

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR) RESOLUTION NO. 18-4912
AMENDING EXISTING PROJECTS TO THE)
2018-21 METROPOLITAN TRANSPORTATION) Introduced by Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING TEN) Martha Bennett in concurrence with
PROJECTS IMPACTING KING CITY,) Council President Tom Hughes
PORTLAND, ODOT, AND TRIMET (SP19-02-)
SEP)

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, several projects within the September 2018 Formal Amendment Bundle obligated their construction phase and funding before the end of federal fiscal year 2018, but required additional local funds to be infused into the construction phase to complete the phase obligation which are now being made as required technical corrections to the MTIP and STIP for accounting and auditing purposes; and

WHEREAS, construction phase funding and obligation corrections are occurring for accounting and auditing purposes as part of this amendment specifically to the King City OR99W project, ODOT's I-5 Bridge Trunnion Shaft Replacement, Portland's Bikeped Highway Safety Improvement Program (HSIP), and Marine Drive Path projects; and

WHEREAS, ODOT's review of their I-405 Fremont Bridge to US 26 WB Connection Bridge and I-405 NB to US26 Over I-405 Connection Bridge projects determined that combining both projects would result in a better utilization of available funding allowing for expanded scope activities and is being accomplished through this amendment; and

WHEREAS, Portland's structural analysis review of their Signalized HSIP project revealed a prohibited cost requirement would emerge if larger signal heads were utilized resulting in a removal of these scope elements and an overall cost decrease which is being completed through this amendment; and

WHEREAS, the new proposed alignment for the SW Corridor TriMet MAX rail line expansion will conflict with the planned improvements proposed in Portland's OR99W SW 26th Ave to SW 19th Ave sidewalk improvement project which will be canceled resulting in Metro offering Portland a replacement project opportunity based on the same basic scope and location which is now being programmed as the

OR99W/Barbur Blvd Area Sidewalk infill project consisting of four sub project improvement sites to avoid conflicts with the new SW Corridor Max rail proposed alignment; and

WHEREAS, TriMet successfully competed for and has received a replacement transit vehicle grant award of \$1,076,248 for two replacement transit vehicles from the Oregon Department of Transportation's Rail and Public Transit Division's 2018-2020 Discretionary Grant Awards program which is now being programmed in the MTIP and STIP; 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 September 2018 (for FFY 2019) 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 September 7, 2018 and approved the amendment recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on September 20, 2018 to formally amend the 2018-21 MTIP to include the September 2018 (FFY 2019) Formal Amendment bundle consisting of ten projects.

ADOPTED by the Metro Council this 27th day of SEPTEMBER 2018.



Tom Hughes, Council President

Approved as to Form:



Nathan Sykes, Acting Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program
 Exhibit A to Resolution 18-4912



Proposed September 2018 Formal Amendment Bundle Amendment Type: FORMAL, SP19-02-SEP Total Number of Projects: 10			
ODOT Key	Lead Agency	Project Name	Required Changes
Project #1 18807	King City	OR99W: SW Royalty Parkway - SE Durham Rd (King City)	COST INCREASE: The construction phase received higher bids than anticipated. As a result additional funds are being committed to the construction phase to enable it to obligate by the end of 2018. This amendment is a corrective action to ensure the MTIP and STIP match up with the final construction phase obligation total for auditing purposes.
Project #2 19651	ODOT	I-5: Interstate Br (NB) Trunnion Shaft Replacement	COST INCREASE: The project's construction phase was first advanced from 2019 to 2018 via an administrative modification during August 2018 to allow the construction phase to obligate. The final construction phase estimate was received and reflected a significant increase. The construction phase was authorized in before the end of FFY 2018. This amendment provides the required funding corrections to the construction phase and PE phase for auditing purposes.
Project #3 19533	ODOT	I-405: Fremont Bridge to US26 WB Connection Bridge (Portland)	COMBINING PROJECTS WITH A SCOPE UPDATE: The amendment combines Key 20482 into Key 19533. As a result, there is a cost increase, but also a scope update that results now in 8 site locations as part of the project. Bridge #09268E also is now added to the project scope. The primary scope is still rehabilitation focused and will include the following: Replace modular joints and repair decks. The US26 westbound connection bridge will receive a deck overlay to seal the cracks and provide additional cover for the reinforcement; a rail retrofit, and leaking joints will be addressed.

Project #4 20482	ODOT	I-405 NB to US26 Over I-405 Connection Bridge	<p>COMBINED/COST DECREASE:</p> <p>The amendment combines the construction phase funding into Key 1533 as noted in project amendment #2 above. The obligated PE funds are left as obligated for the project. The overlapping scope for both projects indicated a better use and leveraging of funding would occur by combining Key 20482 into Key 19533. Key 20482 will be removed from the MTIP during the next MTIP Update</p>
Project #5 19722	Portland	HSIP 2016 Signalized Improvements (Portland)	<p>COST DECREASE:</p> <p>Upon completion of a structural analysis to determine whether or not larger signal heads could be supported by existing poles, a substantial cost emerged for some signals prohibiting the city from moving forward for the identified signal elements based on the existing budget. These elements were removed from the overall scope resulting in a cost decrease to the project at this time.</p>
Project #6 19723	Portland	HSIP City of Portland Bikeped	<p>COST INCREASE:</p> <p>Minor scope change occurring at the intersection of 148th and Division requiring curb extensions and the intersection of Division Street and 124th /125th now will include a full signal resulted in a \$424k cost addition to the project addressed with local funds. Cost increase is significant enough to warrant technical correction post construction phase obligation</p>
Project #7 14409	Portland	Marine Drive Path NE 112th Ave - NE 185 Ave	<p>COST INCREASE:</p> <p>The primary reason for the cost increase is the Army Corp's requirements for the retaining wall and an recent updated cost estimate (adjust for inflation and current demand issues) which replaced an earlier engineer's cost assessment.</p> <p>The project was authorized to obligate the construction phase before the end of FFY 2018. This amendment provides the final obligation corrections for MTIP auditing and accounting requirements.</p>

Project #8 NEW TBD	Portland	OR99W/Barbur Blvd Area: Sidewalk Infill Projects	<p>ADD NEW REPLACEMENT PROJECT:</p> <p>The project consists of 4 sidewalk infill location sites Portland will complete. The project is a replacement project to Key 19298 which is being canceled in this amendment bundle as well. The funding from Key 19298 is recommitted and programmed now to this new sidewalk infill project. Key 19298 is in conflict with the planned new SW MAX line.</p>
Project #9 19298	Portland	OR99W: SW 26th Ave - SW 19th (Portland)	<p>CANCEL PROJECT:</p> <p>All funding for this project is being transferred to Portland's new OR99/Barbur Blvd sidewalk infill project as a replacement project. (See above project). Conflicts would potentially exist with the planned Southwest Corridor Project rendering Key 19298 impossible to complete. As a result Metro offered Portland a replacement project in the same area and with the basic same scope of work. Key 19298 is therefore canceled now and replaced by their new Barbur Blvd Sidewalk infill project also part of this amendment bundle.</p>
Project #10 21362	TriMet	TriMet Mass Transit Vehicle Replacement (5307)	<p>ADD NEW PROJECT:</p> <p>This formal amendment adds a new project for TriMet to the 2018 MTIP. The replacement transit vehicle purchase originates from ODOT's discretionary grant award program. TriMet has been awarded 2 mass transit vehicle replacements. The final grant awards were approved by the Oregon Transportation Commission during their May 2018 meeting.</p>

Exhibit A to Resolution 18-4912

**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									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18807	70769	King City	OR99W: SW Royalty Parkway - SE Durham Rd (King City)					Highway	\$ 1,141,019
Project Description:			On OR99W near King City, fill sidewalk gaps to connect the City to OR99W corridor to increase access to transportation, improve travel options, promote vitality within the town center and enhance overall livability						
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
State STP-FLX	M240	Federal	2016		\$ 342,130				\$ 342,130
Local	Match	Local	2016		\$ 39,158				\$ 39,158
Other	Overmatch	Local	2016		\$ 15,313				\$ 15,313
ADVCON	ACPO	Federal	2018			\$ 10,768			\$ 10,768
Local	Match	Local	2018			\$ 1,232			\$ 1,232
State STP-FLX	M240	Federal	2018					\$ 560,940	\$ 560,940
Local	Match	Local	2018					\$ 64,202	\$ 64,202
Other	Overmatch	Local	2018					\$ 107,276	\$ 107,276
Total:				\$ -	\$ 396,601	\$ 12,000	\$ -	\$ 732,418	\$ 1,141,019
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. 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".</p> <p>3. State STBG-FLX = Federal Surface Transportation Block Grant funds (same as STP) allocated to ODOT to support ODOT program needs.</p> <p>4. ADVCON = Federal fund generic placeholder allowing the state to cover the phase initially until the final federal fund code is determined and committed to the project..</p> <p>5. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.</p> <p>6. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".</p>								
<p><u>Amendment Summary</u> 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
18807	70769	King City	OR99W: SW Royalty Parkway - SE Durham Rd (King City)	Highway	\$ 1,391,020
Project Description:			On OR99W near King City, fill sidewalk gaps to connect the City to OR99W corridor to increase access to transportation, improve travel options, promote vitality within the town center and enhance overall livability		

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Redistribution	Z030	Federal	2016		\$ 342,131				\$ 342,131
Local	Match	Local	2016		\$ 39,158				\$ 39,158
Other	Overmatch	Local	2016		\$ 15,313				\$ 15,313
TAP-U>200K	Z301	Federal	2018					\$ 570,991	\$ 570,991
Local	Match	Local	2018					\$ 65,352	\$ 65,352
Bikeways	S080	State	2018					\$ 250,000	\$ 250,000
Other	Overmatch	Local	2018					\$ 108,075	\$ 108,075
									\$ -
Total:				\$ -	\$ 396,602	\$ -	\$ -	\$ 994,418	\$ 1,391,020

- Notes:
- Red Font** = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 - 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".
 - NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation.
 - Redistribution = Federal funds from FHWA after pulled from some states and then re-distributed to other states.
 - Local = General local funds committed by the lead agency in support of the required local match to the federal funds.
 - Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".
 - Bikeways = State funds committed to the improvements of bike and pedestrian pathways and routes

Amendment Summary

The cost increase is due to unanticipated higher bids received for the construction phase.

