

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR AMENDING) RESOLUTION NO. 18-4883
EXISTING PROJECTS TO THE 2018-21)
METROPOLITAN TRANSPORTATION) Introduced by: “Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING SIX) Martha Bennett in concurrence with
PROJECTS REQUIRING PROGRAMMING) Council President Tom Hughes”
ADDITIONS, CORRECTIONS, OR)
CANCELLATIONS IMPACTING METRO, ODOT,)
AND TRIMET (AP18-08-APR))

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, Metro is receiving a supplemental \$590,720 funding allocation of federal Surface Transportation Block Grant funds from ODOT via formula allocation from ODOT’s federal fiscal Year 2018-20 Transportation Options program in support of Metro’s Regional Transportation Options (RTO) program which is the region’s transportation demand management program to manage congestion and reduce air pollution through the reduction of single-occupant vehicle travel; and

WHEREAS, ODOT has completed the revised the scope for the US30 Sandy River (Troutdale) Bridge project consisting of sidewalk replacement and foundation repairs resulting in a decrease of funding needed for Preliminary Engineering and now is committing construction phase funding of \$1,465,000 planned for 2019 for a total project cost of \$1,735,000; and

WHEREAS, TriMet, in support of JPACT’s decision to bond a subset of Regional Flexible Fund dollars to develop high capacity transit, highway bottleneck, and active transportation projects in preparation for potential state and regional investment, is committing \$10 million of local funds for project development work to three ODOT projects including \$2.5 million for Preliminary Engineering (PE) work for the OR217 – SW 72nd Ave to OR10 (SW Scholl’s Ferry Rd) project, \$5 million for PE activities for the I-5 Rose Quarter Improvement project, plus \$2.5 million supporting pre-NEPA project development Planning phase activities for the I-205 - Stafford Rd to OR99E project; and

WHEREAS, TriMet has received a revised 5309 grant allocation in 2019 for the Portland to Milwaukie Light Rail project based on the Federal Transit Agency’s Annual Report on Funding Recommendations Capital Investment Grant program for FY 2019 increasing the FY 2019 allocation from \$38 million to \$65.6 million along with required match raises the total FY 2019 commitment to the Portland to Milwaukie Light Rail project to \$117,515,849; 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

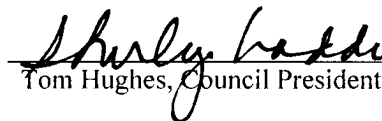
WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the February 2018 Formal MTIP Amendment; and

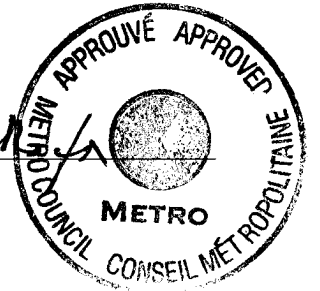
WHEREAS, all projects included in the April 2018 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, TPAC received their notification and recommended approval on April 6, 2018 and approved the amendment recommendation to JPACT; now therefore

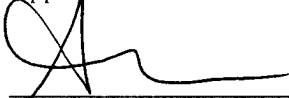
BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on April 19, 2018 to formally amend the 2018-21 MTIP to include the April 2018 Formal Amendment bundle consisting of six projects.

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


Tom Hughes, Council President



Approved as to Form:



Alison R. Kean, Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program
 Exhibit A to Resolution 18-4883



Proposed April 2018 Formal Amendment Bundle			
Amendment Type: FORMAL, AP18-08-APR			
Total Number of Projects: 6			
ODOT Key	Lead Agency	Project Name	Required Changes
Project #1 21312 New	Metro	Metro Transportation Options (FFY 18-20)	Add New Project: The amendment adds approved funding for Metro's Regional Transportation Options Program for the federal fiscal Year period of 2018-2020). Funding is in addition to identified funding in project ID 19292
Project #2 20703 New	ODOT	US30: Sandy River (Troutdale) Bridge	<p>Add New Project: The construction phase is added to the project which adds the project to the active 2018-21 MTIP.</p> <p>The project is an HB2017 awarded project with a total of \$6,315,000 allocation of HB2017 funding. The scope of work includes sidewalk replacement, foundation repair, and bridge painting. Subsequent to the HB2017 award, a bridge inspection revealed that it did not require painting. Consequently, a savings of \$4,580,000 was realized and transferred to another Bridge program project.</p> <p>The revised total project cost estimate to complete the revised scoped project consisting of sidewalk replacement and foundation repair totals \$1,735,000.</p>

<p>Project #3 21179</p>	<p>ODOT</p>	<p>OR217: SW 72nd Ave - OR10 (SW Scholl's Ferry Rd)</p>	<p>Add Funding: \$2.5 million is being added to the PE phase.</p> <p>In 2016, the Metro Joint Policy Committee on Transportation (JPACT) voted to bond a subset of Regional Flexible Fund dollars to develop high capacity transit, highway bottleneck, and active transportation projects in preparation for potential state and regional investment. Metro has agreed to provide these funds to TriMet, and TriMet will then sell the bonds.</p> <p>TriMet will provide \$10,000,000 to State upon the completion of the bond sale to assist in developing the projects set forth in this Agreement as part of a multiagency approach to address multiple transportation, safety, and freight issues in the region. This one of three projects receiving a portion of the \$10 million from TriMet.</p>
<p>Project #4 19071</p>	<p>ODOT</p>	<p>I-5 Rose Quarter Improvement Project</p>	<p>Add Funding: \$5 million is being added to the PE phase.</p> <p>In 2016, the Metro Joint Policy Committee on Transportation (JPACT) voted to bond a subset of Regional Flexible Fund dollars to develop high capacity transit, highway bottleneck, and active transportation projects in preparation for potential state and regional investment. Metro has agreed to provide these funds to TriMet, and TriMet will then sell the bonds.</p> <p>TriMet will provide \$10,000,000 to State upon the completion of the bond sale to assist in developing the projects set forth in this Agreement as part of a multiagency approach to address multiple transportation, safety, and freight issues in the region. This one of three projects receiving a portion of the \$10 million from TriMet.</p>

<p>Project #5 19786</p>	<p>ODOT</p>	<p>I-205: Stafford Rd - OR99E</p>	<p>Add Funding: This amendment adds 2.5 million of local funds contributed from TriMet to support the pre-NEPA project development Planning phase per the approved ODOT-TriMet Intergovernmental Agreement Funding Contribution Agreement: I-205, OR217, and Rose Quarter Improvement project.</p> <p>In 2016, the Metro Joint Policy Committee on Transportation (JPACT) voted to bond a subset of Regional Flexible Fund dollars to develop high capacity transit, highway bottleneck, and active transportation projects in preparation for potential state and regional investment. Metro has agreed to provide these funds to TriMet, and TriMet will then sell the bonds.</p> <p>TriMet will provide \$10,000,000 to State upon the completion of the bond sale to assist in developing the projects set forth in this Agreement as part of a multiagency approach to address multiple transportation, safety, and freight issues in the region. This one of three projects receiving a portion of the \$10 million from TriMet.</p>
<p>Project #6 20843</p>	<p>TriMet</p>	<p>Portland to Milwaukie Light Rail (2019)</p>	<p>Add Funding: This amendment increases the authorized Section 5309 Capital Investment Grant (CIG) allocation to the Portland to Milwaukie Light Rail in 2019. The increase is based on the FTA CIG recommendations for Federal Fiscal Year 2019.</p>

Exhibit A to Resolution 18-4883

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
21312	TBD	Metro	Metro Transportation Options (FFY 18-20)	Other	\$ 622,695

Project Description:

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (RTO Implement)	Total
State STBG FLX	Z240	Federal	2018					\$ 590,720	\$ 590,720
Local	Match	Local	2018					\$ 31,975	\$ 31,975
									\$ -
Total:				\$ -	\$ -	\$ -	\$ -	\$ 622,695	\$ 622,695

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 FLX = Federal Surface Transportation Program Block Grant funds allocated to ODOT
	3. Local = General local agency funds used to provide the minimum match requirement to the federal funds.

Amendment Summary

The formal amendment creates a new project with supplemental funding from ODOT in support of Metro's Regional Travel Options (RTO) FY 2018 program in Key 19292. The RTO program implements strategies to help diversify trip choices, reduce pollution and improve mobility. RTO includes all of the alternatives to driving alone, such as carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. Source funding split off from ODOT project grouping buckets 20582, 20583, & 20584)

Exhibit A to Resolution 18-4883

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 (from the 2015 MTIP)										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20703	71007	ODOT	US30: Sandy River (Troutdale) Bridge					Highway	\$ 565,001	
Project Description:			Design shelf ready plans to paint bridge; replace sidewalk, and repair foundation.							
Existing MTIP Project Fund Programming by Phase										
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total	
NHPP-FAST	Z001	Federal	2017		\$ 506,975				\$ 506,975	
State	Match	State	2017		\$ 58,026				\$ 58,026	
Total:				\$ -	\$ 565,001	\$ -	\$ -	\$ -	\$ 565,001	

PROJECT #2 PROPOSED AMENDED CHANGES										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20703	71007	ODOT	US30: Sandy River (Troutdale) Bridge					Highway	\$ 1,735,000	
Project Description:			Design shelf ready plans to paint bridge, replace sidewalk, and repair foundation. Replace sidewalk and repair foundation							
Amended MTIP Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total	
STBG 5-200K FASTG	Z231	Federal	2017		\$ 242,271				\$ 242,271	
State	Match	State	2017		\$ 27,729				\$ 27,729	
ADVCON	ACPO	Federal	2019				\$ 1,314,545		\$ 1,314,545	
State	Match	State	2019				\$ 150,455		\$ 150,455	
Total:				\$ -	\$ 270,000	\$ -	\$ 1,465,000	\$ -	\$ 1,735,000	
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 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. NHPP-FAST = Federal National Highway Performance Program funds allocated from the FAST Act 4. STBG 5-200K FASTG = Federal Surface Transportation Block Grant funds allocated to areas with populations between 5,000-200,000 from the FAST Act									

- | | |
|--|---|
| | 5. ADVCON = Federal Advance Construction fund type code. Used as a federal place holder until the specific federal fund type code is determined and committed to the project. |
| | 6. State = General state funds generally used as the required local match requirement against the federal funds. |

Amendment Summary

The project was awarded a total of \$6,315,000 of HB2017 funding. The PE phase for this project was added to the 2015 MTIP back last July allowing the PE phase to obligate the federal funds before the end of FFY 2017. STBG funds were obligated in place of the NHPP funds on July 6, 2017. Subsequent to that action, a review of the bridge determined it did not require painting. The revised primary scope element now consisted of actions to replace the sidewalk and repair the bridge foundation. The change in scope of eliminating the painting component reduced the total project cost to \$1,735,000. The PE phase was reduced to \$270K and the Construction phase estimated at \$1,465,000 for a total project cost estimate now of \$1,735,000.

