



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, February 7, 2019

2:00 PM

Metro Regional Center, Council chamber

REVISED 2/6

1. Call to Order and Roll Call

2. Safety Briefing

3. Public Communication

4. Consent Agenda

- 4.1 Resolution No. 19-4966, For the Purpose of Approving an Employment Agreement with the Chief of Staff

[RES 19-4966](#)

Attachments: [Resolution No. 19-4966](#)
[Exhibit A to Resolution No. 19-4966](#)

- 4.2 Resolution No. 19-4961, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Eleven Projects Impacting ODOT, Oregon City, and TriMet (JA19-05-JAN)

[RES 19-4961](#)

Attachments: [Resolution No.19-4961](#)
[Exhibit A to Resolution No.19-4961](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)
[Attachment 2 to Staff Report](#)

- 4.3 Consideration of the Council Meeting Minutes for January 31, 2019

[18-5160](#)

Attachments: [Council Meeting Minutes for January 31, 2019](#)

5. Resolutions

- 5.1 Resolution No. 19-4960, For the Purpose of Amending the Oregon Zoo Bond Implementation Plan to Allocate Program Reserves

[RES 19-4960](#)

Presenter(s): Don Moore, Metro
Heidi Rahn, Metro
Susan Hartnett, Zoo Bond Oversight Committee

Attachments: [Resolution No. 19-4960](#)
[Staff Report](#)
[PowerPoint: Oregon Zoo](#)

6. **Chief Operating Officer Communication**
7. **Councilor Communication**
8. **Adjourn**

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Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullanka dadweynaha, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកម្មប្រព័ន្ធរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

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Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev saww ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntxawm lub rooj sib tham.

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<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 Call or visit web site for program times.</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 Call or visit web site for program times.</p>	<p>Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>
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PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

Agenda Item No. 4.1

Resolution No. 19-4966, For the Purpose of Approving an Employment Agreement with the Chief of Staff

Consent Agenda

Metro Council Meeting
Thursday, February 7, 2019
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING AN) RESOLUTION NO. 19-4966
EMPLOYMENT AGREEMENT WITH THE)
CHIEF OF STAFF) Introduced by Council President Lynn
) Peterson

WHEREAS, Metro’s Personnel Code, Section 2.02.010, as amended, provides that the Metro Council must approve any written contract of employment for employees of Metro; and

WHEREAS, any written contract of employment approved by the Metro Council must be signed by the Metro Council President or the Metro COO; and

WHEREAS, Metro and the Chief of Staff have agreed upon the attached At-Will Employment Agreement; now therefore

BE IT RESOLVED that the Metro Council hereby approves the attached At-Will Employment Agreement with the Chief of Staff subject to execution by the Metro Council President.

ADOPTED by the Metro Council this 7th day of February 2019.

Lynn Peterson, Council President

Approved as to Form:

Nathan A. S. Sykes, Acting Metro Attorney

AT-WILL EMPLOYMENT AGREEMENT

THIS AGREEMENT is entered into by and between Metro, a metropolitan service district organized under the laws of the State of Oregon and the Metro Charter (herein referred to as “Metro”) and Paul Slyman (herein referred to as “Employee”).

RECITALS

1. Metro requires the services of a Chief of Staff.
2. Employee has the qualifications and the desire to serve Metro as its Chief of Staff.
3. This Agreement shall be referred to as “At-Will Employment Agreement” (herein referred to as “Agreement”).

NOW, THEREFORE, IN CONSIDERATION of the compensation to be paid by Metro to Employee as specified in this Agreement, and in consideration of the mutual promises contained in this Agreement, the parties hereby agree as follows:

AGREEMENT

1. **Engagement.** Subject to the parties’ right to terminate this Agreement as specified below, Metro hereby employs and Employee hereby accepts employment from Metro for Employee’s services as the Chief of Staff.
2. **Term of Agreement.** The terms of this Agreement shall apply to Employee’s employment upon execution and approval by the Metro Council, and shall continue until terminated as provided herein.
3. **Services.** Employee shall faithfully, industriously and to the best of his ability provide his service as the Chief of Staff at Metro, and shall perform all duties as may be required of him by the Metro Charter, the Metro Code, the Council President, and any designee of the Council President.
4. **Exclusivity.** During the term of this Agreement, and except as otherwise provided herein, Employee shall primarily devote his business efforts, time, attention, knowledge, and skills to Metro as the Chief of Staff. Employee may engage in outside business or professional activities, provided that Employee obtain the written consent of the Council President prior to engaging in any outside business or professional activities and provided that the Council President has determined, in the Council President’s sole discretion, that such activities: (a) do not impair performance of Employee’s duties under this Agreement, (b) do not make use of Metro resources, (c) are not substantially similar to the services Employee renders to Metro under this Agreement, and (d) are not in violation of or otherwise inconsistent with the requirements of Metro policies, Metro Charter,

Metro Code, or with any other applicable rules, regulations or legal requirements (as amended from time to time). The Council President shall consult with the Metro Attorney before making her determination.

5. **Employment At-Will.** Metro and Employee understand and acknowledge that Employee's employment with Metro constitutes "at-will" employment. Subject to Metro's obligation to provide severance benefits as specified in this Agreement, Employee and Metro acknowledge that this employment relationship may be terminated at any time, upon written notice to the other party, with or without cause or good reason and for any or no cause or reason, at the option of either Metro or Employee. It is further understood and agreed that neither this Agreement, nor any service provided under this Agreement, shall create a property interest of any kind.
6. **Compensation.**
 - A. **Salary.** As compensation for Employee's services, Metro shall pay Employee the sum of \$193,507.00 per year, payable in the same frequency and manner as other Metro employees. Employee's performance and salary shall be reviewed annually as provided below, and thereafter Employee's salary may be adjusted by Metro, consistent with the Metro pay plan. Employee will serve a three month probationary period and upon successful completion of the probationary period will receive a 4% increase to his base salary described above. The compensation paid to Employee shall be subject to customary withholding taxes and other taxes as required with respect to compensation paid by Metro to an employee.
 - B. **Benefits.** Employee shall receive benefits at a level determined by Metro. For the purposes of this section, "benefits" means health insurance, including dental and vision care, life insurance, disability insurance, paid leave, employee assistance, retirement benefits pursuant to the Public Employees Retirement System ("PERS"), and any other benefits which are routinely provided to Metro's non-represented employees. Metro shall pay the six percent (6%) employee contribution required by PERS for Employee. Except as otherwise expressly provided in this Agreement, the employee benefits provided to Employee under this section are subject to any additions, reductions or other changes made by Metro to the benefits provided to Metro's non-represented employees.
 - C. **Annual Vacation Leave.**
 - (1) Employee shall accrue annual vacation leave as provided in the Metro Personnel Rules, as they may be amended from time to time. Upon initial hire, Employee shall accrue vacation at the rate at which he currently accrues vacation as of the date of this Agreement.

- (2) Employee shall annually forfeit any vacation leave that both (a) exceeds the 275 hour limit; and (b) is accrued in a fiscal year in which Employee has not taken at least 80 hours of annual leave (“minimum leave”). The “minimum leave” requirement may be waived by Metro under extraordinary circumstances.
 - (3) Upon voluntary resignation of his employment or termination for cause as defined in Section 9(C), Employee shall only be entitled to payment for accrued and unused vacation leave up to a maximum of 275 hours. If Employee is terminated by Metro without cause, Employee shall be compensated as provided in Section 9(B).
7. **Performance/Compensation Reviews.** Employee will be evaluated annually through Metro’s Performance Appraisal Cycle program. The Council President and Employee shall mutually agree on an annual work plan for Employee. In evaluating Employee’s performance, the Council President may consider how Employee’s performance is consistent with standard management practices, personnel policies and performance measures adopted by the Council President.
8. **Reassignment.** Upon written notice, Employee may be temporarily or permanently reassigned to another Metro position or, if to another entity, pursuant to Metro’s “Loaned Executive” policy. If a temporary reassignment results in Employee receiving a different salary during the reassignment period, Employee shall be returned in good standing to his previous position and salary range upon completion of the reassignment.

Performance reviews covering periods while Employee is temporarily reassigned or on loan to another entity shall reflect all work during the period, and compensation adjustments shall be commensurate with performance during the entire period under review.

9. **Termination.**

A. **Termination by the Parties.**

- (1) **Termination by Metro:** Employee understands and agrees that he is an at-will employee and may be terminated at any time, with or without cause, by the Metro COO giving Employee a written notice of termination. If the written notice of termination does not specify the effective date of termination, the effective date of termination shall be the date on which the written notice was given. Cause is defined in section 9C of this Agreement.

- (2) Termination by Employee: Employee may terminate his employment with Metro at any time by giving Metro a written notice of termination specifying the effective date of termination. To terminate in good standing, employee must provide thirty (30) days written notice of termination. If the written notice of termination does not specify the effective date of termination, the effective date of termination shall be the date that is thirty (30) days after the date on which the written notice was given.
 - (3) Upon termination, accrued leave shall be paid as provided by law and the terms of this Agreement.
- B. Termination Without Cause. Metro may terminate this Agreement without cause and, at Metro's sole election may do so without prior notice to Employee. Upon termination of employment without cause, Employee shall receive severance pay and benefits in exchange for a signed release of any and all claims as follows:
- (1) Severance pay shall be guaranteed at three (3) months' salary. Severance pay shall be subject to usual and customary withholdings under applicable local, state, and federal taxes.
 - (2) Upon the effective date of termination, Employee shall be eligible for continued health insurance as established by law ("COBRA"), including any premiums subsidy currently in effect. Metro shall pay for the cost of said insurance to the level utilized by Employee at the time of termination until Employee has become employed in another position, with health coverage in effect, or for six (6) months, whichever is less.
 - (3) Employee shall receive payment for all accrued and unused vacation leave up to a maximum of 275 hours.
- C. Termination for "Cause." The Metro COO may terminate this Agreement for "cause" by giving Employee written notice of intent to terminate for "cause." The written notice shall set forth the reasons for termination constituting cause and provide an opportunity for Employee to respond. In the event that the Metro COO elects to terminate this Agreement for "cause," neither severance pay nor employer paid COBRA benefits shall be due to Employee. At any time prior to the effective date of a termination for cause, Metro may provide written notice withdrawing the notice of proposed termination for cause, and following such withdrawal may elect to terminate this Agreement pursuant to the provisions of Section 9B. "Cause" shall include one or more of the following:

- (1) Commission of any act specified as a basis for disciplinary action in the Metro Personnel Policies (as it may be amended from time to time), the nature of which would tend to bring discredit or embarrassment to Metro or the Council, as determined by the COO in her reasonable discretion.
 - (2) Violation of the Oregon Government Ethics and Practices Act.
 - (3) Violation of the Code of Ethics for Metro Officials. Metro Code Chapter 2.17.
10. **Non-Disclosure of Confidential Information.** To the extent allowable under Oregon public records law, Employee agrees that during employment and following separation, Employee shall not disclose confidential information obtained during the scope of employment at Metro.
11. **Termination Authority.** The Metro COO has the sole authority to terminate this Agreement on behalf of Metro. The Metro COO may terminate this Agreement in writing pursuant to any provision of Paragraph 9 of this Agreement.
12. **Disability or Death.**
- A. If, as the result of any physical or mental disability, Employee shall have failed or is unable to perform his duties for more than twelve (12) consecutive weeks, the Metro COO may, by subsequent written notice to Employee, terminate his employment under this Agreement as of the date of the notice, without any further payment or the furnishing of any benefit by Metro under this Agreement (other than accrued and unpaid salary and accrued benefits), subject to compliance with all applicable laws and regulations including the Americans With Disabilities Act.
 - B. The term of Employee's employment under this Agreement shall terminate upon his death. In the event of Employee's death, Metro shall provide payment of all accrued salary and benefits, but shall not furnish any of the benefits designated under Section 9B of this Agreement.
13. **Successorship.** This Agreement shall inure to and shall be binding upon Metro's successors, assigns, trustees, executors, and administrators.
14. **Modification.** This Agreement can only be modified by a written amendment, signed by Employee and the Council President. No oral or written statements, promises, or course of conduct shall serve to modify the Agreement in any way. No practices or customs which may arise between Employee and Metro shall modify this Agreement or affect its meaning in any way.

15. **Waiver.** Failure of either party at any time to require performance of any provision of this Agreement shall not limit the parties' rights to enforce the provision, nor shall any waiver of any breach of any provision be a waiver of any succeeding breach of the provision itself or of any other provision.
16. **Construction.** This At-Will Employment Agreement is the final, entire agreement between the parties, shall be construed as having been drafted jointly by the parties, is intended to be a complete and final expression of the agreement between the parties, and shall supersede any and all prior discussions or agreements.
17. **Severability.** In the event that any court of competent jurisdiction determines that one or more portions of this Agreement are invalid or unlawful, the remaining portions shall remain in full force and effect.
18. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of Oregon. Employee consents to the personal jurisdiction of the state and federal courts located in Multnomah County, Oregon for any action or proceeding arising from or relating to this Agreement.

EXECUTED IN DUPLICATE on _____ to be effective _____.

EMPLOYEE

METRO

Paul Slyman

Lynn Peterson
Council President

APPROVED AS TO FORM:

Nathan A. S. Sykes
Acting Metro Attorney

Agenda Item No. 4.2

Resolution No. 19-4961, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Eleven Projects Impacting ODOT, Oregon City, and TriMet (JA19-05-JAN)

Consent Agenda

Metro Council Meeting
Thursday, February 7, 2019
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR) RESOLUTION NO. 19-4961
AMENDING EXISTING PROJECTS TO THE)
2018-21 METROPOLITAN TRANSPORTATION) Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING) Martha Bennett in concurrence with
ELEVEN PROJECTS IMPACTING ODOT,) Council President Lynn Peterson
OREGON CITY, AND TRIMET (JA19-05-JAN))

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, the Metro 2019-21 Regional Flexible Fund Allocation (RFFA) award to Oregon City's Molalla Ave active transportation improvement project qualified to be de-federalized via a fund exchange with TriMet and with no expected federal approvals required is being now removed from the MTIP and will be implemented and monitored outside the MTIP by an Intergovernmental Agreement between Metro and Oregon City; and

WHEREAS, ODOT's OR-8 at River Road Fix-it/Safety improvement project is combining with their OR-224 at Lake/Harmony project which will result in cost savings and allow both projects to be delivered under the same construction contract; and

WHEREAS, ODOT's OR-213 (82nd Ave) at Madison High School project will be combined into a similar project being designed by Portland Public Schools which results in ODOT still contributing \$560,000 of state funds to the project and allows the project to be de-federalized enabling PPS to lead and accelerate delivery during 2019 and results in cost savings enabling \$560,250 of federal funds to be transferred to ODOT's OR-8 River Rd & OR-224 at Lake Rd combined project to resolve a Preliminary Engineering and Construction phase funding shortfall; and

WHEREAS, ODOT's Federal Fiscal Year 2019 Statewide Rail Crossing Program will commit \$300,000 to ODOT's combined OR-8 River Rd & OR224 at Lake Rd project to support needed railroad improvements now part of the project's scope and will be included as part of the amendment to ODOT's OR-8 River Rd & OR-224 at Lake Rd project; and

WHEREAS, ODOT's design of their I-5 from Marine Drive to Fremont Bridge safety improvement project proposed to install variable speed advisory signs on north and southbound I-5 has resulted in higher project costs forcing scope adjustments and project limit reductions to keep the project

within budget, but also realizes construction phase savings to now be used to address a Preliminary Engineering phase funding shortfall; and

WHEREAS, ODOT's review of their I-405 – Fremont (Willamette River) Bridge Fix-it project involving bridge painting has determined they can transfer \$10,000,000 from the project to their Federal Fiscal Year 2019 Major Bridge Maintenance project grouping bucket increasing fund programming to \$20 million which supports efforts to strengthen Region 1 Bridges annually; and

WHEREAS, ODOT's SW Multnomah Blvd Over I-5 Fix-It/safety improvement project proposed to place a structural overlay on the deck, replace or repair leaking joints, and retrofit bridge rails to meet safety standards has seen its overall cost increase by \$656,900 resulting in a decision to transfer funding from a Region 5 canceled project in Key 20540, adjust the scope to their I-84 Fairview to Marine Drive & Tooth Rock Tunnel project to free up additional funds, and commit \$400,000 from the Statewide Bridge Funding project grouping buckets in Keys 20082 and 20083 to cover the funding shortfall; and

WHEREAS, ODOT's OR-99W SB Ramp to I-5 SB (Capitol Highway Interchange) project which will address the top layer of the concrete deck that has required patches where pieces have separated, with a structural concrete overlay also has experienced a significant cost increase to the Preliminary Engineering and Construction phases requiring an additional \$927,494 resulting in the need fund leverage funding from other available bridge and/or interchange improvement projects to address the funding shortfall; and

WHEREAS, ODOT's I-5 Barbur Blvd NB Connection Bridge Fix-It/safety improvement project which involves structure painting, pack rust removal, and rivets/bolts replacement faces a cost increase of \$828,692 impacting the Preliminary Engineering and the Construction phases will draw from available funds from a canceled Region 5 project, and scope adjustments from ODOT's Key 20298, I-84 – Fairview to Marine Drive & Tooth Rock Tunnel project and is being renamed for clarity to be the OR-99W – Barbur Blvd Northbound Connection Bridge project; and

WHEREAS, ODOT's I-84 – Fairview to Marine Drive & Tooth Rock Tunnel Highway/ Preservation project will be down-scoped to include I-84 section paving from Fairview to Marine Drive and include a full signal upgrade at NE 238th while eliminating the Tooth Rock Tunnel and McCord Creek Bridge scope elements releasing committed funding to be use on other projects including ODOT's OR-99W Barbur Blvd Northbound Connection Bridge project to address funding shortfalls; and

WHEREAS, TriMet's FY 2018 Preventative Maintenance Transit Oriented Development (TOD) fund exchange project with Metro programmed in Key 21126 has been identified as an inadvertent duplicate project to their already obligated and awarded TOD fund exchange project in Key 21262 and is now being removed from the MTIP to resolve fund programming duplication which could negatively impact Metro's fiscal constraint finding; 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 January 2019 Formal MTIP Amendment; and

WHEREAS, all projects included in the January 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 January 11, 2019 and approved the amendment approval recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on January 17, 2019 to formally amend the 2018-21 MTIP to include the January 2019 Formal Amendment bundle consisting of eleven projects.

