

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR) RESOLUTION NO. 18-4943
AMENDING EXISTING PROJECTS TO THE)
2018-21 METROPOLITAN TRANSPORTATION) Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING) Martha Bennett in concurrence with
FOURTEEN PROJECTS IMPACTING METRO,) Council President Tom Hughes
ODOT, PORTLAND, AND TRIMET (NV19-04-)
NOV)

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 requires an update out to 2030 to the regional 2010 Transportation Systems Management and Operations (TSMO) Strategies Plan which will provide provides money-saving, multimodal solutions that relieve congestion, optimize infrastructure investments, promote travel options plus reduce greenhouse gas emissions, and is now moving forward to complete the updated strategies; and

WHEREAS, changes in how annual Metro planning funds are programmed in the MTIP and STIP in support of the UPWP and other planning efforts resulted in an inadvertent duplicate FY 2018 Surface Transportation Program (STP) planning project added to the MTIP which is now being removed to eliminate the duplication; and

WHEREAS, ODOT has secured funding for the “Package C/Phase 3” construction phase to the I-205 Stafford Rd to OR99E project which requires the cancellation of the I-84 – Farley Slide project from the Statewide Transportation Improvement Program (STIP), reallocating \$3.3 million to the I-205 improvement project, plus will add from their reserves \$838,453 resulting in a new MTIP child project to implement the Utility Relocation phase and Active Transportation Management (ATM) construction Phase 3 component for the I-205 project totaling \$6.2 million dollars which also requires a programming name, limits, and description update to the parent and new child project in the MTIP and STIP; and

WHEREAS, ODOT’s OR217/OR224 Bridge Rail Retrofit and their Region 1 – Bridge Screening and Rail Retrofit possess overlapping scope improvement and location/limit areas that they are being combined to enable a single construction phase to be established that will deliver both projects together more efficiently and economically; and

WHEREAS, the approval of HB2017 provides TriMet state funds in support of their Community Job Connector Shuttles program allowing TriMet to now de-program three-years of FTA sourced federally funded Section 5307 placeholder projects in the MTIP and return the 5307 funds back to their parent Preventative Maintenance projects, and then move forward with state funded Job Connector Shuttle projects when they are ready to be implemented; and

WHEREAS, the scope refinement of the Regional ITS Communications Infrastructure project resulted in a significant scope and lead agency change enabling the project to now be implemented by the city of Portland with an approved scope of work focused on SW Barbur Blvd that will provide preliminary, advanced and final design for the installation of two CCTV cameras, moving one CCTV camera to a different location, and installing 288 count fiber optic cable along Barbur Boulevard; and

WHEREAS, all amended projects were evaluated against seven 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 October 2018 Formal MTIP Amendment; and

WHEREAS, all projects included in the November 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 November 2, 2018 and approved the amendment recommendation to JPACT; now therefore

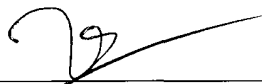
BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on November 15, 2018 to formally amend the 2018-21 MTIP to include the November 2018 (FFY 2019) Formal Amendment bundle consisting of twelve projects.

ADOPTED by the Metro Council this 14th day of December 2018.



Tom Hughes, Council President

Approved as to Form:



Nathan A.S. Sykes, Acting Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program
 Exhibit A to Resolution 18-4943



Proposed November 2018 Formal Amendment Bundle Amendment Type: FORMAL, NV19-04-NOV Total Number of Projects: 14			
ODOT Key	Lead Agency	Project Name	Required Changes
Project #1 19289	Metro	Transportation System Management & Operations (TSMO) Program 2018	SPLIT PROJECT: This Project Grouping bucket contains approved TSMO/ITS projects from Metro's RFFA allocations which are conceptual and require scoping, costing, and delivery development. Once fully budgeted and scoped, the approved project is split off from the TSMO bucket and programmed as a stand-alone project. Through this formal amendment, the new 2020 TSMO Strategy planning effort is being split off from Key 19289 as a stand-alone project in the MTIP and STIP.
Project #2 Key # TBD NEW	Metro	2020 TSMO Strategy Planning Update	ADD NEW SPLIT PROJECT: This formal amendment splits the scoped and budgeted approved 2020 TSMO Strategy Update off from the existing TSMO Project Grouping in Key 19289 to be a stand-alone project in the MTIP. The TSMO Strategy Update will support the development of required TSMO/ITS strategies, financial needs, and priorities to prioritize and implement future TSMO/ITS projects in the region.
Project #3 19283	Metro	Regional MPO Planning (2018)	CANCELED PROJECT: Project is a duplicate to Key 21271. Key 21271 became the official approved project for all Metro SFY 2019 planning funds (STP, PL, and 5303). Key 19283 was not deleted from the MTIP when 21271 was added to the MTIP. This a correction to MTIP. The project has been deleted from the STIP.

<p>Project #4 19786</p>	<p>ODOT</p>	<p>I-205: Stafford Rd to OR99E I-205: I-5 to OR213, Phase 1</p>	<p>SPLIT PROJECT : The original proposed programming change to Key 19786 included adding a Utility Relocation (UR) phase and the Construction phase in support of Package C, the Active Transportation Management (ATM) in FY 2019 resulting in a \$6.2 million addition to the project. Subsequent to the amendment request, a project review meeting occurred with FHWA. FHWA determined the programming changes would jeopardize the Right-of-Way phase certification. The amendment request has changed to include a separate project to reflect the UR and ATM construction phase. Key 19786 is being updated to reflect the revised limits for the three construction phases.</p>
<p>Project #5 NEW 21400</p>	<p>ODOT</p>	<p>I-205: I-5 to OR213, Phase 3</p>	<p>ADD NEW SPLIT PROJECT: The construction phase for the I-205: Stafford to OR99E is projected to occur through three different phases. In the Cost of Complete Report, the construction phases are referred to as Packages A, B, and C. Packages A & B involve the planned improvements to the Abernethy Bridge and third lane widening on I-205. Package C includes planned Active Transportation Management improvements. As a result of a directive from FHWA, ODOT will create three separate child construction phase projects. At this time, Package C which contains the ATM construction phase scope of work is being split-off of Key 19786 and established in Key 21400 as a stand-alone project through this formal amendment.</p>
<p>Project #6 19918</p>	<p>ODOT</p>	<p>OR217/OR224: Bridge Rail Retrofit Region 1: Bridge Screening and Rail Retrofit</p>	<p>COMBINED/SCOPE: Key 21019 (also this amendment bundle) and Key 19918 share overlapping locations and scope of work activities. As a result, Key 21019 is being combined into Key 19918 allowing better fund leveraging and to produce a single construction contract. Additional bridges are added to the scope of work as well resulting in both a combined project with a scope change.</p>

Project #7 21019	ODOT	Region 1: Bridge Screening Project	COMBINED PROJECT: The construction phase funding is combined into Key 19918 as described above in Key 19918.
Project #8 20824	TriMet	Community Job Connectors (2019)	COMBINED/CANCELED PROJECT: The approval of HB2017 provides state funds for the implementation of TriMet's future Community Job Connector Shuttles. As a result, their original plan of using federal FTA 5307 funds is no longer required. The federal funds and match are being combined back into their original Preventative Maintenance source where they were split off to support the Community Job Connector projects. Rather than establish placeholder annual projects, future Community Job Connector projects will be added to the MTIP and STIP when the funding is confirmed secured and the project is ready to be implemented.
Project #9 20821	TriMet	TriMet Bus and Rail Preventive Maintenance (2019)	COMBINED PROJECT: \$887,400 in federal FTA Section 5307 and applicable required local matching funds are transferred from Key 20824 and added to this project in support of TriMet annual preventative maintenance needs.
Project #10 20825	TriMet	Community Job Connectors (2020)	COMBINED/CANCELED PROJECT: The federal FTA Section 5307 funds committed to this project as with the FY 2019 Community Job Connector project is being de-programmed and transferred back top its parent project in Key 20822. Approved HB2017 funds will now be used to support the Community Job Connector projects. Rather than use a placeholder, the projects will be programmed in the MTIP and STIP once funding is secured and the project is ready to be implemented
Project #11 20822	TriMet	TriMet Bus and Rail Preventive Maintenance (2020)	COMBINED PROJECT: \$1,160,148 in federal FTA Section 5307 and applicable required local matching funds are transferred from Key 20825 and added to this project in support of TriMet annual preventative maintenance needs.

<p>Project #12 20826</p>	<p>TriMet</p>	<p>Community Job Connectors (2021)</p>	<p>COMBINED/CANCELED PROJECT: The federal FTA Section 5307 funds committed to this project as with the FY 2020 Community Job Connector project is being de-programmed and transferred back top its parent project in Key 20823. Approved HB2017 funds will now be used to support the Community Job Connector projects. Rather than use a placeholder, the projects will be programmed in the MTIP and STIP once funding is secured and the project is ready to be implemented.</p>
<p>Project #13 20823</p>	<p>TriMet</p>	<p>TriMet Bus and Rail Preventive Maintenance (2021)</p>	<p>COMBINED PROJECT: \$1,438,351 in federal FTA Section 5307 and applicable required local matching funds are transferred from Key 20826 and added to this project in support of TriMet annual preventative maintenance needs.</p>
<p>Project #14 18316</p>	<p>ODOT Portland</p>	<p>Regional ITS Communications Infrastructure- (ODOT) SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy</p>	<p>LEAD & SCOPE CHANGE: Refinement of the project scope has been completed with Portland now being the lead agency. The updated scope and lead agency changes are now shown in the project through this amendment.</p>

Exhibit A to Resolution 18-4943

**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
19289	70671	Metro	Transportation System Management & Operations (TSMO) Program 2018					Other	\$ 896,452
Project Description:			Key 19289 is a project grouping bucket (PGB) for TSMO approved projects. The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods. The PGB contains approved conceptual projects which are then scoped and costs determined. They are then split off as individual projects in the MTIP when ready to be implemented.						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TSMO/ITS)	Total
STP>200K	Z230	Federal	2019					\$ 804,386	\$ 804,386
Local	Match	Local	2019					\$ 92,066	\$ 92,066
									\$ -
Total:			\$ -	\$ -	\$ -	\$ -	\$ 896,452	\$ 896,452	
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. STP>200K = Federal Surface Transportation Program funds allocated to Metro and must be applied in urban areas with a population greater than 200,000.</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><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
19289	70671	Metro	Transportation System Management & Operations (TSMO) Program					Other	\$ 593,623
Project Description:			Key 19289 is a project grouping bucket (PGB) for TSMO approved projects. The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods. The PGB contains approved conceptual projects which are then scoped and costs determined. They are then split off as individual projects in the MTIP when ready to be implemented.						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TSMO/ITS)	Total
STP>200K	Z230	Federal	2019					\$ 532,658	\$ 532,658
Local	Match	Local	2019					\$ 60,965	\$ 60,965
									\$ -
Total:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 593,623	\$ 593,623
Notes:	<p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions/changes 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. STP>200K = Federal Surface Transportation Program funds allocated to Metro and must be applied in urban areas with a population greater than 200,000.</p> <p>4. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.</p>								

Amendment Summary

Through this formal amendment, \$271,728 of STP + \$31,100 of local matching funds are split off from the TSMO/ITS Project Grouping Bucket in Key 19289 and are committed to the new and approved 2020 TSMO Strategy Planning Project (see next project). Key 19289 is reduced accordingly as a result.

Exhibit A to Resolution 18-4943

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



PROJECT #2 EXISTING MTIP PROGRAMMING: None - NEW MTIP PROJECT

PROJECT #2 PROPOSED AMENDED CHANGES - NEW PROJECT

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
TBD	TBD	Metro	2020 TSMO Strategy Planning Update	Planning	\$ 302,828

Project Description: The TSMO Strategy Update will position the region for increasing levels of coordination to manage the transportation system in an increasingly technology-enabled operations environment and support improved operations out to the year 2030

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	Z230	Federal	2019	\$ 271,728					\$ 271,728
Local	Match	Local	2019	\$ 31,100					\$ 31,100
									\$ -
									\$ -
Total:				\$ 302,828	\$ -	\$ -	\$ -	\$ -	\$ 302,828

- 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. STP>200K = Federal Surface Transportation Program funds allocated to Metro and must be applied in urban areas with a population greater than 200,000.
 4. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.