Exhibit A to Resolution 18-4883

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 (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
21179	71034	ODOT	OR217: SW 72nd Ave - OR10 (SW Scholl's Ferry Rd)					Highway	\$ 9,400,000
Project Description:			On OR217 from about 72nd Ave to SW Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments (HB2017 awarded Project, \$54,000,000 original award)						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
ADVCON	ACPO	Federal	2018		\$ 8,434,620				\$ 8,434,620
State	Match	State	2018		\$ 965,380				\$ 965,380
Total:				\$ -	\$ 9,400,000	\$ -	\$ -	\$ -	\$ 9,400,000

PROJECT #3 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
21179	71034	ODOT	OR217: SW 72nd Ave - OR10 (SW Scholl's Ferry Rd)					Highway	\$ 11,900,000
Project Description:			On OR217 from about 72nd Ave to SW Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments (HB2017 awarded Project, \$54,000,000 original award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
ADVCON	ACPO	Federal	2018		\$ 8,434,620				\$ 8,434,620
State	Match	State	2018		\$ 965,380				\$ 965,380
TriMet GF	Overmatch	Local	2018		\$ 2,500,000				\$ 2,500,000
Total:				\$ -	\$ 11,900,000	\$ -	\$ -	\$ -	\$ 11,900,000

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 2. ADVCON = Federal Advance Construction fund type code. Used as a federal place holder until the specific federal fund type code is determined and committed to the project.
 3. State = General state funds generally used as the required local match requirement against the federal funds.
 4. TriMet GF = Local other funds (specifically TriMet general funds) committed to the project

Amendment Summary
 By agreement between ODOT and TriMet, TriMet is providing \$2,500,000 of their local funds in support of the OR217 NB Aux Lane project

Exhibit A to Resolution 18-4883

**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 (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19071	70784	ODOT	I-5 Rose Quarter Improvement Project					Highway	\$ 20,391,997
Project Description:			Planning and project development efforts of the Broadway-Weidler facility plan and the N/NE Quadrant , which identified transportation investments that would result in improved safety and operations as well as supporting economic growth. Proposed multi-modal improvements include: ramp-to-ramp (auxiliary) lanes, highway shoulders, highway covers, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. (HB2017 Named & Conditioned project to add \$16,265,452 of NHFP funds)						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP-Exempt	M002	Federal	2016		\$ 1,474,354				\$ 1,474,354
State	Match	State	2016		\$ 124,382				\$ 124,382
NHPP-Exempt	MOE2	Federal	2016		\$ 2,331,145				\$ 2,331,145
State	Match	State	2016		\$ 196,664				\$ 196,664
NHFP	Z460	Federal	2018		\$ 15,000,000				\$ 15,000,000
State	Match	State	2018		\$ 1,265,452				\$ 1,265,452
Total:				\$ -	\$ 20,391,997	\$ -	\$ -	\$ -	\$ 20,391,997
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 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. NHPP-Exempt = Federal National Highway Performance Program funding 4. State = General state funds normally committed as the required matching funds to the federal funds 5. NHFP = Federal National Highway Freight Program funds allocated to Oregon (ODOT) annual through a formula methodology								

Amendment Summary
Project changes are shown on the next page

PROJECT #4 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
19071	70784	ODOT	I-5 Rose Quarter Improvement Project	Highway	\$ 25,391,997
Project Description:			Planning and project development efforts of the Broadway-Weidler facility plan and the N/NE Quadrant , which identified transportation investments that would result in improved safety and operations as well as supporting economic growth. Proposed multi-modal improvements include: ramp-to-ramp (auxiliary) lanes, highway shoulders, highway covers, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. (HB2017 Named & Conditioned project to add \$16,265,452 of NHFP funds)		

Amended MTIP Fund Programming by Phase

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHPP-Exempt	M002	Federal	2016		\$ 1,474,354				\$ 1,474,354
State	Match	State	2016		\$ 124,382				\$ 124,382
NHPP-Exempt	MOE2	Federal	2016		\$ 2,331,145				\$ 2,331,145
State	Match	State	2016		\$ 196,664				\$ 196,664
NHFP	Z460	Federal	2018		\$ 15,000,000				\$ 15,000,000
State	Match	State	2018		\$ 1,265,452				\$ 1,265,452
Other TriMet GF	OTH0	Local	2018		\$ 5,000,000				\$ 5,000,000
Total:				\$ -	\$ 25,391,997	\$ -	\$ -	\$ -	\$ 25,391,997

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-Exempt = Federal National Highway Performance Program funding
	3. State = General state funds normally committed as the required matching funds to the federal funds
	4. NHFP = Federal National Highway Freight Program funds allocated to Oregon (ODOT) annual through a formula methodology

Amendment Summary

This amendment adds \$5 million of local funds contributed from TriMet to support the PE phase per the approved ODOT-TriMet Intergovernmental Agreement Funding Contribution Agreement: I-205, OR217, and Rose Quarter

Exhibit A to Resolution 18-4883

**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 (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19786	70859	ODOT	I-205: Stafford Rd - OR99E					Highway	\$ 12,500,000
Project Description:			Complete pre-NEPA project development planning activities to add a 3rd through-lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades.						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHFP	Z460	Federal	2016	\$ 2,305,500					\$ 2,305,500
State	Match	State	2016	\$ 194,500					\$ 194,500
NHFP	Z460	Federal	2018	\$ 9,222,000					\$ 9,222,000
State	Match	State	2018	\$ 778,000					\$ 778,000
Total:				\$ 12,500,000	\$ -	\$ -	\$ -	\$ -	\$ 12,500,000
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 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. NHFP 3. State = General state funds normally committed as the required matching funds to the federal funds 4. NHFP = Federal National Highway Freight Program funds allocated to Oregon (ODOT) annual through a formula methodology								

Amendment Summary
Project changes are stated on the next page

PROJECT #5 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
19786	70859	Federal	I-205: Stafford Rd - OR99E				Highway	\$ 15,000,000	
Project Description:		Complete pre-NEPA project development planning activities to add a 3rd through-lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades.							
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHFP	Z460	Federal	2016	\$ 2,305,500					\$ 2,305,500
State	Match	State	2016	\$ 194,500					\$ 194,500
NHFP	Z460	Federal	2018	\$ 9,222,000					\$ 9,222,000
State	Match	State	2018	\$ 778,000					\$ 778,000
Local (TriMet GF)	Overmatch	Local	2018	\$ 2,500,000					\$ 2,500,000
Total:				\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ 15,000,000
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-Exempt = Federal National Highway Performance Program funding 3. State = General state funds normally committed as the required matching funds to the federal funds 4. NHFP = Federal National Highway Freight Program funds allocated to Oregon (ODOT) annual through a formula methodology								

Amendment Summary

This amendment adds 2.5 million of local funds contributed from TriMet to support the pre-NEPA project development Planning phase per the approved ODOT-TriMet Intergovernmental Agreement Funding Contribution Agreement: I-205, OR217, and Rose Quarter

Exhibit A to Resolution 18-4883

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									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20843	70929	TriMet	Portland to Milwaukie Light Rail (2019)					Transit	\$ 68,006,708
Project Description:		This project extends light rail from PSU in downtown Portland to Milwaukie and north Clackamas County. It includes a multi-modal bridge carrying light rail, streetcar, buses, bicycles and pedestrians.							
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
5309	FF30	Federal	2019					\$ 38,000,000	\$ 38,000,000
Local	Match	Local	2019					\$ 25,333,333	\$ 25,333,333
Other	Overmatch	Local	2019					\$ 4,673,375	\$ 4,673,375
Total:			\$ -	\$ -	\$ -	\$ -	\$ 68,006,708	\$ 68,006,708	

PROJECT #6 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20843	70929	TriMet	Portland to Milwaukie Light Rail (2019)					Transit	\$ 117,515,849
Project Description:		This project extends light rail from PSU in downtown Portland to Milwaukie and north Clackamas County. It includes a multi-modal bridge carrying light rail, streetcar, buses, bicycles and pedestrians.							
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
5309	FF30	Federal	2019					\$ 65,664,144	\$ 65,664,144
Local	Match	Local	2019					\$ 51,851,705	\$ 51,851,705
Total:			\$ -	\$ -	\$ -	\$ -	\$ 117,515,849	\$ 117,515,849	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. 5309 = Federal FTA Section 5309 Capital Investment Grants. Awards are nationwide competitive. 3. Local = Local agency funds normally used as matching funds to satisfy the federal match requirement and/or to cover remaining project costs. 4. Other = Local agency funds used beyond the required match to the federal funds when needed to separate local matching funds and other local funds.								

Amendment Summary

This amendment increases the authorized Section 5309 Capital Investment Grant (CIG) allocation to the Portland to Milwaukie Light Rail in 2019. The increase is based on the CIG recommendations for Federal Fiscal Year 2019

Memo



Date: Friday April 20, 2018
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: April 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4883

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING SIX PROJECTS REQUIRING PROGRAMMING ADDITIONS, CORRECTIONS, OR CANCELLATIONS IMPACTING METRO, ODOT AND TRIMET (AP18-08-APR)

BACKGROUND

What this is:

The April 2018 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle contains required changes and updates impacting Metro, ODOT and TriMet. Six projects are included in the amendment bundle. They are summarized in the below table:

Proposed April 2018 Formal Amendment Bundle Amendment Type: FORMAL, AP18-08-APR Total Number of Projects: 6			
ODOT Key	Lead Agency	Project Name	Required Changes
Project #1 21312 New	Metro	Metro Transportation Options (FFY 18-20)	Add New Project: The amendment adds approved funding for Metro's Regional Transportation Options Program for the federal fiscal Year period of 2018-2020). Funding is in addition to identified funding in project ID 19292
Project #2 20703 New	ODOT	US30: Sandy River (Troutdale) Bridge	<p>Add New Project: The construction phase is added to the project which adds the project to the active 2018-21 MTIP.</p> <p>The project is an HB2017 awarded project with a total of \$6,315,000 allocation of HB2017 funding. The scope of work includes sidewalk replacement, foundation repair, and bridge painting. Subsequent to the HB2017 award, a bridge inspection revealed that it did not require painting. Consequently, a savings of \$4,580,000 was realized and transferred to another Bridge program project.</p> <p>The revised total project cost estimate to complete the revised scoped project consisting of sidewalk replacement and foundation repair totals \$1,735,000.</p> <p>Add Funding: \$2.5 million is being added to the PE phase.</p>
Project #3 21179	ODOT	OR217: SW 72nd Ave - OR10 (SW Scholl's Ferry Rd)	<p>In 2016, the Metro Joint Policy Committee on Transportation (JPACT) voted to bond a subset of Regional Flexible Fund dollars to develop high capacity transit, highway bottleneck, and active transportation projects in preparation for potential state and regional investment. Metro has agreed to provide these funds to TriMet, and TriMet will then sell the bonds.</p> <p>TriMet will provide \$10,000,000 to State upon the completion of the bond sale to assist in developing the projects set forth in this Agreement as part of a multiagency approach to address multiple transportation, safety, and freight issues in the region. This one of three projects receiving a portion of the \$10 million from TriMet.</p>

Project #4 19071	ODOT	I-5 Rose Quarter Improvement Project	<p>Add Funding: \$5 million is being added to the PE phase.</p> <p>In 2016, the Metro Joint Policy Committee on Transportation (JPACT) voted to bond a subset of Regional Flexible Fund dollars to develop high capacity transit, highway bottleneck, and active transportation projects in preparation for potential state and regional investment. Metro has agreed to provide these funds to TriMet, and TriMet will then sell the bonds.</p> <p>TriMet will provide \$10,000,000 to State upon the completion of the bond sale to assist in developing the projects set forth in this Agreement as part of a multiagency approach to address multiple transportation, safety, and freight issues in the region. This one of three projects receiving a portion of the \$10 million from TriMet.</p>
Project #5 19786	ODOT	I-205: Stafford Rd - OR99E	<p>Add Funding: This amendment adds 2.5 million of local funds contributed from TriMet to support the pre-NEPA project development Planning phase per the approved ODOT-TriMet Intergovernmental Agreement Funding Contribution Agreement: I-205, OR217, and Rose Quarter Improvement project.</p> <p>In 2016, the Metro Joint Policy Committee on Transportation (JPACT) voted to bond a subset of Regional Flexible Fund dollars to develop high capacity transit, highway bottleneck, and active transportation projects in preparation for potential state and regional investment. Metro has agreed to provide these funds to TriMet, and TriMet will then sell the bonds.</p> <p>TriMet will provide \$10,000,000 to State upon the completion of the bond sale to assist in developing the projects set forth in this Agreement as part of a multiagency approach to address multiple transportation, safety, and freight issues in the region. This one of three projects receiving a portion of the \$10 million from TriMet.</p>
Project #6 20843	TriMet	Portland to Milwaukie Light Rail (2019)	<p>Add Funding: This amendment increases the authorized Section 5309 Capital Investment Grant (CIG) allocation to the Portland to Milwaukie Light Rail in 2019. The increase is based on the FTA CIG recommendations for Federal Fiscal Year 2019.</p>

What is the requested action?