Exhibit A to Resolution 18-4912

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									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19651	70832	ODOT	I-5: Interstate Br (NB) Trunnion Shaft Replacement					Highway	\$ 13,317,136
Project Description:			Replace trunnion shaft; bridge #01377A. ODOT is lead on project with WSDOT paying 50% of total.						
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
NHPP-FAST	Z001	Federal	2015		\$ 528,958				\$ 528,958
State	Match	State	2015		\$ 60,542				\$ 60,542
Redistribution	Z030	Federal	2015		\$ 640,468				\$ 640,468
State	Match	State	2015		\$ 54,032				\$ 54,032
Other	Overmatch	Local	2015		\$ 1,284,000				\$ 1,284,000
NHPP-FAST	Z001	Federal	2018					\$ 4,822,600	\$ 4,822,600
State	Match	State	2018					\$ 551,968	\$ 551,968
Other	Overmatch	Local	2018					\$ 5,374,568	\$ 5,374,568
									\$ -
Total:				\$ -	\$ 2,568,000	\$ -	\$ -	\$ 10,749,136	\$ 13,317,136
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. NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation. 4. Redistribution = Federal funds from FHWA after pulled from some states and then re-distributed to other states. 5. Local = General local funds committed by the lead agency in support of the required local 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 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	
19651	70832	ODOT	I-5: Interstate Br (NB) Trunnion Shaft Replacement				0	\$ 16,445,764	
Project Description:		Replace trunnion shaft; bridge #01377A. ODOT is lead on project with WSDOT paying 50% of total.							
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-FAST	Z002	Federal	2015		\$ 729,227				\$ 729,227
State	Match	State	2015		\$ 61,520				\$ 61,520
Redistribution	Z030	Federal	2015		\$ 640,468				\$ 640,468
State	Match	State	2015		\$ 54,032				\$ 54,032
Other	Overmatch	Local	2015		\$ 1,485,248				\$ 1,485,248
NHPP-FAST	Z001	Federal	2018					\$ 6,213,447	\$ 6,213,447
State	Match	State	2018					\$ 524,188	\$ 524,188
Other	Overmatch	Local	2018					\$ 6,737,634	\$ 6,737,634
									\$ -
Total:			\$ -	\$ 2,970,495	\$ -	\$ -	\$ 13,475,269	\$ 16,445,764	

- 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. NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation.
 4. Redistribution = Federal funds from FHWA after pulled from some states and then re-distributed to other states.
 5. Local = General local funds committed by the lead agency in support of the required local 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 project's construction phase was first advanced from 2019 to 2018 via an administrative modification during August 2018 to allow the construction phase to obligate. The final construction phase estimate was received and reflected a significant increase. The construction phase was authorized in before the end of FFY 2018. This amendment provides the required funding corrections to the construction phase and PE phase for auditing purposes.

Exhibit A to Resolution 18-4912

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									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19533	70836	ODOT	I-405: Fremont Bridge					Highway	\$ 21,200,000
Project Description:			Replace modular joints and repair decks.						
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
NHPP-FAST	Z001	Federal	2016		\$ 1,890,510				\$ 1,890,510
State	Match	State	2016		\$ 159,490				\$ 159,490
NHPP-FAST	Z001	Federal	2018					\$ 17,660,130	\$ 17,660,130
State	Match	State	2018					\$ 1,489,870	\$ 1,489,870
									\$ -
Total:			\$ -	\$ 2,050,000	\$ -	\$ -	\$ 19,150,000	\$ 21,200,000	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation. 4. State = General state funds committed by the lead agency in support of the required local 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
19533	70836	ODOT	I-405: Fremont Bridge I-405:Fremont Bridge to US26 WB connection bridge (Portland)	Highway	\$ 22,954,542

Project Description: ~~Replace modular joints and repair decks.~~
Replace modular joints and repair decks. The US26 westbound connection bridge will receive a deck overlay to seal the cracks and provide additional cover for the reinforcement; a rail retrofit, and leaking joints will be addressed.

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-FAST	Z001	Federal	2016		\$ 1,671,056				\$ 1,671,056
State	Match	State	2016		\$ 191,260				\$ 191,260
HBRR	L1CE	Federal	2016		\$ 1,045				\$ 1,045
State	Match	State	2016		\$ 120				\$ 120
State STBG-FLX	Z240	Federal	2016		\$ 492,470				\$ 492,470
State	Match	State	2016		\$ 56,365				\$ 56,365
NHPP-FAST	Z001	Federal	2018					\$ 1,283,911	\$ 1,283,911
State	Match	State	2018					\$ 108,315	\$ 108,315
NHPP	M001	Federal	2018					\$ 3,919,350	\$ 3,919,350
State	Match	State	2018					\$ 330,650	\$ 330,650
Redistribution	Z030	Federal	2018					\$ 13,740,780	\$ 13,740,780
State	Match	State	2018					\$ 1,159,220	\$ 1,159,220
Total:				\$ -	\$ 2,412,316	\$ -	\$ -	\$ 20,542,226	\$ 22,954,542

- Notes:
- Red Font** = Funding reductions made to the project phase. **Blue font** = Additions made to the project as part of the amendment.
 - 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".
 - NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation.
 - NHPP = Federal National Highway Performance Program funding allocated to ODT, but from the MAP 21 transportation legislation
 - HBRR = Federal Highway Bridge Replacement and Rehabilitation funds allocated to ODOT which support bridge O&M and bridge reconstruction needs, or the construction of replacement or new bridges.
 - State STBG-FLX = Federal Surface Transportation Block Grant funds (same as STP) allocated to ODOT to support ODOT program needs.
 - Redistribution = Federal funds from FHWA after pulled from some states and then re-distributed to other states.
 - State = General state funds committed by the lead agency in support of the required local match to the federal funds.

Amendment Summary

The amendment combines Key 20482 into Key 19533. As a result, there is a cost increase, but also a scope update that results now in 7 site locations as part of the project. Bridge #09268E also is now added to the project scope. The primary scope is still rehabilitation focused and will include the following: Replace modular joints and repair decks. The US26 westbound connection bridge will receive a deck overlay to seal the cracks and provide additional cover for the reinforcement; a rail retrofit, and leaking joints will be addressed.

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



PROJECT #4 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20482	70974	ODOT	I-405 NB to US26 WB Over I-405 Connection Bridge					Highway	\$ 1,548,226
Project Description:		Deck overlay to seal the cracks and provide additional cover for the reinforcement. Rail retrofit. Address leaking joints.							
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
NHPP-FAST	Z001	Federal	2017		\$ 139,979				\$ 139,979
State	Match	State	2017		\$ 16,021				\$ 16,021
NHPP-FAST	Z001	Federal	2019					\$ 1,249,244	\$ 1,249,244
State	Match	State	2019					\$ 142,982	\$ 142,982
									\$ -
			Total:	\$ -	\$ 156,000	\$ -	\$ -	\$ 1,392,226	\$ 1,548,226
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. NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation. 4. State = General state funds committed by the lead agency in support of the required local match to the federal funds.								
Amendment Summary Proposed changes are stated on the next page									

PROJECT #4 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
20482	70974	ODOT	I-405 NB to US26 WB Over I-405 Connection Bridge				Highway	\$ 5,641	
Project Description:			Deck overlay to seal the cracks and provide additional cover for the reinforcement. Rail retrofit. Address leaking joints.						
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	MOE1	Federal	2017		\$ 5,202				\$ 5,202
State	Match	State	2017		\$ 439				\$ 439
									\$ -
									\$ -
Total:				\$ -	\$ 5,641	\$ -	\$ -	\$ -	\$ 5,641
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. 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".</p> <p>3. NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation.</p> <p>4. State = General state funds committed by the lead agency in support of the required local match to the federal funds.</p>								
<p>Amendment Summary</p> <p>The amendment combines the construction phase funding into Key 19533 as noted in project amendment #2 above. The obligated PE funds are left as obligated for the project. The overlapping scope for both projects indicated a better use and leveraging of funding would occur by combining Key 20482 into Key 19533. Key 20482 will be removed from the MTIP during the next MTIP Update</p>									

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2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
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PROJECT #5 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19722	70853	Portland	HSIP 2016 Signalized Improvements (Portland)					Other/Safety	\$ 2,659,191
Project Description:		Upgrade signal heads to a larger size. Install reflectorized backplates and countdown pedestrian signals. Replace illumination with LED fixtures.							
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
HSIP	MS3E	Federal	2016		\$ 778,423				\$ 778,423
ADVCON	ACPO	Federal	2018					\$ 1,793,739	\$ 1,793,739
Other	Overmatch	Local	2018					\$ 87,029	\$ 87,029
									\$ -
									\$ -
Total:			\$ -	\$ 778,423	\$ -	\$ -	\$ 1,880,768	\$ 2,659,191	
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 set at 100% federal (non required match) for roadway safety improvements 4. ADVCON = Federal fund generic placeholder allowing the state to cover the phase initially until the final federal fund code is determined and committed to the project.. 5. Other = Additional local funds the lead agency provides in support of the project phase above the required matching funds. Referred to also as "local overmatch"								
Amendment Summary Proposed changes are stated on the next page									

PROJECT #5 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
19722	70853	Portland	HSIP 2016 Signalized Improvements (Portland)					\$ 2,028,862	
Project Description:			Upgrade signal heads to a larger size. Install reflectorized backplates and countdown pedestrian signals. Replace illumination with LED fixtures.						
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		\$ 778,423				\$ 778,423
Other	Overmatch	Local	2016		\$ 99,222				\$ 99,222
ADVCON	ACPO	Federal	2018					\$ 1,064,188	\$ 1,064,188
Other	Overmatch	Local	2018					\$ 87,029	\$ 87,029
Total:				\$ -	\$ 877,645	\$ -	\$ -	\$ 1,151,217	\$ 2,028,862
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. 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".</p> <p>3. NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation.</p> <p>4. State = General state funds committed by the lead agency in support of the required local match to the federal funds.</p>								
<p>Amendment Summary</p> <p>Upon completion of a structural analysis to determine whether or not larger signal heads could be supported by existing poles, a substantial cost emerged for some signals prohibiting the city from moving forward for the identified signal elements based on the existing budget. These elements were removed from the overall scope resulting in a cost decrease to the project at this time.</p>									