Amendment Summary

This formal amendment splits the scoped and budgeted approved 2020 TSMO Strategy Update off from the existing TSMO Project Grouping in Key 19289 to be a stand-alone project in the MTIP. The TSMO Strategy Update will support the development of required TSMO/ITS strategies, financial needs, and priorities to prioritize and implement future TSMO/ITS projects in the region.

Exhibit A to Resolution 18-4943

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
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PROJECT #3 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19283	70669	Metro	Regional MPO Planning (2018)					Planning	\$ 1,386,962
Project Description:		The MPO Planning program contributes to a broad range of activities within Metro that are linked to regional policy making and local planning support							
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-U	Z230	Federal	2018	\$ 1,244,481					\$ 1,244,481
Local	Match	Local	2018	\$ 142,481					\$ 142,481
Total:				\$ 1,386,962	\$ -	\$ -	\$ -	\$ -	\$ 1,386,962

PROJECT #3 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19283	70669	Metro	Regional MPO Planning (2018)					Planning	\$ -
Project Description:		The MPO Planning program contributes to a broad range of activities within Metro that are linked to regional policy making and local planning support							
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-U	Z230	Federal	2018	\$ -					\$ -
Local	Match	Local	2018	\$ -					\$ -
Total:				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

- 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. STP-U = Federal allocated Surface Transportation Program funding to the MPO from the overall state STP/STBG allocation
 4. Local = General local agency funds committed by the lead agency normally in support of the required match to the federal funds.

Amendment Summary

Key 19283 was a pre-position placeholder project. When ODOT-Salem identified that all SFY 2019 Metro planning funds will be now programmed in Key 21271, Key 19283 became a STP duplicate project in the MTIP. Key 19283 is being removed as a required correction.

Exhibit A to Resolution 18-4943

**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
19786	70859	ODOT	I-205: Stafford Rd - OR99E					Highway	\$ 47,500,000
Project Description:		Complete pre-NEPA project development planning activities to add a 3rd through-lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades.							
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHFP	Z460	Federal	2016	\$ 11,527,500					\$ 11,527,500
State	Match	State	2016	\$ 972,500					\$ 972,500
Other	Local	Local	2016	\$ 2,500,000					\$ 2,500,000
HB2001	B4A0	State	2018		\$ 12,900,000				\$ 12,900,000
ADVCON	ACPO	Federal	2018		\$ 15,769,620				\$ 15,769,620
State	Match	State	2018		\$ 1,330,380				\$ 1,330,380
HB2001	B4A0	State	2019			\$ 2,500,000			\$ 2,500,000
									\$ -
Total:				\$ 15,000,000	\$ 30,000,000	\$ 2,500,000	\$ -	\$ -	\$ 47,500,000
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. NHFP = Federal National Highway Freight Program funds. State allocation to ODOT in support of goods movement improvement areas.</p> <p>4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.</p> <p>5. HB2001 = State funds originating from the Oregon HB2001 legislation . Directs improvements and funding for state, county and city transportation systems. The bill includes many other related transportation measures; authorizes issuance of Highway User Tax Bonds</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>Amendment Summary 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 to OR99E I-205: I-5 to OR213, Phase 1	Highway	\$ 47,500,000
Project Description:			Complete pre-NEPA project development planning activities to add a 3rd through lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades. Complete the preliminary engineering and right of way activities to add a third lane in each direction between Stafford Road and OR99E, add a NB auxiliary lane between OR99E and OR213, and install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently.		

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHFP	Z460	Federal	2016	\$ 11,527,500					\$ 11,527,500
State	Match	State	2016	\$ 972,500					\$ 972,500
Other	Local	Local	2016	\$ 2,500,000					\$ 2,500,000
HB2001	B4A0	State	2018		\$ 12,900,000				\$ 12,900,000
ADVCON	ACPO	Federal	2018		\$ 15,769,620				\$ 15,769,620
State	Match	State	2018		\$ 1,330,380				\$ 1,330,380
HB2001	B4A0	State	2019			\$ 2,500,000			\$ 2,500,000
Total:				\$ 15,000,000	\$ 30,000,000	\$ 2,500,000	\$ -	\$ -	\$ 47,500,000

- Notes:
- Red Font** = Funding reductions made to the project phase. **Blue font** = Additions/changes 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".
 - NHFP = Federal National Highway Freight Program funds. State allocation to ODOT in support of goods movement improvement areas.
 - State = General state funds committed by ODOT normally in support of the required match to the federal funds.
 - HB2001 = State funds originating from the Oregon HB2001 legislation . Directs improvements and funding for state, county and city transportation systems. The bill includes many other related transportation measures; authorizes issuance of Highway User Tax Bonds
 - Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".
 - ADVCON = A federal fund code placeholder termed "Advance Construction". Use when Obligation Authority limitations or federal fund programming liquidity exists. Requires ODOT to use State funds to initially cover the phase's costs until the federal fund is known.

Amendment Summary

Key 21400 (next project) is created and splits the UR and Construction phase for the Active Transportation Management (ATM) Construction phase from Key 19786 as a new separate project. The project name, description, and limits are updated to reflect the planned improvements through the three construction phases.

Exhibit A to Resolution 18-4943

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



PROJECT #5 EXISTING MTIP PROGRAMMING: None - NEW MTIP PROJECT

PROJECT #5 PROPOSED AMENDED CHANGES - NEW PROJECT

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
21400	TBD	ODOT	I-205: I-5 - OR213, Phase 3	Highways	\$ 6,200,000

Project Description: Install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently. These signs can display traffic flow information, roadway conditions, and advisory speed limits. The design of this project is funded under STIP key 19786.

MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
ADVCON	ACPO	Federal	2019				\$ 1,475,520		\$ 1,475,520
State	Match	State	2019				\$ 124,480		\$ 124,480
ADVCON	ACPO	Federal	2019					\$ 4,242,120	\$ 4,242,120
State	Match	State	2019					\$ 357,880	\$ 357,880
									\$ -
									\$ -
Total:				\$ -	\$ -	\$ -	\$ 1,600,000	\$ 4,600,000	\$ 6,200,000

- 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. ADVCON = A federal fund code placeholder termed "Advance Construction". Use when Obligation Authority limitations or federal fund programming liquidity exists. Requires ODOT to use State funds to initially cover the phase's costs until the federal fund is known.
 4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.

Amendment Summary

Per a formal comment received from FHWA, ODOT has been directed to change the original programming change and now split the planned phased construction packages into separate "child" projects for implementation accountability, management, timing, and to ensure the Right-of Way phase certification is not jeopardized by embedding the ATM construction phase into Key 19786. Key 21400 now represents the construction with UR for the ATM component to the project.

Exhibit A to Resolution 18-4943

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
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PROJECT #6 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19918	70867	ODOT	OR217/OR224: Bridge Rail Retrofit					Bridge	\$ 1,952,001
Project Description:		Bridge rail retrofit bridges 16134, 16143, 09623							
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	2017		\$ 291,623				\$ 291,623
State	Match	State	2017		\$ 33,378				\$ 33,378
State STP-FLX	M240	Federal	2018					\$ 1,459,907	\$ 1,459,907
State	Match	State	2018					\$ 167,093	\$ 167,093
									\$ -
									\$ -
									\$ -
Total:				\$ -	\$ 325,001	\$ -	\$ -	\$ 1,627,000	\$ 1,952,001
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 STP-FLX = Federal allocated Surface Transportation Program funding which ODOT manages/ 4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.								
Amendment Summary Proposed changes are stated on the next page									

PROJECT #6 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
19918	70867	ODOT	OR217/OR224: Bridge Rail Retrofit Region 1: Bridge Screening and Rail Retrofit	Bridge	\$ 4,842,802
Project Description:			Bridge rail retrofit bridges 16134, 16143, 09623 Bridge rail retrofit bridge #08996, 09007, 13523, 09569 and 09623. Protective screening on bridge #05054, 06767A, 08194, 08996, 09007, 13523, 09569, 09623, 13492, 02163A, 09000, 13514L and 09722.		

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	2017		\$ 291,622				\$ 291,622
State	Match	State	2017		\$ 33,378				\$ 33,378
TFIA	M040	Federal	2017		\$ 166,008				\$ 166,008
ADVCON	ACPO	Federal	2020					\$ 3,904,865	\$ 3,904,865
State	Match	State	2020					\$ 446,929	\$ 446,929
									\$ -
Total:					\$ -	\$ 491,008	\$ -	\$ 4,351,794	\$ 4,842,802

- 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 from the FAST Act for various highway improvement needs.
 - TIFIA = Federal 2015 Redistribution funds from FHWA allocated back to the states representing left-over un-obligated federal funds from other states.
 - ADVCON = A federal fund code placeholder termed "Advance Construction". Use when Obligation Authority limitations or federal fund programming liquidity exists. Requires ODOT to use State funds to initially cover the phase's costs until the federal fund is known.
 - State = General state funds committed by ODOT normally in support of the required match to the federal funds.

Amendment Summary

Key 21019 (also this amendment bundle) and Key 19918 share overlapping locations and scope of work activities. As a result, Key 21019 is being combined into Key 19918 as shown above allowing better fund leveraging and to produce a single construction contract. Additional bridges are added to the scope of work as well resulting in both a combined project with a scope change

Exhibit A to Resolution 18-4943

**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
21019	71023	ODOT	Region 1: Bridge Screening Project					Bridge	\$ 2,890,802
Project Description:		At various locations in the Metro region, installation of bridge protective screening and bridge rail repair/replacement							
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
TIFIA	M040	Federal	2017		\$ 148,959				\$ 148,959
State	Match	State	2017		\$ 17,049				\$ 17,049
ADVCON	ACPO	Federal	2019					\$ 2,444,958	\$ 2,444,958
State	Match	State	2019					\$ 279,836	\$ 279,836
									\$ -
Total:				\$ -	\$ 166,008	\$ -	\$ -	\$ 2,724,794	\$ 2,890,802
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 STP-FLX = Federal allocated Surface Transportation Program funding which ODOT manages/ 4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.								
<u>Amendment Summary</u> 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
21019	71023	ODOT	Region 1: Bridge Screening Project					Bridge	\$ 166,008
Project Description:		At various locations in the Metro region, installation of bridge protective screening and bridge rail repair/replacement							
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
TIFIA	M040	Federal	2017		\$ 148,959				\$ 148,959
State	Match	State	2017		\$ 17,049				\$ 17,049
									\$ -
									\$ -
									\$ -
									\$ -
Total:				\$ -	\$ 166,008	\$ -	\$ -	\$ -	\$ 166,008
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>4. TIFIA = Federal 2015 Redistribution funds from FHWA allocated back to the states representing left-over un-obligated federal funds from other states.</p> <p>5. ADVCON = A federal fund code placeholder termed "Advance Construction". Use when Obligation Authority limitations or federal fund programming liquidity exists. Requires ODOT to use State funds to initially cover the phase's costs until the federal fund is known.</p> <p>6. State = General state funds committed by ODOT normally in support of the required match to the federal funds.</p>								
<p>Amendment Summary</p> <p>The Construction phase funding in Key 21019 is being combined into Key 19918 as both projects have overlapping locations and scope of work activities. By combining funding and scope of work into Key 19918, a single construction phase can occur which enables improved fund leveraging capabilities for both projects.</p>									

Exhibit A to Resolution 18-4943

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										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20824	70911	TriMet	Community Job Connectors (2019)					Transit	\$ 1,774,800	
Project Description:			To improve access to jobs and job-related activities for the low-income workforce and to transport residents in urbanized and non-urbanized areas to suburban employment opportunities.							
Existing MTIP Project Fund Programming by Phase										
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total	
5307	FF90	Federal	2019					\$ 887,400	\$ 887,400	
Local	Match	Local	2019					\$ 887,400	\$ 887,400	
Total:				\$ -	\$ -	\$ -	\$ -	\$ 1,774,800	\$ 1,774,800	

PROJECT #8 PROPOSED AMENDED CHANGES										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20824	70911	TriMet	Community Job Connectors (2019)					Transit	\$ -	
Project Description:			To improve access to jobs and job-related activities for the low-income workforce and to transport residents in urbanized and non-urbanized areas to suburban employment opportunities.							
Amended MTIP Fund Programming by Phase										
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total	
5307	FF90	Federal	2019					\$ -	\$ -	
Local	Match	Local	2019					\$ -	\$ -	
Total:				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

- Notes:
1. **Red Font** = Funding reductions made to the project phase. Blue font = Additions/changes made to the project as part of the amendment.
 2. 5307 = FTA Section 5307 funds allocated by FTA directly to TriMet for Transit program needs
 3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.

