

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR ) RESOLUTION NO. 18-4901  
AMENDING EXISTING PROJECTS TO THE )  
2018-21 METROPOLITAN TRANSPORTATION ) Introduced by: “Chief Operating Officer  
IMPROVEMENT PROGRAM INVOLVING FOUR ) Martha Bennett in concurrence with  
PROJECTS IMPACTING METRO, ODOT AND ) Council President Tom Hughes”  
TRIMET (JL18-12-JUL) )

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 and ODOT-Salem have resolved a portion of Metro’s UPWP unobligated carry-over funding issue allowing a total of \$1,712,418 of federal Surface Transportation Program, federal Planning funds, and required matching funds to be added into the State Fiscal Year 2019 UPWP Agreement allowing it to be obligated before the end of Federal Fiscal Year 2018 with eligible expenditures to follow shortly thereafter; and

WHEREAS, TriMet’s OR8 - SW 192<sup>nd</sup> Ave (Aloha) to SW 160<sup>th</sup> Ave (Beaverton) project which includes sidewalk infill and improvements, signal priority upgrades, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossings required a significant limits and scope adjustment resulting in splitting some site locations to another project and removing several initially proposed sites from the project due to project budgetary limitations; and

WHEREAS, ODOT’s OR8 – SW Murray Blvd to SW 110<sup>th</sup> Ave (Beaverton) safety improvement project that includes the installation of larger signal heads, reflective backboards, pedestrian countdown signals, and left turn phasing scope elements also required a scope change due to impacting ADA compliance requirements which reduced the number of site locations from 23 to 9 and included the assimilation of several site locations from TriMet’s OR8 project; and

WHEREAS, FHWA has reversed their formal programming position that prevents project implementation phase partial programming and has authorized \$1.4 million of approved total funding from the Oregon Transportation Commission for the right-of-way phase for the I-205 Stafford Road to OR99E widening project; 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 July 2018 Formal MTIP Amendment; and

WHEREAS, all projects included in the July 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 July 13, 2018 and approved the amendment recommendation to JPACT; now therefore

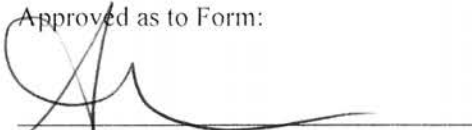
BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on July 19, 2018 to formally amend the 2018-21 MTIP to include the July 2018 Formal Amendment bundle consisting of four projects.

ADOPTED by the Metro Council this 2 day of August 2018.



Tom Hughes, Council President

Approved as to Form:

  
Alison R. Kean, Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program  
Exhibit A to Resolution 18-4901



Proposed July 2018 Formal Amendment Bundle			
Amendment Type: <b>FORMAL, JL18-12-JUL</b>			
Total Number of Projects: <b>4</b>			
ODOT Key	Lead Agency	Project Name	Required Changes
Project #1 21271	Metro	Portland Metro Planning SFY19	<b>ADDED FUNDING:</b> The amendment adds \$1,712,418 in total funding to the project in support of planning activities Metro accomplishes each year. The added funding represents Metro UPWP unobligated carry-over from previous years that needs to be incorporated into the FY 2019 Planning project Key of 21271. The funding increase adds \$1,184,862 of federal STP and \$351,690 along with associated matching funds. Through this action, the prior year funds will be available to be obligated and expended during the current fiscal year.
Project #2 18839	TriMet	<del>OR8: SW 115th Ave (Beaverton) - SW 192nd Ave (Aloha)</del> <b>OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton)</b>	<b>LIMITS/SCOPE CHANGE:</b> The amendment increases the PE phase funding, reduces ROW phase. Adds a small UR phase and decreases the construction phase funding. Current project reviews revealed that various project locations need to be dropped or split in order to keep project within budget, avoid overlaps with existing projects, and to drop work not wanted by applicant. In addition, the PE budget was originally determined and assumed for in-house delivery. The decision was made to outsource PE, but the budget was never increased. This amendment serves to increase the budget for consultant design services. The scope update also requires adjustments to the project limits.
Project #3 18794	ODOT	<del>OR8: SW 10th - SW 110th</del> <b>OR8: SW Murray Blvd - SW 110th Ave (Beaverton)</b>	<b>SCOPE CHANGE:</b> The original scope for this project included 23 locations to receive signal head upgrades. ADA scope elements were not included. The project now includes AADA requirements resulting in a reduction to 9 locations to keep the project within the budgetary limitations.

Project #4 19786	ODOT	I-205: Stafford Rd - OR99E	<b>ADD FUNDING:</b> The amendment adds \$1.4 million total to the project's right-of-way phase to begin right-of-way activities. Per OTC action, the PE and ROW phase funding will now be state HB2001 JTA funds. MTIP programming is being corrected to reflect this change from using the Advance Construction fund type code.
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Exhibit A to Resolution 18-4901

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 (from the 2015 MTIP)									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
21271	71053	ODOT	Portland Metro Planning SFY19					Planning	\$ 4,079,989
Project Description:			SFY 2019 annual MPO planning funds allocation in support of MPO planning requirements.						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	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
<b>Total:</b>				<b>\$ 4,079,989</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,079,989</b>
Notes:	1. <b>Red Font</b> = Funding reductions made to the project phase. <b>Blue font</b> = Additions made to the project as part of the amendment. 2. STP>200K = Federal Surface transportation Program funds allocated to qualifying projects in areas where the population is at least 200,000 people. 3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds. 4. PL = Federal Planning funds normally allocated to the MPO in support of required planning activities as directed by USDOT. 5. State = General state funds committed to the project as the required match to the federal funds. 6. 5303 = Federal planning funds designated for transit planning activities.								
<p><b><u>Amendment Summary</u></b>                      Proposed changes are stated on the next page</p>									