JPACT is recommending final approval from Metro Council for the April 2018 Formal MTIP amendment as stated in Resolution 18-4883 enabling the six identified projects to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT.

TPAC DISCUSSION

The amendment discussion at TPAC was far more detailed than past formal amendment notifications. TPAC members are demonstrating an increased hunger for the logic and rationale driving the MTIP amendments. TPAC members also provided staff with a request to expand the level of details about the project amendments especially for Exhibit A and the Public Notification tables. Their questions are similar to the questions USDOT asks about the project amendment. Understanding the specific changes to the project is important as a result of the proposed amendment, but also why the change is occurring.

A specific area TPAC members asked for expanded amendment details are in the preview summary tables in the change field in Exhibit A and the Public Notification Tables. This field was used to provide a simple one line tickler about the amendment change. TPAC members asked staff to provide expanded details to help understand the need for the amendment.

TPAC members also requested specific details about the JPACT bonding decision to be included for three affected projects: Keys 21179, 19071, and 19786. As noted in the preview table on the

previous pages, the bond information has been added to the project change field for the three impacted projects.

A final discussion area included the ability of staff to develop and provide TPAC members with a construction phase equity report summary. The purpose of such a report would provide a perspective of projects with construction phases and how they support RTP equity goals. MTIP amendments occur to position phase funding in the correct timing and amount for obligation purposes enabling the lead agency then to expend the funds. When construction phase funding is obligated, the lead agency solicits bids for construction and construction management as required. The selection of the construction contractor and the relationship towards RTP equity goals is at the heart of the TPAC request. Developing such a report appears feasible and there is interest behind it. However, developing a construction equity report will require voluntary effort from local agencies and ODOT to submit the required construction contractor data to Metro. The advantage of developing a construction equity report would help address Metro equity performance measurement requirements.

In a somewhat parallel effort, Metro staff are working on Construction Career Pathways project that is examining equity issues in the hiring and career progression of construction personnel. MTIP/RTP staff will coordinate with the project manager to determine what they have learned and incorporate any recommendations into the TPAC request. Staff will return with a progress report to TPAC at a future date.

The TPAC discussion resulted in a modified approval recommendation of draft resolution 18-4883 and the April 2018 Formal MTIP amendment as follows:

- a. Provide a few necessary corrections to Exhibit A and the Public Notification tables as noted (e.g. Two projects were missing required funding years in the table. Correction have been made).
- b. Expand the amendment change details in Exhibit A and the Public Notification tables to provide additional details about the project amendment.
- c. Expand the project change details for Keys 21179, 19701, and 19786 in this amendment for improve clarity to include remarks about the JPACT vote to bond a subset of the RFFA funds and TriMet's involvement.
- d. Explore the feasibility of and develop a construction phase equity compliance report which TPAC members could review on a periodic basis.

Note: MTIP staff concurs with the above TPAC recommendations. Corrections to the support materials have been made. A detailed summary of the six projects being amended is provided in the below tables:

1. Project: Metro Transportation Options (FFY 18-20)	
Lead Agency:	Metro
ODOT Key Number:	20703 MTIP ID Number: TBD
Project Description:	Supplemental funding from ODOT supporting Key 19292 - FY 2018 Metro RTO program (from ODOT Keys 20582, 20583, & 20584)
What is changing?	Through this formal amendment, the new project is being added to the 2018 MTIP. ODOT is contributing funding towards Metro Regional Transportation Options (RTO) program for FY 2018-2020. Metro's RTO program is the region's transportation demand management program to manage congestion and reduce air pollution through the reduction of single-occupant vehicle travel. RTO supports the work of regional public and private partners who help people become more aware of the various travel options available to them and encourage the use of those options. A variety of strategies are implemented to address trips for all purposes, including commuting, shopping, activities, and more. As the region's population and economy

	grows, the RTO program will gain efficiencies moving people and goods on built-out transportation infrastructure. RTO funding is sourced from RFFA Step 1 allocation and is programmed in Keys 19292 for FY 2018.
Additional Details:	RTO funding is sourced from RFFA Step 1 allocation and is programmed in Keys 19292 for FY 2018. The supplemental STBG funding from ODOT is slit off of three existing project grouping buckets in Keys 20582, 20583, and 20584. The supplemental funding is available to be obligated as of July 2018.
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:	All funds are programmed in the MTIP's Other phase. The ODOT total STBG contribution is \$590,720 with Metro providing \$31,975 of required local matching funds. The total programmed amount is \$622,695
Added Notes:	

2. Project: US30: Sandy River (Troutdale) Bridge	
Lead Agency:	ODOT
ODOT Key Number:	20703 MTIP ID Number: 71007
Project Description:	Replace sidewalk and repair foundation
What is changing?	Through this formal amendment, the new project is being added to the 2018 MTIP.
Additional Details:	<p>The project is an HB2017 awarded project with a total of \$6,315,000 allocation of HB2017 funding. The scope of work includes sidewalk replacement, foundation repair, and bridge painting. Subsequent to the HB2017 award, a bridge inspection revealed that it did not require painting. At the December 2017 OTC meeting, the OTC agreed to change the project scope and removed the painting component to the project. ODOT estimated a savings of \$4,580,000 of which \$1,246,615 was transferred to the I-5 Crowson Rd project (in Jackson County, OR). The remaining savings was returned to the State Bridge Program (and for later re-allocation back to this project as needed).</p> <p>The revised total project cost estimate to complete the revised scoped project consisting of sidewalk replacement and foundation repair totals \$1,735,000. The PE phase is now estimated at \$270,000 with the Construction phase estimated at \$1,465,000. Unexpended obligated funds from the PE phase are being transferred to the Construction phase with the remaining balance coming from the State Bridge Program and HB2017 authorized allocation.</p> <p>The Construction phase is schedule to begin during federal fiscal year 2019.</p> <p>The amendment adds the full project to the 2018 MTIP which includes adjusting the project scope, corrects the PE phase programming, and adds the construction phase.</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.

Project Name	US30: SANDY RIVER (TROUTDALE) BRIDGE	
	K20703	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2017	\$ 565,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2019	\$ 5,750,000
Other		\$ -
TOTAL		\$ 6,315,000



Total Programmed Amount:	The PE phase is decreased to a total of \$270,000. The Construction phase programming is \$1,465,000 for a total programmed amount of \$1,735,000
Added Notes:	OTC approval based on the HB2017 award first occurred during their September 2017 meeting. The re-scoping and funding re-programming action occurred during their December 2017 meeting.

3. Project: OR217: SW 72nd Ave - OR10 (SW Scholl's Ferry Rd)																
Lead Agency:	ODOT															
ODOT Key Number:	21179															
MTIP ID Number:	71034															
Project Description:	On OR217 from about 72nd Ave to SW Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments (HB2017 awarded Project, \$54,000,000 original award)															
What is changing?	<p>In 2016, the Metro Joint Policy Committee on Transportation (JPACT) voted to bond a subset of Regional Flexible Fund dollars to develop high capacity transit, highway bottleneck, and active transportation projects in preparation for potential state and regional investment. Metro has agreed to provide these funds to TriMet, and TriMet will then sell the bonds.</p> <p>TriMet desires to provide \$10,000,000 to State upon the completion of the bond sale to assist in developing the projects set forth in this Agreement as part of a multiagency approach to address multiple transportation, safety, and freight issues in the region.</p> <p>ODOT has begun development of the following three projects:</p> <ol style="list-style-type: none"> 1. Construction of a northbound auxiliary lane along OR217 between SW 72nd Avenue and SW Scholl's Ferry Rd (the "NB OR217 Project") 2. Widening of I-205 between Abernethy Bridge and Stafford Road (the "I-205 Project") 3. Construction of an auxiliary lane and shoulders on I-5 near the Broadway/Weidler interchange, and replacing existing overpasses with a land bridge (the "Rose Quarter Project"). <p>As a result of the agreement between ODOT and TriMet:</p> <ul style="list-style-type: none"> • \$2,500,000 will be added to the planning phase of the Interstate 205: Stafford Road to Oregon Highway 99 East project (ODOT Project Key 19786) • \$2,500,000 will be added to the preliminary engineering phase of the Oregon 217: Southwest 72nd Avenue to Oregon 10 (Southwest Scholl's Ferry Road) project (ODOT Project Key 21179). • \$5,000,000 will be added to the preliminary engineering phase of the Interstate 5 Rose Quarter Improvement Project (ODOT Project Key 19071). <p>STIP amendment funding summary</p> <table border="1"> <thead> <tr> <th>Project</th> <th>Current Funding</th> <th>Proposed Funding</th> </tr> </thead> <tbody> <tr> <td>Interstate 205: Stafford Road to Oregon 99 East</td> <td>\$12,500,000</td> <td>\$15,000,000</td> </tr> <tr> <td>Oregon 217: Southwest 72nd Avenue to Oregon 10 (Southwest Scholl's Ferry Road) (not including HB 2017 funding)</td> <td>\$9,400,000</td> <td>\$11,900,000</td> </tr> <tr> <td>Interstate 5 Rose Quarter Improvement Project (not including HB 2017 funding)</td> <td>\$20,391,997</td> <td>\$25,391,997</td> </tr> <tr> <td>TOTAL</td> <td>\$42,291,997</td> <td>\$52,291,997</td> </tr> </tbody> </table>	Project	Current Funding	Proposed Funding	Interstate 205: Stafford Road to Oregon 99 East	\$12,500,000	\$15,000,000	Oregon 217: Southwest 72nd Avenue to Oregon 10 (Southwest Scholl's Ferry Road) (not including HB 2017 funding)	\$9,400,000	\$11,900,000	Interstate 5 Rose Quarter Improvement Project (not including HB 2017 funding)	\$20,391,997	\$25,391,997	TOTAL	\$42,291,997	\$52,291,997
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TOTAL	\$42,291,997	\$52,291,997														
Additional Details:	The IGA is the "Funding Contribution Agreement: I-205, OR217, and Rose Quarter" and was approved on February 6, 2018.															
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:	All current funding programmed in Key 21179 is in the PE phase. As a result of the funding addition, the PE phase to Key 21179 will increase from \$9,400,000 to \$11,900,000
Added Notes:	OTC approval was required and occurred during their March 2018 meeting