Exhibit A to Resolution 18-4912

**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
19723	70840	Portland	HSIP City of Portland Bike Ped					Local Rd	\$ 1,782,126
Project Description:		In Portland at various locations complete bike/ped safety improvements including pavement markings and signs, Pedestrian refuge island, curb extensions and rapid flash beacon							
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
HSIP	MS3E	Federal	2016		\$ 432,689				\$ 432,689
Local	Match	Local	2016		\$ 36,503				\$ 36,503
Other	Overmatch	Local	2016		\$ 97,153				\$ 97,153
HSIP	MS30	Federal	2018					\$ 852,411	\$ 852,411
Local	Match	Local	2018					\$ 71,912	\$ 71,912
Other	Overmatch	Local	2018					\$ 291,458	\$ 291,458
									\$ -
Total:			\$ -	\$ 566,345	\$ -	\$ -	\$ 1,215,781	\$ 1,782,126	
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. 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".</p> <p>3. HSIP = Federal Highway Safety Improvement Program funds allocated to ODOT to be used for various types of safety improvement projects.</p> <p>4. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.</p> <p>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>								
<p><u>Amendment Summary</u> Proposed changes are stated on the next page</p>									

PROJECT #6 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
19723	70840	Portland	HSIP City of Portland Bike Ped	Local Rd	\$ 2,206,346
Project Description:			In Portland at various locations complete bike/ped safety improvements including pavement markings and signs, Pedestrian refuge island, curb extensions and rapid flash beacon		

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		\$ 432,689				\$ 432,689
Local	Match	Local	2016		\$ 36,503				\$ 36,503
Other	Overmatch	Local	2016		\$ 97,153				\$ 97,153
HSIP	MS30	Federal	2018					\$ 852,411	\$ 852,411
Local	Match	Local	2018					\$ 71,912	\$ 71,912
Other	Overmatch	Local	2018					\$ 715,678	\$ 715,678
Total:				\$ -	\$ 566,345	\$ -	\$ -	\$ 1,640,001	\$ 2,206,346

- 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 funds allocated to ODOT to be used for various types of safety improvement projects.
 4. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.
 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

A minor scope change is now occurring at the intersection of 148th and Division requiring curb extensions, and at the intersection of Division Street and 124th /125th which now will include a full signal. This results in a \$424k cost increase to the project. The amendment provides the updated final construction phase obligation amounts to FY 2018 for auditing purposes

Exhibit A to Resolution 18-4912

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



PROJECT #7 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
14409	70063	Portland	Marine Drive Path: NE 112th Ave - NE 185th Ave					Trail	\$ 1,076,563
Project Description:			Construct three segments of and off-street path and one segment of an on-street path with signal crossings						
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
CMAQ	L40E	Federal	2014		\$ 250,347				\$ 250,347
Local	Match	Local	2014		\$ 28,653				\$ 28,653
CMAQ	L40E	Federal	2018					\$ 715,653	\$ 715,653
Local	Match	Local	2018					\$ 81,910	\$ 81,910
									\$ -
Total:				\$ -	\$ 279,000	\$ -	\$ -	\$ 797,563	\$ 1,076,563
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. CMAQ = Federal Congestion Mitigation Air Quality (CMAQ) improvement funds. These funds support activities that provide air quality improvements. 3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds. 4. 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
 Proposed changes are stated on the next page

PROJECT #7 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
14409	71053	Metro	Marine Drive Path: NE 112th Ave - NE 185th Ave	Trail	\$ 1,450,179
Project Description:			Construct three segments of and off-street path and one segment of an on-street path with signal crossings		

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total	
CMAQ	L40E	Federal	2014		\$ 250,347				\$ 250,347	
Local	Match	State	2014		\$ 28,653				\$ 28,653	
Other	Overmatch	Local	2014		\$ 10,000				\$ 10,000	
CMAQ	L40E	Federal	2018					\$ 715,653	\$ 715,653	
Local	Match	Local	2018					\$ 81,910	\$ 81,910	
Other	Overmatch	Local	2018					\$ 363,616	\$ 363,616	
									\$ -	
Total:					\$ -	\$ 289,000	\$ -	\$ -	\$ 1,161,179	\$ 1,450,179

- Notes:
- Red Font** = Funding reductions made to the project phase. **Blue font** = Additions made to the project as part of the amendment.
 - CMAQ = Federal Congestion Mitigation Air Quality (CMAQ) improvement funds. These funds support activities that provide air quality improvements.
 - Local = General local funds committed by the lead agency in support of the required local match to the federal funds.
 - 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 primary reason for the cost increase is the Army Corp's requirements for the retaining wall and an recent updated cost estimate (adjust for inflation and current demand issues) which replaced an earlier engineer's cost assessment. The project was authorized to obligate the construction phase before the end of FFY 2018. This amendment provides the final obligation corrections for MTIP auditing and accounting requirements.

Exhibit A to Resolution 18-4912

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



PROJECT #8 EXISTING MTIP PROGRAMMING: **None** - **NEW MTIP PROJECT**

PROJECT #8 PROPOSED AMENDED CHANGES - NEW PROJECT

ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
TBD	TBD	Portland	OR99W/Barbur Blvd Area: Sidewalk Infill Projects				Highway	\$ 1,938,487	
Project Description:		In Portland at multiple locations near and around OR99W (SW Barbur Blvd), complete sidewalk infill projects (Replacement Project Grouping Bucket for Key 19298)							
MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
STP>200K	M230	Federal	2019		\$ 377,763				\$ 377,763
Local	Match	Local	2019		\$ 43,237				\$ 43,237
STP>200K	M230	Federal	2021					\$ 1,361,641	\$ 1,361,641
Local	Match	Local	2021					\$ 155,846	\$ 155,846
Total:				\$ -	\$ 421,000	\$ -	\$ -	\$ 1,517,487	\$ 1,938,487

- Notes:
- Red Font** = Funding reductions made to the project phase. **Blue font** = Additions made to the project as part of the amendment.
 - 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".
 - STP>200K = Federal Surface Transportation Program funds allocated to Metro to support eligible projects in areas with populations greater than 200,000
 - Local = General local funds committed by the lead agency in support of the required match to the federal funds.

Amendment Summary

This formal amendment adds a new project for Portland. The project consists of 4 sidewalk infill location sites Portland will complete. The project is a replacement project to Key 19298 which is being canceled in this amendment bundle as well. The funding from Key 19298 is recommitted and programmed now to this new sidewalk infill project.

Exhibit A to Resolution 18-4912

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



PROJECT #9 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19298	70676	Portland	OR99W: SW 26th Ave - SW 19th (Portland)					Highway	\$ 1,999,331
Project Description:		This project will build missing gaps in the sidewalks and bike lanes, and make enhancements to existing intersections along SW Barbur Boulevard.							
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
STP>200K	M230	Federal	2019		\$ 400,000				\$ 400,000
Local	Match	Local	2019		\$ 45,782				\$ 45,782
STP>200K	M230	Federal	2020			\$ 100,000			\$ 100,000
Local	Match	Local	2020			\$ 11,445			\$ 11,445
STP>200K	M230	Federal	2021					\$ 1,294,000	\$ 1,294,000
Local	Match	Local	2021					\$ 148,104	\$ 148,104
									\$ -
Total:				\$ -	\$ 445,782	\$ 111,445	\$ -	\$ 1,442,104	\$ 1,999,331
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STP>200K = Federal Surface Transportation Program funds allocated to Metro to support eligible projects in areas with populations greater than 200,000 3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.								
Amendment Summary Proposed changes are stated on the next page									

PROJECT #9 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
19298	70676	Portland	OR99W: SW 26th Ave - SW 19th (Portland)	0	\$ -
Project Description:			This project will build missing gaps in the sidewalks and bike lanes, and make enhancements to existing intersections along SW Barbur Boulevard.		

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
STP>200K	M230	Federal	2019		\$ -				\$ -
Local	Match	Local	2019		\$ -				\$ -
STP>200K	M230	Federal	2020			\$ -			\$ -
Local	Match	Local	2020			\$ -			\$ -
STP>200K	M230	Federal	2021					\$ -	\$ -
Local	Match	Local	2021					\$ -	\$ -
Total:				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Notes:

- ~~Red Font~~ = Funding reductions made to the project phase. ~~Blue font~~ = Additions made to the project as part of the amendment.
- ~~STP>200K~~ = Federal Surface Transportation Program funds allocated to Metro to support eligible projects in areas with populations greater than 200,000
- ~~Local~~ = General local funds committed by the lead agency in support of the required local match to the federal funds.

Amendment Summary

All funding for this project is being transferred to Portland's new OR99/Barbur Blvd sidewalk infill project as a replacement project. Conflicts would potentially exist with the planned Southwest Corridor Project rendering Key 19298 impossible to complete. As a result Metro offered Portland a replacement project in the same area and with the basic same scope of work. Key 19298 is therefore canceled now.

Exhibit A to Resolution 18-4912

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 #10 EXISTING MTIP PROGRAMMING: **None** - NEW MTIP PROJECT

PROJECT #10 PROPOSED AMENDED CHANGES - NEW PROJECT

ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
21362	TBD	TriMet	TriMet Mass Transit Vehicle Replacement (5307)						\$ 1,076,248
Project Description:		Replacement of 2 mass transit vehicles. This project will be delivered through FTA.							
MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
State STBG-FLX	Z240	Federal	2019					\$ 965,717	\$ 965,717
State	Match	State	2019					\$ 110,531	\$ 110,531
								\$ -	\$ -
								\$ -	\$ -
Total:				\$ -	\$ -	\$ -	\$ -	\$ 1,076,248	\$ 1,076,248

- 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. State STBG-FLX = Federal Surface Transportation Block Grant funds (same as STP) allocated to ODOT to support ODOT program needs.
 4. State = General state funds committed by the lead agency in support of the required local match to the federal funds.

Amendment Summary

This formal amendment adds a new project for TriMet to the 2018 MTIP. The replacement transit vehicle purchase originates from ODOT's discretionary grant award program. TriMet has been awarded 2 mass transit vehicle replacements. The final grant awards were approved by the Oregon Transportation Commission during their May 2018 meeting.