ADOPTED by the Metro Council this ____ day of _____ 2019.

Lynn Peterson, Council President

Approved as to Form:

Nathan A.S. Sykes, Acting Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 19-4961



Proposed November 2018 Formal Amendment Bundle Amendment Type: FORMAL, JA19-05-JAN Total Number of Projects: 11				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 20810	Oregon City	Molalla Ave: Beaver Creek Rd to OR213	Construct bike lanes along the entire Molalla Ave: Beavercreek Rd to Highway 213 with Continuous ADA compliant sidewalks ramps; trees and ped level street lighting on west side of corridor; transit amenities along both sides of the corridor and street furnishings	REMOVED PROJECT: This Metro 2019-21 RFFA federally funded project completed a fund swap for local funds and is now a de-federalized project. No federal approvals are required to deliver and complete the project. As such, the project is not required to be programmed in the MTIP or STIP. Key 20810 is being removed from the MTIP through this amendment.
Project #2 Key 20451	ODOT	OR8 at River Road OR8 at River Rd & OR224 at Lake Rd	Full signal upgrade with illumination and ADA improvements Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro. Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd in Clackamas County.	COMBINED PROJECT: Amendment combines scope and funding from two projects: 20454 and 20507 plus adds \$300k in a new Other phase for railroad improvements. Combining Keys 20454 into 20451, adding funding from 20507 and from the ODOT railroad crossing project grouping bucket will reduce overhead costs and allow for efficiencies in delivery.
Project #3 Key 20454	ODOT	OR224 at Lake/Harmony	Replace overhead flasher with ground mounted advance flashers.	COMBINED/CANCELED PROJECT: Scope and funding totaling \$109,078 is combined onto Key 20451. As a result Key 20454 is left with \$0 funding and is being removed from the MTIP

<p>Project #4 Key 20507</p>	<p>ODOT</p>	<p>OR213 (82nd Ave) at Madison High School</p>	<p>Replace signal; rebuild and restripe existing crosswalk; add crosswalks and close a driveway.</p>	<p>FUND SWAP/DE-FEDERALIZATION: Key 20507 is being de-federalized upon review of the project and similar project in development by Portland Public Schools (PPS). ODOT will contribute \$560,250 state funds to the project (IGA in development). This amendment serves to convert the project into a locally funded and delivered project. PPS's delivery schedule is ahead of ODOT's project. The amendment for Key 20507 also advances ROW, UR and CN all to 2019. A budget shortfall has been identified on project K20451. \$560,250 Enhance funds from this project are being reallocated to K20451.</p>
<p>Project #5 Key 20430</p>	<p>ODOT</p>	<p>I-5: MP 303.27 - MP 308.63</p>	<p>Install variable speed advisory signs on I-5 northbound and southbound from the Fremont Bridge to Marine Drive</p>	<p>COST INCREASE/LIMITS & SCOPE CHANGE: Cost increases have occurred to the Preliminary Engineering phase which are being addressed. Causes include extended design period of 6-months, additional administrative/ management costs, design modifications, and added agency coordination requirements. The Amendment changes the project name to reflect the reduced scope. Project mile points are adjusted to match the engineer's plans and removing the Hayden Island location. The construction phase is reduced by \$314,000 and moved to PE . Finally, the construction phase is being advance from 2020 to 2019.</p>
<p>Project #6 Key 20481</p>	<p>ODOT</p>	<p>I-405: Fremont (Willamette River) Bridge</p>	<p>Paint bridge approaches; other section as funding allows.</p>	<p>COST DECREASE: \$10 million of construction phase funding is being transferred to Key 20077, Major Bridge Maintenance FFY 2019, the Statewide Project Grouping bucket to support strengthening of major bridges in Region 1. OTC approval was required for this action to occur.</p>
<p>Project #7 Key 20484</p>	<p>ODOT</p>	<p>SW Multnomah Blvd over I-5</p>	<p>Place a structural overlay on the deck; replace or repair leaking joints; and retrofit the bridge rails to meet safety standards.</p>	<p>COST INCREASE: PE and construction phase increase in cost by a total of \$967,800 to the project. The shortfalls in both phases are addressed through this amendment.</p>

<p>Project #8 Key 20702</p>	<p>ODOT</p>	<p>OR99W SB Ramp to I-5 SB (Capital Highway Interchange)</p>	<p>In SW Portland on OR99W at SW Capital Highway IC on SB Ramp to I-5, preserve deck with structural overlay</p>	<p>COST INCREASE: Preliminary Engineering and construction phases increase in cost due to use of external consulting for PE while construction phase added minor scope elements including cleaning and painting of the steel bearings plus the replacement of deficient ADA ramps. The project cost also was adjusted for inflation. The total project cost increases from \$408,000 to \$1,335,494.</p>
<p>Project #9 Key 20465</p>	<p>ODOT</p>	<p>I-5: Barbur Blvd NB connection bridge OR99W: Barbur Boulevard Northbound Connection Bridge</p>	<p>Paint structure; remove pack rust. Replace rivets and bolts.</p>	<p>COST INCREASE: Preliminary Engineering and construction phases increase in cost due to use of external consulting for PE while the construction phase has increased due to bid prices, plus the costs of the containment for paint removal/paint application and the disposal of hazardous waste were not included in the original project estimate. The project name is being updated to reflect that the mile points are actually for OR99W, and not I-5. There are no changes to the project location or scope. The total project cost increase is \$828,692.</p>
<p>Project #10 Key 20298</p>	<p>ODOT</p>	<p>I-84: Fairview - Marine Drive & Tooth Rock Tunnel I-84: Fairview - Marine Drive</p>	<p>Repave a section of I-84 between Fairview and Marine Dr repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE238th Ave. Deck overlay and repair joints on the McCord Creek Bridge (#02193B).</p>	<p>SCOPE CHANGE: A more extensive project for Tooth Rock Tunnel is being scoped for the 21-24 STIP cycle. Through this amendment, the Tooth Rock Tunnel paving work from this project's scope to be re-added in the 21-24 STIP. Similarly, the McCord Creek Bridge is being considered for the 21-24 STIP. As such, this scope element also is removed Key 20298. The project name and description are updated as a result. The revised project scope results in a cost decrease to the project.</p>
<p>Project #11 Key 21126</p>	<p>TriMet</p>	<p>FY18 TriMet Prevent Maint (TOD Fund Exchange)</p>	<p>Enables the annual Transit Oriented Development (TOD) fund exchange to occur</p>	<p>CANCELED PROJECT: Key 21126 is a duplicate entry in the MTIP to TriMet's Key 21262 which already obligated its funds. Key 21126 is being removed from the MTIP as a corrective action.</p>

Exhibit A to Resolution 19-4961

**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
20810	70885	Oregon City	Molalla Ave. Beaver Creek Rd - Hwy 213					Active Transportation	\$ 7,985,379
Project Description:		Bike lanes along the entire Molalla Ave: Beaver Creek Rd to Highway 213. Continuous ADA compliant sidewalks, ramps; trees and ped level street lighting on west side of corridor; transit amenities along both sides of the corridor and street furnishings							
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
TriMet GF	Local	Local	2019		\$ 1,257,466				\$ 1,257,466
Local	Local	Local	2019		\$ 143,923				\$ 143,923
TriMet GF	Local	Local	2019			\$ 467,514			\$ 467,514
Local	Local	Local	2019			\$ 53,509			\$ 53,509
TriMet GF	Local	Local	2020					\$ 2,075,652	\$ 2,075,652
Local	Local	Local	2020					\$ 3,987,315	\$ 3,987,315
Total:			\$ -	\$ 1,401,389	\$ 521,023	\$ -	\$ 6,062,967	\$ 7,985,379	
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. TriMet GF = TriMet local General Funds. .</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
Proposed changes are stated on the next page

PROJECT #1 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
20810	70885	Oregon City	Molalla Ave. Beaver Creek Rd - Hwy 213	Active Transportation	\$ 7,985,379
Project Description:			Bike lanes along the entire Molalla Ave. from Hwy 213 to Hwy 213. Continuous ADA compliant sidewalks, ramps; trees and pedestrian level street lighting on west side of the corridor and street furnishings along both sides of the corridor and street furnishings		

Project is being removed from the MTIP
 See Amendment Summary below for details

Fund Type Code	Fund Code	Type	Year	Plan	Right of Way	Construction	Other (TSMO/ITS)	Total		
TriMet GF	Local	Local	2019		\$ 1,257,466			\$ 1,257,466		
Local	Local	Local	2019		\$ 143,923			\$ 143,923		
TriMet GF	Local	Local	2019			\$ 467,514		\$ 467,514		
Local	Local	Local	2019			\$ 53,509		\$ 53,509		
TriMet GF	Local	Local	2020				\$ 2,075,652	\$ 2,075,652		
Local	Local	Local	2020				\$ 3,987,315	\$ 3,987,315		
Total:					\$ -	\$ 1,401,389	\$ 521,023	\$ -	\$ 6,062,967	\$ 7,985,379

- 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. 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

Key 20810 was initially awarded \$3,800,632 of federal funds through the 2019-21 Metro Regional Flexible Fund Allocation (RFFA). Subsequent to this award, a project review indicated Key 20810 would be a good candidate for de-federalization. No federal approvals appear required allowing Oregon City to complete the project separately from the regular federal delivery process. Applicable pedestrian and bicycle scope improvements have been incorporated into the Metro Pedestrian and Bicycle modeling networks through the RFFA call.

From an air quality viewpoint, the project is exempt under 40 CFR 93.126, Table 2, "Air Quality - Bicycle and pedestrian facilities category". The project is also considered a non-capacity improvement. Local funds from TriMet were used to swap out the federal funds. TriMet will use the federal funds in support of their federal project needs.

By replacing the federal funds with local funds, Oregon City can move forward to deliver the project faster than if the project remained federalized. Without federal approvals required to deliver the project, funded by only local funds, and as an exempt project, Key 20810 is not necessary to remain in the MTIP. The project is being removed from the MTIP through this amendment.

Metro has completed a local Intergovernmental Agreement (IGA) with Oregon City and will monitor the project delivery status separate from the MTIP requirements. Local funding as shown in the funding table remains committed to deliver the project.

Exhibit A to Resolution 19-4961

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



PROJECT #2 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20451	70996	ODOT	OR8 at River Road					Operations	\$ 1,182,643
Project Description:		Full signal upgrade with illumination and ADA improvements							
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
State STBG-FLX	Z240	Federal	2019		\$ 253,826				\$ 253,826
State	Match	State	2019		\$ 29,052				\$ 29,052
State STBG-FLX	Z240	Federal	2020			\$ 82,146			\$ 82,146
State	Match	State	2020			\$ 9,402			\$ 9,402
State STBG-FLX	Z240	Federal	2021					\$ 725,213	\$ 725,213
State	Match	Local	2021					\$ 83,004	\$ 83,004
Total:				\$ -	\$ 282,878	\$ 91,548	\$ -	\$ 808,217	\$ 1,182,643
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. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. State STBG-FLX = Federal Surface Transportation Block Grant funds allocated to ODOT for use on eligible highway improvement projects. 4. State = General state funds committed by ODOT in support of the required local match to the federal funds.								

Amendment Summary
Proposed changes are stated on the next page

PROJECT #2 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
20451	70996	ODOT	OR8 at River Road OR8 at River Rd & OR224 at Lake Rd	Operations	\$ 2,151,970
Project Description:			Full signal upgrade with illumination and ADA improvements Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro. Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd in Clackamas County.		

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Railroad Improvements)	Construction	Total
ADVCON	ACPO	Federal	2019		\$ 143,907				\$ 143,907
State	Match	State	2019		\$ 16,471				\$ 16,471
NHPP-FAST	Z001	Federal	2019		\$ 446,745				\$ 446,745
State	Match	State	2019		\$ 51,132				\$ 51,132
Rail Hwy Cross Haz	ZS40	Federal	2019				\$ 270,000		\$ 270,000
State	Match	State	2019				\$ 30,000		\$ 30,000
State STBG-FLX	Z240	Federal	2020			\$ 82,146			\$ 82,146
State	Match	State	2020			\$ 9,402			\$ 9,402
ADVCON	ACPO	Federal	2021					\$ 49,576	\$ 49,576
State	Match	State	2021					\$ 5,674	\$ 5,674
NHPP-FAST	Z001	Federal	2021					\$ 939,399	\$ 939,399
State	Match	State	2021					\$ 107,518	\$ 107,518
Total:				\$ -	\$ 658,255	\$ 91,548	\$ 300,000	\$ 1,102,167	\$ 2,151,970

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. 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>4. NHPP-FAST = Federal National Highway Performance Program Funds allocated to ODOT from the FAST Act for various highway improvement needs.</p> <p>5. Rail Hwy Cross Haz = Federal Railroad Crossing Hazards funding allocated to ODOT supporting railroad crossing safety improvements.</p> <p>6. State STBG-FLX = Federal Surface Transportation Block Grant funds allocated to ODOT for use on eligible highway improvement projects.</p> <p>7. State = General state funds committed by ODOT in support of the required local match to the federal funds.</p>
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Amendment Summary

The decision to combine scope and funding from Keys 20454 and 20507 originates from a review that determined the three projects can be delivered under a single contract as similarities in scope activities exist among all three in the project limits. The combining action is considered a fund leveraging effort to save on costs, hold down cost increased, and provide increased efficiencies in project delivery.

The scope and funding from Keys 20454 and 20507 are being combined into Key 20451 as shown on the previous page. The changes to the project scope through the combining effort are significant enough to require a formal amendment to complete the combining effort. \$300, from ODOT's Key 20352, Statewide Rail Crossing Program FFY19, is being shifted to Key 20451. The \$300k is now shown in the Other phase in 2019 supporting required railroad crossing improvements. The project limits are adjusted to include project site locations from Key 20454 on OR224 from MP 2.4 to MP 2.5.

The project name and description are also updated based on the adjusted scope and project limits.

A total of \$109,078 is being transferred from Key 20454 and \$560,250 originates from Key 20507. Note: Adjustments to Keys 20454 and 20507 are included in this amendment bundle and follow as the next two projects in the notification table. The \$300k from for railroad improvements is from the ODOT statewide project grouping funding pot and is considered outside the MPO boundary area. Funding changes to Key 20352 are not required to be included in this amendment bundle. ODOT will make the required funding adjustments directly to the STIP.

Exhibit A to Resolution 19-4961

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



PROJECT #3 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20454	70997	ODOT	OR224 at Lake/Harmony					Highway	\$ 109,078
Project Description:		Replace overhead flasher with ground mounted advance flashers.							
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 STBG-FLX	Z240	Federal	2020		\$ 49,466				\$ 49,466
State	Match	State	2020		\$ 5,662				\$ 5,662
State STBG-FLX	Z240	Federal	2021					\$ 48,409	\$ 48,409
State	Match	State	2021					\$ 5,541	\$ 5,541
Total:				\$ -	\$ 55,128	\$ -	\$ -	\$ 53,950	\$ 109,078
PROJECT #3 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20454	70997	ODOT	OR224 at Lake/Harmony					Highway	\$ -
Project Description:		Replace overhead flasher with ground mounted advance flashers.							
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
State STBG-FLX	Z240	Federal	2020		\$ -				\$ -
State	Match	State	2020		\$ -				\$ -
State STBG-FLX	Z240	Federal	2021					\$ -	\$ -
State	Match	State	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. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. State STBG-FLX = Federal Surface Transportation Block Grant funds allocated to ODOT for use on eligible highway improvement projects. 4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.								

Amendment Summary

Key 20454's scope and funding is combined into Key 20451 to enhance project delivery efficiencies. See Amendment Summary details for Key 20451. As a result Key 20454 is zeroed programmed and will be removed from the MTIP.