4. Project: I-5 Rose Quarter Improvement Project																
Lead Agency:	ODOT															
ODOT Key Number:	19071 MTIP ID Number: 19071															
Project Description:	<p>Planning and project development efforts of the Broadway-Weidler facility plan and the N/NE Quadrant, which identified transportation investments that would result in improved safety and operations as well as supporting economic growth. Proposed multi-modal improvements include: ramp-to-ramp (auxiliary) lanes, highway shoulders, highway covers, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. (HB2017 Named & Conditioned project to add \$16,265,452 of NHFP funds)</p>															
What is changing?	<p>The amendment adds \$5 million of local TriMet funds to support the PE phase</p> <p>In 2016, the Metro Joint Policy Committee on Transportation (JPACT) voted to bond a subset of Regional Flexible Fund dollars to develop high capacity transit, highway bottleneck, and active transportation projects in preparation for potential state and regional investment. Metro has agreed to provide these funds to TriMet, and TriMet will then sell the bonds.</p> <p>TriMet desires to provide \$10,000,000 to State upon the completion of the bond sale to assist in developing the projects set forth in this Agreement as part of a multiagency approach to address multiple transportation, safety, and freight issues in the region.</p> <p>ODOT has begun development of the following three projects:</p> <ol style="list-style-type: none"> 4. Construction of a northbound auxiliary lane along OR217 between SW 72nd Avenue and SW Scholl’s Ferry Rd (the “NB OR217 Project”) 5. Widening of I-205 between Abernethy Bridge and Stafford Road (the “I-205 Project”) 6. Construction of an auxiliary lane and shoulders on I-5 near the Broadway/Weidler interchange, and replacing existing overpasses with a land bridge (the “Rose Quarter Project”). <p>As a result of the agreement between ODOT and TriMet:</p> <ul style="list-style-type: none"> • \$2,500,000 will be added to the planning phase of the Interstate 205: Stafford Road to Oregon Highway 99 East project (ODOT Project Key 19786) • \$2,500,000 will be added to the preliminary engineering phase of the Oregon 217: Southwest 72nd Avenue to Oregon 10 (Southwest Scholl’s Ferry Road) project (ODOT Project Key 21179). • \$5,000,000 will be added to the preliminary engineering phase of the Interstate 5 Rose Quarter Improvement Project (ODOT Project Key 19071). <p>STIP amendment funding summary</p> <table border="1"> <thead> <tr> <th>Project</th> <th>Current Funding</th> <th>Proposed Funding</th> </tr> </thead> <tbody> <tr> <td>Interstate 205: Stafford Road to Oregon 99 East</td> <td>\$12,500,000</td> <td>\$15,000,000</td> </tr> <tr> <td>Oregon 217: Southwest 72nd Avenue to Oregon 10 (Southwest Scholl’s Ferry Road) (not including HB 2017 funding)</td> <td>\$9,400,000</td> <td>\$11,900,000</td> </tr> <tr> <td>Interstate 5 Rose Quarter Improvement Project (not including HB 2017 funding)</td> <td>\$20,391,997</td> <td>\$25,391,997</td> </tr> <tr> <td style="text-align: right;">TOTAL</td> <td>\$42,291,997</td> <td>\$52,291,997</td> </tr> </tbody> </table>	Project	Current Funding	Proposed Funding	Interstate 205: Stafford Road to Oregon 99 East	\$12,500,000	\$15,000,000	Oregon 217: Southwest 72nd Avenue to Oregon 10 (Southwest Scholl’s Ferry Road) (not including HB 2017 funding)	\$9,400,000	\$11,900,000	Interstate 5 Rose Quarter Improvement Project (not including HB 2017 funding)	\$20,391,997	\$25,391,997	TOTAL	\$42,291,997	\$52,291,997
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Additional Details:	The IGA is the “Funding Contribution Agreement: I-205, OR217, and Rose Quarter” and was approved on February 6, 2018.
Why a Formal amendment is required?	Cost increases at or greater than 20% for \$1 million or higher programmed projects require a formal amendment per the Amendment Matrix. The additional \$5 million equals a 24.5% increase to the project
Total Programmed Amount:	The programming for the project (all in the PE phase) increase from \$20,391,997 to \$25,391,997
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required for this project. OTC approval occurred during their March 2017 meeting.

5. Project: I-205: Stafford Rd to Oregon 99 East																
Lead Agency:	ODOT															
ODOT Key Number:	19786 MTIP ID Number: 70859															
Project Description:	Complete pre-NEPA project development planning activities to add a 3rd through-lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades.															
What is changing?	<p>\$2.5 million of local funds from TriMet are being added to support the project’s the pre-NEPA project development planning phase.</p> <p>In 2016, the Metro Joint Policy Committee on Transportation (JPACT) voted to bond a subset of Regional Flexible Fund dollars to develop high capacity transit, highway bottleneck, and active transportation projects in preparation for potential state and regional investment. Metro has agreed to provide these funds to TriMet, and TriMet will then sell the bonds.</p> <p>TriMet desires to provide \$10,000,000 to State upon the completion of the bond sale to assist in developing the projects set forth in this Agreement as part of a multiagency approach to address multiple transportation, safety, and freight issues in the region.</p> <p>ODOT has begun development of the following three projects:</p> <ol style="list-style-type: none"> 7. Construction of a northbound auxiliary lane along OR217 between SW 72nd Avenue and SW Scholl’s Ferry Rd (the “NB OR217 Project”) 8. Widening of I-205 between Abernethy Bridge and Stafford Road (the “I-205 Project”) 9. Construction of an auxiliary lane and shoulders on I-5 near the Broadway/Weidler interchange, and replacing existing overpasses with a land bridge (the “Rose Quarter Project”). <p>As a result of the agreement between ODOT and TriMet:</p> <ul style="list-style-type: none"> • \$2,500,000 will be added to the planning phase of the Interstate 205: Stafford Road to Oregon Highway 99 East project (ODOT Project Key 19786) • \$2,500,000 will be added to the preliminary engineering phase of the Oregon 217: Southwest 72nd Avenue to Oregon 10 (Southwest Scholl’s Ferry Road) project (ODOT Project Key 21179). • \$5,000,000 will be added to the preliminary engineering phase of the Interstate 5 Rose Quarter Improvement Project (ODOT Project Key 19071). <p>STIP amendment funding summary</p> <table border="1"> <thead> <tr> <th>Project</th> <th>Current Funding</th> <th>Proposed Funding</th> </tr> </thead> <tbody> <tr> <td>Interstate 205: Stafford Road to Oregon 99 East</td> <td>\$12,500,000</td> <td>\$15,000,000</td> </tr> <tr> <td>Oregon 217: Southwest 72nd Avenue to Oregon 10 (Southwest Scholl’s Ferry Road) (not including HB 2017 funding)</td> <td>\$9,400,000</td> <td>\$11,900,000</td> </tr> <tr> <td>Interstate 5 Rose Quarter Improvement Project (not including HB 2017 funding)</td> <td>\$20,391,997</td> <td>\$25,391,997</td> </tr> <tr> <td>TOTAL</td> <td>\$42,291,997</td> <td>\$52,291,997</td> </tr> </tbody> </table>	Project	Current Funding	Proposed Funding	Interstate 205: Stafford Road to Oregon 99 East	\$12,500,000	\$15,000,000	Oregon 217: Southwest 72nd Avenue to Oregon 10 (Southwest Scholl’s Ferry Road) (not including HB 2017 funding)	\$9,400,000	\$11,900,000	Interstate 5 Rose Quarter Improvement Project (not including HB 2017 funding)	\$20,391,997	\$25,391,997	TOTAL	\$42,291,997	\$52,291,997
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Additional Details:	The IGA is the “Funding Contribution Agreement: I-205, OR217, and Rose Quarter” and was approved on February 6, 2018.
Why a Formal amendment is required?	Cost increases at or greater than 20% for \$1 million or higher programmed projects require a formal amendment per the Amendment Matrix. The additional \$2.5 million equals a 20% increase to the project
Total Programmed Amount:	The total project programmed amount increases from \$12,500,000 to \$15,000,000.
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required for this project. OTC approval occurred during their March 2017 meeting.

6. Project: Portland to Milwaukie Light Rail (2019)	
Lead Agency:	TriMet
ODOT Key Number:	20843
	MTIP ID Number: 70929
Project Description:	This project extends light rail from PSU in downtown Portland to Milwaukie and north Clackamas County. It includes a multi-modal bridge carrying light rail, streetcar, buses, bicycles and pedestrians.
What is changing?	<p>The amendment increases the estimated FFY 2019 5309 grant allocation based on the Annual Report on Funding Recommendations for FY 2019 – FTA 5309 Capital Investment Grants Program.</p> <p>The approved 5309 grant allocation to the Portland – Milwaukie Light Rail project increases from \$38,000,000 to \$65,664,144.</p> <div data-bbox="1019 814 1399 1144" style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p style="text-align: center;">Annual Report on Funding Recommendations</p> <p style="text-align: center;">Fiscal Year 2019 Capital Investment Grants Program</p> <p style="text-align: center;"><small>Report of the Secretary of Transportation to the United States Congress Pursuant to 49 USC 5309(o)(1) and Section 3005(o)(1) of the Fixing America's Surface Transportation Act</small></p> <p style="text-align: center;"><small>February 2018</small></p> <p style="text-align: center;"><small>Prepared by: Federal Transit Administration</small></p> <p style="text-align: center;"><small>Available from: Federal Transit Administration Office of Planning and Environment 1200 New Jersey Avenue, SE Washington, DC 20590</small></p> </div> <p>The <i>Annual Report on Funding Recommendations</i> is issued by the United States Secretary of Transportation to help inform the appropriations process for the upcoming fiscal year (FY) by providing information on projects that have been submitted to the Federal Transit Administration’s (FTA) discretionary Capital Investment Grants Program.</p> <p>Since 1964, Congress has provided Federal funds to supplement certain local transit projects. In FY 2017, Congress provided \$9.1 billion in formula funds distributed to state and local governments for local transit projects. The CIG Program supplements those expenditures with additional financial resources for transit capital projects that are locally planned, implemented, and operated. It provides discretionary funding for fixed guideway investments such as new and expanded heavy rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries as well as corridor-based bus rapid transit investments that emulate the features of rail.</p> <p>There are three categories of eligible projects under the CIG program: New Starts, Small Starts, and Core Capacity. New Starts and Core Capacity projects are required by law to go through a three phase process - Project Development, Engineering, and Construction. Small Starts projects are required by law to go through a two phase process - Project Development and Construction. As defined in law, New Starts projects are those whose sponsors request \$100 million or more in Capital Investment Grants Program funds <u>or</u> have an anticipated total capital cost of \$300 million or more. Core Capacity projects are substantial investments in existing fixed-guideway corridors that are at capacity today or will be in five years, where the proposed project will increase capacity by not less than 10 percent. Small Starts projects are those whose sponsors request less than \$100 million in Capital Investment Grants Program funds <u>and</u> have an anticipated total capital cost of less than \$300 million.</p>

