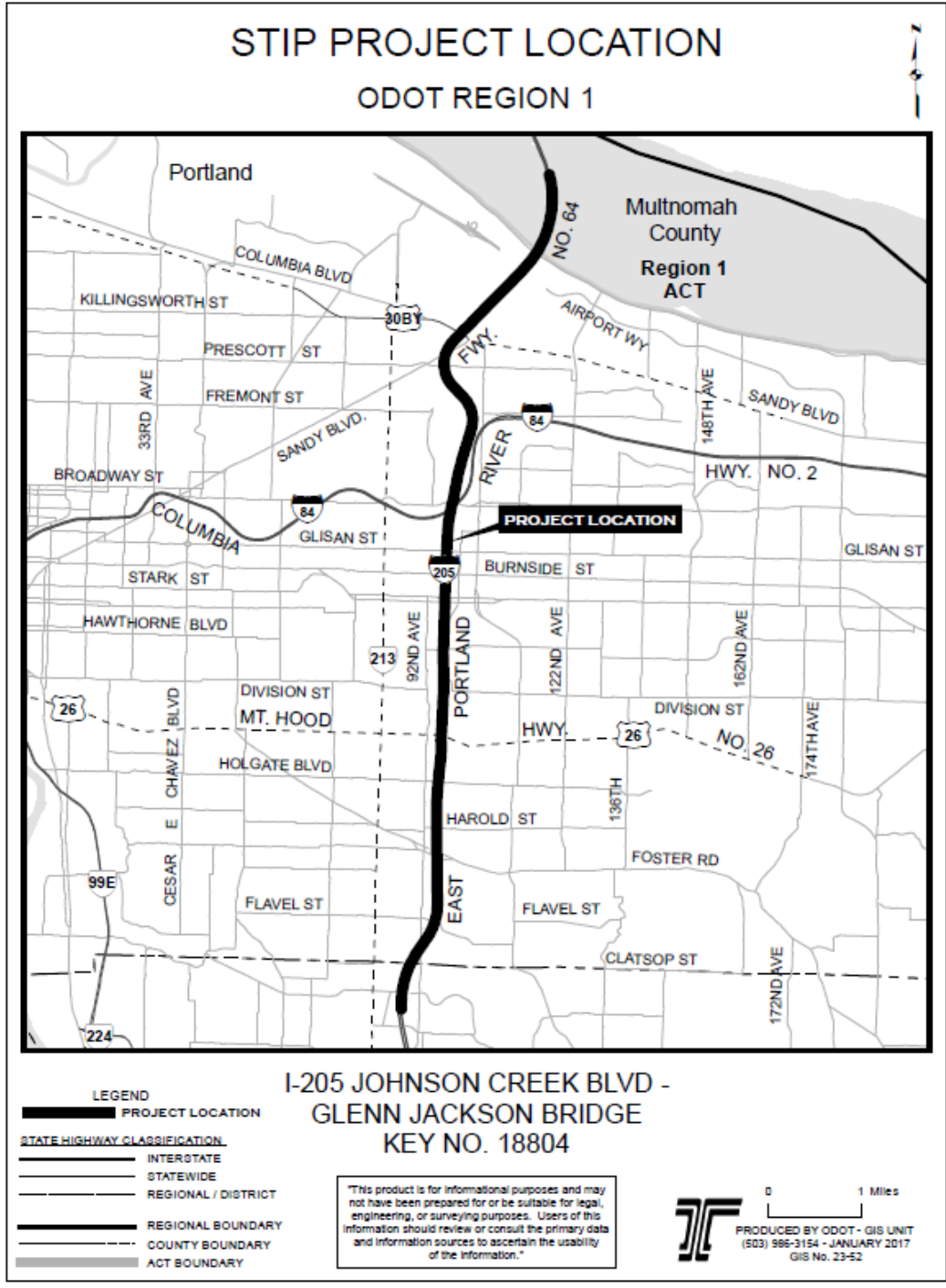
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Lynn Averbeck	Amanda Sandvig	Kyle Crate	

**Key 18804**

**I-205 Johnson Creek Blvd - Glenn Jackson Bridge**





**Oregon**  
Kate Brown, Governor

Oregon Transportation Commission  
Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

**DATE:** January 5, 2018

**TO:** Oregon Transportation Commission

*[Original signature on file]*

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** **Agenda I - Amend 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Interstate 205: Johnson Creek Blvd to Glen Jackson Bridge Project by \$3,545,185.**

**Requested Action:**

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Interstate 205: Johnson Creek Blvd to Glen Jackson Bridge project by \$3,545,185 due to higher than expected final bid. The total estimated project cost will increase from \$31,513,801 to \$35,058,987.

To address the funding shortfall, Oregon Department of Transportation (ODOT) staff performed a detailed comparison of bid items and has determined which bid item increases should be attributed to the programs funding the project: Interstate Maintenance program 43%, Region 1 Enhance 51% and Bridge 6%. The total needed in the construction phase to award the contract to the lowest responsive bid is \$3,545,186 that will be derived from two sources.

- Reallocate \$955,883 of funding from the Region 1 Enhance Program.
- Reallocate \$2,589,303 of funding from the statewide Interstate Maintenance (IM) funding through savings on other IM projects.