Exhibit A to Resolution 19-4961

**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
20507	70981	ODOT	OR213 (82nd Ave) at Madison High School					Highway	\$ 1,120,502
Project Description:			Replace signal; rebuild and restripe existing crosswalk; add crosswalks and close a driveway.						
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 STBG-FLX	Z240	Federal	2019		\$ 192,920				\$ 192,920
Local	Match	Local	2019		\$ 22,081				\$ 22,081
State STBG-FLX	Z240	Federal	2020			\$ 134,146			\$ 134,146
Local	Match	Local	2020			\$ 15,354			\$ 15,354
State STBG-FLX	Z240	Federal	2020				\$ 9,870		\$ 9,870
Local	Match	Local	2020				\$ 1,130		\$ 1,130
State STBG-FLX	Z240	Federal	2021					\$ 668,489	\$ 668,489
Local	Match	Local	2021					\$ 76,512	\$ 76,512
Total:			\$ -	\$ 215,001	\$ 149,500	\$ 11,000	\$ 745,001	\$ 1,120,502	
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. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.								

Amendment Summary
Proposed changes are stated on the next page

PROJECT #4 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
20507	70981	ODOT	OR213 (82nd Ave) at Madison High School	Highway	\$ 1,120,500

Project Description: Replace signal; rebuild and restripe existing crosswalk; add crosswalks and close a driveway.

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Other	OTH0	Local	2019		\$ 215,000				\$ 215,000
Other	OTH0	Local	2019			\$ 149,500			\$ 149,500
Other	OTH0	Local	2019				\$ 11,000		\$ 11,000
Other	OTH0	Local	2019					\$ 184,750	\$ 184,750
State	S010	State	2019					\$ 560,250	\$ 560,250
Total:				\$ -	\$ 215,000	\$ 149,500	\$ 11,000	\$ 745,000	\$ 1,120,500

- 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 = General state funds that in this case are added for the construction phase in place of the federal funds that are being transferred to Key 20451.
 4. Other = Local funds committed by Portland Public Schools in support of the project

Amendment Summary

Key 20507 is being de-federalized upon review of the project and similar project in development by Portland Public Schools (PPS). PPS is currently developing their own Madison High School project, and their scope is identical to that of the ODOT project. PPS is already partway through design and their delivery schedule is ahead of the ODOT project. The project review supports PPS to continue delivering the project.

ODOT will contribute \$560,250 state funds to the project (IGA in development). This amendment serves to convert the project into a locally funded and delivered project with a \$560,250 contribution from ODOT, as approved by Jeff Flowers.

PPS's delivery schedule is ahead of ODOT's project. The amendment for Key 20507 also advances ROW, UR and CN all to 2019.

A budget shortfall has been identified on project K20451. \$560,250 Enhance funds from this project are being reallocated to K20451. This project will remain programmed in the MTIP and STIP.

Exhibit A to Resolution 19-4961

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



PROJECT #5 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20430	70972	ODOT	I-5: MP 303.27 - MP 308.63					Bridge	\$ 7,799,500
Project Description:		Install variable speed advisory signs on I-5 northbound and southbound from the Fremont Bridge to Marine Drive							
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HISP	ZS30	Federal	2017		\$ 1,386,500				\$ 1,386,500
HSIP	ZS30	Federal	2020					\$ 6,413,000	\$ 6,413,000
									\$ -
Total:				\$ -	\$ 1,386,500	\$ -	\$ -	\$ 6,413,000	\$ 7,799,500
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. HSIP = 100% federal - no match required Highway Safety Improvement Program funding allocated to ODOT supporting needed safety improvements								

Amendment Summary
 Proposed changes are stated on the next page

PROJECT #5 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
20430	70972	ODOT	I-5: MP 303.27 – MP 308.63 I-5: Marine Dr - Fremont Bridge				Bridge	\$ 7,799,500	
Project Description:			Install variable speed advisory signs on I-5 northbound and southbound from the Fremont Bridge to Marine Drive						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HSIP	ZS30	Federal	2017		\$ 1,386,500				\$ 1,386,500
ADVCON	ACPO	Federal	2017		\$ 314,000				\$ 314,000
ADVCON	ACPO	Federal	2019					\$ 6,099,000	\$ 6,099,000
Total:				\$ -	\$ 1,700,500	\$ -	\$ -	\$ 6,099,000	\$ 7,799,500
Notes:	<p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</p> <p>3. HSIP = 100% federal - no match required Highway Safety Improvement Program funding allocated to ODOT supporting needed safety improvements</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>								

Amendment Summary

The amendment shifts \$314,000 of construction phase funding to cover a PE funding shortfall. The Preliminary Engineering cost increase are due to a combination of the following factors:

- (1) The design schedule was required to be extended six months to address various project issues.
- (2) Additional efforts in traffic control plans that involved additional meetings with management and the mobility advisory committee.
- (3) Design modifications from Maintenance with security fencing
- (4) Required coordination with Washington Department of Transportation related to traffic control devices extending into the State of Washington.

The limits and scope change address the need to drop its northernmost ITS site (Hayden Island) in order to stay within overall budget. Removing this site will allow sufficient funding for the design and construction of all remaining sites. The project limits change from 303.27 -308.63 (net of 5.36) to 302.80 to 307.30 (net of 4.50) which results in an over limits change of 0.86 which is greater than the 0.25 threshold for limit changes and triggers the formal amendment.

The shift of construction phase funding is allowable as the update estimate has been reduced. The net total cost for the project remains unchanged at \$7,799,500.

Exhibit A to Resolution 19-4961

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



PROJECT #6 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20481	70973	ODOT	I-405: Fremont (Willamette River) Bridge					Bridge	\$ 27,794,616
Project Description:		Paint bridge approaches; other section as funding allows.							
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHPP-FAST	Z001	Federal	2019		\$ 843,783				\$ 843,783
State	Match	State	2019		\$ 96,575				\$ 96,575
NHPP-FAST	Z001	Federal	2021					\$ 24,096,326	\$ 24,096,326
State	Match	State	2021					\$ 2,757,932	\$ 2,757,932
									\$ -
Total:				\$ -	\$ 940,358	\$ -	\$ -	\$ 26,854,258	\$ 27,794,616
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. NHPP-FAST = Federal National Highway Performance Program Funds allocated to ODOT from the FAST Act for various highway improvement needs. 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	
20481	70973	ODOT	I-405: Fremont (Willamette River) Bridge				Bridge	\$ 17,794,616	
Project Description:		Paint bridge approaches; other section as funding allows.							
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	2019		\$ 843,783				\$ 843,783
State	Match	State	2019		\$ 96,575				\$ 96,575
NHPP-FAST	Z001	Federal	2019					\$ 15,123,326	\$ 15,123,326
State	Match	State	2019					\$ 1,730,932	\$ 1,730,932
									\$ -
Total:			\$ -	\$ 940,358	\$ -	\$ -	\$ 16,854,258	\$ 17,794,616	
Notes:	<ol style="list-style-type: none"> 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. NHPP-FAST = Federal National Highway Performance Program Funds allocated to ODOT from the FAST Act for various highway improvement needs. 4. State = General state funds committed by ODOT normally in support of the required match to the federal funds. 								

Amendment Summary

This amendment transfers \$10,000,000 from Key 20481 to Key 20077 to support Major Bridge Maintenance FFY 2019 program.

In 1990, the State of Oregon established a major bridge maintenance (MBM) program, to specifically address major and emergency bridge repairs that were not selected in the STIP or other funding sources. This type of work is generally determined to be of high enough priority that waiting for the STIP or other funding source is not an acceptable solution.

With OTC approval, the programming updates for MBM can be used to address safety, preservation, and strengthening needs for bridges statewide. The additional \$10 million is required to support the funding for strengthening identified bridges. The strengthening of these bridges will be done so that there is adequate load capacity for the vehicles that are using the bridges.

Three major bridges in Portland are undergoing load ratings and advance analysis which include: (1) Willamette River, Interstate 5 (Marquam), (2) Willamette River, U.S. 30 Bypass (St. Johns), and (3) Willamette River, Oregon 99 West (Steel)

Key 20077 is ODOT's statewide project grouping bucket supporting the FFY 2019 Major Bridge Maintenance program. Key 20077 is programmed outside of the MPO boundary area and not programmed in the MTIP. ODOT will provide the required updates to Key 20077 through the STIP.

Exhibit A to Resolution 19-4961

**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
20484	70976	ODOT	SW Multnomah Blvd over I-5					Bridge	\$ 1,571,000
Project Description:		Place a structural overlay on the deck; replace or repair leaking joints; and retrofit the bridge rails to meet safety standards.							
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHPP-FAST	Z001	Federal	2017		\$ 191,125				\$ 191,125
State	Match	State	2017		\$ 21,875				\$ 21,875
NHPP-FAST	Z001	Federal	2020					\$ 1,218,533	\$ 1,218,533
State	Match	State	2020					\$ 139,467	\$ 139,467
									\$ -
Total:				\$ -	\$ 213,000	\$ -	\$ -	\$ 1,358,000	\$ 1,571,000
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. NHPP-FAST = Federal National Highway Performance Program Funds allocated to ODOT from the FAST Act for various highway improvement needs.</p> <p>4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.</p>								

Amendment Summary
Proposed changes are stated on the next page

PROJECT #7 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
20484	70976	ODOT	SW Multnomah Blvd over I-5	Bridge	\$ 2,538,800
Project Description:			Place a structural overlay on the deck; replace or repair leaking joints; and retrofit the bridge rails to meet safety standards.		

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Redistribution	ZS30	Federal	2017		\$ 191,125				\$ 191,125
State	Match	State	2017		\$ 21,875				\$ 21,875
ADVCON	ACPO	Federal	2017		\$ 278,971				\$ 278,971
State	Match	State	2017		\$ 31,929				\$ 31,929
ADVCON	ACPO	Federal	2020					\$ 1,807,970	\$ 1,807,970
State	Match	State	2020					\$ 206,930	\$ 206,930
Total:				\$ -	\$ 523,900	\$ -	\$ -	\$ 2,014,900	\$ 2,538,800

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. Redistribution = Annual federal funds (similar to Surface Transportation Block Grant STBG) redistributed from FHWA back to the states. These are unobligated funds from other states that failed to meet their annual obligation targets. States that do meet their obligation targets receive a portion as a bonus for the year. These federal funds are referred to as "Redistribution funds" and programmed with this nomenclature/
	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.
	6. State = General state funds committed by ODOT normally in support of the required match to the federal funds.

Amendment Summary

Trough this amendment, PE increases by \$310,900 and construction phase by \$656,900. The cost increase are primarily due to the PE phase changing from an internal driven effort to an external consultant led process. The construction phase increase results from having to include overpass protective screening and moving the delivery date to 2020.

The additional funds will be sourced from several areas which include: (1) The cancellation of K20540 (a Region 5 bridge project). (2) The removal of bridge scope/funding from K20298. And, (3) \$400K from Statewide Bridge funding buckets K20082/K20083.

The cost increase is \$967,800 which equals a 61.6% increase to the project resulting in the need for the formal amendment.

Exhibit A to Resolution 19-4961

**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
20702	71016	ODOT	OR99W SB Ramp to I-5 SB (Capitol Highway Interchange)					Bridge	\$ 408,000
Project Description:			In SW Portland on OR99W at SW Capitol Highway IC on SB Ramp to I-5 preserve deck with structural overlay						
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
ADVCON	ACPO	Federal	2019		\$ 35,892				\$ 35,892
State	Match	State	2019		\$ 4,108				\$ 4,108
ADVCON	ACPO	Federal	2020					\$ 330,206	\$ 330,206
State	Match	State	2020					\$ 37,794	\$ 37,794
									\$ -
			Total:	\$ -	\$ 40,000	\$ -	\$ -	\$ 368,000	\$ 408,000
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. 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>4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.</p>								

Amendment Summary
Proposed changes are stated on the next page

PROJECT #8 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
20702	71016	ODOT	OR99W SB Ramp to I-5 SB (Capitol Highway Interchange)				Bridge	\$ 1,335,494	
Project Description:		In SW Portland on OR99W at SW Capitol Highway IC on SB Ramp to I-5 preserve deck with structural overlay							
Amended 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		\$ 311,812				\$ 311,812
State	Match	State	2019		\$ 35,688				\$ 35,688
ADVCON	ACPO	Federal	2020					\$ 886,527	\$ 886,527
State	Match	State	2020					\$ 101,467	\$ 101,467
									\$ -
Total:			\$ -	\$ 347,500	\$ -	\$ -	\$ 987,994	\$ 1,335,494	
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. 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>4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.</p>								

Amendment Summary

The amendment address a funding shortfall in the PE and construction phases. The estimate for preliminary engineering was based on the design being done internally, and did not fully account for roadway, traffic control, and project management costs. The project now will be designed by external consulting sources increasing the engineering costs.

The Construction costs have increased to account for the addition of the cleaning and painting of the steel bearings, replacement of deficient ADA ramps, and for inflation.

The summary of cost increases to the phases are as follows: PE increases by \$307,500 with construction increasing by \$619,994. The total project cost increases from \$408,00 to \$1,334,494

Funds are being sourced from a combination of the cancellation of K20540 (a Region 5 bridge project), and the removal of bridge scope/funding from ODOT's Key K20298, I-84: Fairview - Marine Drive and Tooth Rock Tunnel (also part of this amendment bundle).

Exhibit A to Resolution 19-4961

**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
20465	70998	ODOT	I-5: Barbur Blvd NB connection bridge					Bridge	\$ 1,669,975
Project Description:			Paint structure; remove pack rust. Replace rivets and bolts						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHPP-FAST	Z001	Federal	2019		\$ 122,033				\$ 122,033
State	Match	State	2019		\$ 13,967				\$ 13,967
NHPP-FAST	Z001	Federal	2020					\$ 1,376,436	\$ 1,376,436
State	Match	State	2020					\$ 157,539	\$ 157,539
									\$ -
Total:				\$ -	\$ 136,000	\$ -	\$ -	\$ 1,533,975	\$ 1,669,975
Notes:	<p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</p> <p>3. NHPP-FAST = Federal National Highway Performance Program Funds allocated to ODOT from the FAST Act for various highway improvement needs.</p> <p>4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.</p>								

Amendment Summary
Proposed changes are stated on the next page

PROJECT #9 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
20465	70998	ODOT	I-5: Barbur Blvd NB Connection Bridge OR99W: Barbur Boulevard Northbound Connection Bridge	Bridge	\$ 2,498,667
Project Description:			Paint structure; remove pack rust. Replace rivets and bolts		

Amended 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		\$ 308,420				\$ 308,420
State	Match	State	2019		\$ 35,300				\$ 35,300
ADVCON	ACPO	Federal	2020					\$ 1,933,634	\$ 1,933,634
State	Match	State	2020					\$ 221,313	\$ 221,313
Total:				\$ -	\$ 343,720	\$ -	\$ -	\$ 2,154,947	\$ 2,498,667

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. 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>4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.</p>
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Amendment Summary

The amendment addresses a PE and construction phase funding shortfall. The initial estimate for preliminary engineering was based on the entire design being done internally. The design of the paint portion of the project will be done by ODOT's Bridge Preservation Unit. The remainder of the project will be designed by a consultant. As a result, the engineering costs have increased.

Construction costs have increased due to bid prices that are higher than were accounted for when the project was initially programmed. Additionally, the costs of the containment for paint removal/paint application and the disposal of hazardous waste were not included in the original project estimate.

The project name is being updated to reflect that the mile points are actually for OR99W, and not I-5. There are no changes to the project location or scope. The cost increase to EP is \$207,720 while the construction phase increases by \$620,972. The total project cost increase is \$828,692.

The source of the additional funding originates from a combination of the canceled project Key 20540 (a Region 5 bridge project), and the removal of bridge scope/funding from Key 20298, I-84: Fairview - Marine Drive and Tooth Rock Tunnel (also part of this amendment bundle).

Exhibit A to Resolution 19-4961

**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
20298	70939	ODOT	I-84: Fairview - Marine Drive & Tooth Rock Tunnel					Preservation	\$ 5,792,148
Project Description:			Repave a section of I-84 between Fairview and Marine Dr repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE238th Ave. Deck overlay and repair joints on the McCord Creek Bridge (#02193B).						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHPP-FAST	Z001	Federal	2019		\$ 370,660				\$ 370,660
State	Match	State	2019		\$ 31,270				\$ 31,270
ADVCON	ACPO	Federal	2019		\$ 322,770				\$ 322,770
State	Match	State	2019		\$ 27,230				\$ 27,230
NHPP-FAST	Z001	Federal	2020			\$ 2,294			\$ 2,294
State	Match	State	2020			\$ 194			\$ 194
NHPP-FAST	Z001	Federal	2021					\$ 3,937,110	\$ 3,937,110
State	Match	State	2021					\$ 450,620	\$ 450,620
ADVCON	ACPO	Federal	2021					\$ 599,430	\$ 599,430
State	Match	State	2021					\$ 50,570	\$ 50,570
Total:			\$ -	\$ 751,930	\$ 2,488	\$ -	\$ 5,037,730	\$ 5,792,148	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. NHPP-FAST = Federal National Highway Performance Program Funds allocated to ODOT from the FAST Act for various highway improvement needs. 4. 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. 5. 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 #10 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
20298	70939	ODOT	I-84: Fairview - Marine Drive & Tooth Rock Tunnel I-84: Fairview - Marine Drive	Preservation	\$ 4,792,148
Project Description:			Repave a section of I-84 between Fairview and Marine Dr repaves the Tooth Rock tunnel and installs a full signal upgrade- (including ADA) at NE238th Ave. Deck overlay and repair joints on the McCord Creek Bridge (#02193B). Repave a section of I-84 between Fairview and Marine Dr and install a full signal upgrade (including ADA) at NE 238th Ave.		