	<p>Section 5309 CIG funding is provided for a portion of the total project cost, including design and construction. By law, New Starts projects are limited to a maximum Section 5309 CIG program share of 60 percent, and Core Capacity and Small Starts projects are limited to a maximum Section 5309 CIG program share of 80 percent.</p> <p>Previous programming for the project was based on early estimates in 2019 for eligible projects. The FTA <i>Annual Report on Funding Recommendations</i> provides the approved updates for 2019.</p>
Additional Details:	The specific funding recommendations are stated on page 5 of the document in Table 1, "FY 2019 Funding Recommendations for the Section 5309 Capital Investment Grants (CIG) Program
Why a Formal amendment is required?	Cost changes above 20% to projects with than exiting cost of \$1 million or more require a formal MTIP Amendment
Total Programmed Amount:	The project 5309 amount increases to \$65,664,144. The local funding contribution increases to \$51,851,705. The revised total project programming amount is now \$117,515,849.
Added Notes:	

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network

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. ARTIS, Local Bridge...)
5.	Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data
6.	Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7.	Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

- 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.....	March 28, 2018
• TPAC notification and approval recommendation.....	April 6, 2018
• JPACT approval and recommendation to Council.....	April 19, 2018
• Completion of public notification process.....	April 26, 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.....	Mid May , 2018
• USDOT clarification and final amendment approval.....	Late May/Early June 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 ACTIONS:

JPACT recommends Metro Council approve Resolution 18-4883 that include the following additions to the supporting materials and amendment processes:

1. Expand the summary information in the preview tables to provide additional details about each project amendment as needed.
2. Expand the preview summary in the Public Notification and Exhibit A tables to include applicable references and information about the 2016 JPACT action to bond a subset of RFFA funds to develop the high capacity transit, highway bottleneck and active transportation projects in preparation for potential state and regional investments for the three impacted project in this formal amendment.
3. Explore and develop follow-on reporting processes concerning how the MTIP amendment programming actions result in the final construction phase contracting decisions, bid awards, etc. from an equity perspective and report back to TPAC on a periodic basis as a way to close the circle from the initial MTIP programming and amendment process to the final contractor selection for the construction phase.

Staff comments to the above four TPAC modified approval recommendations: Staff concurs with all three approval recommendations in support of Resolution 18-4883 as follows:

- a. The "Required Changes" field preview summary tables in Exhibit A and the Public Notification tables include additional change details about the project amendment.
- b. The three bond related projects (in Key - 21179, OR217 SW 72nd Ave to OR10-Scholl's Ferry Rd, Key 19071 - Rose Quarter Improvement Project, and Key 19786 - I-205 Stafford Rd to OR99E) had additional bond related details added to the preview summary tables for both Exhibit A and the Public Notification Tables
- c. The request to develop a summary report concerning the final construction phase contractor selection and its impact upon equity is an endeavor that has an existing desire for additional discussion. Staff will coordinate with a parallel effort, the Construction Career Pathways project to help refine and determine the requirements TPAC has requested. Staff will bring progress report back to TPAC in the near future concerning the contracting equity reporting item request.

Attachment: Project Location Maps and OTC Staff Report copies

Date: Tuesday, April 10, 2018
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Attachment 1 to the April 2018 MTIP Formal Amendment Staff Report – Project Location Maps & OTC letters as applicable

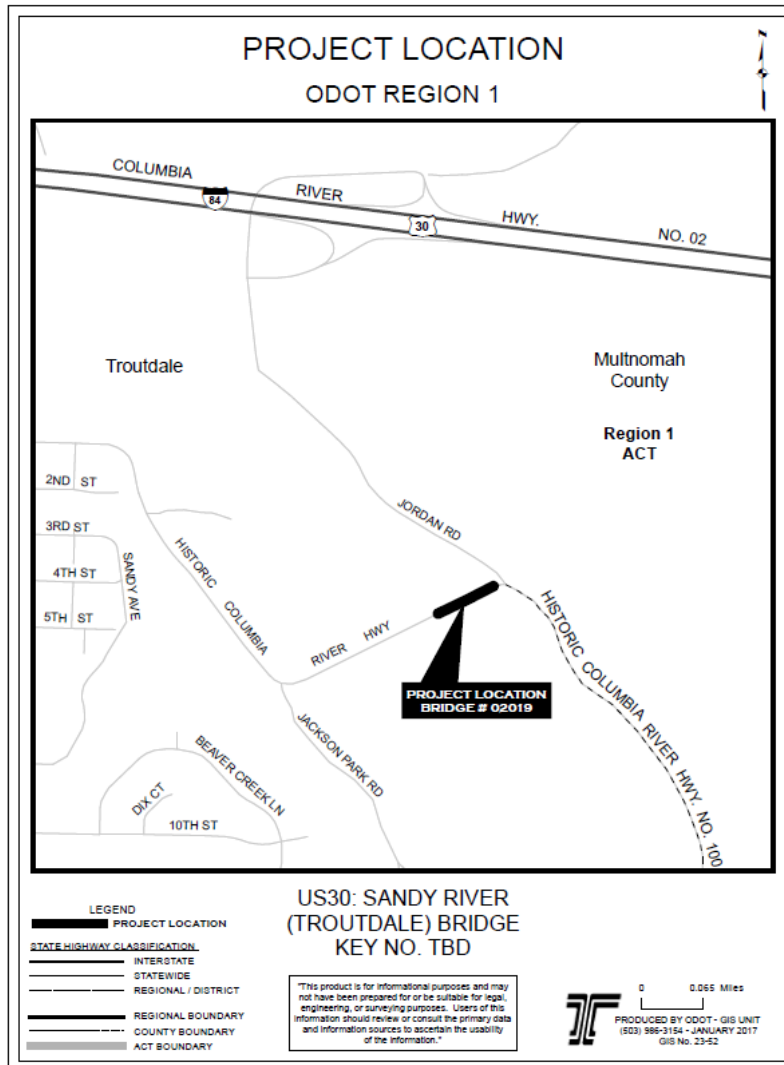
BACKGROUND

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:

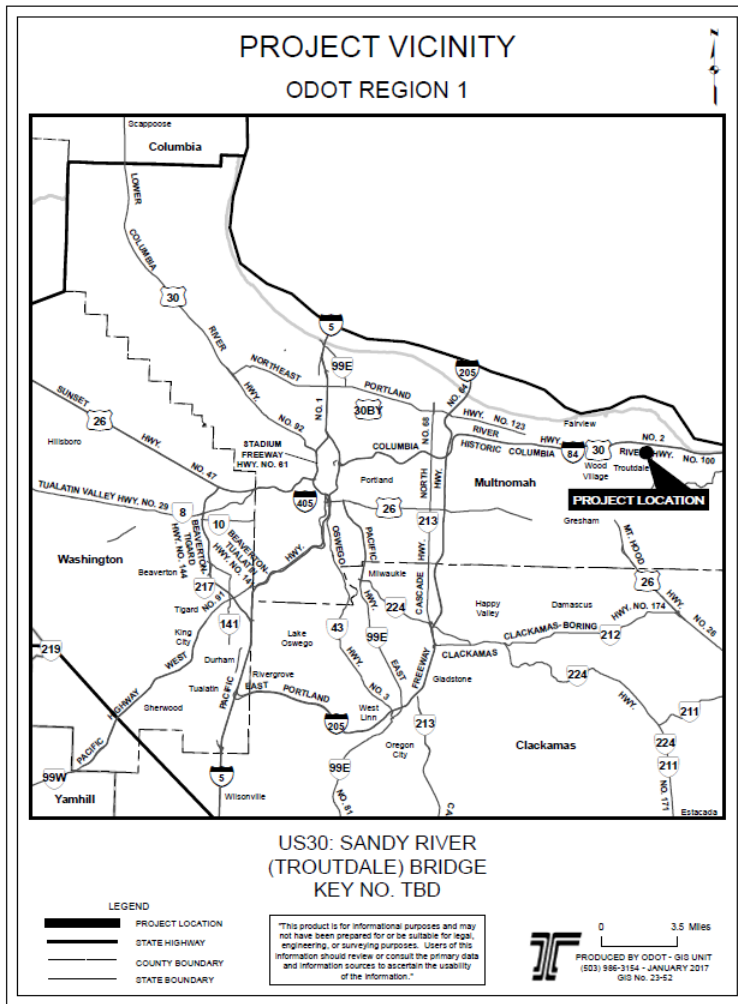
- Key 20703 – US30: Sandy River (Troutdale) Bridge
- Key 21179 – OR217: SW 72nd Ave - OR10 (SW Scholl's Ferry Rd)
- Key 19701 – I-5 Rose Quarter Improvement Project
- Key 19786 – I-205: Stafford Rd to OR99E
- Key 20414 – Portland to Milwaukie Light Rail (2019)

Key 20703

US30: Sandy River (Troutdale) Bridge



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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: December 4, 2017

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 split one new bridge project (Interstate 5 over Crowson Road Northbound and Southbound Bridges) from an existing project (Interstate 5: California State Line – Ashland Paving) and to remove painting from another current project (U.S. 30: Sandy River Bridge).

Requested Action:

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to revise funding of three projects.

- Reduce funding for the Interstate 5: California State Line – Ashland Paving project by removing the Interstate 5 over Crowson Road northbound and southbound bridges in Ashland from the existing project. The total estimated cost for Interstate 5: California State Line – Ashland Paving will change from \$17,234,604 to \$16,724,604. The \$510,000 reduction will be transferred to the new project – Interstate 5 over Crowson Road Northbound and Southbound bridges.
- Change the scope of the U.S. 30: Sandy River (Troutdale) Bridge project located in Region 1. ODOT has determined the bridges do not need to be painted. Savings from this action total \$4,580,000, of which \$1,246,615 will be directed to a new Interstate 5 over Crowson Road project. The remaining savings of \$3,333,385 will be returned to the State Bridge Program.
- Create a new project named Interstate 5 over Crowson Road Northbound and Southbound Bridges. Funding for the new project will come from State Bridge Program funds that are currently associated with the bridges in the Interstate 5: California State Line – Ashland project and the U.S. 30: Sandy River (Troutdale) Bridge project. Total estimated cost of this project is \$1,756,615.

STIP Amendment Funding Summary

Project	Current Funding	Proposed Funding
Interstate 5 over Crowson Road NB and SB Bridges (Ashland) (new project)	\$0	\$1,756,615
U.S. 30: Sandy River (Troutdale) Bridge	\$6,315,000	\$1,735,000
State Bridge Program FFY 2018	\$1,175,105	\$4,508,490
Interstate 5: California State Line – Ashland Paving	\$17,234,604	\$16,724,604
TOTAL	\$24,724,709	\$24,724,709

Project to be added:

Interstate 5 over Crowson Road Northbound and Southbound Bridges (Ashland) (KN TBD)			
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	2018	\$0	\$1,756,615
TOTAL		\$0	\$1,756,615

* Preliminary engineering is in its final stages and will be completed under the Interstate 5: California State Line – Ashland Paving project.