PROJECT #1 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
21271	71053	Metro	Portland Metro Planning SFY19				Planning	\$ 5,792,407	
Project Description:			SFY 2019 annual MPO planning funds allocation in support of MPO planning requirements.						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STP>200K	Z230	Federal	2018	\$ 2,429,343					\$ 2,429,343
Local	Match	Local	2018	\$ 278,050					\$ 278,050
PL	Z450	Federal	2018	\$ 2,192,877					\$ 2,192,877
State	Match	State	2018	\$ 250,984					\$ 250,984
5303	Z277D	Federal	2018	\$ 575,307					\$ 575,307
Local	Match	Local	2018	\$ 65,846					\$ 65,846
<b>Total:</b>				\$ 5,792,407	\$ -	\$ -	\$ -	\$ -	\$ 5,792,407
Notes:	<p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>2. STP&gt;200K = Federal Surface transportation Program funds allocated to qualifying projects in areas where the population is at least 200,000 people.</p> <p>3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.</p> <p>4. PL = Federal Planning funds normally allocated to the MPO in support of required planning activities as directed by USDOT.</p> <p>5. State = General state funds committed to the project as the required match to the federal funds.</p> <p>6. 5303 = Federal planning funds designated for transit planning activities.</p>								
<p><b>Amendment Summary</b></p> <p>This amendment is adds a total of \$1,712,418 of STP and PL funds (plus associated required matching funds) of prior year unobligated carry-over still approved and eligible for the project</p>									

Exhibit A to Resolution 18-4901

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
18839	70780	TriMet	OR8:SW 115th Ave (Beaverton) - SW 192nd Ave (Aloha)					Highway	\$ 1,844,000
Project Description:		Sidewalk infill and improvements, Signal priority, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossing							
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HPP	Earmark	Federal	2016		\$ 289,648				\$ 289,648
Local	Match	Local	2016		\$ 33,152				\$ 33,152
State STP-FLX	M240	Federal	2017			\$ 206,379			\$ 206,379
Local	Match	Local	2017			\$ 23,621			\$ 23,621
State STP-FLX	M240	Federal	2018					\$ 952,215	\$ 952,215
Local	Match	Local	2018					\$ 108,985	\$ 108,985
Other	Overmatch	Local	2018					\$ 230,000	\$ 230,000
<b>Total:</b>			\$ -	\$ 322,800	\$ 230,000	\$ -	\$ 1,291,200	\$ 1,844,000	
Notes:	1. HPP = Federal High Priority Project program. The funding was originally an earmark 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds. 4. State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT from FHWA. 5. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".								
<b>Amendment Summary</b> Proposed changes are stated on the next page									

**PROJECT #2 PROPOSED AMENDED CHANGES**

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
18839	70780	TriMet	<del>OR8: SW 115th Ave (Beaverton) – SW 192nd Ave</del> OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton)	Highway	\$ 1,698,000
Project Description:			Sidewalk infill and improvements, Signal priority, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossing		

**Amended MTIP Fund Programming by Phase**

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HSIP	MS3E	Federal	2016		\$ 289,648				\$ 289,648
Local	Match	Local	2016		\$ 33,152				\$ 33,152
ADVCON	ACPO	Federal	2016		\$ 425,500				\$ 425,500
Local	Match	Local	2016		\$ 48,700				\$ 48,700
ADVCON	ACPO	Federal	2018			\$ 145,363			\$ 145,363
Local	Match	Local	2018			\$ 16,637			\$ 16,637
ADVCON	ACPO	Federal	2019				\$ 31,406		\$ 31,406
Local	Match	Local	2019				\$ 3,594		\$ 3,594
ADVCON	ACPO	Federal	2019					\$ 425,320	\$ 425,320
Local	Match	Local	2019					\$ 48,680	\$ 48,680
Other	Overmatch	Local	2019					\$ 230,000	\$ 230,000
<b>Total:</b>				\$ -	\$ 797,000	\$ 162,000	\$ 35,000	\$ 704,000	\$ 1,698,000

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
  2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".
  3. HSIP = Federal Highway Safety Improvement Program funding allocated to ODOT for highway safety improvements.
  4. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.
  5. ADVCON = Federal Advance Construction. Acts a federal fund type placeholder until the final federal fund type code is committed to the project and obligates the fund.
  6. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".

**Amendment Summary**

This amendment results from significant scope and limits changes to the project. Reviews of site locations have been accomplished to determine what remains in the project and what can be removed to keep the project within budgetary limits. The PE phase increase reflects an external consultant driven phase management. A small Utility Relocation phase is being added. As a result of the review and adjusted scope plus project limits, the construction phase estimate has decreased resulting in an overall net cost decrease to the project.



Exhibit A to Resolution 18-4901

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	
18794	70766	ODOT	OR8: SW10th - SW 110th				Highway	\$ 1,862,600	
Project Description:		Systematic safety improvements							
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HISP-FAST	ZS30	Federal	2016		\$ 437,500				\$ 437,500
HSIP-FAST	ZS30	Federal	2019					\$ 1,053,100	\$ 1,053,100
State STP-FLX	M240	Federal	2019					\$ 333,796	\$ 333,796
State	Match	State	2019					\$ 38,204	\$ 38,204
									\$ -
									\$ -
<b>Total:</b>				\$ -	\$ 437,500	\$ -	\$ -	\$ 1,425,100	\$ 1,862,600
Notes:	1. <b>Red Font</b> = Funding reductions made to the project phase. <b>Blue font</b> = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. HSIP = Federal Highway Safety Improvement Program funding allocated to ODOT annually. This specific funding pot (ZS30) is 100% federal and does not require local or state matching funds. 4. State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT from FHWA. 5. State = General state funds committed to the project as the required match to the federal funds								

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

**PROJECT #3 PROPOSED AMENDED CHANGES**

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
18794	70766	ODOT	<del>OR8: SW10th – SW 110th</del> OR8: SW Murray Blvd - SW 110th Ave (Beaverton)	Highway	\$ 2,144,043

Project Description: ~~Systematic safety improvements~~  
Safety upgrades to install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing where feasible

**Amended MTIP Fund Programming by Phase**

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HSIP-FAST	ZS30	Federal	2016		\$ 437,500				\$ 437,500
ADVCON	ACPO	Federal	2019			\$ 304,000			\$ 304,000
ADVCON	ACPO	Federal	2019					\$ 1,364,339	\$ 1,364,339
State	Match	State	2019					\$ 38,204	\$ 38,204
									\$ -
									\$ -
<b>Total:</b>					\$ -	\$ 437,500	\$ 304,000	\$ -	\$ 1,402,543
									\$ 2,144,043

Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
	2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".
	3. HSIP = Federal Highway Safety Improvement Program funding allocated to ODOT annually. This specific funding pot (ZS30) is 100% federal and does not require local or state matching funds.
	4. ADVCON = Federal Advance Construction. Acts a federal fund type placeholder until the final federal fund type code is committed to the project and obligates the fund. For the Right of Way phase, the use of ADVCON fund code most likely represents 100% HSIP to be committed later when the ROW phase is obligated.
	5. State = General state funds committed to the project as the required match to the federal funds
	6. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".