Amendment Summary

TriMet initially planned on funding the Community Job Connector Shuttle projects with FTA Section 5307 and were added as annual placeholder projects in the MTIP. The approval of HB2017 enables the projects to be funded with State HB2017 funding now. As a result, the federal 5307 is being de-programmed and transferred back to it's original TriMet project, Preventative Maintenance, in Key 20821. The Community Job Connector projects will be added later as they are prepared for service implementation

Exhibit A to Resolution 18-4943

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		
20821	70908	TriMet	TriMet Bus and Rail Preventive Maintenance (2019)					Transit	\$ 48,376,958		
Project Description:			Capital Maintenance For Bus And Rail Region								
Existing MTIP Project Fund Programming by Phase											
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total		
5307	FF90	Federal	2019					\$ 38,701,566	\$ 38,701,566		
Local	Match	Local	2019					\$ 9,675,392	\$ 9,675,392		
Total:			\$ -	\$ -	\$ -	\$ -	\$ 48,376,958	\$ 48,376,958			

PROJECT #9 PROPOSED AMENDED CHANGES											
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost		
20821	70908	TriMet	TriMet Bus and Rail Preventive Maintenance (2019)					Transit	\$ 49,486,207		
Project Description:			Capital Maintenance For Bus And Rail Region								
Amended MTIP Fund Programming by Phase											
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total		
5307	FF90	Federal	2019					\$ 39,588,966	\$ 39,588,966		
Local	Match	Local	2019					\$ 9,897,241	\$ 9,897,241		
Total:			\$ -	\$ -	\$ -	\$ -	\$ 49,486,207	\$ 49,486,207			
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions/changes made to the project as part of the amendment. 2. 5307 = FTA Section 5307 funds allocated by FTA directly to TriMet for Transit program needs 3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.										

Amendment Summary

\$887,400 in federal FTA Section 5307 and applicable required local matching funds are transferred from Key 20821 and added to this project in support of TriMet annual preventative maintenance needs

Exhibit A to Resolution 18-4943

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									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20825	70912	TriMet	Community Job Connectors (2020)					Transit	\$ 2,320,296
Project Description:			To improve access to jobs and job-related activities for the low-income workforce and to transport residents in urbanized and non-urbanized areas to suburban employment opportunities.						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	other (Transit)	Total
5307	FF90	Federal	2020					\$ 1,160,148	\$ 1,160,148
Local	Match	Local	2020					\$ 1,160,148	\$ 1,160,148
Total:			\$ -	\$ -	\$ -	\$ -	\$ 2,320,296	\$ 2,320,296	

PROJECT #10 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20825	70912	TriMet	Community Job Connectors (2020)					Transit	\$ -
Project Description:			To improve access to jobs and job-related activities for the low-income workforce and to transport residents in urbanized and non-urbanized areas to suburban employment opportunities.						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
5307	FF90	Federal	2020					\$ -	\$ -
Local	Match	Local	2020					\$ -	\$ -
Total:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

- Notes:
1. **Red Font** = Funding reductions made to the project phase. **Blue font** = Additions/changes made to the project as part of the amendment.
 2. 5307 = FTA Section 5307 funds allocated by FTA directly to TriMet for Transit program needs
 3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.

Amendment Summary

TriMet initially planned on funding the Community Job Connector Shuttle projects with FTA Section 5307 and were added as a annual placeholder project in the MTIP. The approval of HB2017 enables the projects to be funded with State HB2017 funding now. As a result, the federal 5307 is being de-programmed and transferred back to it's original TriMet Project, Preventative Maintenance, in Key 20822 for 2020. The Community Job Connector projects will be added later as they are prepared for service implementation

Exhibit A to Resolution 18-4943

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 #11 EXISTING MTIP PROGRAMMING											
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost		
20822	70909	TriMet	TriMet Bus and Rail Preventive Maintenance (2020)					Transit	\$ 49,025,747		
Project Description:			Capital Maintenance For Bus And Rail Region								
Existing MTIP Project Fund Programming by Phase											
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total		
5307	FF90	Federal	2020					\$ 39,220,597	\$ 39,220,597		
Local	Match	Local	2020					\$ 9,805,150	\$ 9,805,150		
Total:			\$ -	\$ -	\$ -	\$ -	\$ 49,025,747	\$ 49,025,747			

PROJECT #11 PROPOSED AMENDED CHANGES											
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost		
20822	70909	TriMet	TriMet Bus and Rail Preventive Maintenance (2020)					Transit	\$ 50,475,931		
Project Description:			Capital Maintenance For Bus And Rail Region								
Amended MTIP Fund Programming by Phase											
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total		
5307	FF90	Federal	2020					\$ 40,380,745	\$ 40,380,745		
Local	Match	Local	2020					\$ 10,095,186	\$ 10,095,186		
Total:			\$ -	\$ -	\$ -	\$ -	\$ 50,475,931	\$ 50,475,931			
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions/changes made to the project as part of the amendment. 2. 5307 = FTA Section 5307 funds allocated by FTA directly to TriMet for Transit program needs 3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.										

Amendment Summary

\$1,160,148 in federal FTA Section 5307 and applicable required local matching funds are transferred from Key 20825 and added to this project in support of TriMet annual preventative maintenance needs

Exhibit A to Resolution 18-4943

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 #12 EXISTING MTIP PROGRAMMING											
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost		
20826	70913	TriMet	Community Job Connectors (2021)					Transit	\$ 2,876,702		
Project Description:			To improve access to jobs and job-related activities for the low-income workforce and to transport residents in urbanized and non-urbanized areas to suburban employment opportunities.								
Existing MTIP Project Fund Programming by Phase											
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	other (Transit)	Total		
5307	FF90	Federal	2021					\$ 1,438,351	\$ 1,438,351		
Local	Match	Local	2021					\$ 1,438,351	\$ 1,438,351		
Total:			\$ -	\$ -	\$ -	\$ -	\$ 2,876,702	\$ 2,876,702			

PROJECT #12 PROPOSED AMENDED CHANGES											
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost		
20826	70913	TriMet	Community Job Connectors (2021)					Transit	\$ -		
Project Description:			To improve access to jobs and job-related activities for the low-income workforce and to transport residents in urbanized and non-urbanized areas to suburban employment opportunities.								
Amended MTIP Fund Programming by Phase											
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total		
5307	FF90	Federal	2021					\$ -	\$ -		
Local	Match	Local	2021					\$ -	\$ -		
Total:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

- Notes:
1. **Red Font** = Funding reductions made to the project phase. **Blue font** = Additions/changes made to the project as part of the amendment.
 2. 5307 = FTA Section 5307 funds allocated by FTA directly to TriMet for Transit program needs
 3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.

Amendment Summary

TriMet initially planned on funding the Community Job Connector Shuttle projects with FTA Section 5307 and were added as a annual placeholder project in the MTIP. The approval of HB2017 enables the projects to be funded with State HB2017 funding now. As a result, the federal 5307 is being de-programmed and transferred back to it's original TriMet Project, Preventative Maintenance, in Key 20823 for 2021. The Community Job Connector projects will be added later as they are prepared for service implementation

Exhibit A to Resolution 18-4943

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 #13 EXISTING MTIP PROGRAMMING											
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost		
20823	70910	TriMet	TriMet Bus and Rail Preventive Maintenance (2021)					Transit	\$ 49,687,511		
Project Description:			Capital Maintenance For Bus And Rail Region								
Existing MTIP Project Fund Programming by Phase											
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total		
5307	FF90	Federal	2021					\$ 39,750,009	\$ 39,750,009		
Local	Match	Local	2021					\$ 9,937,502	\$ 9,937,502		
Total:			\$ -	\$ -	\$ -	\$ -	\$ 49,687,511	\$ 49,687,511			

PROJECT #13 PROPOSED AMENDED CHANGES											
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost		
20823	70910	TriMet	TriMet Bus and Rail Preventive Maintenance (2021)					Transit	\$ 51,485,450		
Project Description:			Capital Maintenance For Bus And Rail Region								
Amended MTIP Fund Programming by Phase											
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total		
5307	FF90	Federal	2021					\$ 41,188,360	\$ 41,188,360		
Local	Match	Local	2021					\$ 10,297,090	\$ 10,297,090		
Total:			\$ -	\$ -	\$ -	\$ -	\$ 51,485,450	\$ 51,485,450			
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions/changes made to the project as part of the amendment. 2. 5307 = FTA Section 5307 funds allocated by FTA directly to TriMet for Transit program needs 3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.										

Amendment Summary

\$1,438,351 in federal FTA Section 5307 and applicable required local matching funds are transferred from Key 20826 and added to this project in support of TriMet annual preventative maintenance needs

Exhibit A to Resolution 18-4943

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 #14 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
18316	70653	ODOT	Regional ITS Communications Infrastructure (ODOT)				Systems Management and Operations	\$ 590,661	
Project Description:			Complete gaps and deficiencies identified in the region ITS communications Plan						
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	2019				\$ 530,000		\$ 530,000
Local	Match	Local	2019				\$ 60,661		\$ 60,661
Total:				\$ -	\$ -	\$ -	\$ 590,661	\$ -	\$ 590,661
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions/changes made to the project as part of the amendment. 2. STP>200K = Federal Surface Transportation Program funds allocated to Metro and must be applied in urban areas with a population 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.								
<p><u>Amendment Summary</u> Lead agency and scope changes to the project are stated on the next page</p>									

PROJECT #14 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
18316	70653	ODOT	Regional ITS Communications Infrastructure (ODOT) SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy	Systems Management and Operations	\$ 590,661

Project Description: Provide preliminary, advanced and final PS&E for the Installation of two (2) CCTV cameras, moving one (1) CCTV camera to a different location, and Installing 288 count Fiber Optic cable along Barbur Boulevard from SW Caruthers at 4th Ave to just south of SW Barbur Boulevard at Capitol Highway.

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	2019		\$ 80,757				\$ 80,757
Local	Match	Local	2019		\$ 9,243				\$ 9,243
STP>200K	Z230	Federal	2020				\$ 449,242		\$ 449,242
Local	Match	Local	2020				\$ 51,419		\$ 51,419
Total:				\$ -	\$ 90,000	\$ -	\$ 500,661	\$ -	\$ 590,661

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions/changes made to the project as part of the amendment.
 2. STP>200K = Federal Surface Transportation Program funds allocated to Metro and must be applied in urban areas with a population 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

The project lead is changed to Portland and the scope is refined and now ready for implementation. This project will provide preliminary, advanced and final PS&E for the Installation of two (2) CCTV cameras, moving one (1) CCTV camera to a different location, and Installing 288 count Fiber Optic cable along Barbur Boulevard from SW Caruthers at 4th Ave to just south of SW Barbur Boulevard at Capitol Highway. Net change in total cost to the project is \$0.

Memo

Date: Monday, November 21, 2018
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: November 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4943

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING FOURTEEN PROJECTS IMPACTING METRO, ODOT, PORTLAND, AND TRIMET (NV19-04-NOV)

BACKGROUND

What this is:

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

Proposed November 2018 Formal Amendment Bundle Amendment Type: FORMAL, NV19-04-NOV Total Number of Projects: 14			
ODOT Key	Lead Agency	Project Name	Required Changes
Project #1 19289	Metro	Transportation System Management & Operations (TSMO) Program 2018	SPLIT PROJECT: This Project Grouping bucket contains approved TSMO/ITS projects from Metro's RFFA allocations which are conceptual and require scoping, costing, and delivery development. Once fully budgeted and scoped, the approved project is split off from the TSMO bucket and programmed as a stand-alone project. Through this formal amendment, the new 2020 TSMO Strategy planning effort is being split off from Key 19289 as a stand-alone project in the MTIP and STIP.
Project #2 Key # TBD NEW	Metro	2020 TSMO Strategy Planning Update	ADD NEW SPLIT PROJECT: This formal amendment splits the scoped and budgeted approved 2020 TSMO Strategy Update off from the existing TSMO Project Grouping in Key 19289 to be a stand-alone project in the MTIP. The TSMO Strategy Update will support the development of required TSMO/ITS strategies, financial needs, and priorities to prioritize and implement future TSMO/ITS projects in the region.