Project to be reduced:

U.S. 30: Sandy River (Troutdale) Bridge (KN 20703)			
Phase	Year	Cost	
		Current	Proposed
Preliminary Engineering	2017	\$565,000	\$270,000
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2019	\$5,750,000	\$1,465,000
TOTAL		\$6,315,000	\$1,735,000

Project to be increased:

State Bridge Program FFY 2018 (KN 20731)			
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	2018	\$1,175,105	\$4,508,490
TOTAL		\$1,175,105	\$4,508,490

Oregon Transportation Commission
 December 4, 2017
 Page 3

Project to be reduced:

Interstate 5: California State Line – Ashland Paving (KN 18873)			
Phase	Year	Cost	
		Current	Proposed
Preliminary Engineering	2015	\$996,000	\$996,000
Right of Way	2018	\$5,000	\$5,000
Utility Relocation	2018	\$5,000	\$5,000
Construction	2018	\$16,228,604	\$15,718,604
TOTAL		\$17,234,604	\$16,724,604

Background:

The U.S. 30: Sandy River Bridge project in Troutdale originally intended to replace the sidewalks, repair the foundation and paint the bridge. As the design team developed the project ODOT determined that the bridge painting is in good condition and it is not necessary to repaint the bridge at this time. The project will continue to include sidewalk replacements and foundation repair. Savings associated with not painting the bridge total \$4,580,000.

The Interstate 5 over Crowson Road northbound and southbound bridges in Ashland (08746N and 08746S at milepoint 13.29) were built in 1963. The deck on the northbound bridge was replaced as part of a widening project in 2000. A concrete overlay that was provided on the southbound bridge in 2002 is reaching the end of its service life. Both bridges were added in December 2015 to the Interstate 5: California State Line - Ashland Paving project for polymer concrete deck overlays. This overlay type is appropriate for decks that are in good structural condition and require a minimum of surface preparation. During project development, ODOT discovered that both concrete decks are contaminated with chlorides to a much greater extent than was originally thought. Thus, a polymer concrete deck overlay is not appropriate.

Due to the need to remove a significant portion of the existing decks, a structural overlay is needed. Since a structural overlay requires traffic control, construction duration, and crossovers that are beyond the scope of a polymer overlay project, these bridge repairs will require additional funding. In addition, the proximity of these bridges to the new Siskiyou Rest Area/Welcome Center, and the timing of its 2018 opening, necessitate the completion of the Crowson Road bridges in advance to eliminate the need to close the rest area/welcome center for several months just shortly after its opening. The design team investigated accelerating the Interstate 5: California State Line – Ashland project and determined it was not possible to do so. These circumstances require the Crowson Road bridges to be removed from the Interstate 5: California State Line - Ashland Paving project and addressed as a new separate project with an estimated construction cost of \$1,756,615.

With Commission approval, the State Bridge Program will be able to start work on the Crowson Road bridges on Interstate 5 with funding from the other two projects with minimal impact to the new Siskiyou Rest Area/Welcome Center. In addition, the additional funding back into the Bridge Program enables bringing future projects to the Commission for approval. Without approval, the Crowson Road

bridge structure will continue to deteriorate, ultimately requiring a minimum of a structural overlay, and perhaps a deck replacement, depending on when the work is programmed.

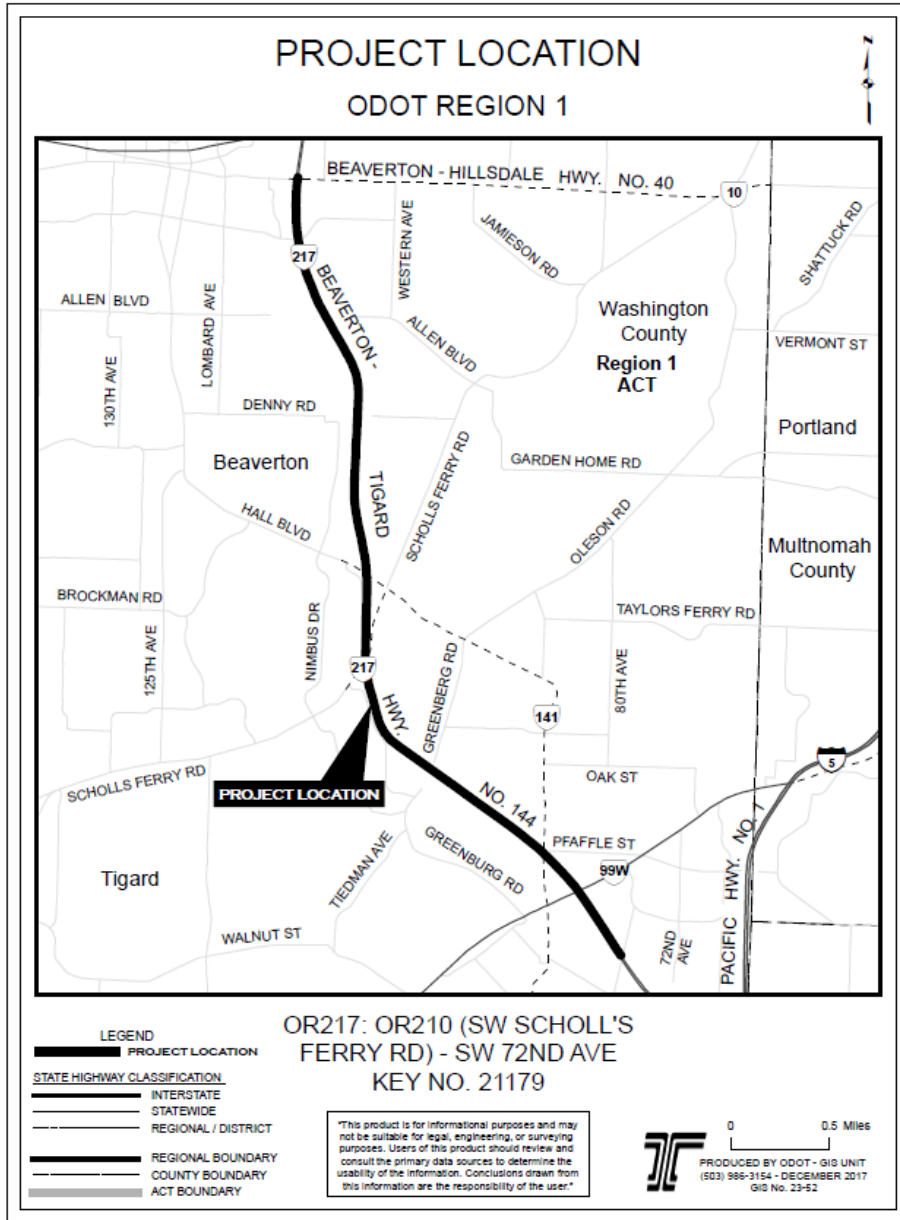
Attachments:

- Attachment 1 - Location and Vicinity Maps

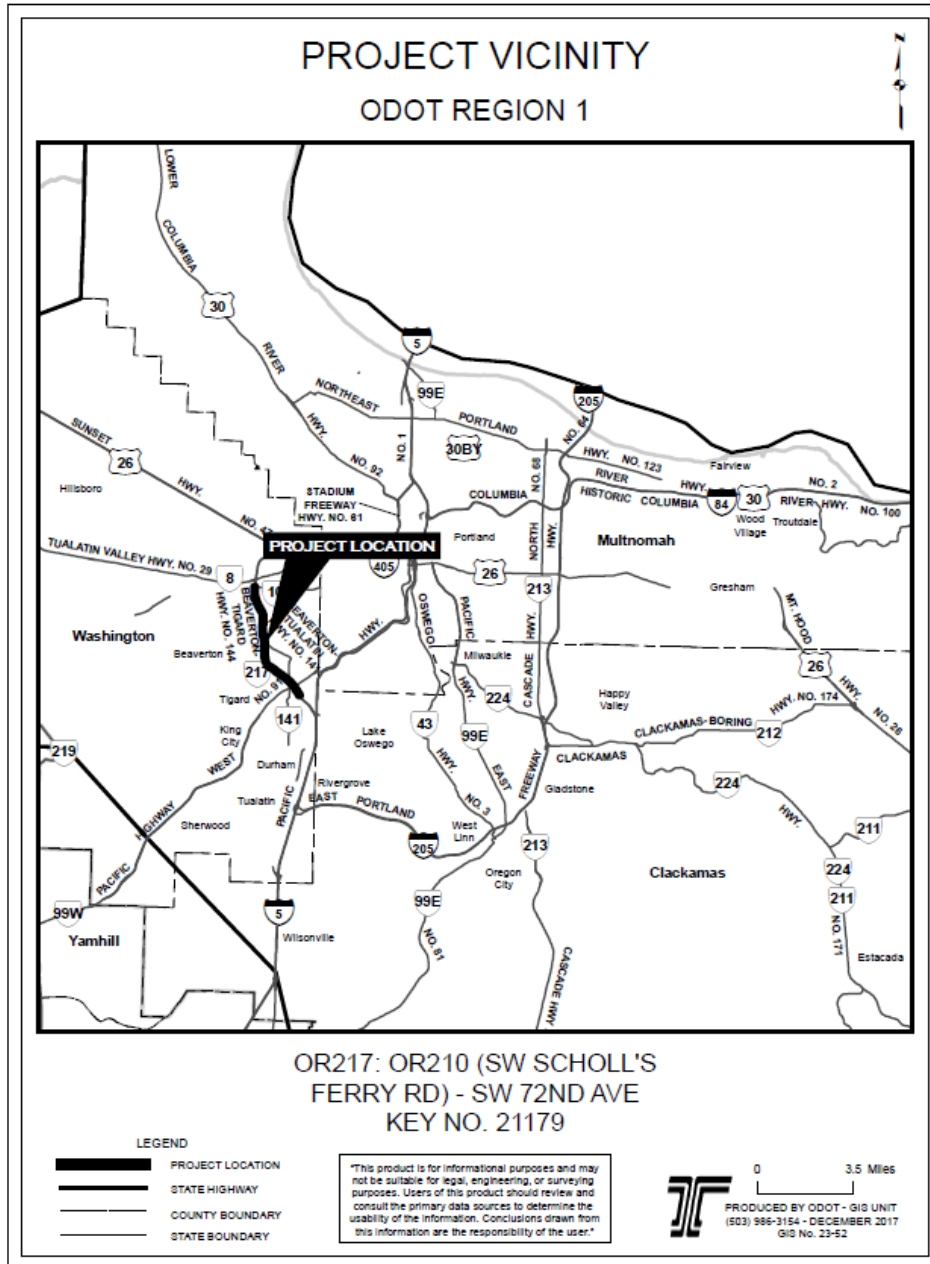
Copies (w/attachment) to:

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

Key 21179
OR217: SW 72nd Ave - OR10 (SW Scholl's Ferry Rd)



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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: March 5, 2018

TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett
 Director

SUBJECT: **Consent 14** - Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add funds to three projects in Region 1.

Requested Action:

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to receive funding from TriMet for the following Region 1 projects by a total of \$10,000,000 with funds allocated per agreement.

- \$2,500,000 will be added to the planning phase of the Interstate 205: Stafford Road to Oregon Highway 99 East project;
- \$2,500,000 will be added to the preliminary engineering phase of the Oregon 217: Southwest 72nd Avenue to Oregon 10 (Southwest Scholl's Ferry Road) project; and
- \$5,000,000 will be added to the preliminary engineering phase of the Interstate 5 Rose Quarter Improvement Project.