**Amendment Summary**

The amendment reflects changes die to a scope change to the project. The project was originally scoped a signal head upgrade project with 23 locations and no ADA improvements. ADA requirements are now applicable to the project resulting in a decrease to 9 locations to receive signal upgrades. The scope change also adds a Right-of-Way phase for the project

**Exhibit A to Resolution 18-4901**

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



<b>PROJECT #4 EXISTING MTIP PROGRAMMING (from the 2015 MTIP)</b>									
<b>ODOT Key</b>	<b>MTIP ID</b>	<b>Lead Agency</b>	<b>Project Name</b>					<b>Project Type</b>	<b>Project Cost</b>
19786	70859	ODOT	<b>I-205: Stafford Rd - OR99E</b>					Highway	\$ 29,000,000
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.						
<b>Existing MTIP Project Fund Programming by Phase</b>									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHPP	Z460	Federal	2016	\$ 11,527,500					\$ 11,527,500
State	Match	State	2016	\$ 972,500					\$ 972,500
ADVCON	ACPO	Federal	2018		\$ 12,910,800				\$ 12,910,800
State	Match	State	2018		\$ 1,089,200				\$ 1,089,200
Other	Overmatch	Local	2018	\$ 2,500,000					\$ 2,500,000
									\$ -
<b>Total:</b>				<b>\$ 15,000,000</b>	<b>\$ 14,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 29,000,000</b>
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. NHPP = Federal National Highway Freight Program funding allocated to ODOT for various goods movements related projects and improvements 3. State = General state funds committed to the project as the required match to the federal funds 4. ADVCON = Federal Advance Construction. Acts a federal fund type placeholder until the final federal fund type code is committed to the project and obligates the fund. For the Right of Way phase, the use of ADVCON fund code most likely represents 100% HSIP to be committed later when the ROW phase is obligated. 5. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".								
<p><b><u>Amendment Summary</u></b> Proposed changes are stated on the next page</p>									

PROJECT #4 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
19786	70859	ODOT	I-205: Stafford Rd - OR99E				Highway	\$ 30,400,000	
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 Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHPP	Z460	Federal	2016	\$ 11,527,500					\$ 11,527,500
State	Match	State	2016	\$ 972,500					\$ 972,500
<del>ADVCON</del>	<del>B4A0</del>	<del>State</del>	<del>2018</del>		<del>\$ 12,910,800</del>				\$ -
<del>State</del>	<del>Match</del>	<del>State</del>	<del>2018</del>		<del>\$ 1,089,200</del>				\$ -
<b>HB2001</b>	<b>B4A0</b>	<b>State</b>	<b>2018</b>		<b>\$ 14,000,000</b>				\$ 14,000,000
Other	Overmatch	Local	2018	\$ 2,500,000					\$ 2,500,000
<del>ADVCON</del>	<del>ACP0</del>	<del>Federal</del>	<del>2018</del>			<del>\$ 1,289,680</del>			\$ -
<del>State</del>	<del>Match</del>	<del>State</del>	<del>2018</del>			<del>\$ 110,320</del>			\$ -
<b>HB2001</b>	<b>B4A0</b>	<b>State</b>	<b>2018</b>			<b>\$ 1,400,000</b>			\$ 1,400,000
<b>Total:</b>				<b>\$ 15,000,000</b>	<b>\$ 14,000,000</b>	<b>\$ 1,400,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 30,400,000</b>
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. NHPP = Federal National Highway Freight Program funding allocated to ODOT for various goods movements related projects and improvements 3. State = General state funds committed to the project as the required match to the federal funds 4. HB2001 = 100% State funds from House Bill 2001b, Jobs and Transportation Act (JTA) program funding 5. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".								

**Amendment Summary**

This amendment adds \$1.4 million to the project to begin right-of-way activities. OTC approval was required and occurred during their May 2018 meeting. Per ODOT comment submitted to Metro, PE and ROW funding now will be completely state funded in accordance with OTC action for the project. The fund codes above have been adjust to reflect that state HB2001 funding is now committed to the project's PE and ROW phases.

# Memo

Date: Thursday, July 19, 2018  
 To: JPACT and Interested Parties  
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
 Subject: July 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4901

## STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING FOUR PROJECTS IMPACTING METRO, ODOT AND TRIMET (JL18-12-JUL)

## BACKGROUND

### What this is:

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

July 2018 Formal MTIP Amendment Amendment Type: Formal Name: JL18-12-JUL Number of Projects: 4			
ODOT Key MTIP ID	Lead Agency	Project Name & Description	Required Changes
Project #1  ODOT Key 21271  MTIP ID 71053	Metro	<b>Portland Metro Planning SFY19</b>  SFY 2019 annual MPO planning funds allocation in support of MPO planning requirements.	<b>ADDED FUNDING:</b> This amendment is adds a total of \$1,712,418 of STP and PL funds (plus associated required matching funds) of prior year unobligated carry-over still approved and eligible for the project
Project #2  ODOT Key 18839  MTIP ID 70661	TriMet	<del>OR8: SW 115th Ave (Beaverton) - SW 192nd Ave</del> <b>OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton)</b>  Sidewalk infill and improvements, Signal priority, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossing	<b>LIMITS/SCOPE CHANGE:</b> The amendment increases the PE phase funding, reduces ROW phase. The project adds a small UR phase and decreases the construction phase funding. Various project locations needed to be dropped or split in order to keep project within budget, avoid overlaps with existing projects, and to drop work not wanted by applicant. The PE budget decided to be outsourced. This amendment serves to increase the budget for consultant design services. The scope update also requires adjustments to the project limits.
Project #3  ODOT Key 18794  MTIP ID 70766	ODOT	<del>OR8: SW10th - SW 110th</del> <b>OR8: SW Murray Blvd - SW 110th Ave (Beaverton)</b>  Systematic safety improvements <b>Safety upgrades to install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing where feasible</b>	<b>SCOPE CHANGE:</b> The original scope for this project included 23 locations to receive signal head upgrades. ADA scope elements were not included. The project now includes AADA requirements resulting in a reduction to 9 locations to keep the project within the budgetary limitations.