<p>Project #3 19283</p>	<p>Metro</p>	<p>Regional MPO Planning (2018)</p>	<p>CANCELED PROJECT: Project is a duplicate to Key 21271. Key 21271 became the official approved project for all Metro SFY 2019 planning funds (STP, PL, and 5303). Key 19283 was not deleted from the MTIP when 21271 were added to the MTIP. This is a correction to MTIP. The project has been deleted from the STIP.</p>
<p>Project #4 19786</p>	<p>ODOT</p>	<p>I-205: Stafford Rd to OR99E I-205: I-5 to OR213, Phase 1</p>	<p>SPLIT PROJECT: The original proposed programming change to Key 19786 included adding a Utility Relocation (UR) phase and the Construction phase in support of Package C, the Active Transportation Management (ATM) in FY 2019 resulting in a \$6.2 million addition to the project. Subsequent to the amendment request, a project review meeting occurred with FHWA. FHWA determined the programming changes would jeopardize the Right-of-Way phase certification. The amendment request has changed to include a separate project to reflect the UR and ATM construction phase. Key 19786 is being updated to reflect the revised limits for the three construction phases.</p>
<p>Project #5 NEW 21400</p>	<p>ODOT</p>	<p>I-205: I-5 to OR213, Phase 3</p>	<p>ADD NEW SPLIT PROJECT: The construction phase for the I-205: Stafford to OR99E is projected to occur through three different phases. In the Cost of Complete Report, the construction phases are referred to as Packages A, B, and C. Packages A & B involve the planned improvements to the Abernethy Bridge and third lane widening on I-205. Package C includes planned Active Transportation Management improvements. As a result of a directive from FHWA, ODOT will create three separate child construction phase projects. At this time, Package C which contains the ATM construction phase scope of work is being split-off of Key 19786 and established in Key 21400 as a stand-alone project through this formal amendment.</p>
<p>Project #6 19918</p>	<p>ODOT</p>	<p>OR217/OR224: Bridge Rail Retrofit Region 1: Bridge Screening and Rail Retrofit</p>	<p>COMBINED/SCOPE: Key 21019 (also this amendment bundle) and Key 19918 share overlapping locations and scope of work activities. As a result, Key 21019 is being combined into Key 19918 allowing better fund leveraging and to produce a single construction contract. Additional bridges are added to the scope of work as well resulting in both a combined project with a scope change.</p>
<p>Project #7 21019</p>	<p>ODOT</p>	<p>Region 1: Bridge Screening Project</p>	<p>COMBINED PROJECT: The construction phase funding is combined into Key 19918 as described above in Key 19918.</p>

Project #8 20824	TriMet	Community Job Connectors (2019)	COMBINED/CANCELED PROJECT: The approval of HB2017 provides state funds for the implementation of TriMet's future Community Job Connector Shuttles. As a result, their original plan of using federal FTA 5307 funds is no longer required. The federal funds and match are being combined back into their original Preventative Maintenance source where they were split off to support the Community Job Connector projects. Rather than establish placeholder annual projects, future Community Job Connector projects will be added to the MTIP and STIP when the funding is confirmed secured and the project is ready to be implemented.
Project #9 20821	TriMet	TriMet Bus and Rail Preventive Maintenance (2019)	COMBINED PROJECT: \$887,400 in federal FTA Section 5307 and applicable required local matching funds are transferred from Key 20824 and added to this project in support of TriMet annual preventative maintenance needs.
Project #10 20825	TriMet	Community Job Connectors (2020)	COMBINED/CANCELED PROJECT: The federal FTA Section 5307 funds committed to this project as with the FY 2019 Community Job Connector project is being de-programmed and transferred back to its parent project in Key 20822. Approved HB2017 funds will now be used to support the Community Job Connector projects. Rather than use a placeholder, the projects will be programmed in the MTIP and STIP once funding is secured and the project is ready to be implemented
Project #11 20822	TriMet	TriMet Bus and Rail Preventive Maintenance (2020)	COMBINED PROJECT: \$1,160,148 in federal FTA Section 5307 and applicable required local matching funds are transferred from Key 20825 and added to this project in support of TriMet annual preventative maintenance needs.
Project #12 20826	TriMet	Community Job Connectors (2021)	COMBINED/CANCELED PROJECT: The federal FTA Section 5307 funds committed to this project as with the FY 2020 Community Job Connector project is being de-programmed and transferred back to its parent project in Key 20823. Approved HB2017 funds will now be used to support the Community Job Connector projects. Rather than use a placeholder, the projects will be programmed in the MTIP and STIP once funding is secured and the project is ready to be implemented.
Project #13 20823	TriMet	TriMet Bus and Rail Preventive Maintenance (2021)	COMBINED PROJECT: \$1,438,351 in federal FTA Section 5307 and applicable required local matching funds are transferred from Key 20826 and added to this project in support of TriMet annual preventative maintenance needs.
Project #14 18316	ODOT Portland	Regional ITS Communications Infrastructure (ODOT) SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy	LEAD & SCOPE CHANGE: Refinement of the project scope has been completed with Portland now being the lead agency. The updated scope and lead agency changes are now shown in the project through this amendment.

What is the requested action?

JPACT recommends Metro Council approval of the November 2018 Formal MTIP Amendment and to approve Resolution 18-4943 enabling the fourteen identified projects to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT.

Supplemental Information and Guidance for JPACT:

Draft Resolution 18-4943 originally contained twelve projects in the November 2018 Formal MTIP Amendment bundle. Subsequent to the TPAC agenda mailing, a thirteenth project was requested to be added. The project, Key 18316 as shown below, did not initially meet adequate scope and budget approval from the Metro MTIP Manager. The project was denied to be included in the November 2018 Formal MTIP Amendment and requested to address several scoping and budget issues and then to re-submit in the next available formal MTIP amendment.

<p>Project Addition Key 18316</p>	<p>ODOT Portland</p>	<p>Regional ITS Communications Infrastructure (ODOT) SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy</p>	<p>LEAD & SCOPE CHANGE: Refinement of the project scope has been completed with Portland now being the lead agency. The updated scope and lead agency changes are now shown in the project through this amendment. This project will provide preliminary, advanced and final PS&E for the installation of two (2) CCTV cameras, moving one (1) CCTV camera to a different location, and installing 288 count Fiber Optic cable along Barbur Boulevard.</p>
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However, the ODOT Region 1 Local Agency Liaison (LAL), Justin Bernt, interceded on the behalf of the city of Portland to resolve the remaining scoping and budget issues. The LAL resolved in a day issues that had been impacting the scope and budget for an extended period. With the project issues now resolved, the Region 1 STIP Coordinator and Metro MTIP Manager agreed the project could be added upon TPAC’s approval as a supplemental addition to the November 2018 Formal Amendment bundle. As part of the modified approval motion, TPAC approved Key 18316 to be included in the November 2018 Formal Amendment bundle. Per TPAC’s approval, Key 18316 has been incorporated into draft Resolution 18-4943 and added to Exhibit A to Resolution 18-4941, included in the 30-day Public Notification Tables, added to the Staff Report for JPACT, and included in the Attachment 1, Project Location Maps for reference. In the project tables section, Key 18316 is now listed as the fourteenth project in the November 2018 Formal Amendment Bundle.

A second major approval modification to the amendment bundle was due to a programming change request impacting Key 19786 which was received through the Public Comment process. Key 19786 is ODOT’s I-205: Stafford Rd to OR99E project which contains three primary improvement areas (referred to in their construction packages) as follows:

- Construction Package A: Widen and provide requirements seismic improvements to Abernethy Bridge.
- Construction Package B: Add a new general purpose third-lane on I-205 in both northbound and southbound directions.
- Construction Package C: Provide Active Transportation Management (ATM) improvements within the project limits and utility relocation improvements.

The total project cost is estimated at about \$500 million dollars. Based on savings from another canceled project and drawing from ODOT reserves, ODOT is ready to implement and complete Package C which includes the ATM improvements and required utility relocation scope of work. Package C totals approximately \$6.2 million dollars.

ODOT submitted a formal amendment request to add the construction phase consisting of the \$6.2 million in planned ATM and utility relocation (UR) improvements to Key 19786 which included Package C (also now referred to as Phase 3) to the existing I-205 Stafford Rd to OR99W. The planned amendment is shown in the below funding table. This required updates to the name, description, and limits for Key 19786 to now reflect the project name as "I-205: I-5 to OR213".

PROJECT #9: PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
19786	70859	ODOT	I-205: Stafford Rd to OR99E I-205: I-5 to OR213				Highway	\$ 53,700,000	
Project Description:			<p>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>Complete the preliminary engineering and right of way activities to add a third lane in each direction between Stafford Road and OR99E, add a NB auxiliary lane between OR99E and OR213, and install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently. The Utility Relocation, Construction, and Other phases of this project are for the ATM work only.</p>						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHFP	2460	Federal	2016	\$ 11,527,500					\$ 11,527,500
State	Match	State	2016	\$ 972,500					\$ 972,500
Other	Local	Local	2016	\$ 2,500,000					\$ 2,500,000
HB2001	B4A0	State	2018		\$ 12,900,000				\$ 12,900,000
ADVCON	ACPD	Federal	2018		\$ 15,769,620				\$ 15,769,620
State	Match	State	2018		\$ 1,330,380				\$ 1,330,380
HB2001	B4A0	State	2019			\$ 2,500,000			\$ 2,500,000
ADVCON	ACPD	Federal	2019				\$ 1,475,520		\$ 1,475,520
State	Match	State	2019				\$ 124,480		\$ 124,480
ADVCON	ACPD	Federal	2019					\$ 4,242,120	\$ 4,242,120
State	Match	State	2019					\$ 357,880	\$ 357,880
Total:				\$ 15,000,000	\$ 30,000,000	\$ 2,500,000	\$ 1,600,000	\$ 4,600,000	\$ 53,700,000

After amendment submission to Metro, a project review meeting with FHWA indicated that the three construction phase packages should be added to the MTIP and STIP as completely separate child projects to the parent project in Key 19786. Through the 30-day Public Comment Notification process, ODOT notified Metro of FHWA's direction to create construction phase split-projects from Key 19786.

The initial amendment submitted already contained the UR and ATM construction phase scope and funding proposed for Key 19786. Creating a new split project as shown below in Key 21400 represents a technical correction to the original submission. Staff sees no issues, or programming violations as a result of creating the new below split child project:

Exhibit A to Resolution 18-4943									
2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment									
Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects									
PROJECT #5 EXISTING MTIP PROGRAMMING: None - NEW MTIP PROJECT									
PROJECT #5: PROPOSED AMENDED CHANGES - NEW PROJECT									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
21400	TBD	ODOT	I-205: I-5 - OR213, Phase 3				Highways	\$ 6,200,000	
Project Description:			Install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently. These signs can display traffic flow information, roadway conditions, and advisory speed limits. The design of this project is funded under STIP key 19786.						
MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
ADVCON	ACPD	Federal	2019				\$ 1,475,520		\$ 1,475,520
State	Match	State	2019				\$ 124,480		\$ 124,480
ADVCON	ACPD	Federal	2019					\$ 4,242,120	\$ 4,242,120
State	Match	State	2019					\$ 357,880	\$ 357,880
Total:				\$ -	\$ -	\$ -	\$ 1,600,000	\$ 4,600,000	\$ 6,200,000
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. ADVCON = A federal fund code placeholder termed "Advance Construction". Use when Obligation Authority limitations or federal fund programming liquidity exists. Requires ODOT to use State funds to initially cover the phase's costs until the federal fund is known.									
4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.									

Upon hearing the reasons for the needed modifications to Key 19786, TPAC approved the inclusion of new Key 21400 as part of the November 2018 Formal Amendment Bundle. Key 21400 represents the proposed new split project with the UR and ATM construction phase improvement is identified as project #5 in the updated 30-day Public Notification Tables and in Exhibit A to Draft Resolution 18-4943.

