

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR AMENDING) RESOLUTION NO. 18-4876
EXISTING PROJECTS TO THE 2018-21)
METROPOLITAN TRANSPORTATION) Introduced by: “Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING FIVE) Martha Bennett in concurrence with
PROJECTS REQUIRING PROGRAMMING) Council President Tom Hughes”
ADDITIONS, CORRECTIONS, OR)
CANCELLATIONS IMPACTING METRO,)
MULTNOMAH COUNTY, ODOT, AND)
PORTLAND (MA18-07-MAR)

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, two of the five projects are important safety protective fencing projects that need to be added to the 2018 MTIP and received their funding approval from the Oregon Transportation Commission (OTC) during their December 2017 meeting ; and

WHEREAS, Multnomah County’s Burnside St – Burnside (Willamette River) Bridge East Approach fencing project and the city of Portland’s NE 12th Ave Over I-84 Union Pacific RR Bridge fencing project will construct necessary protective safety/screening fencing providing traveling motorists additional safety, and reflects ODOT’s compliance with Statute (ORS) 366.462 requiring all freeway overpasses constructed after November 4, 1994 to have fences designed to deter persons from throwing objects from the overpasses onto the freeways; and

WHEREAS, Metro’s new SFY19 Planning funding project will provide the require planning funds to cover the identified costs in Metro’s new draft 2018-2019 Unified Planning Work Program currently moving through Metro’s approval process plus ensures the new planning funds allocation can be obligated by July 2018 allowing expenditures to start as of July 2018 as required; and

WHEREAS, the city of Portland’s St Johns Truck Strategy – Phase II proposes a significant scope change to remove the intersection modification to North Portland Rd/Columbia Blvd as a noncritical scope element while keeping it on the side with a plan to potentially fund it later with local System Development Charge funds, and adds approximately \$1.3 million in city local funds keep the project within the revised budget limitations for the remaining scope elements to be able to deliver the project; and

WHEREAS, the funding split from Key 20414, ODOT's Road Safety Audit Implementation will shift \$775,000 to Key 21071, ODOT's SW Naito Pkwy – SW Huber St Phase 2 project, \$40,000 to Key 18789, ODOT's OR213 at S Union Mills Rd project, and \$500,000 to ODOT's project Key 21289 to assist in better fund leveraging of their All Roads Safety Transportation (ARTS) Program; 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 March 9, 2018 and approved the amendment recommendation to JPACT; now therefore

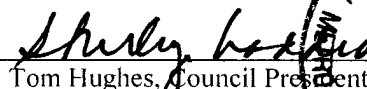
BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on March 15, 2018 to formally amend the 2018-21 MTIP to include the March 2018 Formal Amendment bundle consisting of five projects.

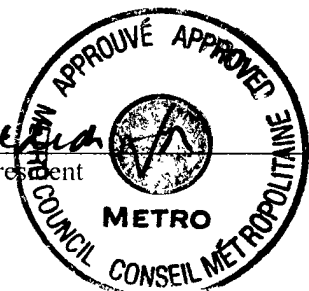
ADOPTED by the Metro Council this 3 day of May 2018.

Approved as to Form:



Alison R. Kean, Metro Attorney


Tom Hughes, Council President



2018-2021 Metropolitan Transportation Improvement Program
 Exhibit A to Resolution **18-4876**



Proposed March 2018 Formal Amendment Bundle Amendment Type: FORMAL, MA18-07-MAR Total Number of Projects: 5			
ODOT Key	Lead Agency	Project Name	Required Changes
Project #1 21284	Multnomah County	Burnside St: Burnside (Willamette River) Bridge East Approach	ADD NEW PROJECT: The project is being added to the 2018 MTIP and is being funded from the bridge overpass protective screening program. Constructing the fence on this freeway overpass will improve safety for motorists.
Project #2 21271	Metro	Portland Metro Planning SFY19	ADD NEW PROJECT: The project is being added to the 2018 MTIP and support required MPO transportation planning activities that USDOT mandates the MPO to complete
Project #3 21283	Portland	NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)	ADD NEW PROJECT: The project is being added to the 2018 MTIP and is being funded from the bridge overpass protective screening program. Constructing the fence on this freeway overpass will improve safety for motorists.
Project #4 18819	Portland	St Johns Truck Strategy Phase II	SCOPE CHANGE: The amendment reflects a significant scope change to the project due to budget limitations. The North Portland Rd/Columbia Blvd intersection realignment is being removed from the project through the formal amendment
Project #5 20414	ODOT	Road Safety Audit Implementation	COST DECREASE/FUNDING SPLIT: This amendment reduces the overall programming amount of committed HSIP to the project. \$1,655,000 in committed funding is being split off this project and re-programmed to Keys 21071, 18789, and 21289.

Exhibit A to Resolution 18-4876

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
21284	TBD	Multnomah County	Burnside St: Burnside (Willamette River) Bridge East Approach	Highway	\$ 650,000
Project Description:			On Burnside St at I-5, construct protective fencing for Burnside St Bridge east approach to provide safety to the traveling motorist		

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other	Construction	Total
NHPP-FAST	Z001	Federal	2019		\$ 71,784				\$ 71,784
State	Match	State	2019		\$ 8,216				\$ 8,216
NHPP-FAST	Z001	Federal	2020					\$ 511,461	\$ 511,461
State	Match	State	2020					\$ 58,539	\$ 58,539
Total:				\$ -	\$ 80,000	\$ -	\$ -	\$ 570,000	\$ 650,000

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 2. NHPP-FAST = Federal National Highways Performance Program (FAST Act) funds
 3. State = General state funds provided by the lead agency in support of the required match to the federal funds.

Amendment Summary

This is a new project being added to the 2018 MTIP. The project will provide protective safety fencing to traveling motorists. The approved funding for this project originates from the bridge overpass screening program. Approval from the Oregon Transportation Commission (OTC) was required for this project. OTC approval occurred during their December 2018 meeting.

Exhibit A to Resolution 18-4876

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 #2 EXISTING MTIP PROGRAMMING - None New Project

PROJECT #2 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
21271	TBD	Metro	Portland Metro Planning SFY19	Other	\$ 4,079,989

Project Description: For Metro, annual MPO planning funds for federal fiscal year 2019 in support of UPWP and other planning activities the MPO is required to complete.

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other	Construction	Total
STP>200K	Z230	Federal	2018	\$ 1,244,481					\$ 1,244,481
Local	Match	Local	2018	\$ 142,436					\$ 142,436
PL	Z450	Federal	2018	\$ 1,841,187					\$ 1,841,187
State	Match	State	2018	\$ 210,732					\$ 210,732
5303	Z277D	Federal	2018	\$ 575,307					\$ 575,307
Local	Match	Local	2018	\$ 65,846					\$ 65,846
Total:				\$ 4,079,989	\$ -	\$ -	\$ -	\$ -	\$ 4,079,989

Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
	2. STP>200K = Federal Surface Transportation Program funds allocated to urban MPO areas with populations greater than 200,000
	3. State = General state funds provided by the lead agency in support of the required match to the federal funds.
	4. PL = Federal planning funds normally allocated to the MPO in support of required planning activities
	5. 5303 = Federal transit planning funds allocated to support transit related planning activities
	6. Local = General local funds the lead agency provides in support of the required match to the federal funds.