ODOT Key MTIP ID	Lead Agency	Project Name & Description	Required Changes
Project #4 ODOT Key 19786 MTIP 70859	ODOT	<b>I-205: Stafford Rd - OR99E</b>  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.	<b>ADD FUNDING:</b> Partial Right-of-Way phase funding is being added to the project per review and approval by FHWA. The PE and ROW funding codes are being changed to reflect state HB2001.

**What is the requested action?**

**JPACT recommends Metro Council approval of the July 2018 formal amendment and for resolution 18-4901 enabling the four identified projects to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT.**

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

<b>1. Project: Portland Metro Planning SFY19</b>	
Lead Agency:	<b>Metro</b>
ODOT Key Number:	<b>21271</b> MTIP ID Number: <b>71053</b>
Project Description:	The project represents annual planning funds allocated to Metro in support of regional planning requirements as stated in 23 CFR 450.300-338 including development and management of the RTP, UPWP, and the MTIP, plus completing major regional transportation related studies of significance and other activities that support metropolitan planning.  Metro is allocated three types of funds used for annual planning activities: Federal Metropolitan Planning (PL) funds, FTA Section 5303 funds, and Surface Transportation Block Grant (STBG) finds. PL and STBG funds support various MPO planning studies UPWP work efforts and other planning activities the MPO is responsible for completing. FTA Section 5303 funds also support MPO planning activities, but focus on transit planning areas.
What is changing?	Additional unobligated PL and STP funds from past years are being carried over into the SFY 2019 cycle enabling the funds to be now be obligated and expended in support of required Metro planning projects.
Additional Details:	This is one of possibly two UPWP funding corrective that will occur to resolve remaining unobligated authorized UPWP funds for Metro. In the past, there have been some issues between the statewide MPO UPWP program and ODOT’s SPR program. This amendment reflects the ongoing clean-up effort to correct past issues the UPWP program.
Why a Formal amendment is required?	A total of \$1,536,522 is being added to the project. The net cost increase is 37.6% which exceeds the Administrative Modification maximum threshold of 20%
Total Programmed Amount:	Total programming increases from \$4,079,989 to \$5,782,407
Added Notes:	

<b>2. Project: <del>OR8: SW 115th Ave (Beaverton) – SW 192nd Ave</del> OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton)</b>	
Lead Agency:	<b>TriMet</b>
ODOT Key Number:	<b>18839</b> MTIP ID Number: <b>70780</b>
Project Description:	Sidewalk infill and improvements, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossing.
What is changing?	Limits change along with the project scope.

	<p>A review between ODOT and TriMet of the proposed original site locations revealed potential cost issues above the available budget and potential overlaps with other related projects, and projects deemed not required by the lead agency. The re-scoping effort resulted in a decision to also utilize a consultant driven PE phase rather than in-house delivery. As a result of this decision, the PE phase required additional funding which is being addressed through this amendment.</p> <p>The summary of changes to the project include the following:</p> <ul style="list-style-type: none"> <li>- Split 188K &amp; associated scope (OR8 @ SW 115th, OR8 @ Hall Blvd) to 18794</li> <li>- Drop various locations to keep project within budget and to avoid overlap w/ existing projects</li> <li>- Change name and mile points to reflect scope change</li> <li>- Increase by 42K to address budget shortfall with remaining scope, adjusting funding between phases to make each phase whole and adding a UR phase</li> </ul> <p>These changes decrease the required project total from \$1,844,000 to \$1,690,000</p>
<p>Additional Details:</p>	<p>Specific site locations adjustments include the following:</p> <p><b>Split to K18794:</b></p> <ul style="list-style-type: none"> <li>- OR8 @ SW 115th</li> <li>- OR8 @ Hall Blvd</li> </ul> <p><b>Remove (either due to overlap w/ other projects or insufficient budget):</b></p> <ul style="list-style-type: none"> <li>- OR8 @ Broadway</li> <li>- 12900 block of OR8</li> <li>- OR8 @ SW Hocken</li> <li>- OR8 @ SW 142nd</li> <li>- OR8 @ Murray Blvd</li> <li>- OR8 @ SW 170th</li> <li>- OR8 @ Aloha Village</li> <li>- OR8 @ SW 185th</li> <li>- OR8 @ SW 198th</li> <li>- OR8 @ Market Center</li> </ul> <p><b>Keep:</b></p> <ul style="list-style-type: none"> <li>- OR8 @ 160th Ave</li> <li>- OR8 @ St Mary's Home</li> <li>- OR8 @ SW 178th</li> <li>- OR8 @ 192nd Ave</li> </ul>
<p>Why a Formal amendment is required?</p>	<p>Limits changes in excess of 0.25 miles require a formal MTIP Amendment. Major scope changes to a project also require a formal MTIP Amendment. Both actions are occurring to the project resulting in the need for the formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount decreases from \$1,844,000 to \$1,698,000</p>
<p>Added Notes:</p>	<p>OTC action was not required for this change</p>

<p><b>3. Project:</b></p>	<p><del>OR8: SW10th - SW 110<sup>th</sup></del>  <b>OR8: SW Murray Blvd - SW 110th Ave (Beaverton)</b></p>		
<p>Lead Agency:</p>	<p><b>ODOT</b></p>		
<p>ODOT Key Number:</p>	<p><b>18794</b></p>	<p>MTIP ID Number:</p>	<p>70766</p>
<p>Project Description:</p>	<p><del>Systematic safety improvements</del>  <b>Safety upgrades to install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing where feasible</b></p>		