**Project to increase funding**

<b>Interstate 205: JOHNSON CREEK BLVD - GLENN JACKSON BRIDGE (KN 18804)</b>			
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>	
		<b>Current</b>	<b>Proposed</b>
Planning	N/A	\$0	\$0
Preliminary Engineering	2015	\$2,279,678	\$2,279,678
Right of Way	2017	\$60,000	\$60,000
Utility Relocation	N/A	\$0	\$0
Construction	2017	\$29,174,123	\$32,719,309
Other	N/A	\$0	\$0
<b>TOTAL</b>		<b>\$31,513,801</b>	<b>\$35,058,987</b>

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**Background:**

The Interstate 205: Johnson Creek Boulevard to Glen Jackson Bridge project was originally funded in the 2015 - 2018 STIP through the state Interstate Maintenance Program to repave Interstate 205. The design phase of the project was initiated in August 2015. In March 2016, bridge scope and funding was added to the address bridge work within the project limits. During this same timeframe, Region 1 initiated shelf ready designs for two auxiliary lane projects identified in the [2013 Corridor Bottleneck Operations Study \(CBOS\)](#), which recommends cost-effective and small-scale improvements to the existing system. Construction funding was added to the auxiliary lane projects in late 2016 with Region 1 Enhance funds. Since both the paving project and the auxiliary lane projects were within the same project limits, a change management request was approved to combine the projects.

This project consists of paving, construction of two auxiliary lanes, and bridge deck improvements. The project will resurface all six travel lanes of Interstate 205 for 9.4 miles along with resurfacing the pavement at several interchanges, existing auxiliary lanes, and on and off ramps. The auxiliary lanes will improve safety and operations of weaving traffic in two sections: southbound between Interstate 84 (eastbound) and Division Street, and northbound between Interstate 84 (eastbound) and NE Killingsworth Street. This project will also widen a portion of the center median on Interstate 205 in the northbound direction between Powell and Interstate 84 to facilitate future construction of the auxiliary lane project funded under House Bill 2017 (Transportation Funding). Additional project elements include Americans with Disabilities Act (ADA) upgrades and local street improvements. This project is funded primarily through three funding sources: Interstate Maintenance program 43%, Region 1 Enhance 51% and Bridge 6%.

The project was advertised on November 2, 2017 with a bid opening on December 21, 2017. The project received three bids:

Oregon Mainline Paving LLC	\$23,864,747.33
Kerr Contractors Oregon Inc	\$26,326,869.00
Wildish Standard Paving Co	\$29,241,203.55

The lowest bid from Oregon Mainline Paving LLC was very close to ODOT's construction estimate, but this bid was rejected and determined to be non-responsive due to the contractor's failure to complete the bid packet. The second low bidder, Kerr Contractors Oregon Inc, was determined to be the lowest responsive bidder at approximately 13% higher than the ODOT final engineer's estimate for construction. The new total construction cost based on the contractors' bid is estimated at \$32,719,309 (including engineering, anticipated items, and contingency). Therefore the plan, subject to Commission approval of this request for funding increase, is to award the contract to Kerr Contractors Oregon Inc in January 2018.

The ODOT Office of Project Letting conducted an independent analysis of the bid, evaluating individual bid items, the bidding competition, and quality of the bidding documents. This technical analysis supports a recommendation to award the contract. ODOT's standard of practice has been to award bids based on this technical review, per the Federal Highway Administration's (FHWA)

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competitive bid assessment guidelines. (See the following website:  
<https://www.fhwa.dot.gov/programadmin/contracts/ta508046.cfm>)

There were approximately 350 bid items. Some were higher and others lower than ODOT's estimates. ODOT staff performed a detailed comparison of bid items to determine which funding program is responsible for cost overruns. The overall cost increases as compared to the lowest responsive bid are primarily attributed to the following items:

- Mobilization: \$2,300,000 to \$2,632,686, an increase of \$332,686 (+14%)
- Traffic Control: \$2,251,286 to \$3,301,624, an increase of \$1,050,338 (+47%)
- Asphalt: \$5,554,550 to \$6,997,002, an increase of \$1,442,452 (+26%)
- Construction Engineering: \$2,453,000 to \$4,500,000, an increase of \$2,047,000 (+45%)

The bids from one contractor may vary significantly from another contractor based on their risks, what work is subcontracted out and cost for materials. Recently, ODOT has seen an increase in unit prices on a number of bid items, and our estimates have a tendency to lag due to using historical average bid prices.

It has been standard practice in Region 1 to initially program 10% of the construction estimate at time of bid as a budget placeholder for construction engineering (CE) and to increase it or decrease it based on project complexity and other issues if necessary following bid opening. This funding covers the cost of ODOT's contract administration, including construction project management, oversight, and inspections. A contract of this type and size requires a larger construction engineering budget because a substantial portion of the work needs to be completed in the first season over a large project area with multiple contractor crews working on the project day and night. Consultant inspectors, which cost more than ODOT inspectors, will be hired to support scheduling and inspection efforts on this project. As a result of these factors, ODOT increased the construction engineering budget to 16%. Due to the fact Region 1 is seeing such large fluctuations in the CE budget as a result of large complex projects, we are adjusting our estimating practices to account for higher, project specific CE budgets based on the specific requirements of each project earlier in our estimating practices.

*Options:*

With Commission approval of this request, ODOT may proceed to award the construction contract.

Without approval, ODOT will not have sufficient funds to award the construction contract. The Region could:

- Shelve or rebid the project; however this would result in a loss of a construction season and would not necessarily result in lower costs at that time.
- Reduce the scope of the project by removing elements (an auxiliary lane) or shortening the project paving limits. The center median widening work is required to be accomplished as part of the HB 2017 "trigger" project, so that scope would need to be transferred and delivered as part of that project going to bid later this year. The results of this decision will be ODOT Maintenance and the traveling public will be burdened with deteriorating pavement and

Oregon Transportation Commission  
January 5, 2018  
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structures and potential safety concerns until funding is programmed for construction at a later time.

Attachment:

- Attachment 1 - Location and Vicinity Maps

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