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	2019		\$ 263,703				\$ 263,703
State	Match	State	2019		\$ 22,247				\$ 22,247
NHPP	M001	Federal	2019		\$ 106,957				\$ 106,957
State	Match	State	2019		\$ 9,023				\$ 9,023
NHPP-FAST	Z001	Federal	2020			\$ 2,294			\$ 2,294
State	Match	State	2020			\$ 194			\$ 194
NHPP-FAST	Z001	Federal	2021					\$ 3,778,971	\$ 3,778,971
State	Match	State	2021					\$ 318,807	\$ 318,807
NHPP	M001	Federal	2021					\$ 267,394	\$ 267,394
State	Match	State	2021					\$ 22,558	\$ 22,558
Total:				\$ -	\$ 401,930	\$ 2,488	\$ -	\$ 4,387,730	\$ 4,792,148

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. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".
	3. NHPP-FAST = Federal National Highway Performance Program Funds allocated to ODOT from the FAST Act for various highway improvement needs.
	4. NHPP = Federal National Highway Performance Program (other than FAST ACT) allocated to ODOT for highway system performance improvements
	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.
	6. State = General state funds committed by ODOT normally in support of the required match to the federal funds.

Amendment Summary

A more extensive project for Tooth Rock Tunnel is being scoped for the 21-24 STIP cycle. Therefore, the Tooth Rock Tunnel paving work has been removed from this project's scope and it will be completed in the 2021-2024 STIP.

Similarly, the McCord Creek Bridge is being considered for the 21-24 STIP and it is the top priority bridge project for Region 1. ODOT is removing the McCord Creek Bridge work from this project's scope as well.

The \$1,000,000 HB2017 Bridge Seismic funds associated with the McCord Creek Bridge scope is being reallocated to keys 20465, 20484, and 20702.

As a result of the scope changes, the project name and description removes the "Tooth Rock Tunnel" from both. The PE phase decreases from \$751,930 to \$401,930 and the construction phase decreases from \$5,037,730 to \$4,387,730. The net change decreases the total project cost by \$1,000,000, Delivery years remain unchanged.

Exhibit A to Resolution 19-4961

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	
21126	71020	TriMet	FY18 TriMet Prevent Maint (TOD) Fund Exchange)					Transit	\$ 3,461,176	
Project Description:			Enables the annual Transit Oriented Development (TOD) fund exchange to occur							
Existing MTIP Project Fund Programming by Phase										
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total	
STP>200K	Z230	Federal	2019					\$ 3,105,713	\$ 3,105,713	
Local	Match	Local	2019					\$ 355,463	\$ 355,463	
Total:			\$ -	\$ -	\$ -	\$ -	\$ 3,461,176	\$ 3,461,176		

PROJECT #11 PROPOSED AMENDED CHANGES										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
21126	71020	TriMet	FY18 TriMet Prevent Maint (TOD) Fund Exchange)					Transit	\$ -	
Project Description:			Enables the annual Transit Oriented Development (TOD) fund exchange to occur							
Amended MTIP Fund Programming by Phase										
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total	
STP>200K	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. STP>200K = Surface Transportation Program funds allocated to Metro for use in areas with a population of at least 200,000 people 3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.									

Amendment Summary

During the FFY 2018 End of Year Project Phase Slips Review, Key 21126 was identified a duplicate project to Key 21262. Key 21262 is TriMet's FY 2018 TOD Exchange project which already obligated. Canceling a project from the MTIP requires a formal amendment, but insufficient time was available to complete the amendment and delete the project from FFY 2018. The project was carried over (slipped) into FFY 2019 and now is being canceled from the MTIP as a corrective action.

Memo



Date: Thursday, January 23, 2019
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: January 2019 MTIP Formal Amendment plus Approval Request of Resolution 19-4961

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING ELEVEN PROJECTS IMPACTING ODOT, OREGON CITY, AND TRIMET (JA19-05-JAN)

BACKGROUND

What this is:

The January 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle (for FFY 2019) contains required changes and updates impacting ODOT, Oregon City and TriMet. Eleven projects comprise the amendment bundle. Most of the requested changes are for ODOT funded/managed projects.

Several projects require cost increases due to scope updates, combining efforts, and additional scope requirements being added to the projects. The USDOT/ODOT/MPO Amendment Matrix defines the parameters for formal amendments and administrative modifications. Projects that involve a major scope change require a formal amendment to demonstrate that fiscal constraint is still maintained, no impacts to air quality results, and the project still provides final deliverables that consistent with project entry in the Regional Transportation Plan (RTP), or with the original funding award. The three primary types of existing project changes that trigger the need for a formal amendment include: (1) Scope changes, (2) limit changes, and (3) cost changes.

Scope Changes:

Major scope changes usually involve the addition or deletion of a specified non capacity-work element such as having to include unforeseen storm water mitigation improvements as part of the project, or adding ADA compliance scope activities. Some scope changes result when two or more projects are combined together to be delivered under the same construction contract. The combining effort may result in significant cost savings where additional scope improvements can be added to the project which initially were thought to be beyond the project's budget. As final design progresses, the revised scope of work will be compared to the original planned improvement to determine the impact of the changes and if they are considered major or minor and how they impact the project's final environmental document. When the scope is determined to be major, then a formal/full amendment is required to the MTIP and STIP to complete the changes.

Limit Changes:

A result of a major scope change is often seen upon the project limits. The scope change may result in extending the project or shortening it depending on the type of scope element that is added to the project. For years, MTIP/STIP staff, STIP coordinators, FHWA staff, project managers, and Local Agency Liaisons (LAL) have argued of what constitutes a "significant" limit change for a project resulting in the need for a formal/full amendment. FHWA resolved the debate by establishing

that limit changes beyond 0.25 miles are considered a major change and require a formal/full amendment to complete. Therefore, if the scope change results in a change in the environmental footprint (*i.e. the project limits change*) greater than a ¼ mile, the change must be made via a formal/full amendment.

Cost Changes beyond the Amendment Matrix Threshold:

The third type of change that can trigger a formal/full amendment is a cost change (increase or decrease) that exceeds the Amendment Matrix’s Cost Change threshold. For projects with a total project cost of \$1 million or greater, the allowable cost increase or decrease that can occur via an administrative modification is up to 20%. If the total cost change to the project is 20% or greater for these types of projects (\$1 million or greater), then a formal/full amendment is required to be completed. Determining a project’s accurate total cost early before NEPA even begins is more of an art than science. How much should the project manager add contingency funding to properly address the costs and not get blindsided at the end of final design with a 30% or greater cost increase to the project? Multiple cost factors may impact the project which the project manager may or may not foresee. Unfortunately, these factors can and will contribute to significant costs above the administrative threshold, and by far are the most common reason for the formal amendment

As a result of the above three areas, the number of mid-year formal amendments increase as more accurate design costs are realized, required limit changes are inserted into the project, and scope changes emerge as projects grow closer to completing final design. The January 2019 Formal MTIP amendment involves eleven projects which nine are impacted from a combination of major scope, limit, and/or funding changes.

What is the requested action?

JPACT recommends approval of resolution 19-4961 to Metro Council enabling the eleven identified projects to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT.

The summary of the eleven projects is shown in the below table:

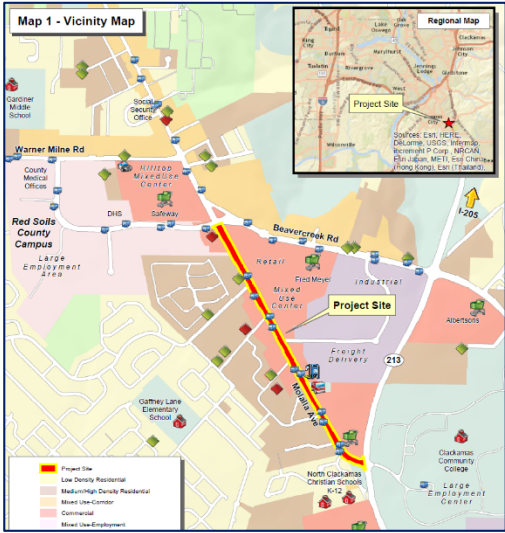
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 20810	Oregon City	Molalla Ave: Beaver Creek Rd to OR213	Construct bike lanes along the entire Molalla Ave: Beavercreek Rd to Highway 213 with Continuous ADA compliant sidewalks ramps; trees and ped level street lighting on west side of corridor; transit amenities along both sides of the corridor and street furnishings	REMOVED PROJECT: This Metro 2019-21 RFFA federally funded project completed a fund swap for local funds and is now a de-federalized project. No federal approvals are required to deliver and complete the project. As such, the project is not required to be programmed in the MTIP or STIP. Key 20810 is being removed from the MTIP through this amendment.

<p>Project #2 Key 20451</p>	<p>ODOT</p>	<p>OR8 at River Road OR8 at River Rd & OR224 at Lake Rd</p>	<p>Full signal upgrade with illumination and ADA improvements Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro. Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd in Clackamas County.</p>	<p>COMBINED PROJECT: Amendment combines scope and funding from two projects: 20454 and 20507 plus adds \$300k in a new Other phase for railroad improvements. Combining Keys 20454 into 20451, adding funding from 20507 and from the ODOT railroad crossing project grouping bucket will reduce overhead costs and allow for efficiencies in delivery.</p>
<p>Project #3 Key 20454</p>	<p>ODOT</p>	<p>OR224 at Lake/Harmony</p>	<p>Replace overhead flasher with ground mounted advance flashers.</p>	<p>COMBINED/CANCELED PROJECT: Scope and funding totaling \$109,078 is combined onto Key 20451. As a result Key 20454 is left with \$0 funding and is being removed from the MTIP</p>
<p>Project #4 Key 20507</p>	<p>ODOT</p>	<p>OR213 (82nd Ave) at Madison High School</p>	<p>Replace signal; rebuild and restripe existing crosswalk; add crosswalks and close a driveway.</p>	<p>FUND SWAP/DE-FEDERALIZATION: Key 20507 is being de-federalized upon review of the project and similar project in development by Portland Public Schools (PPS). ODOT will contribute \$560,250 state funds to the project (IGA in development). This amendment serves to convert the project into a locally funded and delivered project. PPS's delivery schedule is ahead of ODOT's project. The amendment for Key 20507 also advances ROW, UR and CN all to 2019. A budget shortfall has been identified on project K20451. \$560,250 Enhance funds from this project are being reallocated to K20451.</p>
<p>Project #5 Key 20430</p>	<p>ODOT</p>	<p>I-5: MP 303.27 - MP 308.63 I-5: Marine Dr - Fremont Bridge</p>	<p>Install variable speed advisory signs on I-5 northbound and southbound from the Fremont Bridge to Marine Drive</p>	<p>COST INCREASE/LIMITS & SCOPE CHANGE: Cost increases have occurred to the Preliminary Engineering phase which are being addressed. Causes include extended design period of 6-months, additional administrative/ management costs, design modifications, and added agency coordination requirements. The Amendment changes the project name to reflect the reduced scope. Project mile points are adjusted to match the engineer's plans and removing the Hayden Island location. The construction phase is reduced by \$314,000 and moved to PE . Finally, the construction phase is being advance from 2020 to 2019.</p>
<p>Project #6 Key 20481</p>	<p>ODOT</p>	<p>I-405: Fremont (Willamette River) Bridge</p>	<p>Paint bridge approaches; other section as funding allows.</p>	<p>COST DECREASE: \$10 million of construction phase funding is being transferred to Key 20077, Major Bridge Maintenance FFY 2019, the Statewide Project Grouping bucket to support strengthening of major bridges in Region 1. OTC approval was required for this action to occur.</p>

Project #7 Key 20484	ODOT	SW Multnomah Blvd over I-5	Place a structural overlay on the deck; replace or repair leaking joints; and retrofit the bridge rails to meet safety standards.	COST INCREASE: PE and construction phase increase in cost by a total of \$967,800 to the project. The shortfalls in both phases are addressed through this amendment.
Project #8 Key 20702	ODOT	OR99W SB Ramp to I-5 SB (Capitol Highway Interchange)	In SW Portland on OR99W at SW Capitol Highway IC on SB Ramp to I-5, preserve deck with structural overlay	COST INCREASE: Preliminary Engineering and construction phases increase in cost due to use of external consulting for PE while construction phase added minor scope elements including cleaning and painting of the steel bearings plus the replacement of deficient ADA ramps. The project cost also was adjusted for inflation. The total project cost increases from \$408,000 to \$1,335,494.
Project #9 Key 20465	ODOT	I-5: Barbur Blvd NB connection bridge OR99W: Barbur Boulevard Northbound Connection Bridge	Paint structure; remove pack rust. Replace rivets and bolts.	COST INCREASE: Preliminary Engineering and construction phases increase in cost due to use of external consulting for PE while the construction phase has increased due to bid prices, plus the costs of the containment for paint removal/paint application and the disposal of hazardous waste were not included in the original project estimate. The project name is being updated to reflect that the mile points are actually for OR99W, and not I-5. There are no changes to the project location or scope. The total project cost increase is \$828,692.
Project #10 Key 20298	ODOT	I-84: Fairview - Marine Drive & Tooth Rock Tunnel I-84: Fairview - Marine Drive	Repave a section of I-84 between Fairview and Marine Dr repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE238th Ave. Deck overlay and repair joints on the McCord Creek Bridge (#02193B).	SCOPE CHANGE: A more extensive project for Tooth Rock Tunnel is being scoped for the 21-24 STIP cycle. Through this amendment, the Tooth Rock Tunnel paving work from this project's scope to be re-added in the 21-24 STIP. Similarly, the McCord Creek Bridge is being considered for the 21-24 STIP. As such, this scope element also is removed Key 20298. The project name and description are updated as a result. The revised project scope results in a cost decrease to the project.
Project #11 Key 21126	TriMet	FY18 TriMet Prevent Maint (TOD Fund Exchange)	Enables the annual Transit Oriented Development (TOD) fund exchange to occur	CANCELED PROJECT: Key 21126 is a duplicate entry in the MTIP to TriMet's Key 21262 which already obligated its funds. Key 21126 is being removed from the MTIP as a corrective action.

A detailed summary of the eleven projects being amended is provided in the tables starting on the next page.

<p>Projects 1:</p>	<p>Molalla Ave. Beaver Creek Rd - Hwy 213</p>		
<p>Lead Agency:</p>	<p>Oregon City</p>		
<p>ODOT Key Number:</p>	<p>20810</p>	<p>MTIP ID Number:</p>	<p>70885</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Source: Metro RFFA Awarded Project • Funding: 2019-21 RFFA Award • Type: Active transportation project • Location: Molalla Ave • Cross Streets: Beaver Creek Rd to Hwy 214 • Project approved for de-federalization via Metro-TriMet Fund Exchange • Mile Post Limits: N/A • Current Status Code: 3 - In Preliminary Engineering phase • Proposed improvements: Bike lanes along the entire Molalla Ave: Beaver Creek Rd to Highway 213. Continuous ADA compliant sidewalks ramps; trees and ped level street lighting on west side of corridor; transit amenities along both sides of the corridor and street furnishings • STIP Amendment Number: TBD • MTIP Amendment Number: JA19-05-JAN 		
<p>What is changing?</p>	<p>AMENDMENT ACTION: REMOVING THE PROJECT FROM THE MTIP</p> <p>Key 20810 was initially awarded \$3,800,632 of federal funds through the 2019-21 Metro Regional Flexible Fund Allocation (RFFA). Subsequent to this award, a project review indicated Key 20810 would be a good candidate for de-federalization. The requirements for de-federalization include the following:</p> <ul style="list-style-type: none"> • The MTIP is not required as part of any federal approvals (e.g. obligating the project funds). • No federal approvals are required for the project to implement phases and expend local funds. • The project is a non-capacity enhancing project and inclusion in the Metro modeling network to demonstrate a capacity improvement is not required. • The project is not subject to air quality improvements as a condition of funding. • The project is considered “exempt” from the requirement to demonstrate conformity per 40 CFR 93.126, Table 2 or 40 CFR 93.127 Table 3. • The project does not possess any scope improvements considered sensitive to the public where MTIP programming is deemed necessary. <p>No federal approvals appear required allowing Oregon City to complete the project separately from the regular federal delivery process. The MTIP is not required to obligate the project’s local funds.</p> <p>From an air quality viewpoint, the project is exempt under 40 CFR 93.126, Table 2, "Air Quality - Bicycle and pedestrian facilities category". The project is also</p>		



	<p>considered a non-capacity improvement. Local funds from TriMet were used to swap out the federal funds. TriMet will use the federal funds in support of their federal project needs. By replacing the federal funds with local funds, Oregon City can move forward to deliver the project faster than if the project remained federalized. Without federal approvals required to deliver the project, now funded by only local funds, and as an exempt project, Key 20810 is not necessary to remain in the MTIP. The project is being removed from the MTIP through this amendment.</p> <p>Metro has completed a local Intergovernmental Agreement (IGA) with Oregon City and will monitor the project delivery status separate from the MTIP requirements. Local funding as shown in the funding table remains committed to deliver the project.</p>
Additional Details:	The project will be monitored internally by Metro in a similar fashion to federally funded projects.
Why a Formal amendment is required?	Removing (or canceling) a project in the MTIP with Metro funding requires a formal amendment. per the approved FHWA/FTA/ODOT/MPO MTIP/STIP Amendment Matrix
Total Programmed Amount:	The approved project total cost of \$7,985,379 remains for the project. However, it will no longer appear in the MTIP.
Added Notes:	

Project #2:	OR8 at River Road OR8 at River Rd & OR224 at Lake Rd		
Lead Agency:	ODOT		
ODOT Key Number:	20451	MTIP ID Number:	70669
Project Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Source: ODOT Awarded Project • Funding: ODOT Fix-It Region 1 • Projected Fund Type: NHPP for PE & Cons, State STP for ROW • Type: Operations – Signalized Intersections • Location: OR-8 • Cross Streets: OR8 at River Rd and OR224 at Lake Rd • Mile Post Limits: 11.70 to 11.75 • Current Status Code: 1 – Pre PE obligation/Amendment required • Proposed improvements: <ul style="list-style-type: none"> Full signal upgrade with illumination and ADA improvements Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro. Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd in Clackamas County. • STIP Amendment Number: 18-21-2034 • MTIP Amendment Number: JA19-05-JAN 		
What is changing?			