Amendment Summary

This is a new project being added to the 2018 MTIP. Per agreement with USDOT, the planning funds are authorized to be programmed in FFY 2018 with a planned obligation at the beginning of the 2019 State Fiscal Year 2019 (July 2018). Funding is allocated to Metro to complete various required planning activities in support of the Regional Transportation Plan (RTP). Metropolitan Transportation Improvement Program (MTIP), and other regional transportation planning studies

Exhibit A to Resolution 18-4876

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
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21283	TBD	Portland	NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)	Highway	\$ 250,000
Project Description:			On NE 12th Ave over I-84, construct protective fencing for the 12th Ave bridge to provide safety to the traveling motorist		

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other	Construction	Total
NHPP-FAST	Z001	Federal	2019		\$ 40,378				\$ 40,378
State	Match	State	2019		\$ 4,622				\$ 4,622
NHPP-FAST	Z001	Federal	2020					\$ 183,946	\$ 183,946
State	Match	State	2020					\$ 21,054	\$ 21,054
Total:				\$ -	\$ 45,000	\$ -	\$ -	\$ 205,000	\$ 250,000

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 2. NHPP-FAST = Federal National Highways Performance Program (FAST Act) funds
 3. State = General state funds provided by the lead agency in support of the required match to the federal funds.

Amendment Summary

This is a new project being added to the 2018 MTIP. The project will provide protective safety fencing to traveling motorists. The approved funding for this project originates from the bridge overpass screening program. Approval from the Oregon Transportation Commission (OTC) was required for this project. OTC approval occurred during their December 2018 meeting.

Exhibit A to Resolution 18-4876

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
18819	70773	Portland	St Johns Truck Strategy Phase II					Highway	\$ 3,345,990
Project Description:		Freight mobility - bicycle and pedestrian safety improvements							
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-FLX	M240	Federal	2016		\$ 733,764				\$ 733,764
Local	Match	Local	2016		\$ 83,983				\$ 83,983
State STP-FLX	M240	Federal	2017			\$ 78,334			\$ 78,334
Local	Match	Local	2017			\$ 8,966			\$ 8,966
State STP-FLX	M240	Federal	2018				\$ 2,190,258		\$ 2,190,258
Local	Match	Local	2018				\$ 250,685		\$ 250,685
Total:				\$ -	\$ 817,747	\$ 87,300	\$ 2,440,943	\$ -	\$ 3,345,990
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. The funding is still committed to the project, but is now obligated in a prior year outside of the current 2018 MTIP. The funding in that year is referred to as "prior obligated". 3. State STP-FLX = Federal Surface Transportation Program (Flex) allocated and managed by ODOT 4. 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 #4 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
18819	70773	Portland	St Johns Truck Strategy Phase II	Highway	\$ 4,519,092

Project Description: ~~Freight mobility—bicycle and pedestrian safety improvements-~~
Construct roadway safety improvements to N Lombard, N Fessenden/St Louis, and N Columbia Way corridors.

Amended MTIP Fund Programming by Phase

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
TIFIA	M040	Federal	2016		\$ 733,764				\$ 733,764
Local	Match	Local	2016		\$ 83,983				\$ 83,983
OTHER	OTH0	Local	2018			\$ 138,045			\$ 138,045
State STP-FLX	M240	Federal	2018				\$ 2,268,592		\$ 2,268,592
Local	Match	Local	2018				\$ 259,651		\$ 259,651
OTHER	OTH0	Local	2018				\$ 1,035,057		\$ 1,035,057
									\$ -
Total:				\$ -	\$ 817,747	\$ 138,045	\$ 3,563,300	\$ -	\$ 4,519,092

- 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. TIFIA = Federal funds that were re-distributed back to the States during 2015 for additional programming needs.
 4. OTHER = Local funds contributing to the project that are not local matching funds, but are to cover the phase costs or used as local overmatch.
 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

The amendment reflects a major scope change to the project due to budget limitations. The initial North Portland Rd/ Columbia Blvd intersection planned scope improvement is being removed from the project. The updated cost estimate for all three scope elements exceeded the available project funding. The updated cost estimate with all three scope activities totals \$7.4 million. The North Portland RD/Columbia Blvd intersection improvement costs have been estimate now at \$3.04 million. The removal of the North Portland Rd/Columbia Blvd intersection enables the other two scope elements for traffic calming to N St Louis/Fessenden, and safety improvements to North Lombard can continue as part of the project and are considered higher priorities. Removing the North Portland Rd/Columbia Blvd scope eliminates a planned re-alignment of the intersection geometry and replacement of a traffic signal. The City is considering completing these improvements at a later date. The project also adds storm water mitigation management to the scope for the North St Johns/Lombard intersection.

Exhibit A to Resolution 18-4876

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		
20414	70970	ODOT	Road Safety Audit Implementation					Local Road	\$ 3,034,244		
Project Description:			Address unanticipated safety improvements as identified								
Existing MTIP Project Fund Programming by Phase											
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total		
HSIP-FAST	ZS30	Federal	2019					\$ 3,034,244	\$ 3,034,244		
									\$ -		
Total:			\$ -	\$ -	\$ -	\$ -	\$ 3,034,244	\$ 3,034,244			

PROJECT #5 PROPOSED AMENDED CHANGES											
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost		
20414	70970	ODOT	Road Safety Audit Implementation					Local Road	\$ 1,719,244		
Project Description:			Address unanticipated safety improvements as identified								
Amended MTIP Fund Programming by Phase											
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total		
HSIP-FAST	ZS30	Federal	2019					\$ 1,719,244	\$ 1,719,244		
									\$ -		
Total:			\$ -	\$ -	\$ -	\$ -	\$ 1,719,244	\$ 1,719,244			

- 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. HSIP-FAST = Federal Highway Safety Improvement Program funding (from the FAST Act) allocated to and managed by ODOT. This HSIP fund category = 100% federal funds with no required matching funds.

Amendment Summary

This amendment reduces the authorized funding to the project which was split off and planned to be committed to other projects. \$775k is split to Key 21071 OR99OR99W: SW Naito Pkwy - SW Huber St Phase 2 as approved by OTC on 5/18/17 and \$40,000 to K18789 OR213 at S Union Mills Rd and \$500,000 to K21289 as approved by OTC on 1/18/18

Memo

Date: Friday, April 20, 2018
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: March 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4876

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING FIVE PROJECTS REQUIRING PROGRAMMING ADDITIONS, CORRECTIONS, OR CANCELLATIONS IMPACTING METRO, MULTNOMAH COUNTY, ODOT AND PORTLAND (MA18-07-MAR)

BACKGROUND

What this is:

The March 2018 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle contains required changes and updates impacting Metro, Multnomah County, ODOT and Portland. Five projects are included in the amendment bundle. Three of the five projects in the March 2018 bundle are new projects being added to the 2018 MTIP. They are summarized in the below table:

2018-2021 Metropolitan Transportation Improvement Program Exhibit A to Resolution 18-4876			
Metro			
Proposed March 2018 Formal Amendment Bundle Amendment Type: FORMAL, MA18-07-MAR Total Number of Projects: 5			
ODOT Key	Lead Agency	Project Name	Required Changes
Project #1 21284	Multnomah County	Burnside St: Burnside (Willamette River) Bridge East Approach	ADD NEW PROJECT: The project is being added to the 2018 MTIP and is being funded from the bridge overpass protective screening program. Constructing the fence on this freeway overpass will improve safety for motorists.
Project #2 21271	Metro	Portland Metro Planning SFY19	ADD NEW PROJECT: The project is being added to the 2018 MTIP and support required MPO transportation planning activities that USDOT mandates the MPO to complete
Project #3 21283	Portland	NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)	ADD NEW PROJECT: The project is being added to the 2018 MTIP and is being funded from the bridge overpass protective screening program. Constructing the fence on this freeway overpass will improve safety for motorists.
Project #4 18819	Portland	St Johns Truck Strategy Phase II	SCOPE CHANGE: The amendment reflects a significant scope change to the project due to budget limitations. The North Portland Rd/Columbia Blvd intersection realignment is being removed from the project through the formal amendment
Project #5 20414	ODOT	Road Safety Audit Implementation	COST DECREASE/FUNDING SPLIT: This amendment reduces the overall programming amount of committed HSIP to the project. \$1,655,000 in committed funding is being split off this project and re-programmed to Keys 21071, 18789, and 21289.