<p>What is changing?</p>	<p>Scope Change: The original scope for this project included 23 locations to receive signal head upgrades. ADA scope elements were not included. The project now includes ADA requirements resulting in a reduction to 9 locations to keep the project within the budgetary limitations.</p> <p>K18794 was originally scoped as signal head upgrades at 23 locations with no ADA improvements. Newer requirements under the ADA settlement led R1 to revise the scope to include signal upgrades and ADA upgrades at 9 locations. The revised scope will require rebalancing original funding and creation of a ROW phase.</p> <p>Improvements originally part of K18839 will be added to K18794 to avoid overlaps and design conflicts between the projects. Funds associated with those improvements will be transferred to K18794.</p> <p>The summary of changes include the following: Remove various project locations due to insufficient budget - Change project name and mile points to reflect revised scope - Split \$188K &amp; associated scope from K18839 - Add a ROW phase of \$304,000, reducing CN by \$22,557 and adding \$93,443 from R1 Financial Plan to cover shortage</p>
<p>Additional Details:</p>	<p><b>Revised locations for K18794:</b></p> <ul style="list-style-type: none"> <li>- OR8 @ SW 110th</li> <li>- OR8 @ OR217 NB</li> <li>- OR8 @ OR217 SB</li> <li>- OR8 @ SW 115th (scope added from K18839)</li> <li>- OR8 @ SW 117th (scope added from K18839)</li> <li>- OR8 @ SW Lombard</li> <li>- OR8 @ Hall Blvd (scope added from K18839)</li> <li>- OR8 @ SW Watson</li> <li>- OR8 @ SW Murray</li> </ul> <p><b>Removed locations (due to insufficient budget):</b></p> <ul style="list-style-type: none"> <li>- OR8 @ 153rd Dr</li> <li>- OR8 @ 160th Ave</li> <li>- OR8 @ 170th Ave</li> <li>- OR8 @ 198th Ave</li> <li>- OR8 @ Brookwood</li> <li>- OR8 @ Shute Plaza</li> <li>- SE 10th Ave @ Maple St</li> <li>- SE 10th Ave @ Walnut St</li> <li>- SE 10th Ave @ Oak St</li> <li>- SE 10th Ave @ SE Baseline St</li> <li>- SE Baseline St @ SE 5th Ave</li> <li>- SE Baseline St @ SE 3rd Ave</li> <li>- SE Baseline St @ SE 2nd Ave</li> <li>- SW Baseline St @ W Main St</li> </ul>
<p>Why a Formal amendment is required?</p>	<p>Major scope changes to a project also require a formal MTIP Amendment</p>
<p>Total Programmed Amount:</p>	<p>The project total programming increases from \$1,824,396 to 2,144,043</p>
<p>Added Notes:</p>	<p>OTC approval was not required for these changes.</p>



<b>4. Project: I-205: Stafford Rd - OR99E</b>	
Lead Agency:	<b>ODOT</b>
ODOT Key Number:	<b>19786</b>
	MTIP ID Number: 70859
Project Description:	<p><i>July 18, 2018 Project Status Additional Update for Metro Council:</i>                      ODOT submitted an official public comment requesting that the fund type codes for the PE and ROW phases be changed from their current proposed federal Advance Construction (ACP0) fund code to be 100% State HB2001 funds. ODOT's request is consistent with the OTC action approving the funds for the PE and ROW phases. The final submitted amendment package to FHWA will reflect the \$14 million for PE and \$1.4 million for the ROW phase as 100% State HB2001 funds.                      – KL 7-19-2018</p> <p>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.</p> <p>The project scope includes four main components:</p> <ul style="list-style-type: none"> <li>A. Widen and seismically retrofit the George Abernethy Bridge near Oregon City.</li> <li>B. Retrofit or replace the other seismically vulnerable bridges carrying Interstate 205 in the project corridor.</li> <li>C. Widen the freeway to three northbound and three southbound lanes between Stafford Road and Oregon 99 East.</li> <li>D. Modify interchanges at Oregon 43 and Oregon 99 East to conform to the additional freeway lanes and add Active Traffic Management (ATM) elements consistent with the Oregon Department of Transportation (ODOT) Region 1's ATM Project Atlas.</li> </ul>
What is changing?	The amendment adds \$1.4 million total of funding in support of right-of-way activities.
Additional Details:	FHWA reviewed ODOT's request and reversed their earlier decision supporting the MPO concerning partial implementation phase programming for this project.
Why a Formal amendment is required?	Adding partial funding to an implementation phase represents a core change to FHWA programming policy.
Total Programmed Amount:	The programming for the project increases from \$29,000,000 to \$30,400,000.
Added Notes:	Approval from the Oregon Transportation Commission (OTC) was required for this project. OTC approval occurred during their April 2018 meeting.

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

**METRO REQUIRED PROJECT AMENDMENT REVIEWS**

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

- Verification as required to programmed in the MTIP:
  - Awarded federal funds and is considered a transportation project
  - Identified as a regionally significant project.
  - Identified on and impacts Metro transportation modeling networks.
  - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
  - Project eligibility for the use of the funds
  - Proof and verification of funding commitment
  - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
  - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
  - RTP project cost consistent with requested programming amount in the MTIP
  - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
  - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
  - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
  - Is eligible for special programming exceptions periodically negotiated with USDOT as well.

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

- 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 July 2018 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	June 29, 2018
● TPAC notification and approval recommendation.....	July 13, 2018
● JPACT approval and recommendation to Council.....	July 19, 2018
● Completion of public notification process.....	July 30, 2018
● <b>Metro Council approval.....</b>	<b>August 2, 2018*</b>

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

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
● Metro development of amendment narrative package .....	August 6, 2018
● Amendment bundle submission to ODOT for review.....	August 7, 2018
● Submission of the final amendment package to USDOT.....	August 7, 2018
● ODOT clarification and approval.....	Mid-August , 2018
● USDOT clarification and final amendment approval.....	Mid-August 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 18-4901.

- TPAC notification and approval date: July 13, 2018
- JPACT approval recommendation date: July 19, 2018

Attachment: Project Location Maps

Date: Friday, July 19, 2018  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: Attachment 1 to the July 2018 MTIP Formal Amendment Staff Report – Project Location Maps