A question arose from a TPAC member about the required updates to Key 19786 (the I-205 parent project) and if the name, description, location and limits also should be changed now. Staff was asked to reconfirm any required changes to Key 19786 related to the creation of child project 21400. Upon discussion with ODOT, staff realized Key 19786 also was to reflect a name, description, and limits update as part of the formal amendment bundle. Below are the required changes that will be included to Key 19786 as part of November 2018 Formal MTIP Amendment bundle. Key 19786's name now will be **"I-205: I-5 to OR213, Phase 1"** to be consistent with Key 21400 and the future construction child projects to be added to the MTIP and STIP.

PROJECT #4 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
19786	70859	ODOT	I-205: Stafford Rd to OR99E I-205: I-5 to OR213, Phase 1				Highway	\$ 47,500,000	
Project Description:			Complete pre-NEPA project development planning activities to add a 3rd through lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades. Complete the preliminary engineering and right of way activities to add a third lane in each direction between Stafford Road and OR99E, add a NB auxiliary lane between OR99E and OR213, and install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently.						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHFP	Z460	Federal	2016	\$ 11,527,500					\$ 11,527,500
State	Match	State	2016	\$ 972,500					\$ 972,500
Other	Local	Local	2016	\$ 2,500,000					\$ 2,500,000
HB2001	B4A0	State	2018		\$ 12,900,000				\$ 12,900,000
ADVCON	ACPO	Federal	2018		\$ 15,769,620				\$ 15,769,620
State	Match	State	2018		\$ 1,330,380				\$ 1,330,380
HB2001	B4A0	State	2019			\$ 2,500,000			\$ 2,500,000
Total:				\$ 15,000,000	\$ 30,000,000	\$ 2,500,000	\$ -	\$ -	\$ 47,500,000

A third TPAC modification to the approval recommendation to JPACT involved resolving a funding question concerning TriMet's FY 2019 Community Job Connector (CJC) projects as programmed in Key 20824 and part of the November 2018 Formal Amendment Bundle. TriMet's FY 2019 CJC Shuttle project is currently programmed with federal FTA Section 5307 funds that originated from TriMet's FY 2019 Preventative Maintenance project in Key 20821. Annual federally funded CJC Shuttle projects have been programmed in the MTIP and STIP for FY 2019, FY 2020, and FY 2021.

However, per TriMet's guidance to Metro, the passage of HB 2017 will now provide staff funds for the annual CJC Shuttle projects allowing them to be de-federalized and deprogrammed from the MTIP and STIP. TriMet's amendment request is to deprogram the three annual CJC Shuttle projects and re-program the federal FTA Section 5307 funds back to their respective annual Preventative Maintenance projects in Keys 20821, 20822, and 20823.

TPAC questioned TriMet if the HB2017 would be available for the FY 2019 CJC Shuttle project. One TPAC member stated that she did not believe HB2017 funds would be available in FY 2019 for the FY 2019 CJC Shuttle project. As part of the approval motion, staff was directed to contact TriMet and re-affirm if HB2017 funding would be available for the FY 2019 CJC Shuttle project.

Staff contacted TriMet and received a confirmation that HB2017 funds are still believed to available for the FY 2019 CJC Shuttle project programmed in Key 20824. In staff’s opinion, TriMet’s confirmation allows the proposed deprogramming and cancellation of the Key 20824 and subsequent re-programming of the federal FTA Section 5307 back to TriMet’s FY 2019 Preventative Maintenance project in Key 20821 to continue forward.

The final modification to the approval motion to JPACT, TPAC directed staff to review all updated amendment bundle document and make any and all necessary corrections (e.g. typos, incorrect Key references, funding mistakes, etc.) to ensure JPACT receives an accurate and clean amendment bundle to approve under Resolution 18-4943. As required updates and modifications are being made to the amendment bundles, necessary corrections are also occurring.

The summary of the final modified TPAC approval recommendation included the following items:

1. Approve the 12 originally submitted projects as part the November 2018 Formal MTIP Amendment
2. Approve the amendment modification to the I-205 project which includes:
 - a. Creating child construction phase project, Key 21400 (as the 13th project in the amendment bundle), to include the UR and ATM Construction phase totaling \$6.2 million and adding it to Draft resolution 18-4943.
 - b. Correct the name, description, and limits to the I-205 parent project in Key 19786 as submitted by ODOT.
3. Approve the addition of Key 18316, SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy (as the 14th project) as proposed to be amended with Portland now the lead agency to be included in the November 2018 Formal MTIP Amendment in Resolution 18-4943.
4. As a result of modifying Key 19786 and adding Keys 21400 and 18316 to the amendment bundle, extend the Public Notification/Opportunity to Comment period by a week out to December 3, 2018 and adjust the proposed Metro Council approval date to be December 6, 2018.
5. Clarify the HB2017 funding issue with TriMet for the FY 2018 Community Job Connector Shuttle project in Key 20824, and if funding issues exist request additional discussion and guidance from JPACT.
6. Review and update all documents for JPACT, plus make all necessary corrections to ensure November 2018 Formal MTIP Amendment bundle for approval under draft Resolution 18-4943 is as accurate as possible.

As noted in the previous pages, staff concurs with TPAC modified approval recommendation and has completed all requested updates and needed corrections to ensure JPACT can approve the November 2018 Formal MTIP Amendment bundle in draft Resolution 18-4943 without encountering programming violations or issues.

A detailed summary of the fourteen projects being amended as part of draft Resolution 18-4943 is provided in the following tables:

Projects 1 & 2:				Transportation System Management & Operations (TSMO) Program 2018			
				New - 2020 TSMO Strategy Planning Update			
Lead Agency:		Metro					
ODOT Key Number:		19289 & New TBD		MTIP ID Number:		70671 & New TBD	
Projects Description:		Key 19289: Key 19289 is a project grouping bucket (PGB) for TSMO approved projects. The Transportation System Management & Operations (TSMO) program coordinates					

	<p>both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods. The PGB contains approved conceptual projects which are then scoped and costs determined. They are then split off as individual projects in the MTIP when ready to be implemented.</p> <p><u>NEW – 2020 TSMO Strategy Planning Update:</u> The TSMO Strategy Update will position the region for increasing levels of coordination to manage the transportation system in an increasingly technology-enabled operations environment and support improved operations out to the year 2030</p>
<p>What is changing?</p>	<p>AMENDMENT ACTION: ADDING NEW SPLIT PROJECT TO THE MTIP</p> <p>A new and approved project from the TSMO project grouping bucket is being split off from the bucket in Key 19289 and added to the MTIP. Approved funding of \$271,728 of Metro Surface Transportation Program (STP) and required local match is being committed to Metro’s 2020 TSMO Strategy Planning Update.</p> <p>The new 2020 TSMO Strategy Planning Update study is an approved project in the current project grouping bucket in Key 19289. It has now been fully scoped and is ready to be implemented. The TSMO Strategy Update will extend approved strategies out to 2030.</p> <p>The formal MTIP amendment now removes the new study from the project grouping bucket to be a stand-alone project in the MTIP. Through this action, the project’s IGA can be finalized and executed allowing the STP funding to be obligated and expended.</p>
<p>Additional Details:</p>	<p>TSMO as a set of integrated transportation solutions intended to improve the performance of the existing transportation infrastructure, through a combination of Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies. The 2010 TSMO Plan¹ defined four functional areas for investment: multimodal traffic management, traveler information, traffic incident management and transportation demand management. Investments in these areas avoid or delay costly capital projects such as building road capacity that disrupts communities.</p> <p>This TSMO strategy will position the region for increasing levels of coordination to manage the transportation system in an increasingly technology-enabled operations environment. New mobility services and vehicle systems offer complexity but also opportunity for achieving regional goals such as safety, equity and environment. Reasons for this update include:</p> <ul style="list-style-type: none"> • Reflect progress made implementing the current TSMO plan and identify gaps to fill over the next ten years. The TSMO industry practice is to use the “Capability Maturity” process, reconvening regional partners to self-assess progress. • Update to reflect federal, state and regional policies that include planning our transportation system to reduce climate change impacts and improve resiliency, social equity and reliability, among other key outcomes. • Create new strategies around disruptions in TSMO (e.g., ubiquitous GPS-enabled navigation tools) and opportunities that will transform operations (e.g., connected and automated vehicles). • Create the process to coordinate the region around systems infrastructure for connected and automated mobility.

	<ul style="list-style-type: none"> Evolve TSMO with the changing perspectives from new applications of technology and services, centered on people and the regional economy. <p>This strategy update is designed to keep the region on the cutting edge of TSMO. TSMO projects now and in the future will be joined by massive amounts research and development spurred by venture capital, resulting in many smart ways for people to make travel choices and navigate our region. Real-time driver navigation apps help people avoid congestion caused by incidents by using other routes; however, suggested detours can negatively impact the safety of school zones and residential streets. The region must plan for increasing levels of automation to manage an increasingly dynamic transportation system.</p>
Why a Formal amendment is required?	Adding a new project to the MTIP with Metro funding normally will require a formal amendment.
Total Programmed Amount:	The approved project programming includes \$271,728 of approved Metro STP funds plus \$31,100 of required local match for a project total cost of \$302,828.
Added Notes:	The project will be managed under Metro's UPWP monitoring system.

Project #3: Regional MPO Planning (2018)																																																																											
Lead Agency:	Metro																																																																										
ODOT Key Number:	19283 MTIP ID Number: 70669																																																																										
Project Description:	The MPO Planning program contributes to a broad range of activities within Metro that are linked to regional policy making and local planning support																																																																										
	AMENDMENT ACTION: THE PROJECT IS BEING CANCELED AND REMOVED FROM THE MTIP DUE TO DUPLICATION WITH KEY 21271																																																																										
What is changing?	<p>Metro receives planning funds (STP/STBG, 5303, and PL) to complete required MPO planning activities as directed by USDOT. Most of the allocated funding support required MPO Unified Planning Work Program (UPWP) activities. Up until FY 2018, Metro would program the STP planning funds individually by year for accountability and fiscal constraint requirements. After significant discussions with FHWA and ODOT-Salem about this project and starting with FY 2018, all planning funds were consolidated together into a single MPO planning project as shown below.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">LEAD AGENCY</th> <td colspan="5">Metro</td> </tr> <tr> <th colspan="2">PROJECT NAME</th> <td colspan="5">Portland Metro Planning SFY19</td> </tr> <tr> <th colspan="2">Project IDs</th> <th colspan="3">Project Description</th> <th colspan="2">Project Type</th> </tr> </thead> <tbody> <tr> <td>ODOT KEY</td> <td>21271</td> <td colspan="3" rowspan="3">For Metro annual MPO planning funds for federal fiscal year 2019 in support of UPWP and other planning activities the MPO is required to complete</td> <td colspan="2" rowspan="3">Other</td> </tr> <tr> <td>MTIP ID</td> <td>71053</td> </tr> <tr> <td>RTP ID</td> <td></td> </tr> <tr> <th>Phase</th> <th>Year</th> <th>Fund Type</th> <th>Federal Amount</th> <th>Minimum Local Match</th> <th>Other Amount</th> <th>Total Amount</th> </tr> <tr> <td>Planning</td> <td>2018</td> <td>5303</td> <td>\$575,307</td> <td>\$65,846</td> <td>\$0</td> <td>\$641,153</td> </tr> <tr> <td>Planning</td> <td>2018</td> <td>Metro Planning (Z450)</td> <td>\$2,192,877</td> <td>\$250,985</td> <td>\$0</td> <td>\$2,443,862</td> </tr> <tr> <td>Planning</td> <td>2018</td> <td>STP - Urban</td> <td>\$2,429,343</td> <td>\$278,049</td> <td>\$0</td> <td>\$2,707,392</td> </tr> <tr> <td colspan="3" style="text-align: center;">FY 18-21 Totals</td> <td>\$5,197,527</td> <td>\$594,880</td> <td>\$0</td> <td>\$5,792,407</td> </tr> <tr> <td colspan="3" style="text-align: center;">Estimated Project Cost (YOE\$)</td> <td>\$5,197,527</td> <td>\$594,880</td> <td>\$0</td> <td>\$5,792,407</td> </tr> </tbody> </table> <p>As a result of this new practice Key 19283 with the STP planning funds became an unnecessary duplication in the MTIP, The formal amendment is removing the duplicate project to ensure the STP is not double counted against fiscal constraint requirements.</p>	LEAD AGENCY		Metro					PROJECT NAME		Portland Metro Planning SFY19					Project IDs		Project Description			Project Type		ODOT KEY	21271	For Metro annual MPO planning funds for federal fiscal year 2019 in support of UPWP and other planning activities the MPO is required to complete			Other		MTIP ID	71053	RTP ID		Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount	Planning	2018	5303	\$575,307	\$65,846	\$0	\$641,153	Planning	2018	Metro Planning (Z450)	\$2,192,877	\$250,985	\$0	\$2,443,862	Planning	2018	STP - Urban	\$2,429,343	\$278,049	\$0	\$2,707,392	FY 18-21 Totals			\$5,197,527	\$594,880	\$0	\$5,792,407	Estimated Project Cost (YOE\$)			\$5,197,527	\$594,880	\$0	\$5,792,407
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Additional Details:	The purpose of the new consolidated planning funds programming will enable financial constraint tracking to occur down to each MPO which receives planning funds.																																																																										
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, canceling a project in the MTIP requires a formal amendment to ensure fiscal constraint is maintained and verification that the project removal does not impact air quality																																																																										

	conformity.
Total Programmed Amount:	The total project programming decreases from \$1,386,917 to \$0 for Key 19283
Added Notes:	