STIP amendment funding summary

Project	Current Funding	Proposed Funding
Interstate 205: Stafford Road to Oregon 99 East	\$12,500,000	\$15,000,000
Oregon 217: Southwest 72nd Avenue to Oregon 10 (Southwest Scholl's Ferry Road) (not including HB 2017 funding)	\$9,400,000	\$11,900,000
Interstate 5 Rose Quarter Improvement Project (not including HB 2017 funding)	\$20,391,997	\$25,391,997
TOTAL	\$42,291,997	\$52,291,997

Oregon Transportation Commission
 March 5, 2018
 Page 2

Project to be increased

Interstate 205: Stafford Road – Oregon 99E (KN:19786)			
PHASE	YEAR	COST	
		Current	Proposed
Planning	2016	\$12,500,000	\$15,000,000
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	\$0	\$0
TOTAL		\$12,500,000	\$15,000,000

Project to be increased

Oregon 217: SW 72nd Ave – Oregon 10 (SW Scholl's Ferry Road) (KN:21179)			
PHASE	YEAR	COST	
		Current	Proposed
Planning	N/A	\$0	\$0
Preliminary Engineering	2018	\$9,400,000	\$11,900,000
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	N/A	\$0	\$0
Other	N/A	\$0	\$0
TOTAL		\$9,400,000	\$11,900,000

Project to be increased

Interstate 5 Rose Quarter Improvement Project (KN:19071)			
PHASE	YEAR	COST	
		Current	Proposed
Planning	N/A	\$0	\$0
Preliminary Engineering	2016	\$20,391,997	\$25,391,997
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	N/A	\$0	\$0
Other	N/A	\$0	\$0
TOTAL		\$20,391,997	\$25,391,997

Background:

In 2016, the Metro Joint Policy Committee on Transportation (JPACT) voted to bond a subset of Regional Flexible Fund dollars to demonstrate their commitment to three key highway bottlenecks. TriMet will sell bonds to provide upfront funding for project development work on a total of four projects: the three highway bottleneck projects and the Southwest Corridor High Capacity Transit project.

Consent_14_TriMet_Fund_Ltr.docx
 2/21/2018

TriMet has agreed to provide \$10 million to ODOT in two installments, the first \$5 million within 30 days of written request by ODOT, and the second payment of \$5 million no earlier than 2020. The attached Intergovernmental Agreement (IGA) describes the complete set of terms, including ODOT's commitment to provide an annual report to the Joint Policy Advisory Committee on Transportation (JPACT) on the status of the projects (Attachment 2).

The three highway bottleneck projects receiving funding through this IGA are:

Interstate 5 Rose Quarter Improvement Project

This project addresses the one-mile section of Interstate 5 between the interchanges of Interstate 405 and Interstate 84, which includes the network of surface streets associated with the Broadway/Weidler interchange. This section of Interstate 5 has extremely high traffic volumes, closely spaced interchanges, and no shoulders, all of which contribute to it having one of the highest crash rates in Oregon. This section of highway also experiences chronic congestion resulting in significant costs to the economy and hindrance to the movement of goods and people.

This project will also add new auxiliary lanes and shoulders on Interstate 5 to improve safety and operations by providing more space for merging and weaving between Interstate 84 and Interstate 405. Rebuilding the overpasses as viaducts could provide new community connections and surface area to support enhanced bicycle and pedestrian facilities. A new bicycle and pedestrian bridge and upgrades to the bridges across Interstate 5 will provide safer and more convenient connections for all modes of travel.

Funding listed in the chart above and programmed in the STIP is for preliminary engineering. HB 2017 included funding for construction that will be programmed in the 2021-2024 STIP.

Interstate 205: Stafford Road to Oregon 99 East

Interstate 205 has six lanes for most of its 25-mile length but only four lanes between exit 3 (Stafford Road, Lake Oswego) and exit 9 (Oregon 99E, Oregon City). Between 80,000 and 100,000 vehicles travel this narrow section of the highway on an average day. Closely-spaced interchanges on either end of the Abernethy Bridge contribute to the safety, mobility and reliability issues in this area.

This project adds a third lane on Interstate 205 in each direction between Abernethy Bridge and Stafford Road to improve traffic operations, improve access to industrial lands in East Clackamas County and improve safety. It will also ensure the bridge remains functional after a catastrophic earthquake.

Funding listed in the chart above and programmed in the STIP is for preliminary engineering. Funding has not yet been identified for construction of this project.

Oregon 217: Southwest 72nd Avenue to Oregon 10 (Southwest Scholl's Ferry Road)

This project addresses mainline safety and operations improvements for 2.39 miles of Northbound Oregon 217 between SW 72nd Avenue and Southwest Scholls Ferry Road. Oregon 217 serves 120,000

trips per day, connects Interstate 5 and U.S. 26 and provides access to major regional destinations such as Washington Square Mall and Beaverton Regional Center. The primary safety and operational deficiencies on Oregon 217 include tight interchange spacing and short weaving sections resulting in an average of 200 accidents per year.

This project will add new auxiliary lanes between the northbound off-ramp at Oregon 99 West and the Scholls Ferry Road exit and will replace the Hall Boulevard overcrossing. The auxiliary lane are expected to reduce crashes by 30 to 70 percent and improve traffic reliability.

Funding listed in the chart above and programmed in the STIP is for preliminary engineering. HB 2017 included funding for construction that will be programmed in the 2021-2024 STIP.

Options:

With approval, the TriMet funds will be programmed for the respective project planning and design phases as currently scheduled.

Without approval, the TriMet funds will not be added to the STIP for these projects. The projects will move forward as currently funded likely resulting in delay and the eventual need to reduce project elements.

Attachments:

- Attachment 1 - Location and Vicinity Maps
- Attachment 2 – ODOT/TriMet Intergovernmental Agreement