Memo



Date: Friday, September 14, 2018
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: September 2018 MTIP Formal Amendment & Approval Request of Resolution 18-4912

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING TEN PROJECTS IMPACTING KING CITY ODOT, PORTLAND AND TRIMET (SP19-02-SEP)

BACKGROUND

What this is:

The September 2018 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle (for FFY 2019) contains required changes and updates impacting King City ODOT, Portland and TriMet. Ten projects are included in the amendment bundle. They are summarized in the below table:

Proposed September 2018 Formal Amendment Bundle Amendment Type: FORMAL, SP19-02-SEP Total Number of Projects: 10			
ODOT Key	Lead Agency	Project Name	Required Changes
Project #1 18807	King City	OR99W: SW Royalty Parkway - SE Durham Rd (King City)	COST INCREASE: The construction phase received higher bids than anticipated. As a result additional funds are being committed to the construction phase to enable it to obligate by the end of 2018. This amendment is a corrective action to ensure the MTIP and STIP match up with the final construction phase obligation total for auditing purposes.
Project #2 19651	ODOT	I-5: Interstate Br (NB) Trunnon Shaft Replacement	COST INCREASE: The project's construction phase was first advanced from 2019 to 2018 via an administrative modification during August 2018 to allow the construction phase to obligate. The final construction phase estimate was received and reflected a significant increase. The construction phase was authorized in before the end of FFY 2018. This amendment provides the required funding corrections to the construction phase and PE phase for auditing purposes.

<p>Project #3 19533</p>	<p>ODOT</p>	<p>I-405: Fremont Bridge to US26 WB Connection Bridge (Portland)</p>	<p>COMBINING PROJECTS WITH A SCOPE UPDATE: The amendment combines Key 20482 into Key 19533. As a result, there is a cost increase, but also a scope update that results now in 8 site locations as part of the project. Bridge #09268E also is now added to the project scope. The primary scope is still rehabilitation focused and will include the following: Replace modular joints and repair decks. The US26 westbound connection bridge will receive a deck overlay to seal the cracks and provide additional cover for the reinforcement; a rail retrofit, and leaking joints will be addressed.</p>
<p>Project #4 20482</p>	<p>ODOT</p>	<p>I-405 NB to US26 Over I-405 Connection Bridge</p>	<p>COMBINED/COST DECREASE: The amendment combines the construction phase funding into Key 19533 as noted in project amendment #2 above. The obligated PE funds are left as obligated for the project. The overlapping scope for both projects indicated a better use and leveraging of funding would occur by combining Key 20482 into Key 19533. Key 20482 will be removed from the MTIP during the next MTIP Update</p>
<p>Project #5 19722</p>	<p>Portland</p>	<p>HSIP 2016 Signalized Improvements (Portland)</p>	<p>COST DECREASE: Upon completion of a structural analysis to determine whether or not larger signal heads could be supported by existing poles, a substantial cost emerged for some signals prohibiting the city from moving forward for the identified signal elements based on the existing budget. These elements were removed from the overall scope resulting in a cost decrease to the project at this time.</p>
<p>Project #6 19723</p>	<p>Portland</p>	<p>HSIP City of Portland Bikeped</p>	<p>COST INCREASE: Minor scope change occurring at the intersection of 148th and Division requiring curb extensions and the intersection of Division Street and 124th /125th now will include a full signal resulted in a \$424k cost addition to the project addressed with local funds. Cost increase is significant enough to warrant technical correction post construction phase obligation</p>
<p>Project #7 14409</p>	<p>Portland</p>	<p>Marine Drive Path NE 112th Ave - NE 185 Ave</p>	<p>COST INCREASE: The primary reason for the cost increase is the Army Corp's requirements for the retaining wall and an recent updated cost estimate (adjust for inflation and current demand issues) which replaced an earlier engineer's cost assessment. The project was authorized to obligate the construction phase before the end of FFY 2018. This amendment provides the final obligation corrections for MTIP auditing and accounting requirements.</p>

Project #8 NEW TBD	Portland	OR99W/Barbur Blvd Area: Sidewalk Infill Projects	<p>ADD NEW REPLACEMENT PROJECT: The project consists of 4 sidewalk infill location sites Portland will complete. The project is a replacement project to Key 19298 which is being canceled in this amendment bundle as well. The funding from Key 19298 is recommitted and programmed now to this new sidewalk infill project. Key 19298 is in conflict with the planned new SW MAX line.</p>
Project #9 19298	Portland	OR99W: SW 26th Ave - SW 19th (Portland)	<p>CANCEL PROJECT: All funding for this project is being transferred to Portland's new OR99/Barbur Blvd sidewalk infill project as a replacement project. (See above project). Conflicts would potentially exist with the planned Southwest Corridor Project rendering Key 19298 impossible to complete. As a result Metro offered Portland a replacement project in the same area and with the basic same scope of work. Key 19298 is therefore canceled now and replaced by their new Barbur Blvd Sidewalk infill project also part of this amendment bundle.</p>
Project #10 21362	TriMet	TriMet Mass Transit Vehicle Replacement (5307)	<p>ADD NEW PROJECT: This formal amendment adds a new project for TriMet to the 2018 MTIP. The replacement transit vehicle purchase originates from ODOT's discretionary grant award program. TriMet has been awarded 2 mass transit vehicle replacements. The final grant awards were approved by the Oregon Transportation Commission during their May 2018 meeting.</p>

What is the requested action?

JPACT is requesting Metro Council approval for Resolution 18-4912 enabling the identified projects to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT.

About the September 2018 Formal MTIP Amendment:

While this formal amendment is intended to continue the transition of needed project changes that affect FFY 2019 or later (post October 2018), the amendment serves an important secondary purpose. A trend has emerged with the end of federal fiscal year 2018 obligations especially for the construction phases. While the project engineer's cost methodology estimate for the construction phase is intended to be as accurate as possible, several projects have underestimated the construction phase costs. Some of this is due to the 90% design cost estimate coming in much higher than anticipated. Others are due to higher than expected contractor bids being received. Many construction phase final estimates are off as much as 20%-30%.

Most agencies have been able to address the added costs and the construction phase obligated before the end of FFY 2018. The added actual cost to the construction phase at time of obligation results in a discrepancy between the final project costs and the MTIP/STIP programming amounts. For auditing and transparency purposes, the MTIP and STIP need to be updated with final construction phase obligation amounts especially when the cost change is greater than 10%. Several projects included in the September 2018 Formal MTIP involve required FFY 2018 construction phase obligation corrections to ensure the MTIP and STIP match the final project costs, or show a variance of less than 10%. Because the programming to final obligation variance exceeds 20%, the corrections to 2018 still need to occur as a formal amendment. These corrective

amendments are expected to continue into the October 2018 and November 2018 Formal MTIP Amendments.

A detailed summary of the ten projects being amended as part of the September 2018 Formal MTIP amendment is provided in the below tables:

1. Project: OR99W: SW Royalty Parkway - SE Durham Rd (King City)	
Lead Agency:	King City
ODOT Key Number:	18807 MTIP ID Number: 70769
Project Description:	On OR99W near King City, fill sidewalk gaps to connect the City to OR99W corridor to increase access to transportation, improve travel options, promote vitality within the town center and enhance overall livability
What is changing?	The cost increase to the project primarily impacts the construction phase. The increase is due to higher than expected construction bids being received.
Additional Details:	The cost increase does not reflect a change in scope. However, the project will complete a construction phase re-bid process as the original bid was rejected. The original bid came in at 56% over the project engineer's final assessment. A further project review determined the construction phase will need an additional \$262,000 to cover the expected higher costs for the construction phase. The lead agency has committed the extra funds to the project and the construction phase is still planned to obligate by the end of FFY 2018.
Why a Formal amendment is required?	The cost increase to the project of \$250,000 for the construction phase represents a 21.9% cost change to the project and exceeds the 20% threshold for cost changes that can occur via an administrative modification
Total Programmed Amount:	The total project programming amount increases from \$1,141,019 to \$1,391,020
Added Notes:	