Project #4:	I-205: Stafford Rd – OR99E I-205: I-5 to OR213, Phase 3						
Lead Agency:	ODOT						
ODOT Key Number:	19786	MTIP ID Number:	70859				
Project Description:	<p>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>REVISED DESCRIPTION: Install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently. These signs can display traffic flow information, roadway conditions, and advisory speed limits. The design of this project is funded under STIP key 19786.</p>						
What is changing?	<p>AMENDMENT ACTION: UUPDATED NAME AND DESCRIPTION ARE OCCURING FOR KEY 19786. UTILITY RELOCATION FUNDING AND ACTIVE TRANSPORTATION MANAGEMENT (ATM) CONSTRUCTION PHASE INVESTMENTS (PACKAGE C) ARE SPLIT OFF OF KEY 19786 AND ESTABLISHED AS A CHILD PROJECT IN KEY 21400.</p> <p>Review: & Summary</p> <ol style="list-style-type: none"> The previous formal amendment (October 2018) added \$17 million to fully program the PE phase. Implementing the “Construction” phase for the I-205 widening project will occur through three different phases: <ol style="list-style-type: none"> Package A includes the Abernethy Bridge widening and widening and highway work to the north. Package B includes widening from Stafford Road to the Abernethy Bridge. Package C includes construction of the six ATM sites and relocation of a portion of the fiber optic cable. The November 2018 formal amendment now adds construction phase funding supporting package C (ATM/ITS portion) as a separate child project in key 21400. As a result of adding Package C, the projects name, limits, and description need to be updated as well in Key 19786. The revised project limits now span from the I-205/I-5 junction west and north to OR213. When funding is secured for Packages A and B, they will be programmed as separate projects in the MTIP and STIP as well. The estimated total project cost currently stands at \$500 million dollars. <table border="1" data-bbox="467 1827 1429 1953"> <tr> <td colspan="2">Table 1. Total Project Cost Estimate</td> </tr> <tr> <td>Preliminary Engineering (PE)</td> <td>\$45.0 M total (\$32.5 M is needed to complete the PE phase)</td> </tr> </table>			Table 1. Total Project Cost Estimate		Preliminary Engineering (PE)	\$45.0 M total (\$32.5 M is needed to complete the PE phase)
Table 1. Total Project Cost Estimate							
Preliminary Engineering (PE)	\$45.0 M total (\$32.5 M is needed to complete the PE phase)						

ROW acquisition	\$1.4 M		
Utility relocation	\$2.7 M		
Per-Package Costs (\$ millions)			
Project Phase	Package A (Northern Package)	Package B (Southern Package)	Package C (ATM Package)
Construction + Construction Engineering (CE)	\$248.0 M	\$197.4 M	\$5.1 M
Total Project Cost: \$ 499.6 M			

Additional Details:

A description of the three construction phase packages from the Cost to Complete Report is stated below:

1. What is the recommended construction contracting, or phasing, plan?

The Project Team recommends that the Project be constructed using three separately phased construction contracts, or "packages", as follows:

Package A: Northern Package (Abernethy Bridge plus adjacent interchanges) estimated cost at \$248.0 M. Package A consists of the Abernethy Bridge widening and retrofit, the OR 43 and OR 99 interchange reconstructions on either end of the bridge, the widening and retrofit of the Main Street Bridge, and the construction of a new I-205 NB auxiliary lane from OR 99E to OR 213.

Package B: Southern Package (I-205 Widening) estimated cost at \$197.4 M. Package B consists of the I-205 widening from Stafford Road to the Abernethy Bridge. It also includes the rock cut required to widen the roadway between Sunset Avenue and OR 43, the West A Street and Sunset Avenue bridge replacements, the Broadway Street Bridge removal, and the replacement or widening and retrofit of all bridges carrying I-205 from 10th Street to Stafford Road.

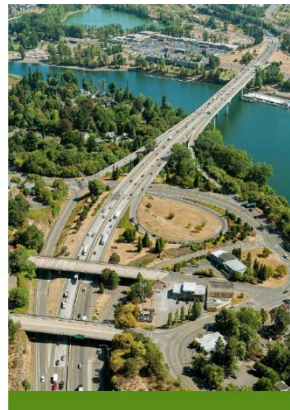
Package C: ATM Package estimated cost at \$5.1 M. Package C consists of the ATM improvements throughout the Project limits, except those attached to the Sunset Avenue Bridge (which will be constructed as an element within Package B).

Figure 6. Alternative 6 – Recommended Phasing



Package	2019	2020	2021	2022	2023	2024
A		[Yellow bar spanning 2020-2024]				
B		[Blue bar spanning 2020-2024]				
C	[Orange bar spanning 2019-2020]					

Source: The items discussed on the previous pages are from the HDR Cost-to-Complete Report and represent a very condensed summary of the overall project



**Cost-to-Complete Report
for the Combined
Interstate 205 Abernethy
Bridge and Widening
Projects**

ODOT | K19786 I-205: Stafford Road to
OR 213

ODOT EA: C6035200
HDR Project #10063137

January 5, 2018

A copy of the report can be found at:

<http://www.i205corridor.org/files/library/2018-01-05-k19786-i-205cw-pd-ctc-report-final-reduced.pdf>

Where is the funding for Package C coming from?

Per OTC action during their October, 2018 meeting, the OTC approved the following aspects:

- Cancel the *Interstate 84: Farley Slide project* and re-allocate remaining \$3,371,367 to the *Interstate 205: Stafford Road to 99 East project*.
- Create a project, *Interstate 205: Stafford Road to 99 East, Package C Intelligent Transportation Systems (ITS)*, in the amount of \$6,200,000 for equipment purchase and construction.
- Combine the *Interstate Operations Improvement* construction project and the new project: *Interstate 205: Stafford Road to 99 East, Package C ITS*.
- Move \$838,453 from the *Region 1 Reserve* project to fully fund equipment and construction on the new *Interstate 205: Stafford Road to 99 East, Package C ITS* project.

Project to add:

Interstate 205: Stafford to 99 East, Package C ITS (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	N/A	\$0	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	2019	\$0	\$300,000
Other	2019	\$0	\$1,300,000
Construction	2019	\$0	\$4,600,000
TOTAL		\$0	\$6,200,000

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, major changes in project limits (greater than 0.25 miles) or scope require a formal amendment.
Total Programmed Amount:	The total project programming remains at \$47,500,000
Added Notes:	OTC approval was required and occurred during their October 2018 meeting.

Project #5: I-205: I-5 to OR213, Phase 3

Lead Agency:	ODOT		
ODOT Key Number:	21400	MTIP ID Number:	TBD
Project Description:	Install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently. These signs can display traffic flow information, roadway conditions, and advisory speed limits. The design of this project is funded under STIP key 19786.		
What is changing?	<p>AMENDMENT ACTION: CREATE A CHILD PROJECT TO KEY 19786 THAT INCLUDES THE PACKAGE C CONSTRUCTION PHASE WITH THE UTILITY RELOCATION (UR) PHASE IMPROVEMENTS AND ACTIVE TRAFFIC MANAGEMENT (ATM) CONSTRUCTION PHASE IMPROVEMENTS TOTALING \$6.2 MILLION</p> <p>As reflected in the Cost to Complete report, the scope of Region 1's I-205 project (K19786) has been segmented into three "packages": Package A (Northern Package from OR43 - OR213); Package B (Southern Package from Stafford Rd - OR43); and Package C (ATM improvements throughout project limits). Each package will be bid and constructed separately. To best facilitate this, ODOT will dedicate separate STIP key numbers for the construction phase of each package. The PL, PE and RW phases for all packages are remaining in K19786.</p> <p>Funding has been identified and approved by the OTC for Package C. We are now ready to create a new STIP key number to add the UR, CN, and OT phases associated with Package C.</p> <p>Naming convention for projects with multiple "packages" spread across different STIP keys is to use "phase 1, 2, etc." Therefore ODOT is naming this project "I-205: I-5 - OR213, Phase 3".</p>		
Additional Details:	<p>Add new project to house the UR, CN and OT funding for the I-205 project. Funding is coming from the following sources:</p> <p>As approved by the OTC, reallocate \$3,371,367 of unspent funds from the CN phase of Farley Slide (a non-MPO project, K18762) to the CN phase of this project at the following ratios: Region 1: \$674,273 (20%) Region 4: \$505,705 (15%) Fix-It SW: \$2,191,389 (65%) Round out the funding on CN by adding a further \$1,228,633 from R1 reserves Total CN: \$4,600,000 UR phase of \$300,000 funded by R1 reserves OT phase of \$1,300,000 funded by R1 reserves</p> <p>A key portion of the funding originates from the ODOT Farley Slide project, a non MPO project. Reference Attachment 2 to the Staff Report for more details.</p>		
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, adding a project in the MTIP requires a formal amendment		
Total Programmed Amount:	The total project programming is \$6,200,000		
Added Notes:	OTC approval was required and occurred during their October 2018 meeting		

Projects 6 & 7:	OR217/OR224: Bridge Rail Retrofit		
	Region 1: Bridge Screening and Rail Retrofit (Key 19918)		
	Region 1: Bridge Screening Project (Key 21019)		
Lead Agency:	ODOT		
ODOT Key Number:	19918 + 21019	MTIP ID Number:	

Project Description:	Bridge rail retrofit bridges 16134, 16143, 09623 Bridge rail retrofit bridge #08996, 09007, 13523, 09569 and 09623. Protective screening on bridge #05054, 06767A, 08194, 08996, 09007, 13523, 09569, 09623, 13492, 02163A, 09000, 13514L and 09722.
What is changing?	AMENDMENT ACTION: COMBINE KEY 21019 INTO KEY 19918 Upon review of both projects ODOT determined that the two projects have overlapping limits and scope of work activities. Through this amendment, the construction funding totaling \$2,724,794 in Key 21019 is combined into Key 19918. The combination allows a single construction phase to emerge for both projects. Additional bridges to be included in the scope of work are added as well. As a result, Key 19918's name is updated to reflect the combined project and added bridges in the scope. The updated project name is now: Region 1: Bridge Screening and Rail Retrofit
Additional Details:	The transfer of construction funds from Key 21019 to 19918 results in only PE being programmed in 21019. The added bridges to be included in the revised scope of work for Key 19918 result in the project including a scope change which is driving the need for the formal amendment.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, major scope changes require a formal amendment
Total Programmed Amount:	The total project programming (in Key 19918) increases from \$1,952,001 to \$4,842,802 The result of the fund transfer out of Key 21019 reduces the total programming to be reduced from \$2,890,802 to be \$166,008
Added Notes:	