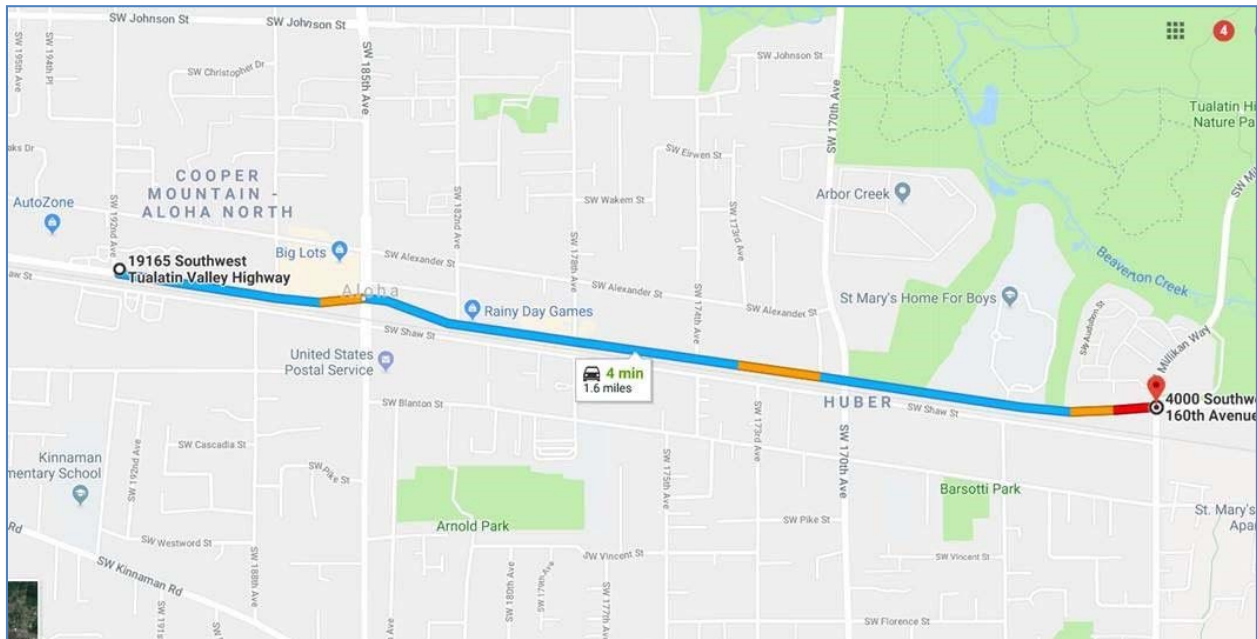
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## BACKGROUND

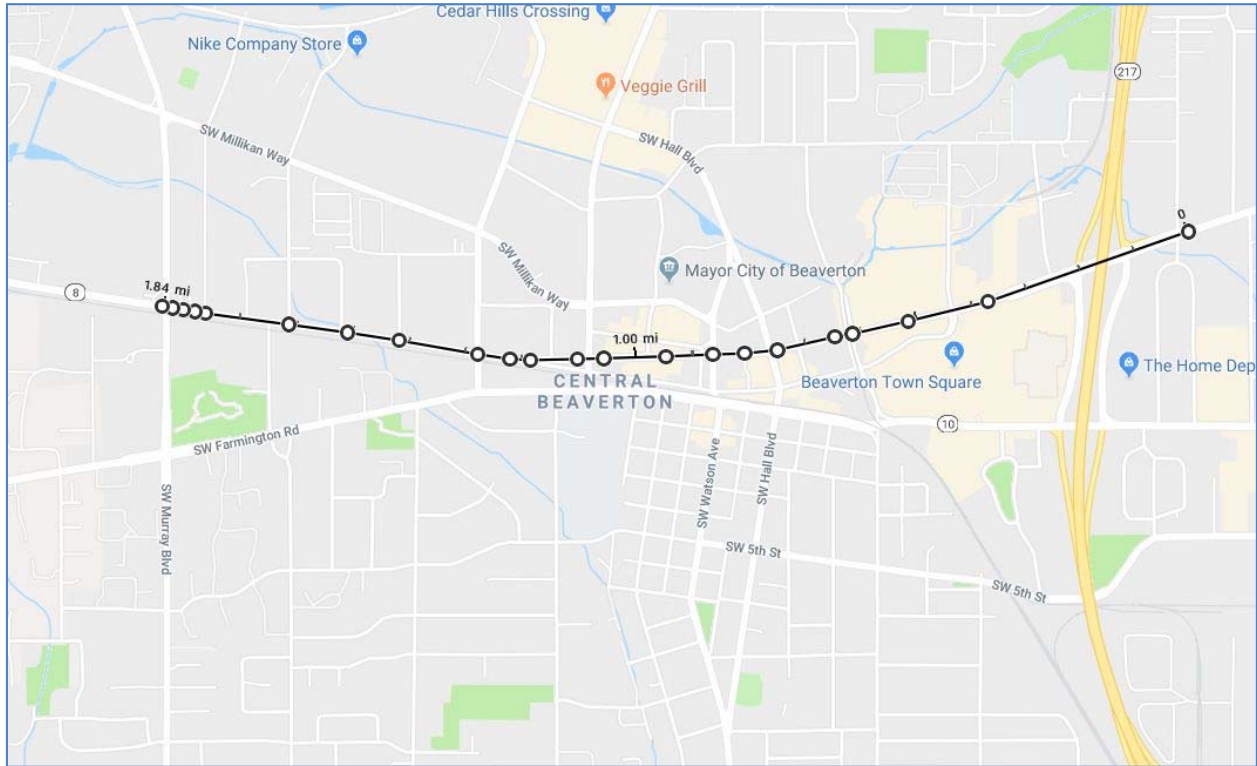
Available project location maps and OTC request letters are included in this attachment to the staff report for reference for their applicable projects. Maps and/or OTC letters are included for:

- Key 18339 – OR8: SW 192nd Ave (Aloha) - SW 160th Ave (TriMet)
- Key 18794 – OR8: SW Murray Blvd - SW 110th Ave (Beaverton)
- Key 19786 – I-205: Stafford Rd to OR99E