2. Project: I-5: Interstate Br (NB) Trunnion Shaft Replacement																																																																																																																																																																			
Lead Agency:	ODOT																																																																																																																																																																		
ODOT Key Number:	19651 MTIP ID Number: 70832																																																																																																																																																																		
Project Description:	Replace trunnion shaft; bridge #01377A. ODOT is lead on project with WSDOT paying 50% of total.																																																																																																																																																																		
What is changing?	This amendment is primarily a corrective action to the MTIP and STIP for project. The Preliminary Engineering (PE) phase budget and construction phase required increases to their existing programmed amounts. The updates were made as part of the 2018 STIP Update, but not passed on to the MTIP until now. The earlier cost projects were preliminary and the current increase represents updated phase costs. The increase is primarily a corrective action so the MTIP and STIP are balanced again for the planned construction phase obligation which is being advanced to occur before the end of 2018 without issue.																																																																																																																																																																		
Additional Details:	<p>The current MTIP and STIP programming for the project total is currently \$13,317,136. This amendment increases PE from \$2,568,000 to \$2,980,495. The Construction phase increases from</p> <table border="1" data-bbox="678 1570 1377 1921"> <thead> <tr> <th colspan="2">2018-2021 Active STIP</th> <th colspan="2">MULTNOMAH</th> <th colspan="2">2018-2021 Active STIP</th> </tr> <tr> <td colspan="4">Name: I-5: INTERSTATE BR (NB) TRUNNION SHAFT REPLACEMENT</td> <td colspan="2">Key: 19651</td> </tr> <tr> <td colspan="6">Description: Replace trunnion shaft; bridge #01377A. Oregon Department of Transportation is lead on project with Washington Department of Transportation paying 50% of total.</td> </tr> <tr> <td colspan="6">MPO: Portland Metro MPO</td> </tr> <tr> <td colspan="6">Applicant: ODOT</td> </tr> <tr> <td colspan="6">Work Type: BRIDGE</td> </tr> <tr> <td colspan="6">Status: PROJECT SCHEDULED FOR CONSTRUCTION</td> </tr> <tr> <td colspan="6">Location(s)</td> </tr> <tr> <td>Mileposts</td> <td>Length</td> <td>Route</td> <td>Highway</td> <td>ACT</td> <td>County(s)</td> </tr> <tr> <td>308.00 to 308.65</td> <td>0.65</td> <td>I-5</td> <td>PACIFIC HIGHWAY</td> <td>REGION 1 ACT</td> <td>MULTNOMAH</td> </tr> <tr> <td colspan="6">Current Project Estimate</td> </tr> <tr> <td>Year</td> <td>Planning</td> <td>Prelim. Engineering</td> <td>Right of Way</td> <td>Utility Relocation</td> <td>Construction</td> <td>Other</td> <td>Project Total</td> </tr> <tr> <td>2015</td> <td></td> <td>\$2,568,000.00</td> <td></td> <td></td> <td></td> <td></td> <td>\$10,748,136.00</td> </tr> <tr> <td>Fund 1</td> <td></td> <td>O1HD \$1,284,000.00</td> <td></td> <td></td> <td>O1HD \$5,374,568.00</td> <td></td> <td>\$13,317,136.00</td> </tr> <tr> <td>Match</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Fund 2</td> <td></td> <td>Z030 \$840,487.00</td> <td></td> <td></td> <td>Z001 \$4,022,599.07</td> <td></td> <td></td> </tr> <tr> <td>Match</td> <td></td> <td></td> <td></td> <td></td> <td>\$551,908.13</td> <td></td> <td></td> </tr> <tr> <td>Fund 3</td> <td></td> <td>Z001 \$528,658.35</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Match</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>\$90,541.65</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="6">Footnote:</td> </tr> <tr> <td colspan="6">Most Recent Amendment Approved</td> </tr> <tr> <td colspan="4">Amendment No: 15-18-2366</td> <td colspan="2">Approval Date: 8/31/2017</td> </tr> <tr> <td colspan="6">Requested Action: Increase funding for the preliminary engineering phase.</td> </tr> </thead></table>	2018-2021 Active STIP		MULTNOMAH		2018-2021 Active STIP		Name: I-5: INTERSTATE BR (NB) TRUNNION SHAFT REPLACEMENT				Key: 19651		Description: Replace trunnion shaft; bridge #01377A. Oregon Department of Transportation is lead on project with Washington Department of Transportation paying 50% of total.						MPO: Portland Metro MPO						Applicant: ODOT						Work Type: BRIDGE						Status: PROJECT SCHEDULED FOR CONSTRUCTION						Location(s)						Mileposts	Length	Route	Highway	ACT	County(s)	308.00 to 308.65	0.65	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH	Current Project Estimate						Year	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total	2015		\$2,568,000.00					\$10,748,136.00	Fund 1		O1HD \$1,284,000.00			O1HD \$5,374,568.00		\$13,317,136.00	Match								Fund 2		Z030 \$840,487.00			Z001 \$4,022,599.07			Match					\$551,908.13			Fund 3		Z001 \$528,658.35						Match										\$90,541.65						Footnote:						Most Recent Amendment Approved						Amendment No: 15-18-2366				Approval Date: 8/31/2017		Requested Action: Increase funding for the preliminary engineering phase.					
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	<p>\$10,749,136 to \$13,475,269.</p> <p>Along with the cost increase the construction phase has been advanced through a previous administrative modification allowing the construction phase to obligate before the end of FFY 2018. This amendment also formally corrects the construction phase year of obligation based on the expected final phase obligation totals.</p>
Why a Formal amendment is required?	The revised total project cost is \$16,445,764 and represents an increase of \$3,128,629 which equals a 23.5% cost increase to the project. This is above the 20% threshold for administrative modifications for \$1 million of greater project costs.
Total Programmed Amount:	Total programming increases from \$13,317,136 to \$16,445,764 and is advanced from 2019 to 2018.
Added Notes:	Separate OTC approval was not required as approval for the cost increase occurred as part of the 2018 STIP Update.

3. Project:	I-405: Fremont Bridge I-405:Fremont Bridge to US26 WB connection bridge (Portland)																																		
Lead Agency:	ODOT																																		
ODOT Key Number:	19533	MTIP ID Number:	70836																																
Project Description:	<p>Replace modular joints and repair decks. Replace modular joints and repair decks. The US26 westbound connection bridge will receive a deck overlay to seal the cracks and provide additional cover for the reinforcement; a rail retrofit, and leaking joints will be addressed.</p>																																		
What is changing?	<p>The amendment combines the construction phase funding and scope elements from Key 20482 into this project. As a result there is a significant scope update and limits adjustment which require a formal amendment through the combining action.</p> <p>Additionally, the construction phase obligation is planned to occur by the ned of FFY 2018. This amendment acts as a corrective action for auditing purposes ensuring the STIP and MTIP match up with the final PE and construction phase obligation amounts.</p>																																		
Additional Details:	<p>The work to be done on project K20482 is nearly identical in design effort and is in proximity to K19533. Therefore, there is an opportunity to combine the two projects to allow cost savings in traffic control, public affairs, design time, and contract management (overhead).</p> <p>In addition to the scope combined from K20482, we need to add a new bridge to the STIP location list, bridge #09268E, which was accidentally left out during prior programming. This is what is triggering the formal amendment.</p> <p>Project location sites now include the following MP locations:</p> <table border="1"> <thead> <tr> <th>Route</th> <th>MP Begin</th> <th>MP End</th> <th>Distance</th> </tr> </thead> <tbody> <tr> <td>I-405</td> <td>3.57</td> <td>to 4.00</td> <td>0.43 miles</td> </tr> <tr> <td>I-405</td> <td>3.64</td> <td>to 3.77</td> <td>0.13 miles</td> </tr> <tr> <td>I-405</td> <td>3.78</td> <td>to 3.98</td> <td>0.20 miles</td> </tr> <tr> <td>I-405</td> <td>2.61</td> <td>to 3.07</td> <td>0.46 miles</td> </tr> <tr> <td>I-405</td> <td>1.47</td> <td>to 1.67</td> <td>0.20 miles</td> </tr> <tr> <td>US-30</td> <td>1.03</td> <td>to 1.45</td> <td>0.42 miles</td> </tr> <tr> <td>US-30</td> <td>1.40</td> <td>to 1.52</td> <td>0.12 miles</td> </tr> </tbody> </table>			Route	MP Begin	MP End	Distance	I-405	3.57	to 4.00	0.43 miles	I-405	3.64	to 3.77	0.13 miles	I-405	3.78	to 3.98	0.20 miles	I-405	2.61	to 3.07	0.46 miles	I-405	1.47	to 1.67	0.20 miles	US-30	1.03	to 1.45	0.42 miles	US-30	1.40	to 1.52	0.12 miles
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Why a Formal amendment is required?	The updated scope element is significant enough to warrant the project combining action to be processed as a formal amendment. The scope adds bridge #09268E																																		

	through the combing action. A major change in the project scope triggers the need for a formal amendment.
Total Programmed Amount:	The total project programming amount increases from \$21,200,000 to \$22,954,542
Added Notes:	

4. Project: I-405 NB to US26 WB Over I-405 Connection Bridge	
Lead Agency:	ODOT
ODOT Key Number:	20482 MTIP ID Number: 70974
Project Description:	Deck overlay to seal the cracks and provide additional cover for the reinforcement. Rail retrofit. Address leaking joints.
What is changing?	The construction phase scope and funding are being combined into Key 19533. There exists overlapping scope for both projects and the combining effort provides a better and extended use of available funding. The PE phase obligated in 2017 will be left programmed but change to be a prior obligated project. Key 20482 will be removed during the next MTIP & STIP Update
Additional Details:	
Why a Formal amendment is required?	The combining effort results in a significant scope update which warrants the need for a formal amendment
Total Programmed Amount:	By shifting the construction phase funding to Key 19533, the total project programming decreases from \$1,548,226 to \$5,641
Added Notes:	

5. Project: HSIP 2016 Signalized Improvements (Portland)	
Lead Agency:	ODOT
ODOT Key Number:	19722 MTIP ID Number: 70853
Project Description:	Upgrade signal heads to a larger size. Install reflectorized back plates and countdown pedestrian signals. Replace illumination with LED fixtures.
What is changing?	The amendment reflects a cost decrease due to a scope revision. Given the age of existing signal infrastructure at several locations, the City required a structural analysis to determine whether larger signal heads could be supported by the existing poles. Their consultant performed as much analysis as possible without foundation as-builts, steel materials testing, and/or geotechnical investigation, all of which would have substantial costs associated that the City is not prepared to take on at this juncture. The signal elements in question are being removed from the project and as a result the funding is being reduced.
Additional Details:	The goal of the Highway Safety Improvement Program (HSIP) program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP program requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. ODOT and Portland Bureau of Transportation (PBOT) staff developed a list of projects on city streets that met the HSIP criteria. ODOT awarded a grant for the HSIP 2016 Signalized Intersection Improvements program to PBOT in the amount of \$2,572,162. Intersections with traffic signals that require a new reflectorized back plate (RBP) were revised to account for the installation of an entire new 12"-12"-12" signal head with RBP, rather than just a new RBP. This is due to the input provided by ODOT based on prior HSIP installations in Gresham and Washington County. Those local agencies found that connections between signal heads and back plates and signal heads and poles vary by age of equipment and manufacturer and may be irreplaceable due to damage and wear to the aging equipment. Replacing entire signal head and connections helps to guarantee the replacement of the signal heads when a contractor is on-site. Doing this reduces costly change orders and down time for the project. The only exception to the above is northeast 122nd avenue and northeast Shaver street which was recently rebuilt with modern equipment.