AMENDMENT ACTION: KEY 20451 IS HAVING SCOPE AND FUNDING FROM KEYS 20454, 20352, AND 20507 COMBINED INTO IT

The scope of work initially was to provide a full signal upgrade with illumination and ADA improvements. A project review determined that Key 20454 and 20451 can be delivered together under the same construction contract due to overlapping scope activities. By combining both projects, cost savings and delivery efficiencies are increased. However, a funding shortfall still existed which funding transfers from 20507 and 20352 resolved. The funding shortfall results from changing the delivery strategy from “in-house managed” to “external consultant driven” which increased the PE and Construction phases.

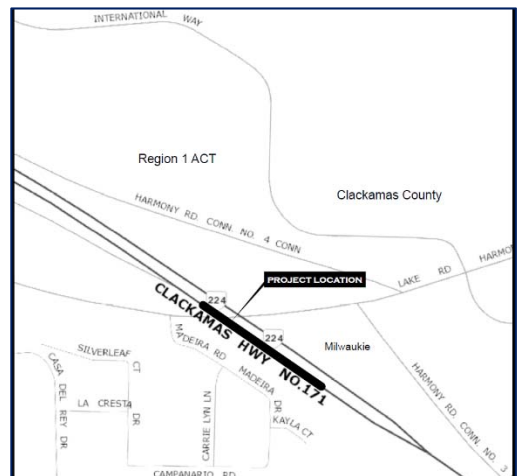
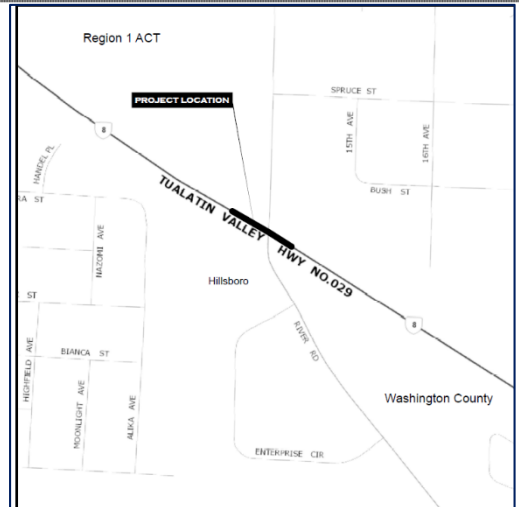
Key 20454 is ODOT’s OR224 at Lake Harmony project. The project locations on OR224 at MP 2.4 to 2.5 are now assimilated into 20451. Combined together with Key 20451, the project name is updated to be “**OR8 at River Rd & OR224 at Lake**

Rd. The project description is updated to reflect combined projects and now is Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro. Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd in Clackamas County.

The scope and funding from Key 20454 (also this amendment bundle) of \$109,078 is being combined into Key 20451. This leaves Key 20454 zeroed programmed and will be removed from the MTIP.

Shifting \$560,250 from Key 20507 to Key 20451 resolves the funding shortfall in the new combined 20451 project. The funds are available as ODOT is splitting funding from their OR213 (82nd Ave) at Madison High school project in Key 20507 by de-federalizing it (also this amendment bundle). The federal funds from Key 20507 are available as a nearly duplicate project is being implemented by Portland Public Schools. As a result ODOT has agreed to de-federalize Key 20507 which frees up the \$560,250 of federal funds for Key 20451. See discussion and funding adjustments under Key 20507 for this portion.

Finally, \$300,000 is also being committed from ODOT’s Statewide Rail Crossing Program in Key 20352. The \$300,000 will support necessary railroad improvements within the project limits. Because Key 20352 is a statewide project grouping funding bucket and located outside the MPO boundary area, it is not programmed in the



MTIP. It does no need to be included in this amendment bundle. ODOT will make the required funding reduction in the 2018 STIP separate from his amendment.

As a result of combining 20454 into 20451 and the funding transfers from 20352 and 20507:

- The Preliminary Engineering phase increases by \$375,378 from \$282,877 to \$658,255 in 2019.
- An "Other" phase for necessary railroad improvements is created with \$300,000 planned to occur in 2019.
- The Right-of-Way phase remains unchanged at \$91,548 and is still planned for 2020.
- The Construction phase increases by \$293,950 from \$808,217 to \$1,102,167.
- The total project cost increases by \$969,328 from \$1,182,643 to \$2,151,970

Fund code Translations:

Z240 = State STP-FLX = State Surface Transportation Improvement Program-Flex

Z001 – NHPP-FAST = National Highway Performance Program – FAST Act

ZS40 = Rail Hwy Cross Haz = Rail-Highway Crossing Hazards

Additional Details:

2018-2021 Active STIP		CLACKAMAS		2018-2021 Active STIP			
Name: OR224 at Lake/Harmony			Key: 20454				
Description: Replace overhead flasher with ground mounted advance flashers.							
MPO: Portland Metro MPO		Work Type: OP-SSI					
Applicant: ODOT		Status: PROJECT SCHEDULED FOR CONSTRUCTION					
Region: 1							
Location(s)							
Mileposts	Length	Route	Highway	ACT	County(s)		
2.40 to 2.60	0.10	OR-224	CLACKAMAS	REGION 1 ACT	CLACKAMAS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2020			2021			
Total		\$55,128.00			\$53,950.00		\$109,078.00
Fund 1		Z240 \$49,466.35			Z001 \$48,409.34		
Match		\$5,661.65			\$5,540.66		
Footnote: \$ 109,078 Total Operations allocation							

2018-2021 Active STIP		STATEWIDE		2018-2021 Active STIP			
Name: Statewide Rail Crossing Program FFY19			Key: 20352				
Description: Funding for the statewide rail crossing program for Federal fiscal year 2019. Projects to be selected based on the program requirements and need.							
MPO: Non-MPO		Work Type: SAFETY					
Applicant: ODOT RAIL DIVISION		Status: BUCKET OF FUNDS					
Region: 6							
Location(s)							
Mileposts	Length	Route	Highway	ACT	County(s)		
				STATEWIDE	STATEWIDE		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2019			2019			
Total					\$10,692,619.20		\$10,692,619.20
Fund 1				ZS40	\$9,623,357.28		
Match					\$1,069,261.92		
Footnote:							
Most Recent Amendment Approved							
Amendment No: 18-21-1847			Approval Date: 12/7/2018				
Requested Action: Reduce project estimate by \$300,000, moving funds to project key 19683.							

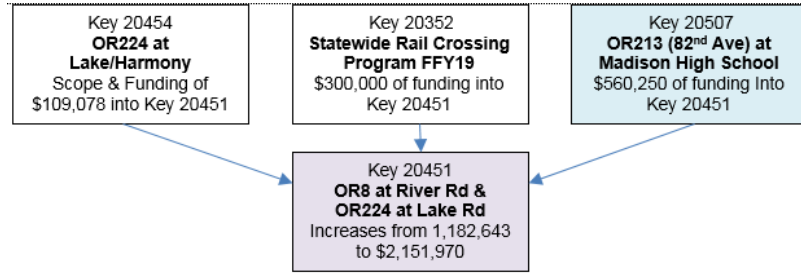
	<table border="1"> <tr> <td colspan="2">Name: OR213 (82nd Ave) at Madison High School</td> <td colspan="2">Key: 20507</td> </tr> <tr> <td colspan="4">Description: Replace signal, rebuild and restripe existing crosswalk, add crosswalks and close a driveway.</td> </tr> <tr> <td colspan="2">MPO: Portland Metro MPO</td> <td colspan="2">Work Type: OP-SSI</td> </tr> <tr> <td colspan="2">Applicant: ODOT</td> <td colspan="2">Status: PROJECT SCHEDULED FOR CONSTRUCTION</td> </tr> <tr> <td colspan="4">Region: 1</td> </tr> <tr> <td colspan="4">Location(s)</td> </tr> <tr> <td>Mileposts</td> <td>Length</td> <td>Route</td> <td>Highway</td> </tr> <tr> <td>1.64 to 1.65</td> <td>0.01</td> <td>OR-213</td> <td>CASCADE NORTH</td> </tr> <tr> <td colspan="2"></td> <td>ACT</td> <td>County(s)</td> </tr> <tr> <td colspan="2"></td> <td>REGION 1 ACT</td> <td>MULTNOMAH</td> </tr> <tr> <td colspan="4">Current Project Estimate</td> </tr> <tr> <td></td> <td>Planning</td> <td>Prelim. Engineering</td> <td>Right of Way</td> </tr> <tr> <td></td> <td></td> <td>2019</td> <td>2020</td> </tr> <tr> <td></td> <td></td> <td>2020</td> <td>2021</td> </tr> <tr> <td></td> <td></td> <td>2021</td> <td>Project Total</td> </tr> <tr> <td>Total</td> <td></td> <td>\$215,000.00</td> <td>\$149,500.00</td> </tr> <tr> <td></td> <td></td> <td>\$192,919.50</td> <td>\$134,146.35</td> </tr> <tr> <td>Fund 1</td> <td>Z240</td> <td>\$192,919.50</td> <td>\$134,146.35</td> </tr> <tr> <td></td> <td></td> <td>\$22,080.50</td> <td>\$15,353.65</td> </tr> <tr> <td>Match</td> <td></td> <td>\$22,080.50</td> <td>\$15,353.65</td> </tr> <tr> <td></td> <td></td> <td></td> <td>\$1,120,500</td> </tr> <tr> <td></td> <td></td> <td></td> <td>\$76,511.50</td> </tr> <tr> <td colspan="4">Footnote: \$ 1,120,500 Total Operations allocation</td> </tr> </table>	Name: OR213 (82nd Ave) at Madison High School		Key: 20507		Description: Replace signal, rebuild and restripe existing crosswalk, add crosswalks and close a driveway.				MPO: Portland Metro MPO		Work Type: OP-SSI		Applicant: ODOT		Status: PROJECT SCHEDULED FOR CONSTRUCTION		Region: 1				Location(s)				Mileposts	Length	Route	Highway	1.64 to 1.65	0.01	OR-213	CASCADE NORTH			ACT	County(s)			REGION 1 ACT	MULTNOMAH	Current Project Estimate					Planning	Prelim. Engineering	Right of Way			2019	2020			2020	2021			2021	Project Total	Total		\$215,000.00	\$149,500.00			\$192,919.50	\$134,146.35	Fund 1	Z240	\$192,919.50	\$134,146.35			\$22,080.50	\$15,353.65	Match		\$22,080.50	\$15,353.65				\$1,120,500				\$76,511.50	Footnote: \$ 1,120,500 Total Operations allocation			
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Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, a project's with a major scope change require a formal amendment to complete the required changes. The addition of OR224 to the project and the railroad scope activities along with the cost increase trigger the need for a formal amendment.																																																																																												
Total Programmed Amount:	The total project programming increases from \$1,182, 643 to \$2,151,970																																																																																												
Added Notes:	OTC approval was required to complete the changes and are expected to occur during their January 2019 meeting																																																																																												

Project #3:	OR224 at Lake/Harmony
Lead Agency:	ODOT
ODOT Key Number:	20454
	MTIP ID Number: 70997
Project Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Source: ODOT Awarded Project • Funding: ODOT Fix-It Region 1 • Projected Fund Type: Pre-amendment = State STBG-Flex • Type: Operations – Safety and Traffic Control • Location: OR-224 • Cross Streets: at Lake/Harmony Rd • Mile Post Limits: 2.40 to 2.50 • Current Status Code: 1 – Pre PE obligation, Consolidation action requiring an amendment • Proposed improvements: Replace overhead flasher with ground mounted advance flashers. • STIP Amendment Number: 18-21-2034 • MTIP Amendment Number: JA19-05-JAN
What is changing?	<p>AMENDMENT ACTION: KEY 20454 SCOPE AND FUNDING OF \$109,078 IS BEING COMBINED INTO KEY 20451</p> <div style="text-align: center;"> <pre> graph TD A["Key 20454 OR224 at Lake/Harmony Scope & Funding of \$109,078 into Key 20451"] --> D["Key 20451 OR8 at River Rd & OR224 at Lake Rd Increases from 1,182,643 to \$2,151,970"] B["Key 20352 Statewide Rail Crossing Program FFY19 \$300,000 of funding into Key 20451"] --> D C["Key 20507 OR213 (82nd Ave) at Madison High School \$560,250 of funding into Key 20451"] --> D </pre> </div> <p>As discussed in Key 20451, OR8 at River Rd & OR224 at Lake Rd, the scope and funding Key 2045 are being combined into Key 20451. This will enable both projects to be delivered under the same contract and provide efficiencies in delivery.</p>

<p>Additional Details:</p>	<p>If the this were a straight project combination effort, where no new funds are added or scope change occurs, the combining could occur via an Administrative Modification, However, the project also includes a funding shortfall resulting in additional funds added to the project from Keys 20352 and 20507, the new funding and updated scope activities trigger the need for a formal amendment.</p> <p>As a result of combining Key 20454 into 20451, Key 20454 is left with \$0 programming dollars and is being removed from the MTIP.</p> <p>Fund Code Translation: Z240 = State STBG-Flex (State Surface transportation Block Grant – Flex) Z001 = NHPP-FAST (National Highway Performance Program – FAST ACT)</p> <table border="1" data-bbox="500 598 1386 913"> <thead> <tr> <th colspan="2">2018-2021 Active STIP</th> <th colspan="2">CLACKAMAS</th> <th colspan="2">2018-2021 Active STIP</th> </tr> </thead> <tbody> <tr> <td colspan="3">Name: OR224 at Lake/Harmony</td> <td colspan="3">Key: 20454</td> </tr> <tr> <td colspan="6">Description: Replace overhead flasher with ground mounted advance flashers. Region: 1</td> </tr> <tr> <td colspan="3">MPO: Portland Metro MPO</td> <td colspan="3">Work Type: OP-SSI</td> </tr> <tr> <td colspan="3">Applicant: ODOT</td> <td colspan="3">Status: PROJECT SCHEDULED FOR CONSTRUCTION</td> </tr> <tr> <th colspan="6">Location(s)</th> </tr> <tr> <th>Mileposts</th> <th>Length</th> <th>Route</th> <th>Highway</th> <th>ACT</th> <th>County(s)</th> </tr> <tr> <td>2.40 to 2.50</td> <td>0.10</td> <td>OR-224</td> <td>CLACKAMAS</td> <td>REGION 1 ACT</td> <td>CLACKAMAS</td> </tr> <tr> <th colspan="6">Current Project Estimate</th> </tr> <tr> <th></th> <th>Planning</th> <th>Prelim. Engineering</th> <th>Right of Way</th> <th>Utility Relocation</th> <th>Construction</th> <th>Other</th> <th>Project Total</th> </tr> <tr> <td>Year</td> <td colspan="3">2020</td> <td colspan="3">2021</td> <td></td> </tr> <tr> <td>Total</td> <td></td> <td>\$55,078.00</td> <td></td> <td></td> <td>\$51,750.00</td> <td></td> <td>\$106,828.00</td> </tr> <tr> <td>Fund 1</td> <td></td> <td>Z240 \$40,466.35</td> <td></td> <td></td> <td>Z001 \$48,409.34</td> <td></td> <td></td> </tr> <tr> <td>Match</td> <td></td> <td>\$5,661.65</td> <td></td> <td></td> <td>\$5,540.66</td> <td></td> <td></td> </tr> <tr> <td colspan="8">Footnote: \$ 109,078 Total Operations allocation</td> </tr> </tbody> </table> <p>Scope and funding is combined into 20451</p>	2018-2021 Active STIP		CLACKAMAS		2018-2021 Active STIP		Name: OR224 at Lake/Harmony			Key: 20454			Description: Replace overhead flasher with ground mounted advance flashers. Region: 1						MPO: Portland Metro MPO			Work Type: OP-SSI			Applicant: ODOT			Status: PROJECT SCHEDULED FOR CONSTRUCTION			Location(s)						Mileposts	Length	Route	Highway	ACT	County(s)	2.40 to 2.50	0.10	OR-224	CLACKAMAS	REGION 1 ACT	CLACKAMAS	Current Project Estimate							Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total	Year	2020			2021				Total		\$55,078.00			\$51,750.00		\$106,828.00	Fund 1		Z240 \$40,466.35			Z001 \$48,409.34			Match		\$5,661.65			\$5,540.66			Footnote: \$ 109,078 Total Operations allocation							
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<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, Key 20454 is part of the larger combining effort into 20451 which requires a formal amendment. The changes to Key 20454 proceed under the larger formal amendment for Key 20451.</p>																																																																																																						
<p>Total Programmed Amount:</p>	<p>The total project programming decreases from \$109,078 to \$0</p>																																																																																																						
<p>Added Notes:</p>	<p>OTC approval was required and is scheduled to occur during their January 2019 meeting</p>																																																																																																						