Projects #8-#13:	Community Job Connectors (2019) (Key 20824) Community Job Connectors (2020) (Key 20825) Community Job Connectors (2021) (Key 20826) TriMet Bus and Rail Preventive Maintenance (2021) (Key 20821) TriMet Bus and Rail Preventive Maintenance (2021) (Key 20822) TriMet Bus and Rail Preventive Maintenance (2021) (Key 20823)		
Lead Agency:	TriMet		
ODOT Key Number:	20824, 20825, & 20826 for CJC Projects 20821, 20822, & 20823 for Prevent Maint	MTIP ID Number:	CJC = 70911, 70912, & 70913 Prev. Maint. = 70908, 70909, & 70910
Project Description:	Community Job Connector Shuttles Program: To improve access to jobs and job-related activities for the low-income workforce and to transport residents in urbanized and non-urbanized areas to suburban employment opportunities. TriMet Bus and Rail Preventative Maintenance Federal FTA funding provides capital maintenance for TriMet's Bus and Rail fleets.		
What is changing?	AMENDMENT ACTION: THE FY 2019-21 COMMUNITY JOB CONNECTORS PROJECTS ARE BEIGN CANCELED AWITH THEIR FUNDS TRANSFERRED BACK TO THEIR PARENT PREVENTATIVE MAINTENANCE PROJECTS TriMet initially planned to fund their Community Job Connector Shuttles program		

	<p>with federal FTA Section 5307 funds. The funding was obtained by splitting the needed funds from their annual Preventative Maintenance projects. Three years (as placeholders) of projects from 2019-2021 were programmed in the MTIP for the Community Job Connector Shuttles program.</p> <p>The approval of HB2017 provided TriMet with state funding to support their Community Job Connector Shuttles program. As a result, the federally funded current projects will transfer their FTA 5307 funds back to their annual Preventative Maintenance project. The three years of Community Job Connectors projects can be canceled from the MTIP without issue.</p>
Additional Details:	As state funds are secured for the Community Job Connector Shuttles program, the project will then be programmed as required when they are ready to be implemented.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, canceling a project in the MTIP requires a formal amendment.
Total Programmed Amount:	<p>Community Job Connector Shuttle and Preventative Maintenance Projects:</p> <p>1A. CJC - Key 20824 (FY 2019): The total project programming decreases from \$1,774,800 to \$0</p> <p>1B. Prevent Maint - Key 20821 (FY 2019): The total project programming increases from \$48,376,958 to \$49,486,207</p> <p>2A CJC – Key 20825 (FY 2020): The total project programming decreases from \$2,320,296 to \$0</p> <p>2B. Prevent Maint - Key 20822 (FY 2020): The total project programming increases from \$49,025,747 to \$50,475,931</p> <p>3A. CJC – Key 20826 (FY 2021): The total project programming decreases from \$2,876,702 to \$0.</p> <p>3B. Prevent Maint - Key 20823 (FY 2021): The total project programming increases from \$49,687,511 to \$51,485,450</p>
Added Notes:	

Projects 14:	Regional ITS Communications Infrastructure (ODOT)		
	SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy		
Lead Agency:	ODOT Portland		
ODOT Key Number:	18316	MTIP ID Number:	70653
Projects Description:	<p>The short description and project goal is to Complete gaps and deficiencies identified in the region ITS Communications Plan</p> <p>Development and refinement of the project scope to meet the above objective has required an extensive amount of time. As a result, the project has been on hold for a couple of years while the TransPort sub-committee worked through the scoping issues. As of FFY 2019, Metro, ODOT and Portland have resolved the issues and refined the project scope which will include the following:</p> <p>Provide preliminary, advanced and final PS&E for the Installation of two (2) CCTV cameras, moving one (1) CCTV camera to a different location, and Installing 288 count Fiber Optic cable along Barbur Boulevard from SW Caruthers at 4th Ave to just south of SW Barbur Boulevard at Capitol Highway.</p>		
What is changing?	<p>AMENDMENT ACTION: STAFF REQUESTS ADDING KEY 18316 AS PROPOSED TO BE AMENDED TO THE NOVEMBER 2018 FORMAL AMENDMENT BUNDLE</p> <p>This project scope has now been refined enough that it can now proceed forward and initiate IGA development. Unfortunately, the final project change request (PCR) approval was slightly out of synch with the November 2018 Formal Amendment</p>		

	<p>bundle timing. Approval of the PCR has now occurred in time to include the project as part of the November Formal Amendment bundle.</p> <p>Proposed Text Addition for Resolution 18-4943:</p> <p style="text-align: center;">WHEREAS, the scope refinement of the Regional ITS Communications Infrastructure project resulted in a significant scope and lead agency change enabling the project to now be implemented by the city of Portland with an approved scope of work focused on SW Barbur Blvd that will provide preliminary, advanced and final design for the installation of two CCTV cameras, moving one CCTV camera to a different location, and installing 288 count fiber optic cable along Barbur Boulevard; and</p>
Additional Details:	The updated scope to the project adds a preliminary engineering (PE) phase to be implemented during FY 2019 with the Construction phase to be implemented during FY 2020.
Why a Formal amendment is required?	The scoping effort has been significant. The changes are considered major and as a result a formal amendment is required.
Total Programmed Amount:	The scope and timing changes to the project do not change the overall project cost. The total programming amount remains unchanged at \$590,661
Added Notes:	

Note: The Amendment Matrix located 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:

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

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

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the November 2018 Formal MTIP amendment will include the following approvals with two required modifications:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	October 26, 2018
● TPAC notification and approval recommendation.....	November 2, 2018
● JPACT approval and recommendation to Council.....	November 15, 2018*
● Completion of public notification process.....	November 26, 2018 December 3, 2018
● Metro Council approval.....	December 6, 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	December 11, 2018
● Amendment bundle submission to ODOT for review.....	December 12, 2018
● Submission of the final amendment package to USDOT	December 12, 2018

- ODOT clarification and approval..... Early to mid-January, 2019
- USDOT clarification and final amendment approval..... Late January, 2019

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 18-4943.

- JPACT approval: November 15, 2018
- TPAC approval: November 2, 2018

Attachments

1. Project Location Maps
2. Key 19786 OTC Letter

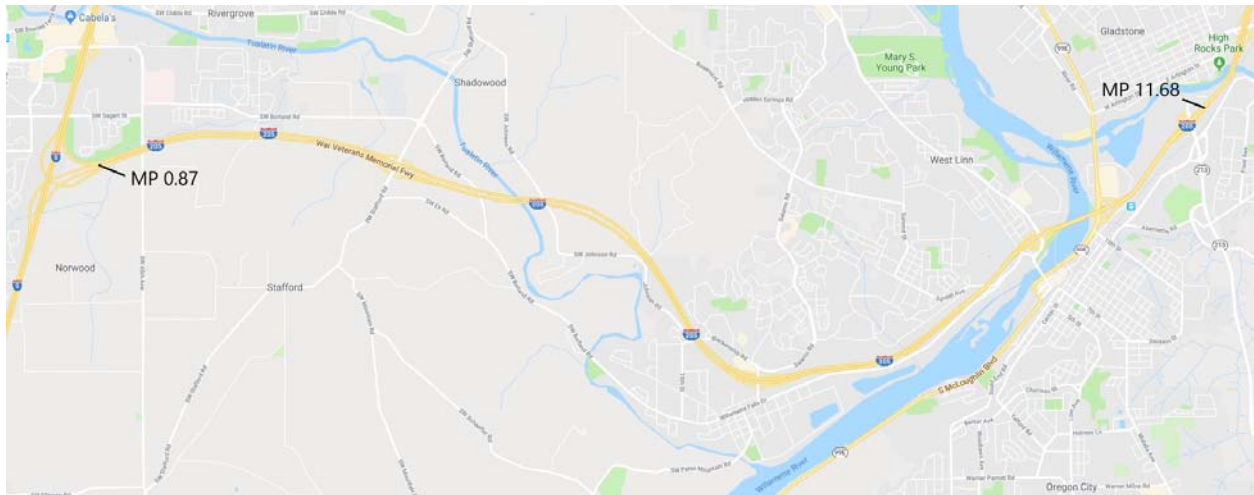
Date: Monday, November 21 2018
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Attachment 1 to the November 2018 MTIP Formal Amendment Staff Report – Project Location Maps

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 are included for:

- Key 19786 & 21400 – I-205: I-5 to OR213
- Key 19918 - Region 1: Bridge Screening and Rail Retrofit
- Key 18316 - SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy

Key 19786 & 21400 I-205: I-5 to OR213



Key 19918
Region 1: Bridge Screening and Rail Retrofit

Bridge, Locations, & estimated Dimensions:

Bridge #05054, US26 Ross Island Bridge over I-5, 993' Protective Fence



Bridge #06767A, US26 Ross Island Bridge over SE Grand Ave/SE McLoughlin Blvd, 227' Protective Fence



Protective screening to also cover the railroad tracks.

Bridge #08194, Hwy 3 over I-5, 372' Protective Fence
Install protective fencing on the sidewalk side only.



Bridge #08996, N Lombard St over I-5, 286' Protective Fence



And bridge rail retrofit of Bridge #08996

Bridge #09007, N Alberta St over I-5, 235' Protective Fence

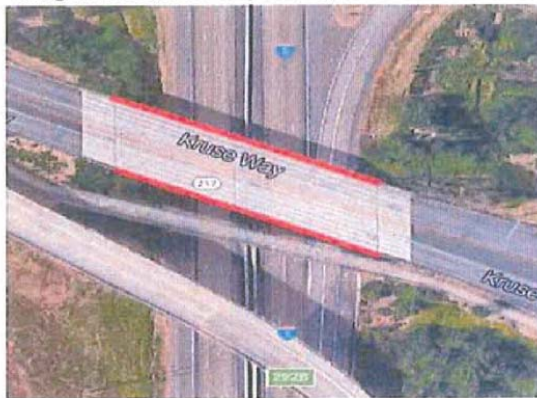


Bridge #13523, SE Washington St over I-205, 500' Protective Fence

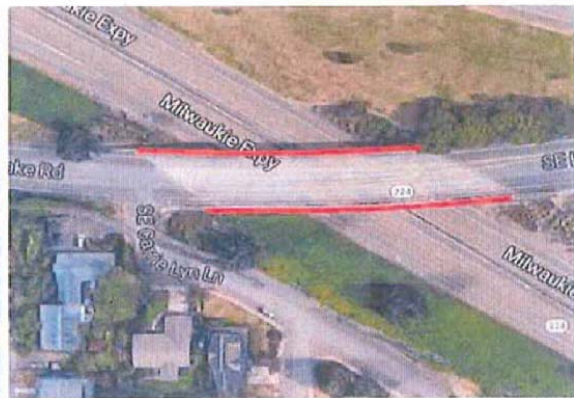


And bridge rail retrofit of Bridge #09007 and #13523

Bridge #09569, Kruse Way over I-5, 440' Protective Fence



Bridge #9623, SE Lake Rd over OR224, 392' Protective Fence



And bridge rail retrofit of Bridge #09569 and #9623

Bridge # 02163A, NE 102nd Ave over I-84, Protective Fencing



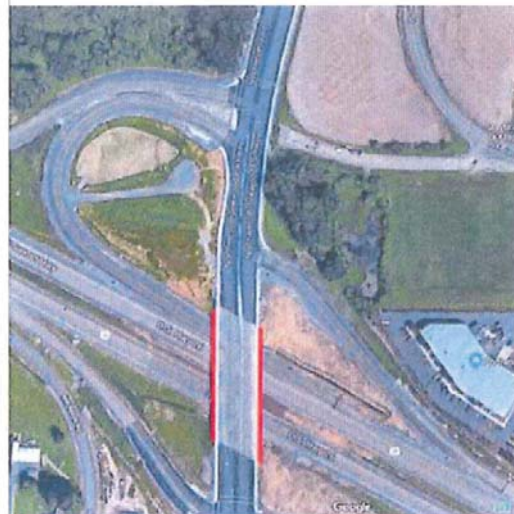
Bridge # 09000, N Ainsworth St over I-5, Protective Fence