Why a Formal amendment is required?	The scope change results in a cost change to the project of \$630,329. This represents a 23.7% cost change to the project which is above the 20% threshold for allowable cost changes via an administrative modification
Total Programmed Amount:	The project's total programming decreases from \$2,659,191 to \$2,028,862
Added Notes:	OTC approval was required and occurred during their August 16, 2018 meeting

6. Project: HSIP City of Portland Bike Ped	
Lead Agency:	Portland
ODOT Key Number:	19723 MTIP ID Number: 70840
Project Description:	In Portland at various locations complete bike/ped safety improvements including pavement markings and signs, Pedestrian refuge island, curb extensions and rapid flash beacon.
What is changing?	A scope change is now occurring at the intersection of 148th and Division requiring curb extensions, and at the intersection of Division Street and 124 th /125 th which now will include a full signal. This results in a \$424k cost increase to the project. The city obtained the required added funds to cover the construction phase increase. The amendment provides the updated final construction phase obligation amounts to FY 2018 for auditing purposes.
Additional Details:	Various locations are being removed from the scope of work for the project. Since safety funds are allocated by site, the federal funding associated with these locations is also being reduced. Remaining locations are receiving upgraded signals, which leads to a cost increase in Construction. The other source of the cost increase is the fact that PBOT updated their anticipated unit price for the signals due to recent bid quantities coming in high.
Why a Formal amendment is required?	The project increases by \$424,220 to address the construction phase shortfall which equals a 23.8% cost change to the project. The cost change is above the 20% threshold for \$1 million dollar or greater projects where cost changes can be accomplished by an administrative modification
Total Programmed Amount:	The project total programming increases from \$1,782,126 to \$2,206,346
Added Notes:	

7. Project: Marine Drive Path: NE 112th Ave - NE 185th Ave	
Lead Agency:	Portland
ODOT Key Number:	14409 MTIP ID Number: 70063
Project Description:	Construct three segments of and off-street path and one segment of an on-street path with signal crossings
What is changing?	The amendment reflects a cost increase primarily to the construction phase. The cost increase results from the Army Corp's requirements for the retaining wall and an recently updated cost estimate (adjust for inflation and current demand issues) which replaced an earlier engineer's cost assessment. The project was authorized to obligate the construction phase before the end of FFY 2018. This amendment provides the final obligation corrections for MTIP auditing and accounting requirements.
Additional Details:	Per the PCR: Due to several changes in bid quantities due to requirements from the Army Corps of Engineers, the construction phase estimate significantly increased. Also, design budget requirements increased due to delays and extensive reviews by the Army Corps of Engineers. The city of Portland will be adding \$373,616 in local funds that can be used for PE and address the construction phase funding shortfall.

Why a Formal amendment is required?	The total project programming increases by \$373,616 which represents a 34.7% cost change to the project. This exceeds the 20% threshold for cost changes that can occur as an administrative amendment.
Total Programmed Amount:	The total project programming increases from \$1,076,563 to \$1,450,179
Added Notes:	

8. Project: OR99W/Barbur Blvd Area: Sidewalk Infill Projects

Lead Agency: **Portland**

ODOT Key Number: **TBD – NEW PROJECT** MTIP ID Number: **TBD**

Project Description: In Portland at multiple locations near and around OR99W (SW Barbur Blvd), complete sidewalk infill projects (Replacement Project Grouping Bucket for Key 19298)

Key 19298, OR99W: SW 26th Ave – SW 19th (Portland) is an existing city project that was intended to build missing gaps in the sidewalks and bike lanes, and make enhancements to existing intersections along SW Barbur Boulevard. The project is a Metro funded project through the Regional Flexible Fund Allocation (RFFA) program. The project was awarded \$1,794,000 of Metro Surface Transportation Program (STP) funds from the 2016-18 RFFA call.

However, ongoing development and refinement of the SW Corridor Plan identified a future conflict with the city’s project along Barbur Blvd. The Southwest Corridor Light Rail Project is a proposed new 12-mile Metropolitan Area Express (MAX) line from downtown Portland through Tigard, terminating near Bridgeport Village in Tualatin. The new line would be a major new spoke in the Regional High Capacity Transit Network

As proposed, the alignment potentially would be in conflict with Portland’s Key 19298 project. Metro and Portland examined possible project scope changes and workarounds. However, nothing feasible emerged. Rather than redact the funding, Metro offered Portland the chance to develop a replacement project in the same area with the same basic scope of work. The agreed replacement project will be the OR99W/Barbur Blvd Area Sidewalk Infill Projects (project grouping bucket) now being programmed through this amendment.

What is changing?



The new replacement project scope still will be a sidewalk infill project. The project will consist of four sidewalk infill locations as shown on the next page.

Additional Details:

Num	Name	Description	Phase	Year	Federal Fund	Federal Amount	Local Match Amount	Standard Fed & Match Total	Added Local Overmatch	Phase Total	Estimated Obligation Date
1	SW 26th Ave: I-5 to Taylors Ferry	Sidewalk Infills	PE	2019	STP	\$ 377,763	\$ 43,237	\$ 421,000	\$ -	\$ 421,000	5/1/2019
			ROW			\$ -	\$ -	\$ -	\$ -	\$ -	
			UR			\$ -	\$ -	\$ -	\$ -	\$ -	
			Construction	2021	STP	\$ 282,300	\$ 32,310	\$ 314,610	\$ -	\$ 314,610	12/1/2020
			Totals:					\$ 660,063	\$ 75,547	\$ 735,610	\$ -
Agency notes:											
2	SW 24th/25th: Multnomah to Spring Garden	Sidewalk Infills	PE	2019	STP						5/1/2019
			ROW			\$ -	\$ -	\$ -	\$ -	\$ -	
			UR			\$ -	\$ -	\$ -	\$ -	\$ -	
			Construction	2021	STP	\$ 392,366	\$ 44,908	\$ 437,274	\$ -	\$ 437,274	12/1/2020
			Totals:					\$ 392,366	\$ 44,908	\$ 437,274	\$ -
Agency notes:											
3	SW Custer: Capitol Hill to 13th Ave	Sidewalk Infills	PE	2019	STP						5/1/2019
			ROW			\$ -	\$ -	\$ -	\$ -	\$ -	
			UR			\$ -	\$ -	\$ -	\$ -	\$ -	
			Construction	2021	STP	\$ 257,679	\$ 29,493	\$ 287,172	\$ -	\$ 287,172	12/1/2020
			Totals:					\$ 257,679	\$ 29,493	\$ 287,172	\$ -
Agency Notes:											
4	SW 40th & Huber: RFB	Sidewalk Infills	PE	2019	STP						5/1/2019
			ROW			\$ -	\$ -	\$ -	\$ -	\$ -	
			UR			\$ -	\$ -	\$ -	\$ -	\$ -	
			Construction	2021	STP	\$ 429,296	\$ 49,135	\$ 478,431	\$ -	\$ 478,431	12/1/2020
			Totals:					\$ 429,296	\$ 49,135	\$ 478,431	\$ -
Agency Notes:											
Notes:											
<ol style="list-style-type: none"> Sub-projects will complete Preliminary Engineering (NEPA and Final Design) together PE and construction phase obligation milestone dates are preliminary for planning purposes. 											
Why a Formal amendment is required?	Per the approved FHWA/FTA MTIP/STIP Amendment Matrix, adding and/or canceling a project in the MTIP requires a formal amendment										
Total Programmed Amount:	The total project programming will be \$1,938,487. The funds originate from the canceled project in Key 19298.										
Added Notes:											

9. Project:	OR99W: SW 26th Ave - SW 19th (Portland) (Canceled Project)											
Lead Agency:	Portland											
ODOT Key Number:	19298	MTIP ID Number:							70676			
Project Description:	This project will build missing gaps in the sidewalks and bike lanes, and make enhancements to existing intersections along SW Barbur Boulevard.											
What is changing?	Through this formal amendment, the project is being canceled. All funding is being transferred to Portland's OR99W/Barbur Blvd replacement project also part of this amendment bundle											

Additional Details:	See discussion in project #8 above explaining the reason why Key 19298 is being canceled.
Why a Formal amendment is required?	Per the approved FHWA/FTA MTIP/STIP Amendment Matrix, adding and/or canceling a project in the MTIP requires a formal amendment
Total Programmed Amount:	Key 19298 programming goes from a total of \$1,999,331 to \$0 as the result of the formal amendment.
Added Notes:	

10. Project:	TriMet Mass Transit Vehicle Replacement (5307)		
Lead Agency:	TriMet		
ODOT Key Number:	21362 - NEW PROJECT	MTIP ID Number:	TBD
Project Description:	Replacement of 2 mass transit vehicles. This project will be delivered through FTA.		
What is changing?	This formal amendment adds a new project for TriMet to the 2018 MTIP. The replacement transit vehicle purchase originates from ODOT's discretionary grant award program. TriMet has been awarded 2 mass transit vehicle replacements. The final grant awards were approved by the Oregon Transportation Commission during their May 2018 meeting.		
Additional Details:	<p>The Oregon Department of Transportation (ODOT) Rail and Public Transit Division (RPTD) conducts periodic discretionary grant solicitations. For the July 1, 2018 to June 30, 2020 biennium, several federal funding sources were used to conduct discretionary project solicitations, with the majority of the approximately \$15 million recommended grant awards being awarded for capital items in three separate categories.</p> <p>Enhanced Mobility of Seniors and Individuals with Disabilities Program: Funding comes from the Federal Transit Administration's (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities Program. The FTA allocates funds to states in separate rural (less than 50,000 population) and small urban area (50,000-199,999) allocations. For this solicitation, RPTD offered program funding of \$1.7 million for public transportation services provided in rural areas. Eligible projects for this solicitation included operations, mobility management, purchased service and preventive maintenance for transportation providers serving seniors and individuals with disabilities in rural areas.</p> <p>Bus and Bus Facilities Program: RPTD offered \$8.5 million in funding for replacement and expansion of vehicles, facilities, equipment, signage and shelters for transportation providers in small urban and rural areas and for Mass Transit District vehicle replacement, using a mix of FTA funds and Federal Highway Administration (FHWA) funds in the Statewide Transportation Improvement Program (STIP).</p> <p>STP Vehicle Replacement Program: As part of the 2018-2021 STIP, the Commission awarded RPTD \$5 million per year for three years beginning in 2018 to replace transit vehicles for which ODOT is the security interest holder on the vehicle title.</p>		
Why a Formal amendment is required?	Per the approved FHWA/FTA MTIP/STIP Amendment Matrix, adding and/or canceling a project in the MTIP requires a formal amendment		
Total Programmed Amount:	The total project programming is \$1,076,248		
Added Notes:	OTC approval during their May 2018 meeting		

Note: The Amendment Matrix on the next page is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT as well.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
FULL AMENDMENTS	
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized	
2. Major change in project scope. Major scope change includes:	
• Change in project termini - greater than .25 mile in any direction	
• Changes to the approved environmental footprint	
• Impacts to AQ conformity	
• Adding capacity per FHWA Standards	
• Adding or deleting worktype	
3. Changes in Fiscal Constraint by the following criteria:	
• FHWA project cost increase/decrease:	
• Projects under \$500K – increase/decrease over 50%	
• Projects \$500K to \$1M – increase/decrease over 30%	
• Projects \$1M and over – increase/decrease over 20%	
• All FTA project changes – increase/decrease over 30%	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)	
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3	
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.	
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)	
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.	
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)	
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.	