What is the requested action?

JPACT approves Resolution 18-4876 and requests the Metro Council's final approval for resolution 18-4876 enabling the five identified projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

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

1. Project: Burnside St: Burnside (Willamette River) Bridge East Approach	
Lead Agency:	Multnomah County
ODOT Key Number:	21284 MTIP ID Number: TBD
Project Description:	On Burnside St at I-5, construct protective fencing for Burnside St Bridge east approach to provide safety to the traveling motorist
What is changing?	Through this formal amendment, the new project is being added to the 2018 MTIP.
Additional Details:	<p><u>From the December 2017 OTC Staff Report:</u></p> <p>Oregon Revised Statute (ORS) 366.462 requires that all freeway overpasses constructed after November 4, 1993 have fences that are designed to deter persons from throwing objects from the overpasses onto the freeways. This statute also requires that the Oregon Department of Transportation (ODOT) develop a prioritization system to construct fences first on those overpasses that involve the greatest risks, and to construct at least 15 fences per year on existing freeway overpasses.</p> <p>Currently 12 freeway overpasses in Region 1 do not have fences. The intent is to complete the fences on these remaining freeway overpasses as part of the 2018-2021 STIP.</p> <p>The Burnside Bridge (bridge 00511) is owned by Multnomah County. The eastern approaches (bridge 00511B) cross over Interstate 5, three Interstate 5 connections, and several rail lines. Constructing the fence on this freeway overpass will improve safety for motorists and move ODOT closer to completion of this program. Since this local agency bridge crosses a freeway, the state will provide the funding to install the fencing. ODOT prioritized this location because this bridge has sidewalks and is in an urban area. Funding for this project will come from the bridge overpass protective screening program. The budget for this program is \$1.5 million per year.</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 amendment.
Total Programmed Amount:	\$80,000 of National Highway Performance Program (NHPP) + match for Preliminary Engineering plus \$570,000 of NHPP + match for the Construction phase for a total programmed amount of \$650,000
Added Notes:	OTC approval required and occurred during their December 2017 meeting.

2. Project: Portland Metro Planning SFY2019	
Lead Agency:	Metro
ODOT Key Number:	21271 MTIP ID Number: TBD
Project Description:	For Metro, annual MPO planning funds for federal fiscal year 2019 in support of UPWP and other planning activities the MPO is required to complete.
What is changing?	This is a new project being added to the 2018 MTIP. Per agreement with USDOT, the planning funds are authorized to be programmed in FFY 2018 with a planned obligation at the beginning of the 2019 State Fiscal Year (July 2018).
Additional Details:	<p>The STP/STBG, PL, and 5303 Planning funds are allocated to Metro on an annual basis directly from ODOT-Salem and are used to fund the required activities within the Unified Planning Work Program (UPWP). These activities are required planning activities approved by USDOT and are in compliance with 23 CFR 450.308 and 23 450.420</p> <p>Funding is allocated to Metro to complete various required planning activities identified in the annual UPWP that support the RTP and other regionally significant transportation studies and activities. A few examples of transportation planning</p>

	<p>areas the UPWP funds support include the following:</p> <ul style="list-style-type: none"> - RTP development and management activities - MTIP development, management, and amendment - Regional Transit Strategies - Air Quality program - Designing Livable Streets - Public involvement - Title VI – Environmental Justice - Transportation Systems Management and Operations (TSMO) – Regional Mobility Program - TSMO – Regional Travel Options - Regional Freight Program <p>The Planning funds also support technical areas the MPO must complete including:</p> <ul style="list-style-type: none"> - Geographic Information Systems – Mapping and Land Formation - Economic Demographic and Land Use Forecasting - Model Development Program - Behavior Based Freight Model <p>Finally, the Planning funds support areas within the MPO to complete required administrative services and special corridor planning studies and project of regional significance.</p> <p>The complete list of planning and administrative activities, their scope of work and estimated costs the annual Planning funds support can be seen in the UPWP Metro produces each year.</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 amendment.
Total Programmed Amount:	Includes \$1,244,481 of STP>200k + match, and \$1,841,187 of PL + match and \$575,307 of 5303 + local match = a total programming amount of \$4,079,989
Added Notes:	UPWP planning fund allocations occur around the same time as the new draft UPWP is moving forward through the approval process.

3. Project:	NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)		
Lead Agency:	Portland		
ODOT Key Number:	21283	MTIP ID Number:	TBD
Project Description:	On NE 12th Ave over I-84, construct protective fencing for the 12th Ave bridge to provide safety to the traveling motorist		
What is changing?	The amendment adds a new project to the 2018 MTIP.		
Additional Details:	<p><u>From the December 2017 OTC Staff Report:</u></p> <p>The project will provide protective safety fencing to traveling motorists. The approved funding for this project originates from the bridge overpass screening program. Funding for this project will come from the bridge overpass protective screening program. The budget for this program is \$1.5 million per year.</p> <p>Oregon Revised Statute (ORS) 366.462 requires that all freeway overpasses constructed after November 4, 1993 have fences that are designed to deter persons from throwing objects from the overpasses onto the freeways. This statute also requires that the Oregon Department of Transportation (ODOT) develop a prioritization system to construct fences first on those overpasses that involve the greatest risks, and to construct at least 15 fences per year on existing freeway overpasses.</p>		

	<p>Currently 12 freeway overpasses in Region 1 do not have fences. The intent is to complete the fences on these remaining freeway overpasses as part of the 2018-2021 STIP.</p> <p>The Northeast 12th Avenue over Interstate 84 and Union Pacific Railroad Bridge (bridge 07039) is owned by the City of Portland. Constructing the fence on this freeway overpass will improve safety for motorists and move ODOT closer to completion of this program. Since this local agency bridge crosses a freeway, the state will provide the funding to install the fencing. This location was prioritized because this bridge has sidewalks, and is located within one block of Benson High School</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 project is programmed with \$45,000 of federal National Highway Performance Program (NHPP) + match for Preliminary Engineering plus \$205,000 of NHPP + match for construction for a total programming amount of \$250,000
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required for this project. OTC approval occurred during their December 2017 meeting.