Bridge #13514L, RR Service Rd over I-84 and I-205 Protective Fence



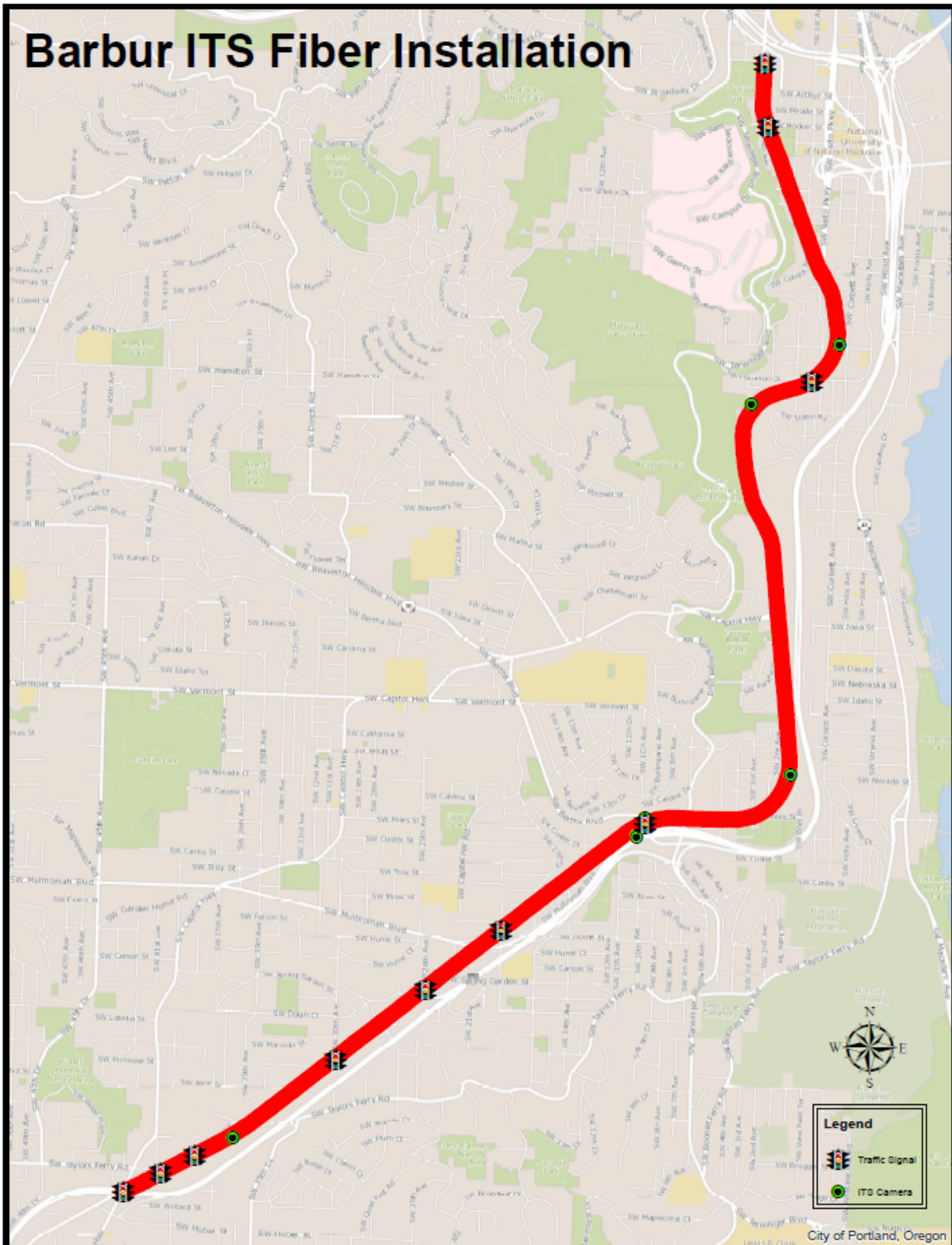
Bridge # 09722, NW Helvetia Rd Conn over US26, Protective Fence



Bridge #13492, Hwy 174 over Hwy 26, 505' Protective Fence



Key 18316
SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy





Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: September 10, 2018

TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett
Director

SUBJECT: **Agenda O** – Cancel the *Interstate 84: Farley Slide* project from the Statewide Transportation Improvement Program (STIP) and allocate unspent funds with other resources to fund construction of the *Intelligent Transportation Systems portion of the Interstate 205: Stafford Road to 99 East, Package C project*.

Requested Action:

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to:

- Cancel the *Interstate 84: Farley Slide project* and re-allocate remaining \$3,371,367 to the *Interstate 205: Stafford Road to 99 East project*.
- Create a project, *Interstate 205: Stafford Road to 99 East, Package C Intelligent Transportation Systems (ITS)*, in the amount of \$6,200,000 for equipment purchase and construction.
- Combine the *Interstate Operations Improvement* construction project and the new project: *Interstate 205: Stafford Road to 99 East, Package C ITS*.
- Move \$838,453 from the *Region 1 Reserve* project to fully fund equipment and construction on the new *Interstate 205: Stafford Road to 99 East, Package C ITS project*.

STIP Amendment Funding Summary:

Project	Current Funding	Proposed Funding
Interstate 84: Farley Slide	\$7,931,114	\$4,559,747
Interstate Operations Improvements	\$1,990,180	\$0
Region 1 Reserve	\$1,415,537	\$577,084
Interstate 205: Stafford Road to 99 East, Package C ITS (new project)	\$0	\$6,200,000
TOTAL	\$11,336,831	\$11,336,831

Project to reduce, then cancel:

Interstate 84: Farley Slide (KN 18762)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2015	\$1,000,000	\$1,000,000
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2017	\$6,931,114	\$ 3,559,747
TOTAL		\$7,931,114	\$4,559,747

Project to combine to new project:

Interstate Operations Improvements (KN 20227)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	N/A	\$0	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2020	\$1,990,180	\$0
TOTAL		\$1,990,180	\$0

Project to contribute funds to new project:

Region 1 Reserve (KN 17207)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	N/A	\$0	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2019	\$1,415,537	\$577,084
TOTAL		\$1,415,537	\$577,084

Project to add:

Interstate 205: Stafford to 99 East, Package C ITS (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	N/A	\$0	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	2019	\$0	\$300,000
Other	2019	\$0	\$1,300,000
Construction	2019	\$0	\$4,600,000
TOTAL		\$0	\$6,200,000

Background:

Interstate 84: Farley Slide

The Farley landslide is located on Interstate 84 east of Cascade Locks in the Columbia River Gorge. The landslide affects both the westbound lanes and extends into the eastbound lanes. The landslide impacts approximately 300 linear feet of roadway and extends approximately 250 feet to the north, downslope of the highway.

The site was selected for repair in the 2018-2021 STIP due to ongoing maintenance needs associated with landslide-caused pavement damage. In 2000, prior to current STIP funding, Oregon Department of Transportation (ODOT) conducted a preliminary site investigation and installed six inclinometers to monitor movement. When this project was included in the STIP, the design was outsourced to a consultant team comprised of David Evans & Associates and geotechnical engineering sub-consultant Geotechnical Resources, Inc. (GRI). ODOT's internal oversight team was comprised of licensed geotechnical engineers from both Regions 1 and 2. GRI installed three additional inclinometers at the site during project development, to provide additional monitoring and information about landslide geometry. This team developed a tied-back micropile retaining wall design to mitigate the landslide. This design was selected due to the limited site access, the need for a construction method with a small footprint to minimize traffic disruption on Interstate 84 and the ability to efficiently drill through rock, boulder-fill and landslide debris.

The contract for landslide repair was bid in August 2017 and construction began in January 2018. The design included installation of a 58 foot tall retaining wall comprised of 80 micropiles, to be installed to a maximum depth of about 88 feet and laterally supported by tie-backs and walers. This wall design was based on analysis of the landslide geometry using data collected from site reconnaissance, inclinometers and subsurface investigations. The project included continuous monitoring of site conditions including in-place inclinometers throughout construction.

During installation of initial micropiles in May 2018, the inclinometers near the wall location detected movement within the slide plane and near the tip elevation of the micropiles. At that time, micropile installation was put on hold and the ODOT and consultant geotechnical engineering team assessed construction methods, field conditions and inclinometer data. The geotechnical engineering team identified that the contractor's drilling method, which injected a substantial volume of highly pressurized air to remove drill cuttings, appeared to be initiating landslide movement. Additionally, movement was observed near the tip elevation of the micropiles at a depth of about 90 feet below the ground surface, which was deeper than previously observed landslide movement. ODOT and GRI reanalyzed the global stability of the wall design assuming slide movement at a greater depth and determined that the current wall design could not address the identified deeper slide plane and would not perform the design function. In addition, the geotechnical team agreed that the current micropile installation method could not continue to be used, as the volume of air injected into the micropiles has been increased with limited success and was initiating slide movement.

Due to these three factors: 1) initiation of landslide movement by drilling method; 2) potential new slide plane; and 3) potential change in global stability of the wall design, the geotechnical engineering

team agreed that it was most appropriate to discontinue wall construction in order to reevaluate the landslide geometry and appropriate mitigation measures. The construction project manager and the ODOT geotechnical engineering team consulted with Joe Squire, ODOT's Construction and Materials Engineer, and Gene Wilborn, ODOT's Claims Engineer, who cautioned that changing the wall design and construction methods under contract would require substantial additional time and cost and be very high risk to the Agency. ODOT's leadership agreed that terminating the existing contract and installing additional instrumentation for ongoing monitoring were the appropriate steps to manage risk.

Two more inclinometers have be installed within the project area to continue landslide monitoring. ODOT's construction staff has worked with the contractor, Kerr Contractors, to clean up the site, assess reuse of materials on hand, determine project close-out costs and demobilize. ODOT also identified upcoming Region 2 landslide repair projects to utilize the purchased steel pipe micropiles, walers and drill bits, and the materials have been relocated to stockpile sites in Region 2. ODOT and the contractor are negotiating final contract close-out costs. ODOT expects total contract costs to be \$3,559,747. This, along with the approximately \$1,000,000 spent in the preliminary engineering phase, will leave \$3,371,367 of the original construction budget available for use on other projects.

This site is located within the high priority Interstate 84 seismic lifeline corridor and will be evaluated and mitigated during Phase 1 of the Seismic Plus Program. The information on hand today and the information gained from monitoring the newly installed inclinometers over time will inform any future projects in the area.

Interstate Operations Improvements

The purpose of this project is to fund unanticipated operational improvements on the interstate system that were not added to the STIP as part of normal scoping process. The region has determined that funding operational improvements on the new project, Interstate 205: Stafford to 99 East, Package C ITS is a high priority and an appropriate use of these available funds.

Region 1 Reserve

The purpose of the Region 1 Reserve is to fund unanticipated needs on priority projects in the region. The region has determined that funding operational improvements on the Interstate 205: Stafford to 99 East, Package C ITS project is a high priority and an appropriate use of these available funds.

Interstate 205: Stafford to 99 East, Package C Intelligent Transportation System (ITS)

The purpose of this project is to widen Interstate 205 to three northbound and three southbound lanes from the Stafford Road interchange to Oregon 99 East. In addition, auxiliary lanes will be provided between Oregon 99 East and Oregon 213 in the northbound direction. Fourteen bridges on the corridor will be widened or reconstructed and will have seismic upgrades and one bridge will be removed.

A total of seven Active Transportation Management (ATM) investments have been proposed as part of this project and are designed toto reduce crashes, better manage incidents and improve travel time reliability for the road users.

Locations for each of the proposed improvements were selected by ODOT staff from several past studies including the ODOT Region 1 ITS plan, the Metro Regional Transportation Systems Management and Operations (TSMO) Plan and the ODOT ATM Strategy.

The project will be constructed in three separate bid packages:

- Package A includes the Abernethy Bridge widening and widening and highway work to the north.
- Package B includes widening from Stafford Road to the Abernethy Bridge.
- Package C includes construction of the six ATM sites and relocation of a portion of the fiber optic cable.

Package C work will take place in advance of Package A and Package B work in order to 1) assist with traffic control during construction and widening and 2) move the fiber out of the way of grading and bridge work.

Options:

With approval, ODOT will cancel the construction contract and continue monitoring using in-place inclinometers to provide information for the future evaluation of the site during Phase 2 of the Seismic Lifeline Program. Remaining funds would be shifted to the Interstate 205: Stafford to 99 East, Package C ITS.

Without approval, ODOT will cancel the existing construction contract, continue monitoring using in-place inclinometers, and potentially use remaining funds for design of a future repair. However, funding would be insufficient to construct a landslide solution at this location.

Attachments:

- Attachment 1 – Location and Vicinity Maps

Copies to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
Lynn Averbeck	Mac Lynde	Rian Windsheimer	Mandy Putney
Joe Squire	Tova Peltz	Paul Scarlett	Talena Adams
Amer Hmidan	Stephen Hay	Tom Braibish	Tom Hamstra
Sam Sharma	Amanda Sandvig	Jeff Flowers	Arlene Santana
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