<p>Projects 4: OR213 (82nd Ave) at Madison High School</p>	
<p>Lead Agency:</p>	<p>ODOT</p>
<p>ODOT Key Number:</p>	<p>20507</p>
<p></p>	<p>MTIP ID Number: 70981</p>
<p>Project Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Source: ODOT Awarded Project • Funding: ODOT Fix-It Region 1 • Projected Fund Type: State STBG-FLEX replaced by Local Other and State funds • Type: Operations – Safety • Location: OR-213 • Cross Streets: 82nd Ave at Madison High School • Mile Post Limits: 1.64 to 1,65 • Current Status Code: 1 – Pre PE obligation/Amendment required • Proposed improvements: Replace signal, rebuild and restripe existing crosswalk, add crosswalks and close a driveway. • STIP Amendment Number: 18-21-2034 • MTIP Amendment Number: JA19-05-JAN

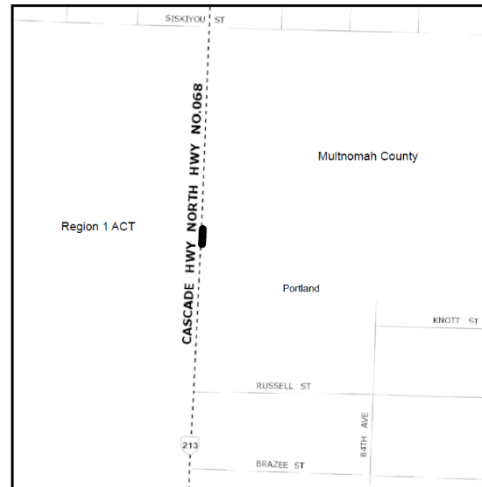
AMENDMENT ACTION: DE-FEDERALIZE AND REPLACE WITH STATE FUNDS PLUS COMBINE WITH PORTLAND PUBLIC SCHOOLS PROJECT



What is changing?

Portland Public Schools (PPS) is developing their own Madison High School Project with the same scope as ODOT's project. PPS' project is ahead of schedule from ODOT's project and is already proceeding through design.

Because both projects are identical (except ODOT's version is federalized), ODOT is de-federalizing their version and combining it with PPS' project. ODOT is contributing \$560,250, to PPS' Madison High School project. The remaining \$560,250 of federal funds from ODOT's project is being transferred to Key 20451, OR8 at River Rd & OR224 at Lake Rd project to fill the existing funding shortfall.




Additional Details:

The final amended project will reflect a combined locally funded and state funded project with the same scope. The other major change is since PPS's project is further in the delivery process, Right-of-Way, Utility Relocation, and Construction are being accelerated into 2019 as shown below.

PROJECT FUNDING DETAILS									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total	
Federal Funds									
State-STBG-FLX	Z240	2019		\$ 192,920					
State-STBG-FLX	Z240	2020			\$ 134,146				
State-STBG-FLX	Z240	2020				\$ 9,870			
State-STBG-FLX	Z240	2021					\$ 668,489		
								\$	-
								\$	-
State Funds									
State	S010	2019					\$ 560,250	\$	560,250
								\$	-
								\$	-
								\$	-
								\$	560,250
Local Funds									
Local	Match	2019		\$ 22,091					
Other	OTH0	2019		\$ 215,000					\$ 215,000
Local	Match	2020			\$ 15,354				
Other	OTH0	2019			\$ 149,500				\$ 149,500
Local	Match	2020				\$ 1,130			
Other	OTH0	2019				\$ 11,000			\$ 11,000
Local	Match	2021					\$ 76,512		
Other	OTH0	2019					\$ 184,750		\$ 184,750
								\$	-
								\$	-
								\$	560,250
Phase Totals Before Amend:			\$ -	\$ 215,001	\$ 149,500	\$ 11,000	\$ 745,001	\$	1,120,502
Phase Totals After Amend:			\$ -	\$ 215,000	\$ 149,500	\$ 11,000	\$ 745,000	\$	1,120,500
								Year Of Expenditure (YOE):	\$ 1,120,500

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, de-federalizing a project acts from a fiscal constraint perspective as canceling a project which requires a formal amendment.
Total Programmed Amount:	The total project programming in Key 20507 remains unchanged at \$1,120,500 through the de-federalization action
Added Notes:	OTC approval is required and is planned to occur during their January 2019 meeting

Projects #5: I-5: MP 303.27 - MP 308.63 I-5: Marine Dr - Fremont Bridge	
Lead Agency:	ODOT
ODOT Key Number:	20430 MTIP ID Number: 70972
Project Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Source: ODOT Awarded Project • Funding: ODOT Fix-It Region 1 • Projected Fund Type: HSIP (Federal Highway Safety Improvement Program) and utilizing ADVCON (Advance Construction) as an obligation placeholder • Type: Operations – Safety and Traffic Control • Location: I-5 • Cross Streets: Fremont Bridge north to Marine Drive • Mile Post Limits: 303.27 to 308.63 changed to be 302.80 to 307.30 • Current Status Code: 4 – Completing PS&E/Final Design • Proposed improvements: Install variable speed advisory signs on I-5 northbound and southbound from the Fremont Bridge to Marine Drive • STIP Amendment Number: 18-21-2062 • MTIP Amendment Number: JA19-05-JAN
What is changing?	<p>AMENDMENT ACTION: COST INCREASE WITH SCOPE ADJUSTMENTS AND LIMIT CHANGES</p> <p>The project has experienced cost increases due to several factors which include:</p> <ul style="list-style-type: none"> ▪ PE phase requiring an extended design schedule to address agency and consultant needs. ▪ Change in the agency project manager and area manager overseeing the project. ▪ Added effort in completing traffic control plans triggering additional management meetings and advisory committee meetings. ▪ Incorporating design modifications from Maintenance involving security fencing ▪ Added coordination with WASHDOT related to traffic control device extending onto the State of Washington <p>As a result, the project scope is dropping the northernmost ITS site (Hayden Island) in order to stay within budget. Removing this site reduces the construction phase estimate allowing for savings to be applied to the PE phase. The impact of these</p> 

	<p>changes results in changes to the project’s limits, scope and name to keep within the project award. The summary of changes include the following:</p> <ul style="list-style-type: none"> Hayden Island ITS site is removed from the project scope The updated construction phase cost decreases from \$6,413,000 to \$6,099,000. \$314,000 of construction phase funding is transferred to the PE phase. The PE phase increases from \$1,386,500 to \$1,700,500 The project limits are adjusted from 303.27 to 308.63 to be 302.80 to 307.30. The project name is updated from its current MP reference of I-5: MP 303.27 - MP 308.63 to be I-5: Marine Dr - Fremont Bridge. The project’s cost remains unchanged at \$7,799,500. 																																																																																																																																																																																													
<p>Additional Details:</p>	<p>The use of the fund type code ADVCON, Advance Construction, is also being used as an obligation placeholder for the added PE phase and construction phase obligations. However, the financial plan for the project still reflects federal HSIP as the planned funding source for the project.</p> <table border="1" data-bbox="464 722 1370 1173"> <thead> <tr> <th colspan="9">PROJECT FUNDING DETAILS</th> </tr> <tr> <th>Fund Type</th> <th>Fund Code</th> <th>Year</th> <th>Planning</th> <th>Preliminary Engineering</th> <th>Right of Way</th> <th>Other (Utility Relocation)</th> <th>Construction</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td colspan="9">Federal Funds</td> </tr> <tr> <td>HSIP</td> <td>ZS30</td> <td>2017</td> <td></td> <td>\$ 1,386,500</td> <td></td> <td></td> <td></td> <td>\$ 1,386,500</td> </tr> <tr> <td>ADVCON</td> <td>ACPO</td> <td>2017</td> <td></td> <td>\$ 314,000</td> <td></td> <td></td> <td></td> <td>\$ 314,000</td> </tr> <tr> <td>HSIP</td> <td>ZS30</td> <td>2020</td> <td></td> <td></td> <td></td> <td></td> <td>\$ -6,413,000</td> <td></td> </tr> <tr> <td>ADVCON</td> <td>ACPO</td> <td>2019</td> <td></td> <td></td> <td></td> <td></td> <td>\$ 6,099,000</td> <td>\$ 6,099,000</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ 7,799,500</td> </tr> <tr> <td colspan="9">State Funds</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>State Total:</td> <td>\$ -</td> </tr> <tr> <td colspan="9">Local Funds</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Local Total</td> <td>\$ -</td> </tr> <tr> <td colspan="3">Phase Totals Before Amend:</td> <td>\$ -</td> <td>\$ 1,386,500</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -6,413,000</td> <td>\$ 7,799,500</td> </tr> <tr> <td colspan="3">Phase Totals After Amend:</td> <td>\$ -</td> <td>\$ 1,700,500</td> <td>\$ -</td> <td>\$ -</td> <td>\$ 6,099,000</td> <td>\$ 7,799,500</td> </tr> <tr> <td colspan="8">Year Of Expenditure (YOE):</td> <td>\$ 7,799,500</td> </tr> </tbody> </table>	PROJECT FUNDING DETAILS									Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total	Federal Funds									HSIP	ZS30	2017		\$ 1,386,500				\$ 1,386,500	ADVCON	ACPO	2017		\$ 314,000				\$ 314,000	HSIP	ZS30	2020					\$ -6,413,000		ADVCON	ACPO	2019					\$ 6,099,000	\$ 6,099,000									\$ -									\$ -									\$ 7,799,500	State Funds																	\$ -									\$ -								State Total:	\$ -	Local Funds																	\$ -									\$ -								Local Total	\$ -	Phase Totals Before Amend:			\$ -	\$ 1,386,500	\$ -	\$ -	\$ -6,413,000	\$ 7,799,500	Phase Totals After Amend:			\$ -	\$ 1,700,500	\$ -	\$ -	\$ 6,099,000	\$ 7,799,500	Year Of Expenditure (YOE):								\$ 7,799,500
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<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, a project in the MTIP requires a formal amendment when the limits change more than 0.25 miles. This reflect a significant change to the footprint of the environmental document resulting in the need for the formal amendment. The net change of the project limits decrease from 5.36 miles to 4.50 miles reflecting a 0.50 mile change to the project limits.</p>																																																																																																																																																																																													
<p>Total Programmed Amount:</p>	<p>The total project programming amount remains unchanged at \$7,799,500</p>																																																																																																																																																																																													
<p>Added Notes:</p>	<p>OTC approval was not required for the changes. Approval of the required changes occurred through ODOT’s Change Management Request (CMR) process</p>																																																																																																																																																																																													

<p>Projects #6:</p>	<p>I-405: Fremont (Willamette River) Bridge</p>		
<p>Lead Agency:</p>	<p>ODOT</p>		
<p>ODOT Key Number:</p>	<p>20481</p>	<p>MTIP ID Number:</p>	<p>70973</p>
<p>Project Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Source: ODOT Awarded Project Funding: ODOT Fix-It SW Bridge Projected Fund Type: NHPP-FAST (Federal National Highway Performance Program – FAST Act) Type: Bridge Location: I-405/Fremont Bridge 		

- Cross Streets: Just east of Loring St west across the Willamette River to just west of Naito Pkwy
- Mile Post Limits: 3.12 to 3.53
- Current Status Code: 1 – Pre-PE Obligation Activities
- Proposed improvements: Paint bridge approaches; other section as funding allows.
- STIP Amendment Number: 18-21-2166
- MTIP Amendment Number: JA19-05-JAN

AMENDMENT ACTION: COST DECREASE

This amendment will complete OTC requested action to transfer \$10 million from the I-405 Fremont Bridge painting project in Key 20481 to ODOT's Major Bridge Maintenance project grouping bucket in Key 20077. The \$10 million is being transferred from Key 20481's construction phase reducing it from \$26,854,258 to \$16,854,258. The ODOT bridge program has determine the cost reduction can occur to Key 20481.

STIP Amendment Funding Summary

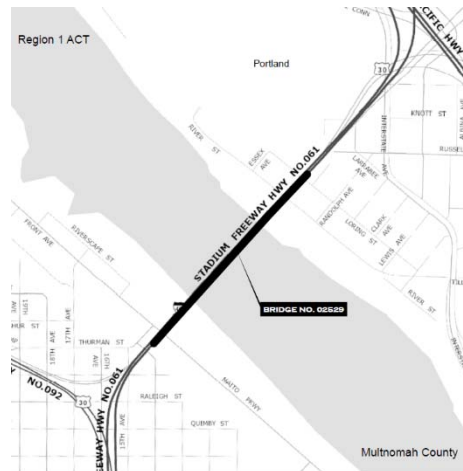
Project	Current Funding	Proposed Funding
Major bridge maintenance FFY19 (KN 20077)	\$10,000,000	\$20,000,000
I-405: Fremont (Willamette River) Bridge (KN 20481)	\$27,794,616	\$17,794,616
TOTAL	\$37,794,616	\$37,794,616

Project to increase funding:

Major bridge maintenance FFY19 (KN 20077)		Cost	
Phase	Year	Current	Proposed
Preliminary Engineering	N/A	\$0	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2019	\$10,000,000	\$20,000,000
TOTAL		\$10,000,000	\$20,000,000

What is changing?

Key 20077 is ODOT's statewide project grouping bucket for required FFY 2019 major bridge maintenance. The fund transfer will support efforts to strengthen Region 1 bridges during FFY 2019.



Fund Code Translation: S010 = ODOT State funds

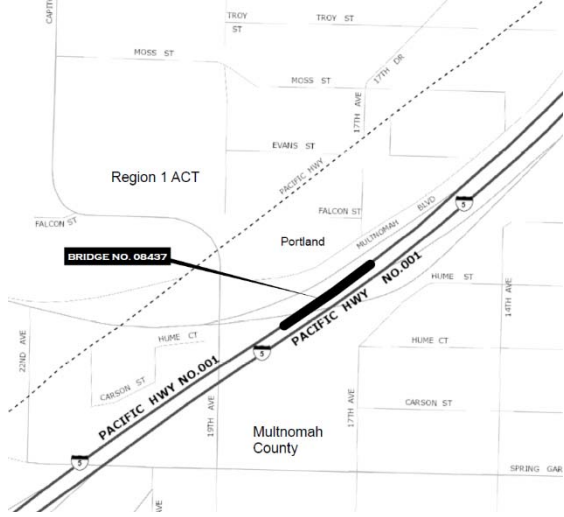
Additional Details:

2018-2021 Active STIP		STATEWIDE		2018-2021 Active STIP			
Name: Major bridge maintenance FFY19			Key: 20077				
Description: Major bridge maintenance funding for Federal fiscal year 2019. Projects will be selected based on requirements of the funds. Region: 6							
MPO: Non-MPO			Work Type: BR-MBM				
Applicant: ODOT			Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)							
Mileposts	Length	Route	Highway	ACT	County(s)		
		Various	VARIOUS HIGHWAYS	STATEWIDE	STATEWIDE		
Current Project Estimate							
Year	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
2019							
Total					\$10,000,000.00		\$10,000,000.00
Fund 1					S010 \$10,000,000.00		
Match							
Footnote:							

In 1990, the State of Oregon established a major bridge maintenance (MBM) program, to specifically address major and emergency bridge repairs that were not selected in the STIP or other funding sources. This type of work is generally determined to be of high enough priority that waiting for the STIP or other funding

	<p>source is not an acceptable solution. This is also identified as work the district maintenance program normally wouldn't be able to accomplish due to maintenance crew budget or staff limits, and to address needs that were not anticipated. One use of MBM funding is to strengthen bridges to address concerns identified through the inspection and load rating processes.</p> <p>The Bridge Engineering Section is in the final phase of completing initial load ratings for every highway bridge. The analysis is being accomplished with a combination of ODOT engineers and consultants. While a basic load rating analysis is sufficient for most bridges, advanced analysis is used for larger, more complicated structures. Advanced analysis can also be used for bridges that show the need for strengthening based on the basic analysis, but do not show signs of distress.</p> <p>There are three major bridges in Portland that are currently having advanced analysis. While the advanced analysis may reduce the amount of strengthening that is required for these bridges to remain in unrestricted service, some strengthening will be required when the analysis is completed. The three major Region 1 bridges identified include the following:</p> <p>Willamette River, Interstate 5 (Marquam) – The steel girders that support the upper deck needs to have bracing added to satisfy the modern specifications.</p> <p>Willamette River, U.S. 30 Bypass (St. Johns) – There are portions of the truss that require bracing to satisfy the modern specifications, and also some connection plates that may require strengthening.</p> <p>Willamette River, Oregon 99 West (Steel) - This bridge is owned by the Union Pacific Railroad. There is a lease agreement with ODOT and TriMet for highway traffic and light rail. This is a unique bridge and the primary issue is the need to coordinate with the railroad to determine the actual loading due to freight trains.</p>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, cost changes for project costing \$1 million or greater require a formal amendment to complete. The cost decrease of \$10 million dollars represents a 35.9% change to the project and is above the 20% threshold.
Total Programmed Amount:	The project's total programming decreases from \$27,794,616 to \$17,794,616
Added Notes:	OTC approval is required for the changes and approval is expected to occur during their January 2019 meeting.