- Project 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 September 2018 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification.....	August 28, 2018
• TPAC notification and approval recommendation.....	September 7, 2018
• JPACT approval and recommendation to Council.....	September 20, 2018
• Completion of public notification process.....	September 26, 2018
• Metro Council approval.....	September 27, 2018

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

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package	October 1, 2018
• Amendment bundle submission to ODOT for review.....	October 3, 2018
• Submission of the final amendment package to USDOT.....	October 3, 2018
• ODOT clarification and approval.....	Mid October, 2018
• USDOT clarification and final amendment approval.....	Late October, 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 18-4912.

- TPAC approval: September 7, 2018
- JPACT Approval: September 20, 2018

Attachment: Project Location Maps

Date: Friday, September 14, 2018
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Attachment 1 to the September 2018 MTIP Formal Amendment Staff Report – Project Location Maps

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 18807 – King City: OR99W SW Royalty Pkwy to SE Durham Rd
- Key 19651 – ODOT: I-5 Interstate Br (NB) Trunnion Shaft Replacement
- Key 19533 – ODOT: I-405 Fremont Bridge to US26 WB Connection Bridge
- Key 19722 – Portland: HSIP 2016 Signalized
- Key 19723 – Portland: HSIP City of Portland Bikedep
- Key 14409 – Portland: Marine Drive Path NE 112th Ave to NE 185th Ave
- Key NEW – TBD – Portland: OR99W/Barbur Blvd Area: Sidewalk Infill Projects

Key 18807

OR99W: SW Royalty Parkway - SE Durham Rd (King City)



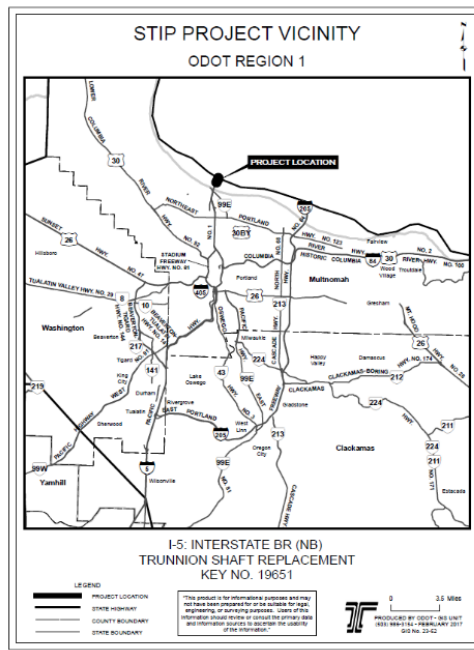
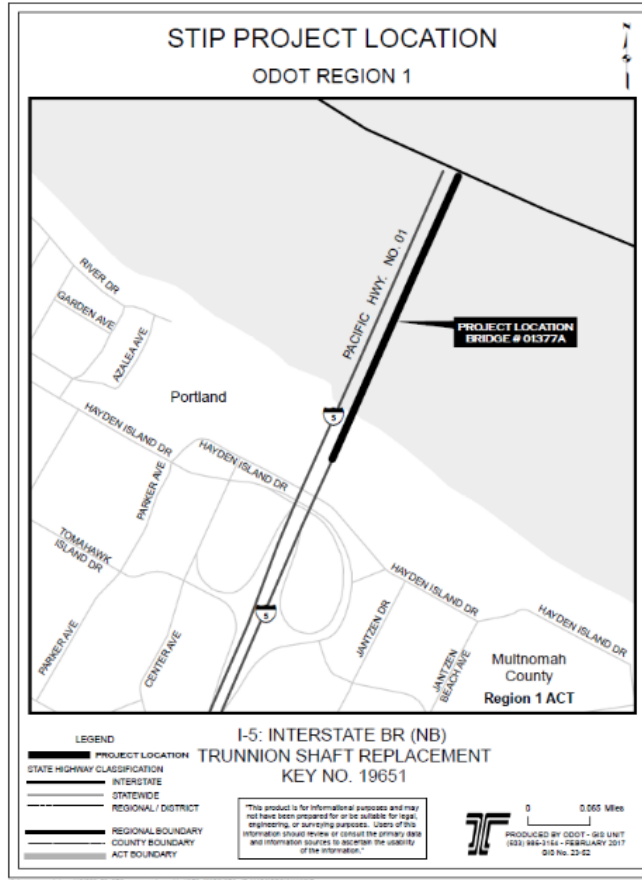
K18807: SW Royalty Pkwy - SW Durham Rd

SW Royalty Pkwy, MP 11.22

SW Durham Rd, MP 11.38

Key 19651

I-5: Interstate Br (NB) Truncheon Shaft Replacement (ODOT)



Key 19533

I-405: Fremont Bridge to US26 WB Connection Bridge (Portland)
(Key 20482 combined into Key 19533)

I-405: NB to 26 WB IC



I-405: Fremont Bridge Approach Ramps (east of the Willamette River)

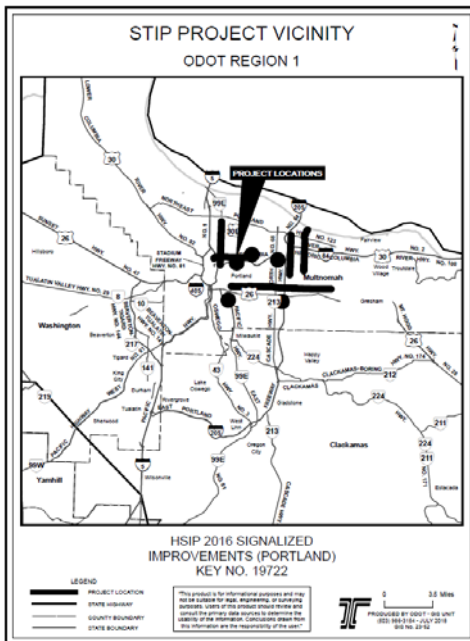
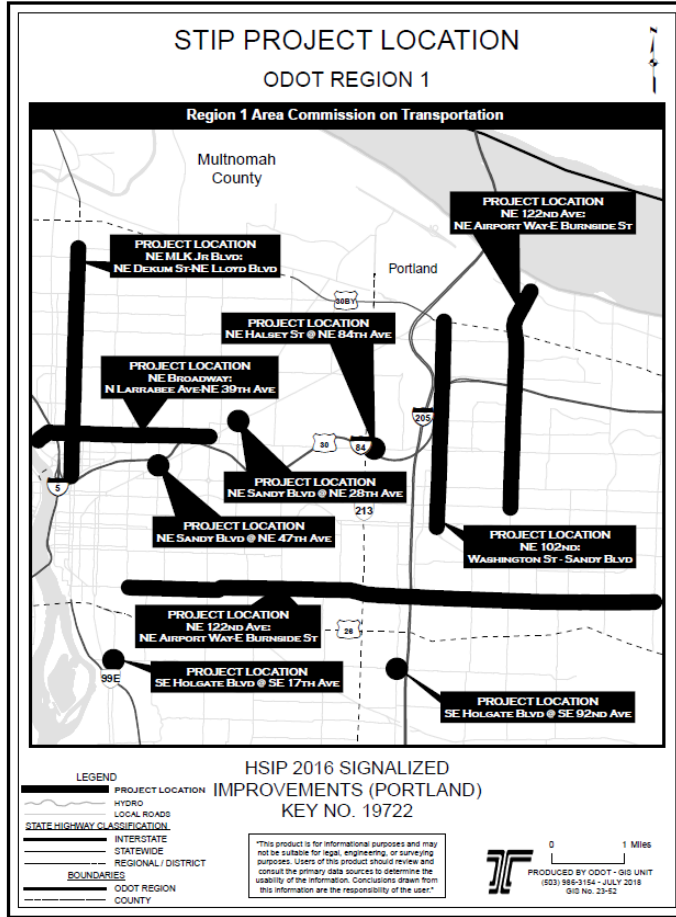


I-405: Fremont Bridge Approach Ramps (west of the Willamette River)



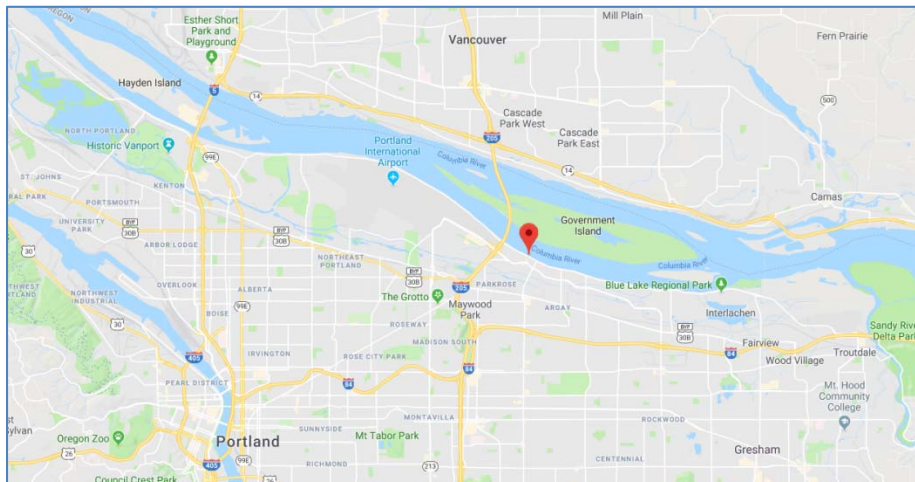
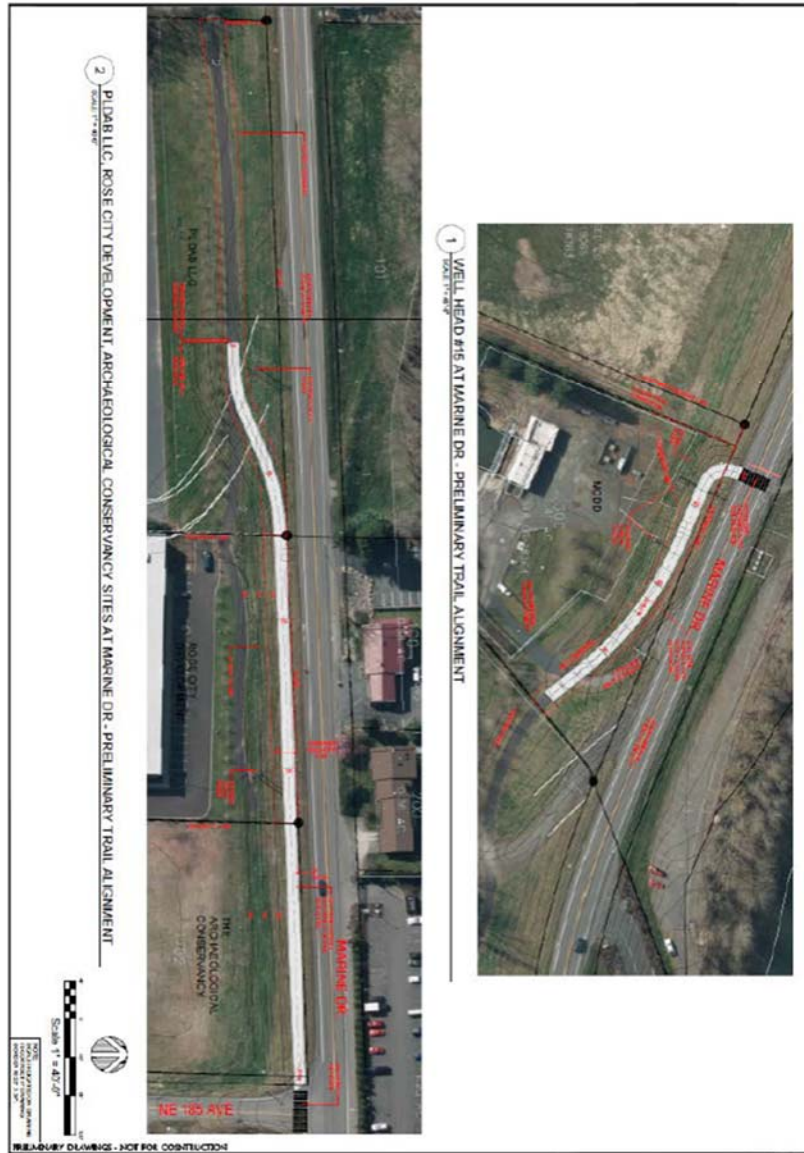
Key 19722