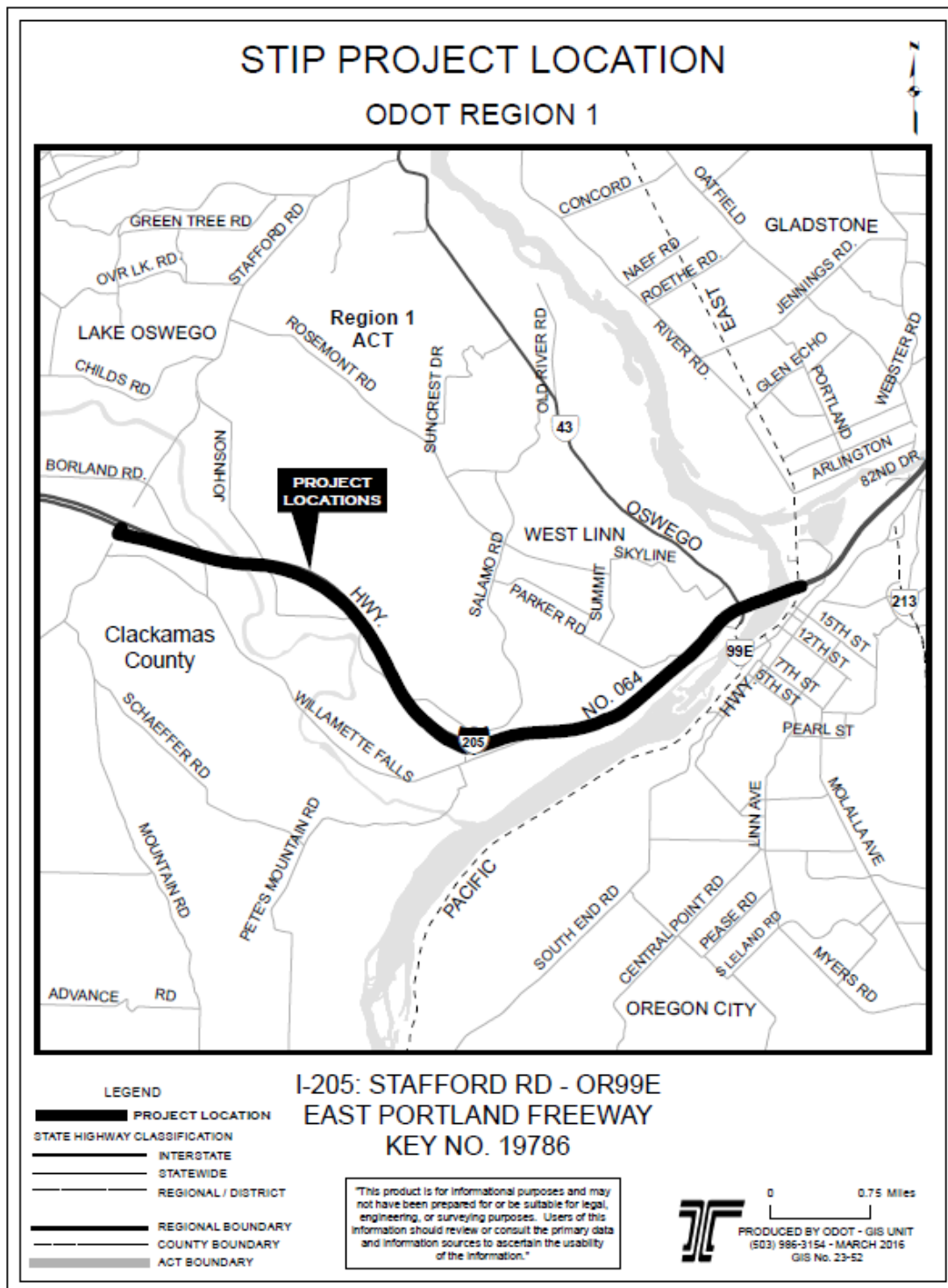
### Key 18339 OR8: SW 192nd Ave (Aloha) - SW 160th Ave