4. Project: St Johns Truck Strategy II	
Lead Agency:	Portland
ODOT Key Number:	18819
MTIP ID Number:	70773
Project Description:	<p>Freight mobility – bicycle and pedestrian safety improvements Construct roadway safety improvements to N Lombard, N Fessenden/St Louis, and N Columbia Way corridors.</p>
What is changing?	<p>The primary project initially included three main safety improvement design elements to construct which included (1) traffic calming on N St Louis/ Fessenden, (2) safety Improvements to N Lombard, and (3) Intersection modifications to N Portland Rd/ Columbia Blvd. However, updated cost estimates revealed the three scope elements would significantly exceed the amount of grant funding for the project.</p> <p>The amendment reflects a major scope change to the project due to budget limitations. The initial North Portland Rd/ Columbia Blvd intersection planned scope improvement is being removed from the project. The updated cost estimate with all three scope activities totals \$7.4 million. The North Portland Rd/Columbia Blvd intersection improvement costs have been estimated now at \$3.04 million.</p> <p>The change does not significantly affect the original Intent of the project. The primary design objective is to reduce the attractiveness of using N St Louis/ Fessenden as an alternative route for freight traffic through the St Johns neighborhood, and instead use the designated freight route around the neighborhood.</p> <p>The earlier Implementation phase of the truck strategy constructed most of significant improvements to encourage freight to use the designated freight route within the strategy. The remaining freight route Improvements will be constructed via the current phase (on N Lombard west of St Louis Ave). The current phase also plans to construct the most significant disincentive element of the strategy, which is traffic calming and pedestrian crossing safety Improvements on N St Louis and Fessenden.</p> <p>The final disincentive element is the intersection improvements at N Portland Rd/ Columbia Blvd Intersection, but are not considered as effective as the traffic calming, and may not even be necessary If the traffic calming element performs well. PBOT</p>

	<p>plans to evaluate the effectiveness of traffic calming Improvements upon completion in terms of reducing cut-through fright traffic. The evaluation will be based primarily on an assessment of how much cut-through truck traffic is still using N St Louis/ Fessenden. If more disincentives are needed, and final phase that constructs the N Portland Rd/ Columbia Blvd improvements will be initiated with planned System Development Charge funds allocated to the St Johns Truck Strategy.</p> <p>The City of Portland is now proposing to refine the scope and add funds to include the following:</p> <ul style="list-style-type: none"> • Add curb ramp replacements to meet American Disabilities Act (ADA) regulation. • Add storm water management facilities to project as to meet federal and city requirements. • Remove the intersection re-alignment of the North Portland Road/Columbia Boulevard. The remaining elements are sufficient to achieve the full intent of the project. • Increase the total right-of-way budget to \$138,045 to accommodate for design modifications that now require additional temporary construction easements. • Increase the estimated construction budget to \$3,563,300 to address new Portland Bureau of Transportation (PBOT) pavement restoration standards. <p>The removal of the North Portland Rd/Columbia Blvd intersection enables the other two scope elements for traffic calming to N St Louis/Fessenden, and safety improvements to North Lombard can continue as part of the project, and are considered higher priorities. Removing the North Portland Rd/Columbia Blvd scope eliminates a planned re-alignment of the intersection geometry and replacement of a traffic signal.</p> <p>The federal funding for the project originates from ODOT. As a result, ODOT has participated in the reviews and final recommendations for the project’s revised scope of work.</p>
Additional Details:	The City is considering completing the removed improvements at a later date. The revised project scope also adds storm water mitigation management to the scope for the North St Johns/Lombard intersection as a result of the reviews.
Why a Formal amendment is required?	The change to the project reflects a significant scope change which requires a formal MTIP Amendment per the FHWA/FTA MTIP STIP Amendment Matrix
Total Programmed Amount:	The total project programmed amount increases from \$3,345,990 to \$4,519,092. The city of Portland is providing an additional \$1,035,057 in local funds for the construction phase to cover the remaining major scope elements.
Added Notes:	OTC approval is also required. The item went before the OTC during their March 2018 meeting and was approved.

5. Project:	Road Safety Audit Implementation		
Lead Agency:	ODOT		
ODOT Key Number:	20414	MTIP ID Number:	70980
Project Description:	Address unanticipated safety improvements as identified		
What is changing?	The amendment reduces the current HSIP funding amount of \$3,034,244 to \$1,719,244 by splitting off existing funding and committing it to other existing ARTS projects		
Additional Details:	<p><u>From the 10/18/2018 OTC Staff Letter:</u></p> <p>The Oregon Department of Transportation (ODOT) conducted a Road Safety Audit (RSA) in July 2015 on Oregon 99 West (Barbur Boulevard) to identify system-wide and location-specific safety issues including short, intermediate, and long term</p>		

	<p>recommendations for improving safety on Oregon 99 West between Southwest Naito Parkway to Southwest Huber Street in the City of Portland. ODOT has since committed to using the recommendations from the RSA to select and fund projects that support goals for short and intermediate term improvements that will improve safety on the corridor.</p> <p>The Barbur RSA report identified inconsistent signage as one of the key safety issues of Southwest Barbur corridor between Naito Parkway and Capitol Highway and suggested overhead signing to increase sign visibility and improve way finding. ODOT evaluated and prioritized recommendations provided by the Barbur RSA team and identified two overhead signs for priority implementation to improve safety in the corridor: Northbound Oregon 99 West :</p> <ul style="list-style-type: none"> • MP 2.01 – south of Southwest Barbur at Southwest Naito Parkway Split, and • MP 2.2 – north of Southwest Bancroft Street. <p>If the signs are not constructed at these locations, it is possible that ODOT will not fulfill all the safety improvement recommendations in the Barbur Road Safety Audit which could result in more crashes on the corridor.</p> <p>The total cost for the project is approximately \$775,000 and will come from funds set aside in the 2018-2021 Draft STIP from the All Roads Transportation Safety (ARTS) Program to implement the RSA findings.</p>
<p>Why a Formal amendment is required?</p>	<p>Cost changes above 20% to projects with than exiting cost of \$1 million or more require a formal MTIP Amendment</p>
<p>Total Programmed Amount:</p>	<p>The project is programmed 100% federal HSIP (no local or state matching funds required) currently at \$3,034,244. The three funding splits reduce the HSIP programming to \$1,719,244.</p>
<p>Added Notes:</p>	<p>OTC approval was required and occurred during their 1/18/2018 meeting</p>

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
FULL AMENDMENTS	
1.	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2.	Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype
3.	Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • Projects under \$500K – increase/decrease over 50% • Projects \$500K to \$1M – increase/decrease over 30% • Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30%
4.	Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1.	Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2.	Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3.	Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4.	Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
5.	Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6.	Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7.	Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

- 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 March 2018 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	February 26, 2018
● TPAC notification and approval recommendation.....	March 9, 2018
● Completion of public notification process.....	March 27, 2018
● JPACT approval and recommendation to Council.....	April 19, 2018
● Metro Council approval.....	May 3, 2018*

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

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
● Metro development of amendment narrative package	May 4 , 2018
● Amendment bundle submission to ODOT for review.....	May 7, 2018

- Submission of the final amendment package to USDOT..... May 11, 2018
- ODOT clarification and approval..... Late May , 2018
- USDOT clarification and final amendment approval..... Late May 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 18-4876. (*TPAC approval 3/9/2018, JPACT approval on 4/19/18*)

Attachment: Project Location Maps and OTC Staff Report copies

Date: Friday, April 20, 2018
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: Attachment 1 to the March 2018 MTIP Formal Amendment Staff Report – Project Location Maps & OTC letters as applicable