HSIP 2016 Signalized Improvements (Portland)

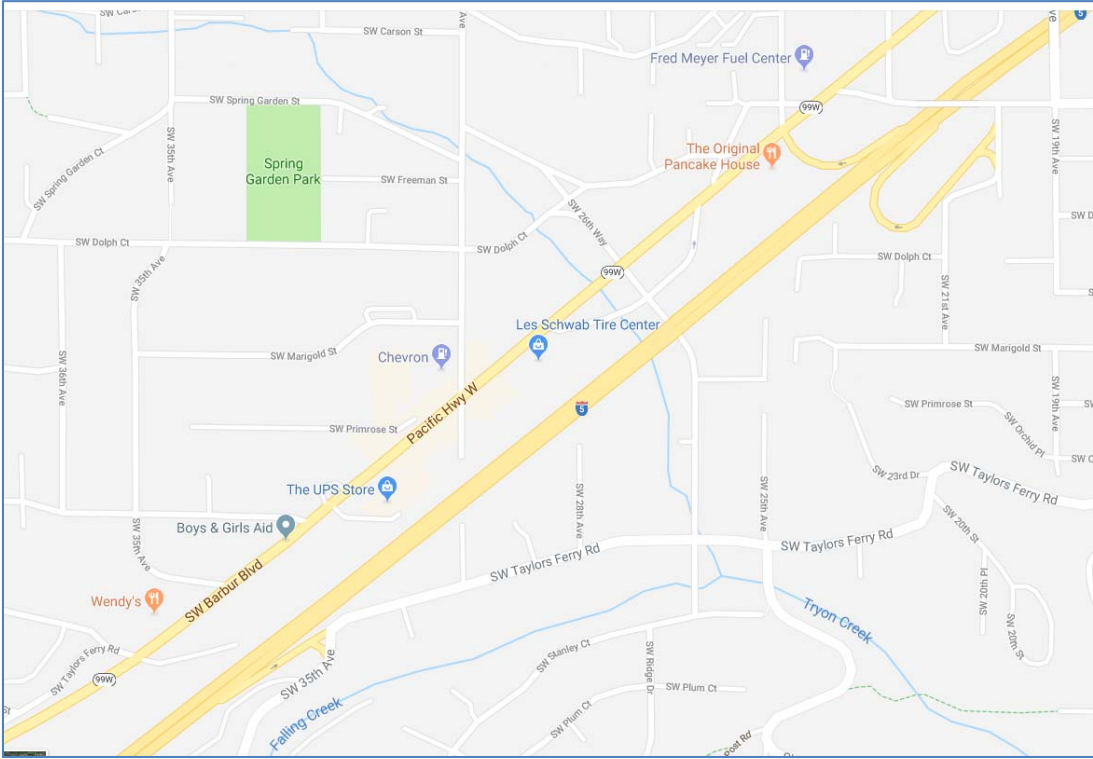


Key 14409

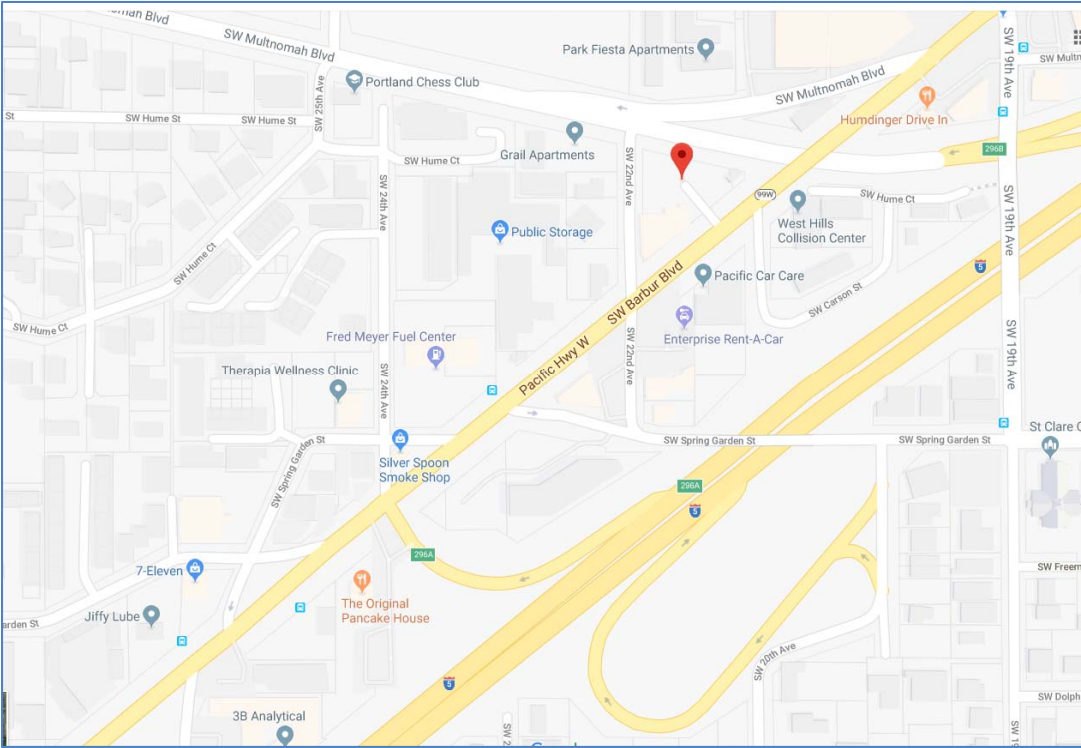
Marine Drive Path NE 112th Ave - NE 185 Ave (Portland)



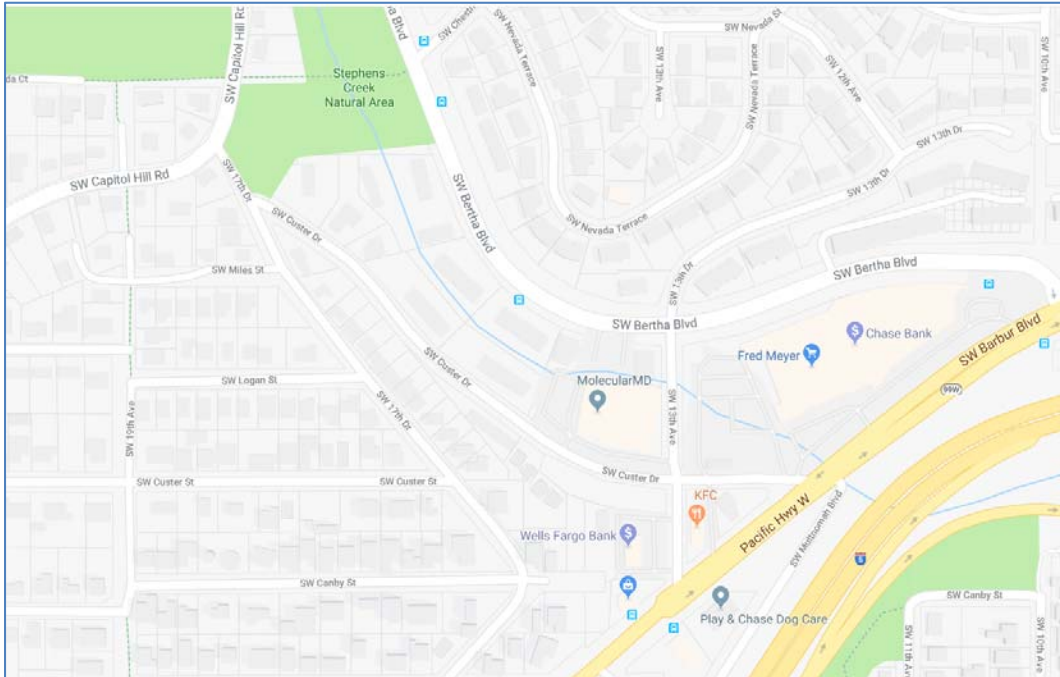
Key New – TBD
OR99W/Barbur Blvd Area: Sidewalk Infill Projects
Location 1: SW 26th Ave: I-5 to Taylors Ferry



Location #2: SW 24th/25th: Multnomah to Spring Garden



Location #3:
SW Custer: Capitol Hill to 13th Ave



Location #4
SW 40th & Huber: RFB