Projects #7:	SW Multnomah Blvd over I-5		
Lead Agency:	ODOT		
ODOT Key Number:	20484	MTIP ID Number:	70976
Project Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Source: ODOT Awarded Project • Funding: ODOT Fix-It Region 1 • Projected Fund Type: A combination of federal funds including Redistribution and ADVCON (Advance Construction) are committed to the project currently. • Type: Bridge – structures • Location: SW Multnomah Blvd over I-5 • Cross Streets: Approximately 17th Ave to near 19th Ave • Mile Post Limits: 296.51 to 296.59 • Current Status Code: 4 – Completing PS&E/Final Design • Proposed improvements: Place a structural overlay on the deck; replace or repair leaking joints; and retrofit the bridge rails to meet safety standards. 		

	<ul style="list-style-type: none"> • STIP Amendment Number: 18-21-2043 • MTIP Amendment Number: JA19-05-JAN
<p>What is changing?</p>	<p>AMENDMENT ACTION: COST INCREASE</p> <p>The Southwest Multnomah Boulevard Bridge over Interstate 5 is a 404 foot long bridge built in 1959 that is in fair condition. The Southwest Multnomah Boulevard over Interstate 5 project will address the extensive deck cracking with a structural concrete overlay, replace or repair leaking joints, and upgrade the bridge rails so that they meet modern safety standards. Overpass protective screening will also be added to deter objects from being thrown from the overpass onto Interstate 5.</p>  <p>The project initially was intended to complete the Preliminary Engineering phase via internal staff and resources. The project PE cost estimate was based on this assumption. External consulting will now be used to complete design requirements. This change has increased the PE phase cost estimate by \$310,900.</p> <p>The construction phase also has increased in cost die to the addition of overpass protective screening and subsequent change to 2020 as the revised delivery date. These changes increase the construction phase by \$656,900.</p> <p>The added funding will originate from a combination of the cancellation of Key 20540 (a Region 5 bridge project), the removal of bridge scope/funding from Key K20298, and \$400K from Statewide Bridge funding buckets in Keys 20082/ K20083.</p>
<p>Additional Details:</p>	<p>As stated above, the PE phase will increase from \$213,000 to \$523,900 which the construction phase increase from \$1,358,000 to \$2,014,900. The overall total project cost increases from \$1,571,000 to \$2,538,800.</p>

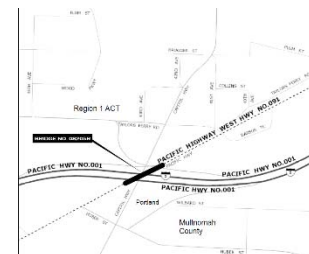
		PROJECT FUNDING DETAILS							
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total	
Federal Funds									
NHPP-FAST	Z001	2017		\$ -191,125					
Redistribution	ZS30	2017		\$ 191,125				\$ 191,125	
ADVCON	ACPO	2017		\$ 278,971				\$ 278,971	
NHPP-FAST	Z001	2020					\$ -1,219,533		
ADVCON	ACPO	2020					\$ 1,807,970	\$ 1,807,970	
							\$ -	\$ -	
							\$	\$ 2,278,066	
State Funds									
State	Match	2017		\$ 21,875				\$ 21,875	
State	Match	2017		\$ 31,929				\$ 31,929	
State	Match	2020					\$ -139,467		
State	Match	2020					\$ 206,930	\$ 206,930	
							\$ -	\$ -	
							State Total:	\$ 260,734	
Local Funds									
							\$ -	\$ -	
							\$ -	\$ -	
							Local Total:	\$ -	
Phase Totals Before Amend:			\$ -	\$ -213,000	\$ -	\$ -	\$ -1,358,000	\$ 1,571,000	
Phase Totals After Amend:			\$ -	\$ 523,900	\$ -	\$ -	\$ 2,014,900	\$ 2,538,800	
							Year Of Expenditure (YOE):	\$ 2,538,800	


Why a Formal amendment is required? Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, cost changes for project costing \$1 million with a cost change of 20% or greater require a formal amendment. The net cost increase to the project is \$967,800 which represents a 61.6 % increase to the project.

Total Programmed Amount: The total project programming amount increases from \$1,571,000 to \$2,538,800

Added Notes: OTC approval was required for the changes with approval expect to occur during their January 2019 meeting.


Projects #8:	OR99W SB Ramp to I-5 SB (Capitol Highway Interchange)		
Lead Agency:	ODOT		
ODOT Key Number:	20702	MTIP ID Number:	71016
Project Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Source: ODOT Awarded Project • Funding: ODOT Fix-It SW Bridge plus HB2017 Seismic • Projected Fund Type: Federal ADVCON (Advance Construction) is being used to program the committed funding for later phase obligation flexibility needs. • Type: Bridge – structures • Location: OR-99W • Cross Streets: At SW Capitol Highway interchange • Mile Post Limits: 6.19 to 6.24 • Current Status Code: 1 – Completing Pre-PE Obligation activities • Proposed improvements: Preserve deck with a structural overlay • STIP Amendment Number: 18-21-2043 • MTIP Amendment Number: JA19-05-JAN 		
What is changing?	<p>AMENDMENT ACTION: COST INCREASE</p> <p>The Oregon 99 West southbound ramp to Interstate 5 southbound (Capitol Highway Interchange) is a 270 foot long bridge built in 1959 that is in fair condition. The project will address the top layer of the concrete deck that has required patches where pieces have separated, with a structural concrete overlay. The project will also replace or repair leaking joints, clean and paint steel bearings that are corroded, replace the asphalt near the bridge approaches that is failing, and replace deficient Americans with Disabilities Act (ADA) ramps that are within the project limits.</p>		



<p>Projects #9:</p>	<p>I-5: Barbur Blvd NB Connection Bridge OR99W: Barbur Boulevard Northbound Connection Bridge</p>		
<p>Lead Agency:</p>	<p>ODOT</p>		
<p>ODOT Key Number:</p>	<p>20465</p>	<p>MTIP ID Number:</p>	<p>70998</p>
<p>Project Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Source: ODOT Awarded Project • Funding: ODOT Fix-It SW Bridge plus HB2017 Bridge Seismic • Projected Fund Type: Federal ADVCON (Advance Construction) is being used to program the committed funding for later phase obligation flexibility needs • Type: Bridge - structures • Location: OR-99W • Cross Streets: OR-99W bridge crossing at I-5 • Mile Post Limits: 7.79 to 7.84 • Current Status Code: 1 – Pre-PE obligation activities • Proposed improvements: Paint structure; remove pack rust. Replace rivets and bolts. • STIP Amendment Number: 18-21-2143 • MTIP Amendment Number: JA19-05-JAN 		
<p>What is changing?</p>	<p>AMENDMENT ACTION: COST INCREASE</p> <p>The Oregon 99 West (Barbur Boulevard) northbound connection bridge over Interstate 5 was built in 1985 and is in satisfactory condition. The portions of the bridge directly over Interstate 5 have painted girders to protect the steel from corrosion. The original paint system is at the end of its service life, with moderate surface corrosion on the lower portions of the girders, and isolated areas where the corrosion has begun to reduce the thickness of the steel.</p>  <p>The cost increase for Key 20465 is similar to Key 20702, OR99W SB Ramp to I-5 SB (Capitol Highway Interchange). The initial estimate for preliminary engineering was based on the entire design being done internally. The design of the paint portion of the project will be done by ODOT's Bridge Preservation Unit. The remainder of the project will be designed by a consultant due to ODOT resources being committed to the delivery of other projects. As a result, the engineering costs have increased.</p> <p>Construction costs have increased due to bid prices that are higher than were accounted for when the project was initially programmed; in addition, the costs of the containment for paint removal/paint application and the disposal of hazardous waste were not included in the original project estimate.</p> <p>ODOT is also changing the name of the project because the location mile points are actually for OR99W, not I-5. There are no changes to the project location or scope, just a correction to the name.</p>		

	<p>The net changes to PE and construction result in the following: The PE phase increases by \$207,720 and the construction phase increases by \$620,972.</p>																																																																																																																																																																																																																																																									
Additional Details:	<p>The PE phase increases from \$136,000 to 343,720 with the construction phase increasing from \$1,533,975 to \$2,154,947. The total project cost increases from \$1,669,975 to \$2,498,667.</p> <p>Funds to address the funding shortfall will come from a combination of the cancellation of K20540 (a Region 5 bridge project), and the removal of bridge scope/funding from K20298.</p>																																																																																																																																																																																																																																																									
	<table border="1"> <thead> <tr> <th colspan="10">PROJECT FUNDING DETAILS</th> </tr> <tr> <th>Fund Type</th> <th>Fund Code</th> <th>Year</th> <th>Planning</th> <th>Preliminary Engineering</th> <th>Right of Way</th> <th>Other (Utility Relocation)</th> <th>Construction</th> <th colspan="2">Total</th> </tr> </thead> <tbody> <tr> <td colspan="10">Federal Funds</td> </tr> <tr> <td>NHPP-FAST</td> <td>Z001</td> <td>2019</td> <td></td> <td>\$ 122,033</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>ADVCON</td> <td>ACPO</td> <td>2019</td> <td></td> <td>\$ 308,420</td> <td></td> <td></td> <td></td> <td>\$ 308,420</td> <td></td> </tr> <tr> <td>NHPP-FAST</td> <td>Z001</td> <td>2020</td> <td></td> <td></td> <td></td> <td></td> <td>\$ 1,376,436</td> <td></td> <td></td> </tr> <tr> <td>ADVCON</td> <td>ACPO</td> <td>2020</td> <td></td> <td></td> <td></td> <td></td> <td>\$ 1,933,634</td> <td>\$ 1,933,634</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ 2,242,054</td> <td></td> </tr> <tr> <td colspan="10">State Funds</td> </tr> <tr> <td>State</td> <td>Match</td> <td>2019</td> <td></td> <td>\$ 13,967</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>State</td> <td>Match</td> <td>2019</td> <td></td> <td>\$ 35,300</td> <td></td> <td></td> <td></td> <td>\$ 35,300</td> <td></td> </tr> <tr> <td>State</td> <td>Match</td> <td>2020</td> <td></td> <td></td> <td></td> <td></td> <td>\$ 157,539</td> <td></td> <td></td> </tr> <tr> <td>State</td> <td>Match</td> <td>2020</td> <td></td> <td></td> <td></td> <td></td> <td>\$ 221,313</td> <td>\$ 221,313</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>State Total: \$ 256,613</td> <td></td> </tr> <tr> <td colspan="10">Local Funds</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Local Total: \$ -</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>Phase Totals Before Amend:</td> <td>\$ -</td> <td>\$ 136,000</td> <td>\$ -</td> <td>\$ -</td> <td>\$ 1,533,975</td> <td>\$ 1,669,975</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Phase Totals After Amend:</td> <td>\$ -</td> <td>\$ 343,720</td> <td>\$ -</td> <td>\$ -</td> <td>\$ 2,154,947</td> <td>\$ 2,498,667</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Year Of Expenditure (YOE):</td> <td>\$ 2,498,667</td> </tr> </tbody> </table>	PROJECT FUNDING DETAILS										Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total		Federal Funds										NHPP-FAST	Z001	2019		\$ 122,033						ADVCON	ACPO	2019		\$ 308,420				\$ 308,420		NHPP-FAST	Z001	2020					\$ 1,376,436			ADVCON	ACPO	2020					\$ 1,933,634	\$ 1,933,634										\$ -										\$ 2,242,054		State Funds										State	Match	2019		\$ 13,967						State	Match	2019		\$ 35,300				\$ 35,300		State	Match	2020					\$ 157,539			State	Match	2020					\$ 221,313	\$ 221,313										\$ -										\$ -										State Total: \$ 256,613		Local Funds																		\$ -										\$ -										\$ -										Local Total: \$ -					Phase Totals Before Amend:	\$ -	\$ 136,000	\$ -	\$ -	\$ 1,533,975	\$ 1,669,975				Phase Totals After Amend:	\$ -	\$ 343,720	\$ -	\$ -	\$ 2,154,947	\$ 2,498,667									Year Of Expenditure (YOE):
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Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, cost changes for project costing \$1 million with a cost change of 20% or greater require a formal amendment. The net cost increase to the project is \$828,692 which represents a 49.6 % increase to the project.</p>																																																																																																																																																																																																																																																									
Total Programmed Amount:	<p>The total project programming amount increases from \$1,669,975 to \$2,498,667</p>																																																																																																																																																																																																																																																									
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Projects #10:	<p>I-84: Fairview – Marine Drive & Tooth Rock Tunnel I-84: Fairview - Marine Drive</p>		
Lead Agency:	<p>ODOT</p>		
ODOT Key Number:	<p>20298</p>	MTIP ID Number:	<p>70939</p>
Project Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Source: ODOT Awarded Project • Funding: • Projected Fund Type: • Type: Highway – Preservation (Resurfacing) • Location: I-84 • Cross Streets: City of Fairview (about NE 223rd Ave) east to Marine Drive • Mile Post Limits: 13.83 to 41.34 total limits on I-84 • Current Status Code: 1 – Pre-PE obligation activities • Proposed improvements: Repare a section of I-84 between Fairview and Marine Dr repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE238th Ave. Deck overlay and repair joints on the McCord Creek Bridge (#02193B). Repave a section of I-84 between 		

	<p style="text-align: center;">Fairview and Marine Dr and install a full signal upgrade (including ADA) at NE 238th Ave.</p> <ul style="list-style-type: none"> • STIP Amendment Number: 18-21-2043 • MTIP Amendment Number: JA19-05-JAN
<p>What is changing?</p>	<p>AMENDMENT ACTION: SCOPE CHANGE</p> <p><i>From the OTC Staff Report:</i> The Interstate 84 eastbound McCord Creek Bridge was built in 1962. The deck is in poor condition due to cracking, rutting, exposed reinforcement, and pieces of concrete up to three feet in diameter that have separated from the deck. The deck is only 6 ½ inches thick, and the top 1 ½ inches is contaminated with chlorides due to the use of deicing products. Also, the transition from the bridge approach pavement to the bridge itself is not smooth, causing a noticeable impact for drivers. This bridge has required extensive maintenance work to repair the deck and to minimize the impact. A deck overlay for this bridge was added with funding from House Bill 2017.</p>  <p>While the McCord Creek Bridge is within the limits of this Interstate Maintenance Preservation Project, the extensive work needed to address the poor condition of the deck is not really compatible with the other project work. Grinding the approach pavement to address the impact loading will leave a layer of pavement that is too thin to be structurally sound, and rebuilding the approach pavement is also beyond the scope of the other work in the project. Based on the nature of the work required being much more extensive than the other project work, the McCord Creek Bridge should be removed from this project.</p> <p>The McCord Creek Bridge is being considered for the 2022-2024 STIP and is the top priority bridge project for Region 1. It is within the limits of the Interstate 84: Multnomah Falls – Cascade Locks Interstate Maintenance Preservation Project. The scoping effort will determine the best solution for this bridge, ranging from extensive deck rehabilitation, deck replacement, or perhaps bridge replacement. This bridge will eventually need a seismic retrofit, and it may be most economical to simply replace the bridge instead of doing extensive deck work now, and extensive seismic related work later.</p> <p>As a result, the project scope is changing as follows:</p> <ul style="list-style-type: none"> - The Tooth Rock Tunnel paving work is being removed from the project scope. - The McCord Creek Bridge work is being removed from the project scope

- The \$1,000,000 of HB201 Bridge Seismic funds associated with the McCord Creek Bridge is being relocated to Keys 20465, 20484, and 20702
 - The project name changes to now be I-84: Fairview to Marine Drive
 - The project description is updated to reflect the scope adjustments.