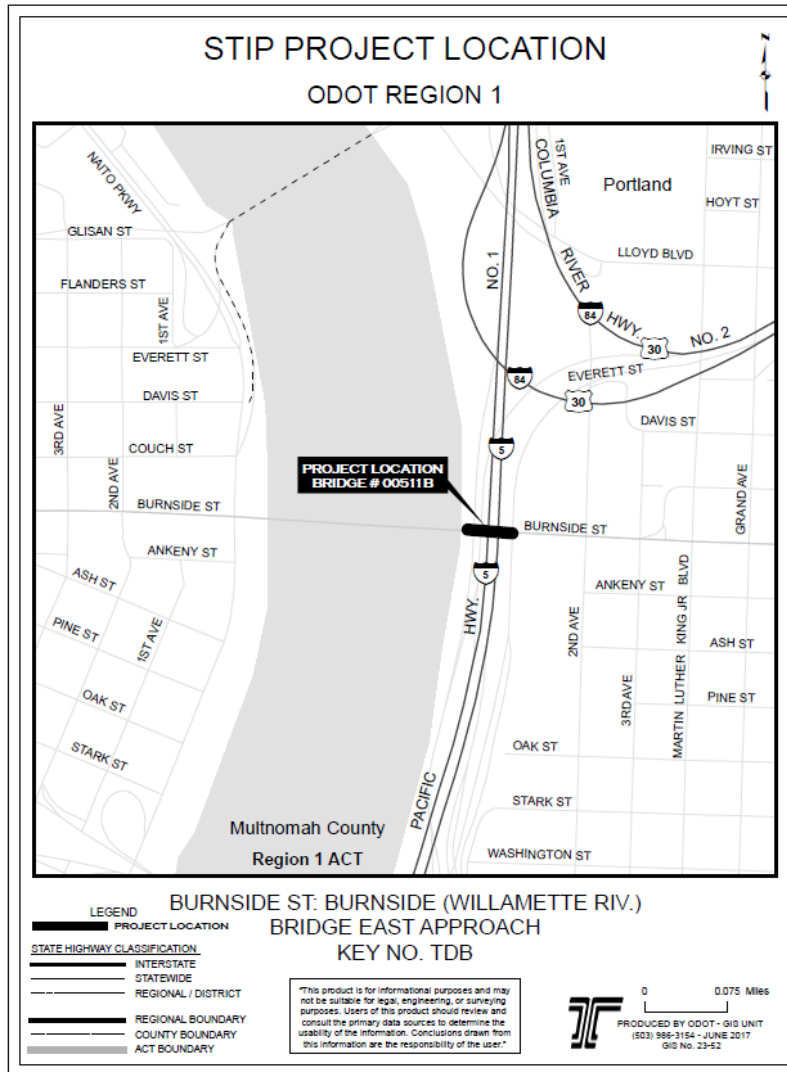
BACKGROUND

Available project location maps and OTC request letters are included in this attachment to the staff report for reference for their applicable projects. Maps and/or OTC letters are included for:

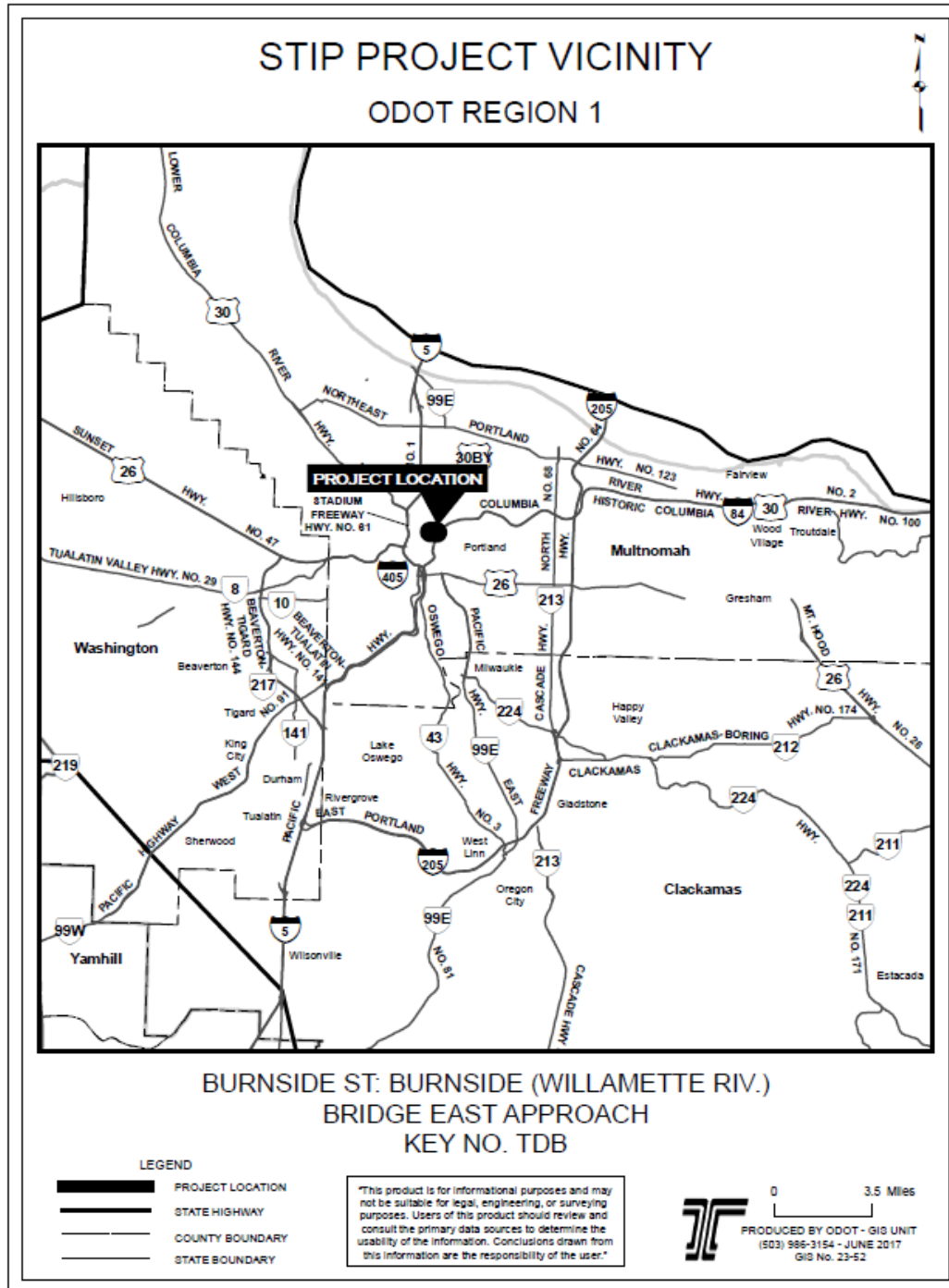
- Key 21284 – Burnside St: Burnside (Willamette River) Bridge East Approach
- Key 21283 – NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)
- Key 18819 – St Johns Truck Strategy Phase II
- Key 20414 – Road Safety Audit Implementation

Key 21284

Burnside St: Burnside (Willamette River) Bridge East Approach



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OTC Letter for Key 21284



Oregon
Kate Brown, Governor

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

DATE: December 4, 2017
TO: Oregon Transportation Commission

[Original signature on file]

From: Matthew L. Garrett
Director

SUBJECT: Consent 12 - Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add one new project, Burnside Street: Burnside (Willamette River) Bridge east approach.