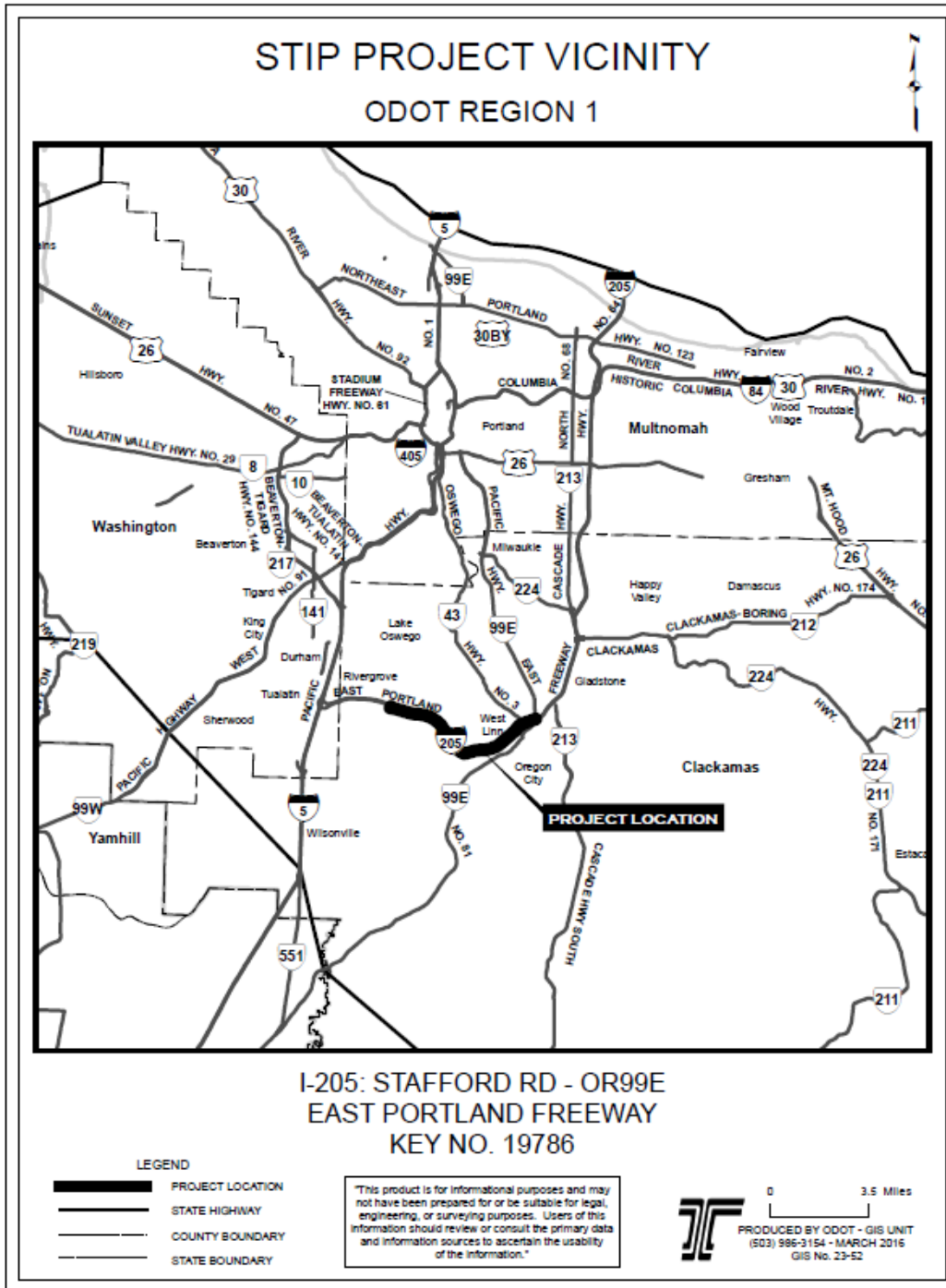


**Keys 18794**  
**OR8: SW Murray Blvd - SW 110th Ave (Beaverton)**




**Key 19786**  
**I-205: Stafford Rd - OR99E**





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

**DATE:** April 6, 2018  
**TO:** Oregon Transportation Commission

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** **Agenda S** - Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add funding to the preliminary engineering phase and right-of-way phase to the Interstate 205: Stafford Road to Oregon 99 East project.

**Requested Action:**  
Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add funding to the Interstate 205: Stafford Road to Oregon 99 East project to:

- 1) Add \$14,000,000 to the preliminary engineering phase
- 2) Add a right-of-way phase in the amount of \$1,400,000

The total estimated project cost will increase from \$15,000,000 to \$30,400,000. Funding for this project will come from cost savings associated with the Sunrise Jobs and Transportation Act (JTA) Sunrise Project.

**Project to increase funding**

PHASE	YEAR	COST	
		Current	Proposed
Planning	2016	\$15,000,000	\$15,000,000
Preliminary Engineering	2018	\$0	\$14,000,000
Right of Way	2018	\$0	\$1,400,000
Utility Relocation	N/A	\$0	\$0
Construction	N/A	\$0	\$0
Other	N/A	\$0	\$0
<b>TOTAL</b>		<b>\$15,000,000</b>	<b>\$30,400,000</b>

**Background:**  
The purpose of the project is to reduce congestion on the Interstate 205 corridor between Stafford Road and Oregon 99 East in Clackamas County. The project scope includes four main components:

- A. Widen and seismically retrofit the George Abernethy Bridge near Oregon City.

Oregon Transportation Commission  
April 6, 2018  
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- B. Retrofit or replace the other seismically vulnerable bridges carrying Interstate 205 in the project corridor.
- C. Widen the freeway to three northbound and three southbound lanes between Stafford Road and Oregon 99 East.
- D. Modify interchanges at Oregon 43 and Oregon 99 East to conform to the additional freeway lanes and add Active Traffic Management (ATM) elements consistent with the Oregon Department of Transportation (ODOT) Region 1's ATM Project Atlas.

Total project costs are estimated at approximately \$500 million. The project is currently funded at \$15,000,000 with a combination of federal freight funds and Regional Metropolitan Transportation Improvement Program funds. The \$15,000,000 of planning funds currently in the project are for completing environmental work, developing the HB 2017 (Transportation Funding) Cost to Complete report ODOT provided to the legislature in February, and to jump-start design. The remaining project funds will pay for advanced analysis of the George Abernethy Bridge and other bridge work, continue design for the freeway widening, and will bring the ATM design to about 60 percent complete.

The Cost to Complete Report identified the need for additional funding to be provided quickly to maintain the assumed timeline and cost assumptions in the report. The transfer of \$15,400,000 to the project now allows the project to remain on schedule through the remainder of 2018. The addition of \$14,000,000 for preliminary engineering in this request will take the bridge and freeway widening design to 60 percent and allow reaching 100% design for the ATM scope. The \$1,400,000 right-of-way phase will allow ODOT to move forward with the necessary property acquisitions, allowing for a faster transition to construction once the remaining funding is identified.

ODOT's 2017-2019 budget bill (HB 5045) included a budget note that directed the department "to ensure an ongoing commitment to fully fund congestion relief on I-205, including but not limited to the Stafford Rd to Abernethy Bridge bottleneck."

The Jobs and Transportation Act (JTA) allocated \$100 million for the Sunrise Project in Clackamas County. In 2016 ODOT completed the Sunrise Expressway, a new 2.5 mile, four-lane highway connecting the Milwaukie Expressway to SE 122nd Avenue and OR 212/224, as well as other improvements on the corridor. ODOT is currently in the process of closing out several Sunrise projects and has identified approximately \$21,400,000 in Jobs and Transportation Act (JTA) funds remaining. These remaining funds result from lower than anticipated right-of-way costs and the leveraging of multiple funding sources and project efficiencies. Attached is a summary of the Sunrise JTA Project budget.

This request is to reallocate \$15,400,000 to cover the needs identified on the Interstate 205: Stafford Road to Oregon 99 East Cost to Complete report through the remainder of the year. In addition, ODOT requests that the Commission approve transfer of any remaining Sunrise JTA Project funds to the Interstate 205: Stafford Road to Oregon 99 East as they become available in coming months. If the request to move the remaining funds from the Sunrise corridor project to the Interstate 205: Stafford Road to Oregon 99 East project is approved, ODOT will be able to continue the design work consistent with the assumptions provided in the Cost to Complete report through the end of 2018.

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**Options:**  
With Commission approval, the project can continue as described.

Without Commission approval, ODOT will continue work on the initial planning phase of the Interstate 205 widening project until the contract runs out of budget this September or October. When the project runs out of funding, the work will stop until additional funding can be identified and a new consultant contract amendment can be developed and approved to restart work.

ODOT would likely return to the Commission and request to use the unallocated Sunrise funds for the construction phase of the next priority identified for the remaining Sunrise JTA Project funds: Oregon 224 (Milwaukie Expressway) from Southeast Rusk road to Interstate 205.

**Attachments:**

- Attachment 1 – Location and Vicinity Maps
- Attachment 2 – Sunrise Corridor budget summary
- Attachment 3 – Sunrise Freight Access MOU (28806)

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

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
Paul Mather	McGregor Lynde	Jeff Flowers	Ariene Santana
Rian Windsheimer	David Kim	Talena Adams	Vaughan Rademeyer
Jon Makler	Amanda Sandvig	Ted Miller	Tova Peltz
Tom Hamstra	Lynn Averbek	Kristen Stallman	Mandy Putney