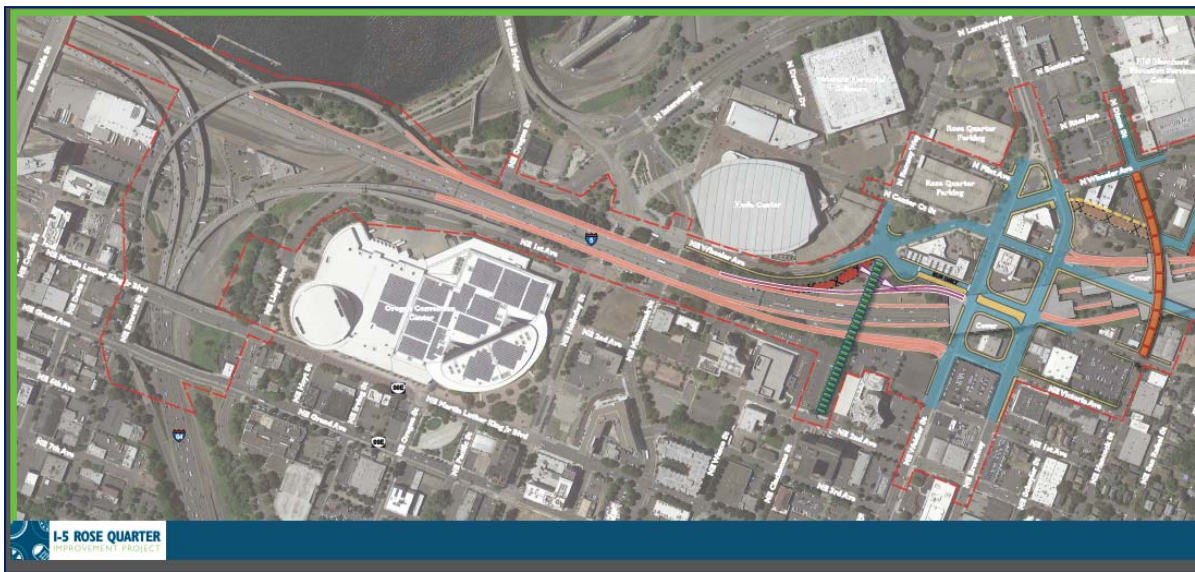
Key 19071

I-5 Rose Quarter project

Note: OTC letter is the same as for Key 21179



Southern Section



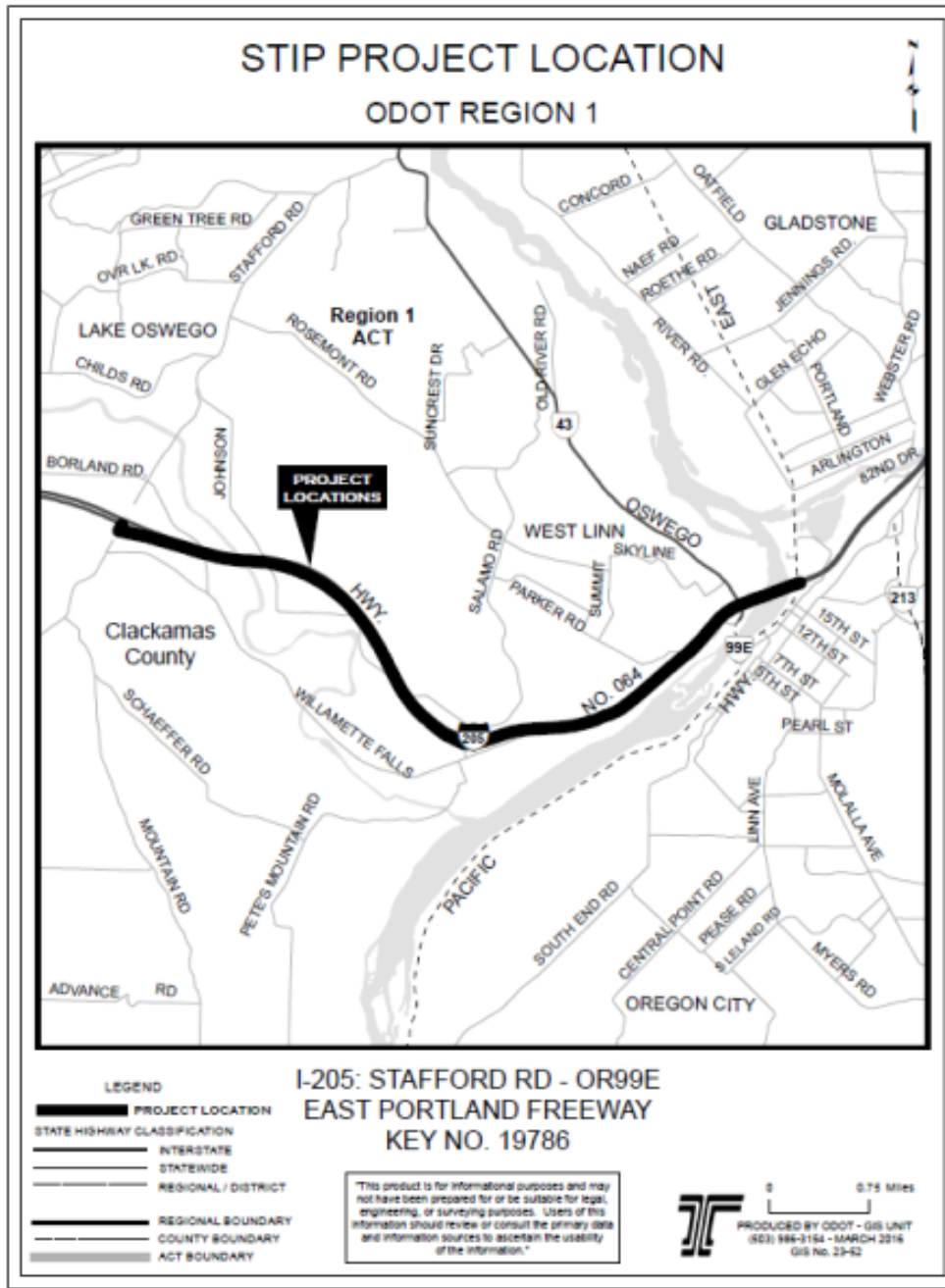
Northern Section

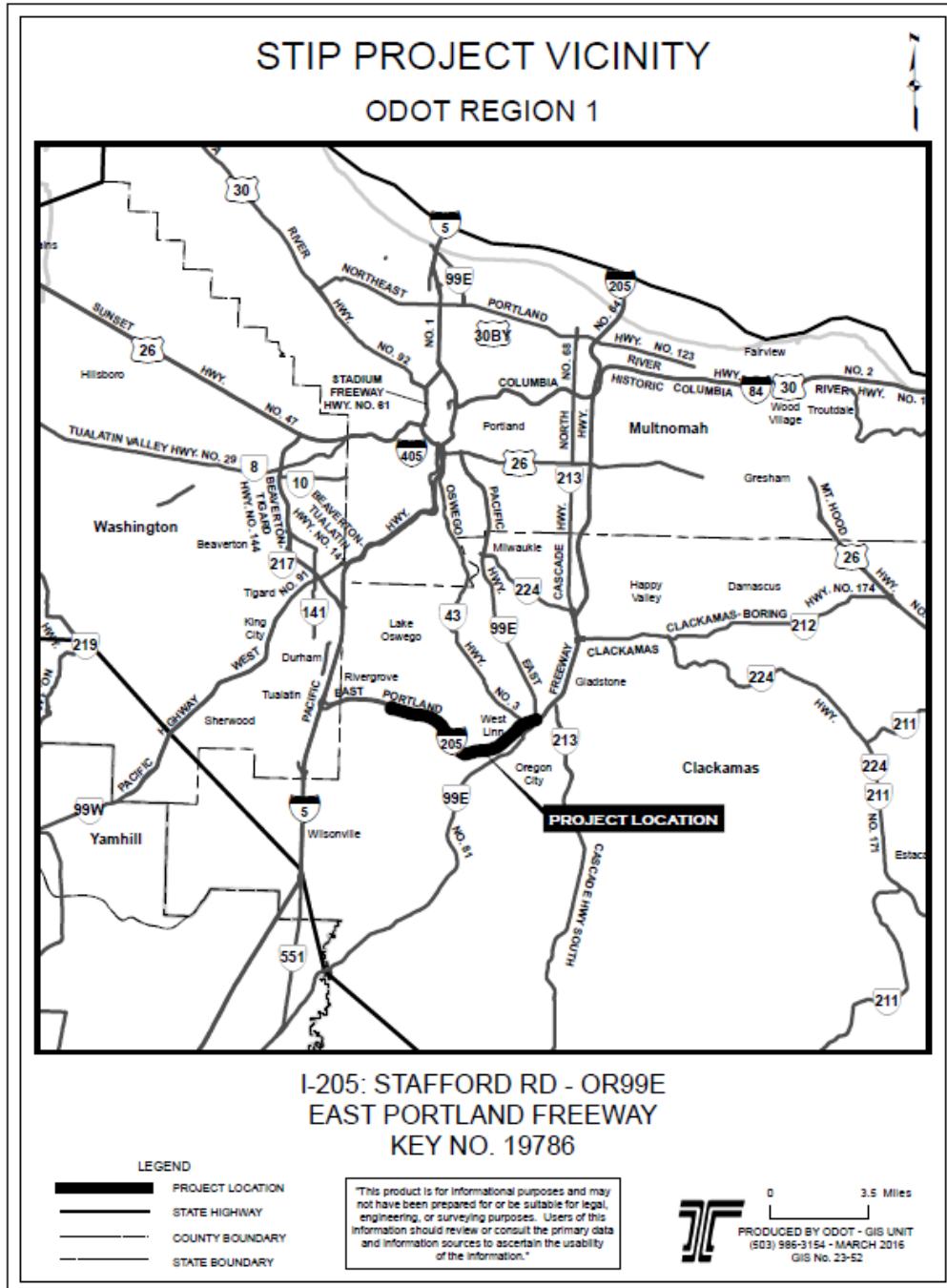


Key 19786

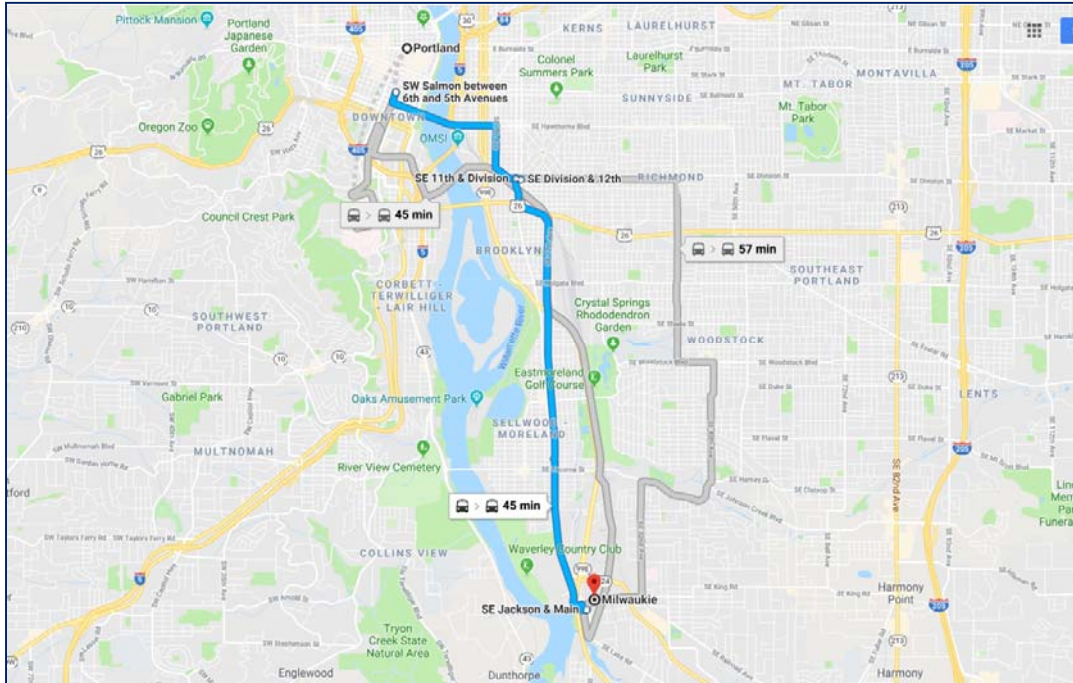
I-205: Stafford Rd to Oregon 99 East


Note: OTC letter is the same as for Key 21179






Key 20843
Portland to Milwaukie Light Rail (2019)





U.S. Department of Transportation
Federal Transit Administration



FACT SHEET:
FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS
Chapter 53 Section 5309

	FY15 /MAP-21	FY16 (millions)	FY17 (millions)	FY18 (millions)	FY19 (millions)	FY20 (millions)
Section 5309	\$2,120.0	\$2,301.8	\$2,301.8	\$2,301.8	\$2,301.8	\$2,301.8

PROGRAM PURPOSE:
 The discretionary Capital Investment Grant (CIG) program provides funding for fixed guideway investments such as new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail. There are four categories of eligible projects under the CIG program: New Starts, Small Starts, Core Capacity, and Programs of Interrelated Projects:

Table 1 - FY 2019 Funding Recommendations for the Section 5309 Capital Investment Grants (CIG) Program

	Mode	Total Project Cost	Section 5309 CIG Request	Section 5309 CIG Share	Section 5309 CIG Funds Appropriated/Allocated Through FY 2017	Remaining Section 5309 CIG Funding Needs After FY 2017	President's FY 2018 CIG Budget Proposal	FY 2019 Section 5309 CIG Funding Recommendations
Existing New Starts Full Funding Grant Agreements (FFGAs)								\$ 835,664,144
Existing Core Capacity Full Funding Grant Agreements								\$ 200,000,000
Oversight - 1% take-down by statute								\$ 10,461,254
Total								\$ 1,046,125,398
Existing New Starts FFGAs								
CA	Los Angeles, Regional Connector	LRT	\$ 1,402,932,490	\$ 669,900,000	47.7%	\$ 365,000,000	\$ 304,900,000	\$ 100,000,000
CA	Los Angeles, Westside Subway Section 1	HR	\$ 2,821,957,153	\$ 1,250,000,000	44.3%	\$ 365,000,000	\$ 885,000,000	\$ 100,000,000
CA	Los Angeles, Westside Subway Section 2	HR	\$ 2,499,239,536	\$ 1,187,000,000	47.5%	\$ 200,000,000	\$ 987,000,000	\$ 100,000,000
CA	San Diego, Mid-Coast Corridor Transit Project	LRT	\$ 2,171,200,545	\$ 1,043,380,000	48.1%	\$ 150,000,000	\$ 893,380,000	\$ 100,000,000
MA	Boston Green Line Extension	LRT	\$ 2,297,618,856	\$ 996,121,000	43.4%	\$ 400,000,000	\$ 596,121,000	\$ 150,000,000
MD	Maryland National Capital Purple Line	LRT	\$ 2,407,030,286	\$ 900,000,000	37.4%	\$ 328,000,000	\$ 572,000,000	\$ 120,000,000
OR	Portland, Portland-Milwaukie Light Rail Project	LRT	\$ 1,490,350,173	\$ 745,175,087	50.0%	\$ 379,510,943	\$ 165,664,144	\$ 100,000,000
TX	Fort Worth, TEX-Rail	CR	\$ 1,034,411,952	\$ 499,390,221	48.3%	\$ 234,000,000	\$ 243,390,221	\$ 100,000,000
Subtotal			\$ 16,124,740,971	\$ 7,290,966,308		\$ 2,641,510,943	\$ 4,649,455,365	\$ 835,664,144
Existing Core Capacity FFGAs								
CA	San Carlos, Peninsula Corridor Electrification Project	CR	\$ 1,930,670,934	\$ 647,000,000	33.5%	\$ 172,956,593	\$ 474,043,407	\$ 100,000,000
IL	Chicago, Red and Purple Line Modernization Project Phase One	HR	\$ 2,066,702,783	\$ 956,607,772	46.3%	\$ 291,131,640	\$ 665,476,132	\$ 100,000,000
Subtotal			\$ 3,997,373,717	\$ 1,603,607,772		\$ 464,088,233	\$ 1,139,519,539	\$ 200,000,000
Other Projects That May Become Ready for Funding *							\$ 111,750,149	

The FY 2019 CIG budget request includes \$1 billion in new budget authority and \$46 million in anticipated prior year recoveries for a total of \$1.046 billion.

LRT = light rail transit, HR = heavy rail, CR = commuter rail

* The President's FY 2018 Budget Proposal included \$111,750,149 million for "Other projects that may become ready for funding" and noted, "The FFGA for the Caltrain Peninsula Corridor Electrification Project is planned to be signed shortly and the Maryland National Capital Purple Line FFGA remains under review due to pending litigation." Both FFGAs have since been signed.