Requested Action:

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add one new project, protective fencing for Burnside Street: Burnside (Willamette River) Bridge east approach, located in Region 1, Multnomah County. The total estimated cost for this project is \$650,000.

Funding for this project will come from the bridge overpass protective screening program. The budget for this program is \$1.5 million per year.

STIP Amendment Funding Sources

Project	Proposed Funding
Bridge Overpass Protective Screening FFY 2019 (KN 20082)	\$199,598
Bridge Overpass Protective Screening FFY 2020 (KN 20083)	\$450,402
TOTAL	\$650,000

Project to be added

Burnside Street: Burnside (Willamette River) Bridge east approach (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2019	\$0	\$80,000
Right of Way	N/A	N/A	N/A
Utility Relocation	N/A	N/A	N/A
Construction	2020	\$0	\$570,000
	TOTAL	N/A	\$650,000

Oregon Transportation Commission
December 4, 2017
Page 2

Background:

Oregon Revised Statute [\(ORS\) 366.462](#) requires that all freeway overpasses constructed after November 4, 1993 have fences that are designed to deter persons from throwing objects from the overpasses onto the freeways. This statute also requires that the Oregon Department of Transportation (ODOT) develop a prioritization system to construct fences first on those overpasses that involve the greatest risks, and to construct at least 15 fences per year on existing freeway overpasses.

Currently 12 freeway overpasses in Region 1 do not have fences. The intent is to complete the fences on these remaining freeway overpasses as part of the 2018-2021 STIP.

The Burnside Bridge (bridge 00511) is owned by Multnomah County. The eastern approaches (bridge 00511B) cross over Interstate 5, three Interstate 5 connections, and several rail lines. Constructing the fence on this freeway overpass will improve safety for motorists and move ODOT closer to completion of this program. Since this local agency bridge crosses a freeway, the state will provide the funding to install the fencing. ODOT prioritized this location because this bridge has sidewalks and is in an urban area.

With Commission approval, this screening project can proceed to provide safety to the traveling motorists by designing and installing the protective screening and deter individuals from throwing objects onto the freeway. Without approval, this location will continue to provide opportunities for individuals to throw objects onto the freeway.

Attachments:

- Attachment 1 - Location and Vicinity Maps

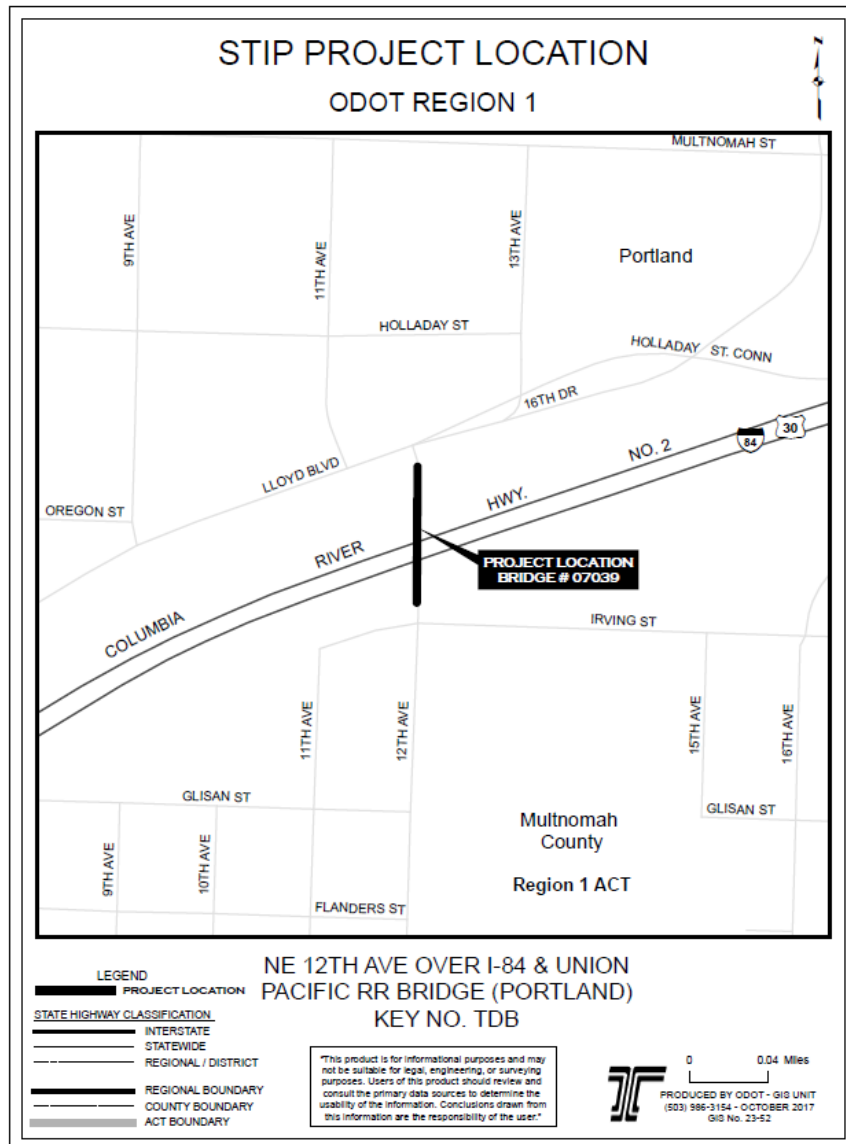
Copies (w/attachment) to:

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

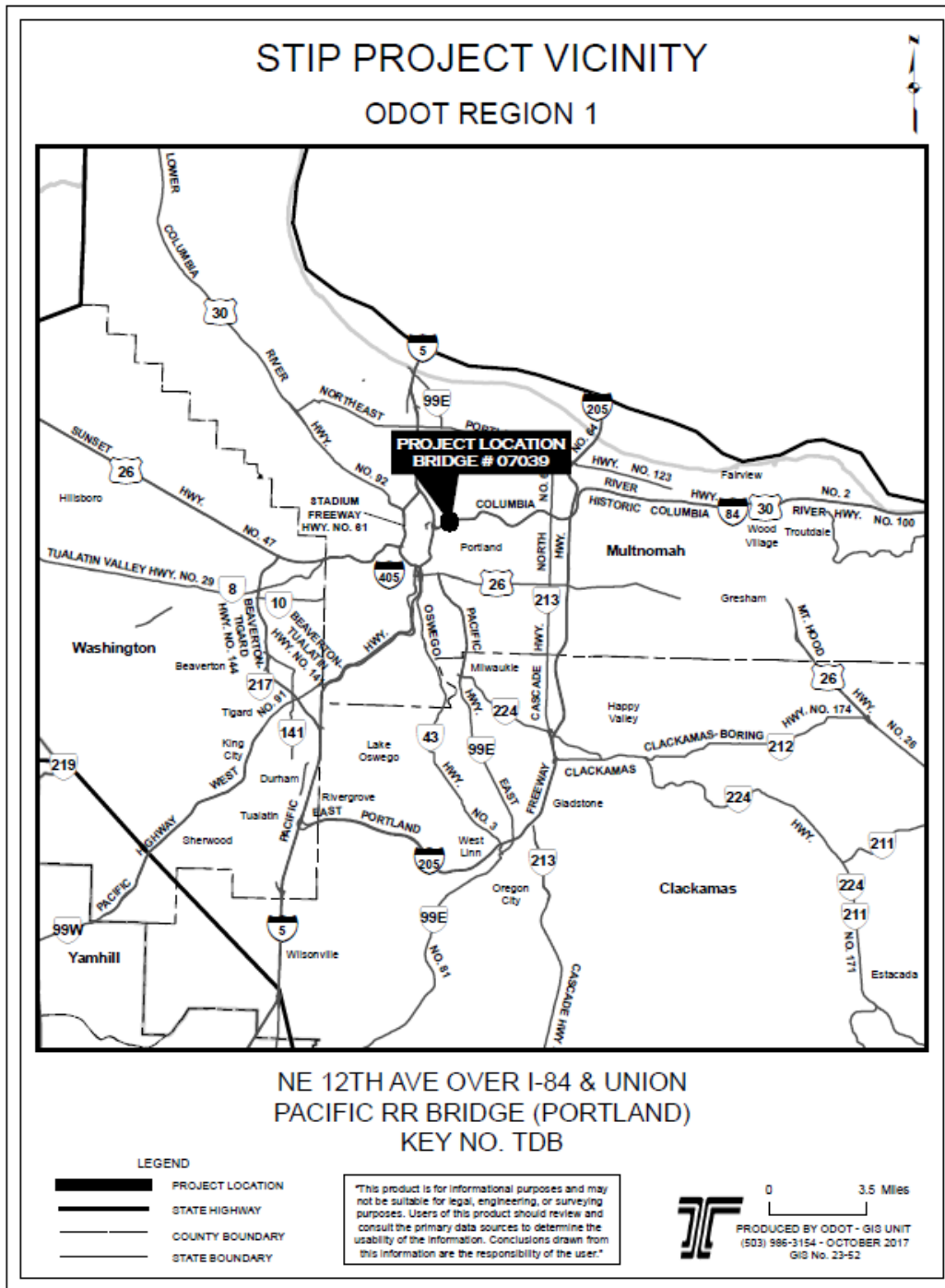
Key 21283

NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)

Attachment 1



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OTC Letter for Key 21283



Oregon

Kate Brown, Governor

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

DATE: December 4, 2017
TO: Oregon Transportation Commission

[Original signature on file]

From: Matthew L. Garrett
Director

SUBJECT: Consent 11 – Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add one new project, Northeast 12th Avenue over Interstate 84 and Union Pacific Railroad Bridge (Portland)

Requested Action:

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add one new project, protective fencing for Northeast 12th Avenue over Interstate 84 and Union Pacific Railroad (UPRR) Bridge (Portland), located in Region 1, Multnomah County. The total estimated cost for this project is \$250,000.

Funding for this project will come from the bridge overpass protective screening program. The budget for this program is \$1.5 million per year.

STIP Amendment Funding Sources

Project	Proposed Funding
NE 12 th Ave over Interstate 84 and Union Pacific Railroad Bridge (Portland)	\$250,000
Bridge Overpass Protective Screening FFY2019	\$199,598
TOTAL	\$449,598

Project to be added

NE 12 th Ave over Interstate 84 and Union Pacific Railroad Bridge (Portland) (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2019	\$0	\$45,000
Right of Way	N/A	N/A	N/A
Utility Relocation	N/A	N/A	N/A
Construction	2020	\$0	\$205,000
TOTAL		\$0	\$250,000

Oregon Transportation Commission
December 4, 2017
Page 2

Background:

Oregon Revised Statute [\(ORS\) 366.462](#) requires that all freeway overpasses constructed after November 4, 1993 have fences that are designed to deter persons from throwing objects from the overpasses onto the freeways. This statute also requires that the Oregon Department of Transportation (ODOT) develop a prioritization system to construct fences first on those overpasses that involve the greatest risks, and to construct at least 15 fences per year on existing freeway overpasses.

Currently 12 freeway overpasses in Region 1 do not have fences. The intent is to complete the fences on these remaining freeway overpasses as part of the 2018-2021 STIP.

The Northeast 12th Avenue over Interstate 84 and Union Pacific Railroad Bridge (bridge 07039) is owned by the City of Portland. Constructing the fence on this freeway overpass will improve safety for motorists and move ODOT closer to completion of this program. Since this local agency bridge crosses a freeway, the state will provide the funding to install the fencing. This location was prioritized because this bridge has sidewalks, and is located within one block of Benson High School.

With Commission approval, this screening project can proceed to provide safety to the traveling motorists by designing and installing the protective screening and deter individuals from throwing objects onto the freeway. Without approval, this location will continue to provide opportunities for individuals to continue to throw objects onto the freeway.

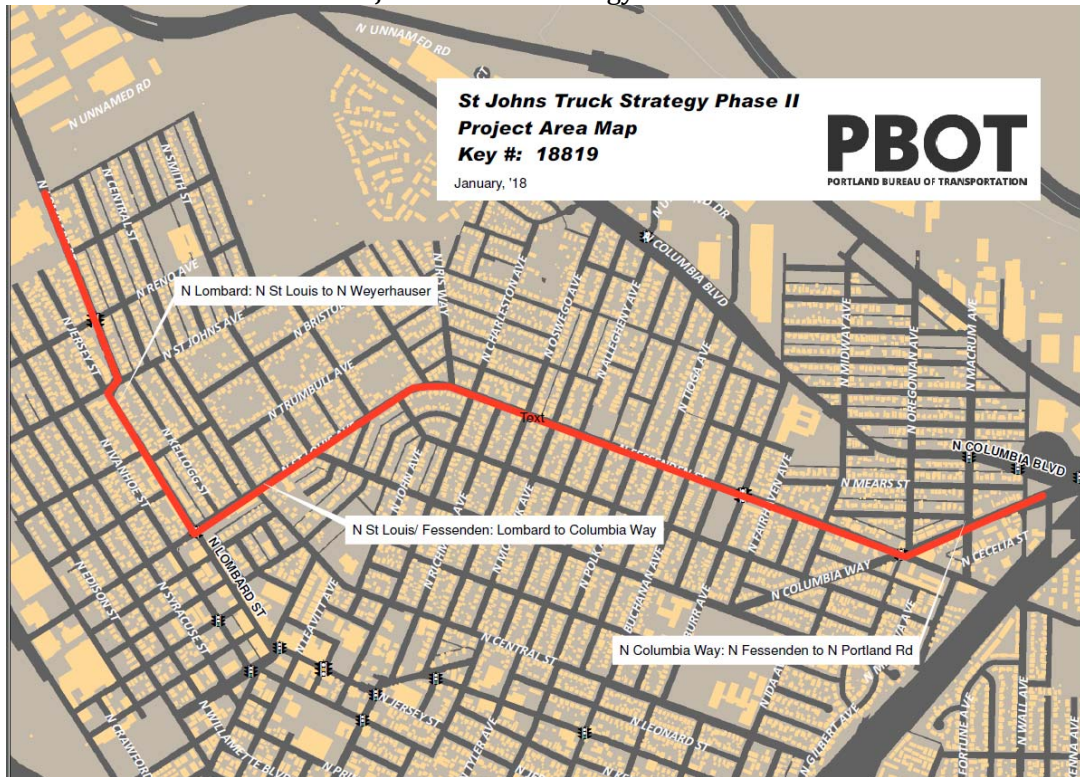
Attachments:

- Attachment 1 - Location and Vicinity Maps

Copies (w/attachment) to:

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Paul Mather	McGregor Lynde	Rian Windsheimer	Vaughan Rademeyer
Arlene Santana	Amanda Sandvig	Jeff Flowers	Lynn Averbeck
Rachelle Nelson			

Key 18819 St Johns Truck Strategy Phase II





Oregon
Kate Brown, Governor

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

DATE: March 5, 2018
TO: Oregon Transportation Commission

[Original signature on file]

From: Matthew L. Garrett
Director

SUBJECT: **Consent 12** – Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to refine the project scope and increase funding for right-of-way and construction phases on the St. Johns Truck Strategy Phase II project.

Requested Action:

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to refine the project scope and increase funding for right-of-way and construction phases on the St. Johns Truck Strategy Phase II project. The City of Portland is providing additional funding to increase the right-of-way phase to \$138,045 and the construction phase to \$3,563,300 to address funding shortfalls from scope refinement.

With this amendment, the total funds from the City of Portland will be \$1,173,102 and the new total estimated cost of the project will be \$4,519,092.

Project to be increased

ST JOHNS TRUCK STRATEGY PHASE II (KN:18819)			
PHASE	YEAR	COST	
		Current	Proposed
Planning	N/A	\$0	\$0
Preliminary Engineering	2016	\$817,747	\$817,747
Right of Way	2018	\$87,300	\$138,045
Utility Relocation	N/A	\$0	\$0
Construction	2018	\$2,440,943	\$3,563,300
Other	N/A	\$0	\$0
TOTAL		\$3,345,990	\$4,519,092

Background:

The St. Johns Truck Strategy, adopted by City of Portland Council in 2001, identified several safety and operational improvement projects within the St. Johns neighborhood. The collective intent of these projects is to encourage freight moving through the St. Johns neighborhood to use the designated freight route and discourage cut-through traffic. St. Johns Truck Strategy Phase I was built in 2012.

Oregon Transportation Commission
March 5, 2018
Page 2

In 2014, project refinement work was completed to define the scope of work for Phase II. The St. Johns Truck Strategy Phase II project will accomplish some of the elements identified in the original St. Johns Truck Strategy. The main elements of Phase II include safety improvements along the North Lombard freight route, traffic calming (discouraging fast moving, excessive, and non-local traffic) along the North St. Louis/Fessenden corridor and changes to the North Portland Road/ Columbia Boulevard intersection to discourage cut-through freight.

The Region 1 Enhance program provided funding for design and construction of Phase II as part of the 2015-2018 STIP selection process. ODOT's intergovernmental agreement with the City of Portland requires that any additional funds needed to complete the project must be provided by the City of Portland. The City of Portland has agreed to pay the shortfalls in funding for the project as per the intergovernmental agreement. A STIP amendment is required to add the local funding to the project and show the updated total project cost for each phase of the project.

The original scope of this project included:

- Median refuge islands curb extensions
- Pedestrian hybrid beacons, enhanced pedestrian signals, speed-reader boards and striping
- Sidewalk infill
- Intersection re-alignment at North St. Johns Avenue/North Lombard intersection and realignment at North Portland Road/Columbia Boulevard.

The City of Portland is now proposing to refine the scope and add funds to include the following:

- Add curb ramp replacements to meet American Disabilities Act (ADA) regulation.
- Add storm water management facilities to project as to meet federal and city requirements.
- Remove the intersection re-alignment of the North Portland Road/Columbia Boulevard. The remaining elements are sufficient to achieve the full intent of the project.
- Increase the total right-of-way budget to \$138,045 to accommodate for design modifications that now require additional temporary construction easements.
- Increase the estimated construction budget to \$3,563,300 to address new Portland Bureau of Transportation (PBOT) pavement restoration standards.

Options

With approval, the project will move forward with reduced elements, the intent of the project is still met, and the design will be completed and constructed.

Without approval, the additional elements in the project will need to be cut in order to fit within the existing budget. This will reduce the elements needed to meet the intent of the project, and may fall short of meeting the overall project goals for reducing the freight traffic and non-local traffic on local streets in the St. Johns area, further reducing the potential improved safety on local streets.

Attachments:

- Attachment 1 – Location and Vicinity Maps

Key 20414

\$775k shifted from Key 20414 to 21071

From the May 5, 2017 OTC agenda Item that allowed Key 21071 to be added into the MTIP and STIP



Oregon

Kate Brown, Governor

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

DATE: May 5, 2017
TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett
Director

SUBJECT: Consent 11 – Amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to add Oregon 99 West: Southwest Naito Parkway to Southwest Huber Street – Phase 2 project.

Requested Action:

Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to add the Oregon 99 West: Southwest Naito Parkway to Southwest Huber Street – Phase 2 project which supports the Barbur Road Safety Audit (Barbur RSA) implementation. The project is located on Barbur Boulevard (Oregon 99 West) between Southwest Huber Street and Southwest Naito Parkway in Multnomah County. The total cost for the project is approximately \$775,000 and will be funded by the Oregon Department of Transportation (ODOT) Region 1 All Roads Transportation Safety (ARTS) Program via the Road Safety Audit Implementation project in the 2018-2021 Draft STIP.

STIP Amendment Funding Summary

Project	Current Funding	Proposed Funding
Road Safety Audit Implementation	\$3,034,244	\$2,259,244
Oregon 99 West: Southwest Naito Parkway to Southwest Huber Street – Phase 2	\$0	\$775,000
TOTAL	\$3,034,244	\$3,034,244

Projects to add:

Oregon 99 West: Southwest Naito Parkway to Southwest Huber Street – Phase 2 (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2017	\$0	\$162,000
Right of Way	2018	\$0	\$50,000
Utility Relocation	2018	\$0	\$20,000
Construction	2018	\$0	\$543,000
Other	N/A	\$0	\$0
TOTAL		\$0	\$775,000

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5/9/2017

Oregon Transportation Commission
 May 5, 2017
 Page 2

Projects to reduce funding:

Road Safety Audit Implementation (KN 20414)			
PHASE	YEAR	COST	
		Current	Proposed
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	\$3,034,244	\$2,259,244
TOTAL		\$3,034,244	\$2,259,244

Background:

The Oregon Department of Transportation (ODOT) conducted a Road Safety Audit (RSA) in July 2015 on Oregon 99 West (Barbur Boulevard) to identify system-wide and location-specific safety issues including short, intermediate, and long term recommendations for improving safety on Oregon 99 West between Southwest Naito Parkway to Southwest Huber Street in the City of Portland. ODOT has since committed to using the recommendations from the RSA to select and fund projects that support goals for short and intermediate term improvements that will improve safety on the corridor.

The Barbur RSA report identified inconsistent signage as one of the key safety issues of Southwest Barbur corridor between Naito Parkway and Capitol Highway and suggested overhead signing to increase sign visibility and improve way finding. ODOT evaluated and prioritized recommendations provided by the Barbur RSA team and identified two overhead signs for priority implementation to improve safety in the corridor:

Northbound Oregon 99 West :

- MP 2.01 – south of Southwest Barbur at Southwest Naito Parkway Split, and
- MP 2.2 – north of Southwest Bancroft Street.

If the signs are not constructed at these locations, it is possible that ODOT will not fulfill all the safety improvement recommendations in the Barbur Road Safety Audit which could result in more crashes on the corridor.

The total cost for the project is approximately \$775,000 and will come from funds set aside in the 2018-2021 Draft STIP from the All Roads Transportation Safety (ARTS) Program to implement the RSA findings.

Attachments:

- Attachment 1 – Location and Vicinity Maps
- Attachment 2 – Project Schedule