As stated above, the removal of the \$1,000,000 for the McCord Creek Bridge work decreases the project total from \$5,792,148 to \$4,792,148

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP-FAST	Z001	2019		\$ -370,660				
NHPP-FAST	Z001	2019		\$ 263,703				\$ 263,703
NHPP	M001	2019		\$ 106,957				\$ 106,957
ADVCON	ACPO	2019		\$ -322,770				
NHPP-FAST	Z001	2020			\$ 2,294			\$ 2,294
NHPP-FAST	Z001	2021					\$ -3,937,110	
NHPP-FAST	Z001	2021					\$ 3,778,971	\$ 3,778,971
NHPP	M001	2021					\$ 267,394	\$ 267,394
ADVCON	ACPO	2021					\$ -599,430	
								\$ -
								\$ -
								\$ 4,419,319
State Funds								
State	Match	2019		\$ -31,270				
State	Match	2019		\$ 22,247				\$ 22,247
State	Match	2019		\$ 9,023				\$ 9,023
State	Match	2019		\$ -27,230				
State	Match	2020			\$ 194			\$ 194
State	Match	2021					\$ -450,620	
State	Match	2021					\$ 318,807	\$ 318,807
State	Match	2021					\$ 22,558	\$ 22,558
State	Match	2021					\$ -50,570	
								\$ -
								\$ -
								State Total: \$ 372,829
Local Funds								
								\$ -
								\$ -
								Local Total: \$ -
Phase Totals Before Amend:			\$ -	\$ -751,930	\$ 2,488	\$ -	\$ -5,037,730	\$ -5,792,148
Phase Totals After Amend:			\$ -	\$ 401,930	\$ 2,488	\$ -	\$ 4,387,730	\$ 4,792,148
								Year Of Expenditure (YOE): \$ 4,792,148

Additional Details:

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, majors cope changes require a formal amendment. Note: The cost decrease as a result of the scope change results in a 17.2% change to the project.
Total Programmed Amount:	The total project programming amount decreases from 5,792,148 to \$4,792,148
Added Notes:	OTC approval was required for the changes with approval expect to occur during their January 2019 meeting.

Projects #11:	FY18 TriMet Prevent Maint (TOD) Fund Exchange		
Lead Agency:	TriMet		
ODOT Key Number:	21126	MTIP ID Number:	71020
Project Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Source: Metro RFFA Step I funded project • Funding: Metro Transit Oriented Development (TOD) program • Projected Fund Type: Federal STP>200K *Surface Transportation Program – for urban areas greater than 200,000 people) • Type: Metro TOD program • Location: Region wide • Cross Streets: Not Applicable • Mile Post Limits: Not Applicable • Current Status Code: Obligated and awarded from TrAMS, but from Key 21262 		

	<ul style="list-style-type: none"> Proposed improvements: Enables the annual Transit Oriented Development (TOD) fund exchange to occur STIP Amendment Number: TBD MTIP Amendment Number: JA19-05-JAN
<p>What is changing?</p>	<p>AMENDMENT ACTION: CANCELED PROJECT</p> <p>Each year TriMet receives a STP/STBG allocation from Metro in support of Transit Oriented Development (TOD) activities. Metro’s Transit-Oriented Development Program strategically invests to help more people live, work and shop in neighborhoods served by high-quality transit. Metro’s TOD program stimulates private investment by helping offset the higher costs of compact development. TOD program investments totaling \$16 million have leveraged more than \$697 million in private development activity across 45 completed TOD projects.</p> <p>Key 21126 is a duplicate project to Key 21262. TriMet obligated and received their FFY 2018 TOD funds through Key 21262. Key 21126 appears was added late during the 2018 MTIP when Key 21262 was inadvertently overlooked. During the FY 2018 End-of-Year Project Phase Slips Review, Key 21126 was identified as a duplicate. It is being removed from the MTIP now to avoid any possible double counting of STP find programming.</p> <div data-bbox="932 407 1386 1146" style="background-color: #f0f0f0; padding: 10px;"> <p>Program Accomplishments FY 2017-18 Total</p> <p>Trips 15,094 948,989 Transit-oriented development creates places for people to live and work near high quality transit. Each year, over 900,000 more travel trips are made by transit, rather than by car, as a result of TOD program supported projects.</p> <p>Residential Units 77 3,670 TOD projects increase housing affordability by increasing the supply of housing in areas with lower commuting costs. To date, the TOD program has supported construction of approximately 3,600 housing units. Of these, 781 are set aside for households earning less than the area medium income. Over 850 additional income-restricted units are planned or under construction.</p> <p>Commercial space 2,000 520,213 Developing retail, restaurants and offices in transit served areas enlivens neighborhoods and reduces commuting costs. Mixed-use TOD projects completed to date include 194,780 square feet of retail and 327,433 square feet of office and other commercial space.</p> <p>Acres protected 12 593 All of the TOD projects completed to date required only 59 acres of land compared to the 590 acres that would be needed to develop these projects in areas without transit. Compact development requires less taxpayer funded infrastructure to serve, reduces commuting costs, and helps preserve agricultural and natural areas.</p> </div>
<p>Additional Details:</p>	<p>There was insufficient time to complete a formal amendment during September 2018 and delete Key 21126 from the MTIP. The project had to be carried over into FY 2019 where it now can be deleted.</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, canceling a project from the MTIP requires a formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount increases from \$3,461,176 to \$0</p>
<p>Added Notes:</p>	<p>Metro Council approval is required to complete the project cancellation from the MTIP. Approval is expected to occur during the Council’s February 7, 2019 meeting.</p>

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:
 - 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.

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.

- 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 January 2019 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	January 2, 2019
• TPAC notification and approval recommendation.....	January 11, 2019
• JPACT approval and recommendation to Council.....	January 17, 2019*
• Completion of public notification process.....	January 31, 2019
• Metro Council approval.....	February 7, 2019**

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package	February 11, 2019
• Amendment bundle submission to ODOT for review.....	February 12, 2019
• Submission of the final amendment package to USDOT.....	February 12, 2019
• ODOT clarification and approval.....	Late February, 2019
• USDOT clarification and final amendment approval.....	Early to mid-March, 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 approval of Resolution 19-4961

- JPACT approval 1/17/2019
- TPAC notification and approval recommendation 1/11/2019.

Attachments

1. Project Location Maps
2. OTC Letters

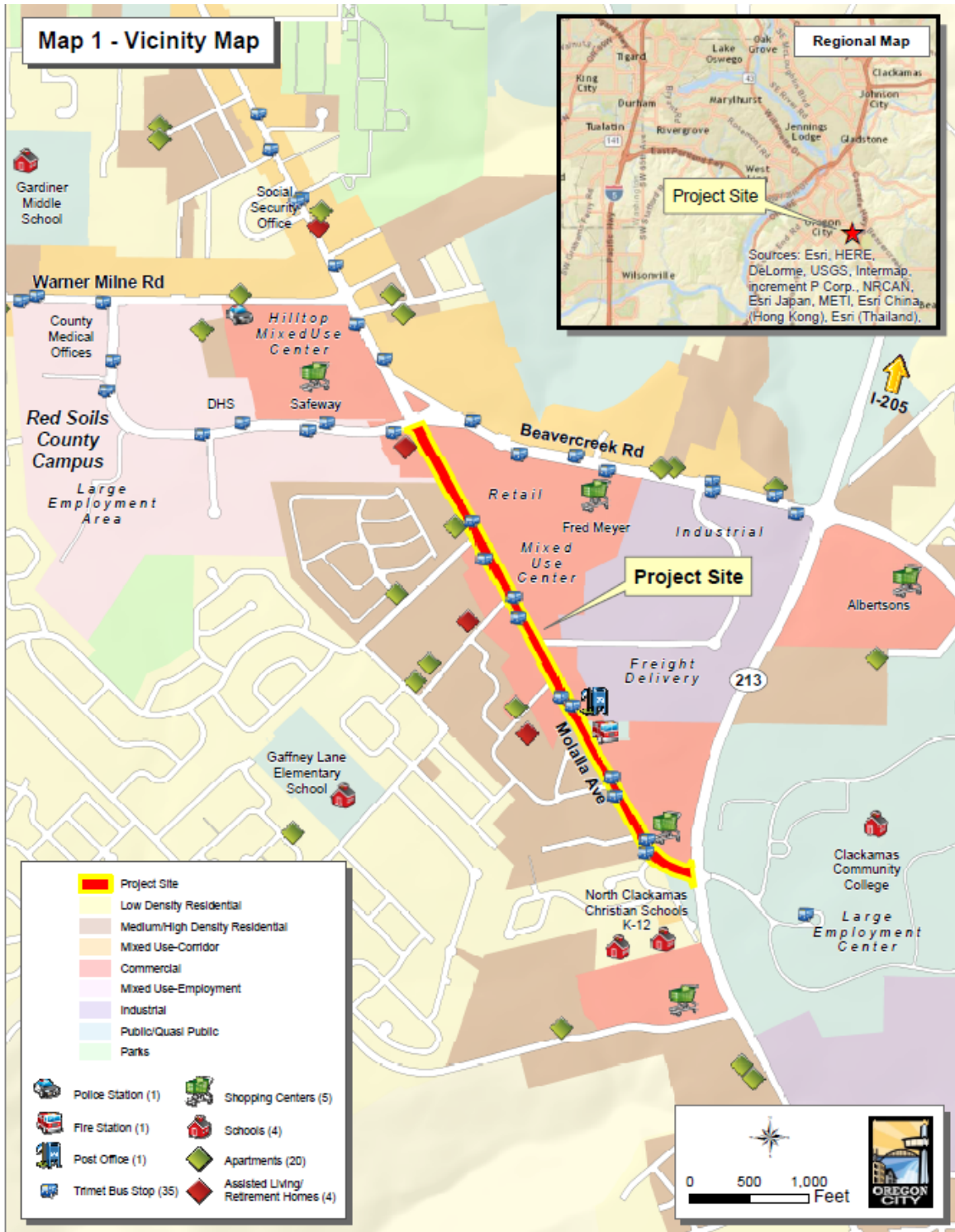
Date: Thursday, January 23, 2019
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Attachment 1 to the January 2019 MTIP Formal Amendment Staff Report – Project Location Maps

BACKGROUND

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

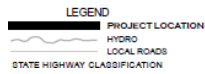
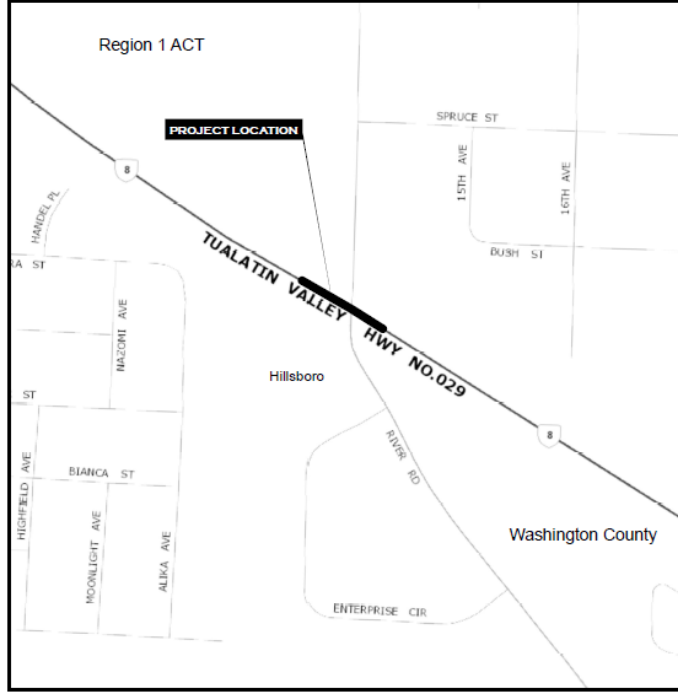
- Key 20810 – Molalla Ave: Beaver Creek Rd to OR213
- Key 20451- OR8 at River Rd & OR224 at Lake Rd
- Key 20454 - OR224 at Lake/Harmony
- Key 20507 - OR213 (82nd Ave) at Madison High School
- Key 20430 - I-5: Marine Dr - Fremont Bridge
- Key 20481 - I-405: Fremont (Willamette River) Bridge
- Key 20484 - SW Multnomah Blvd over I-5
- Key 20702 - OR99W SB Ramp to I-5 SB (Capitol Highway Interchange)
- Key 20465 - OR99W: Barbur Boulevard Northbound Connection Bridge
- Key 20298 - I-84: Fairview - Marine Drive

Key 20810
Molalla Ave: Beaver Creek Rd to OR213

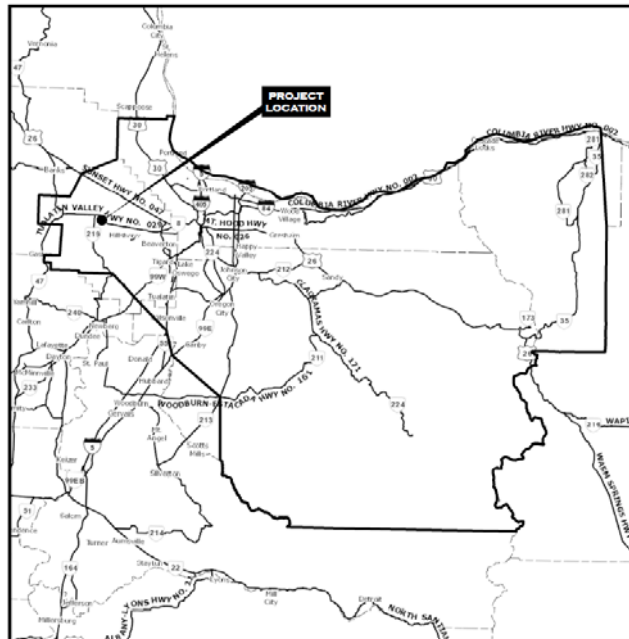


**Key 20451
OR8 at River Rd & OR224 at Lake Rd**

**STIP PROJECT LOCATION
ODOT REGION 1**



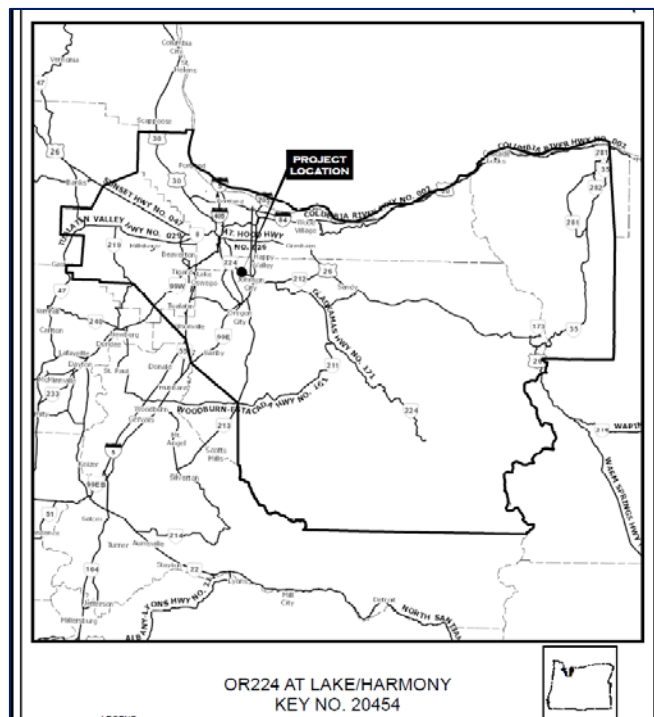
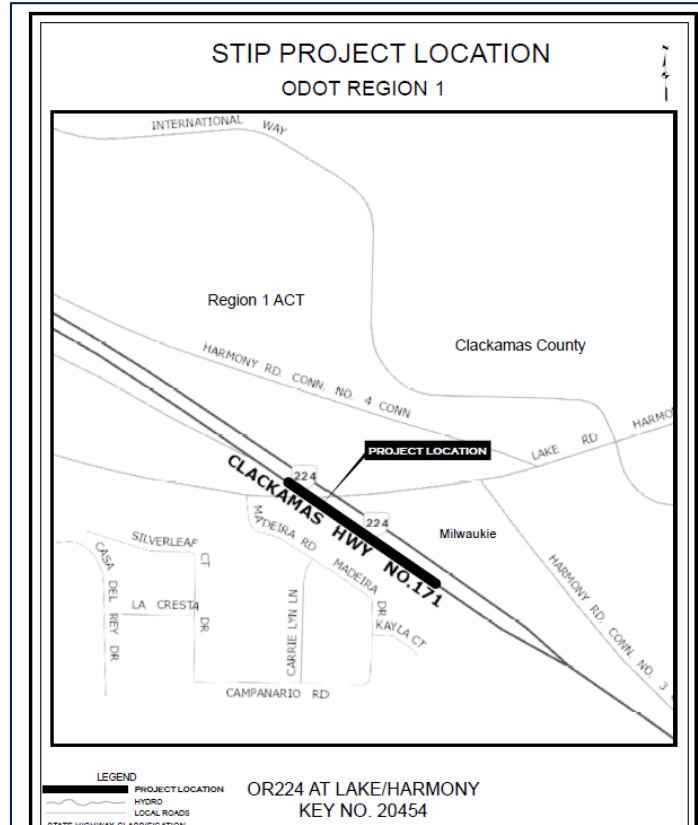
**OR8 AT RIVER ROAD
KEY NO. 20451**



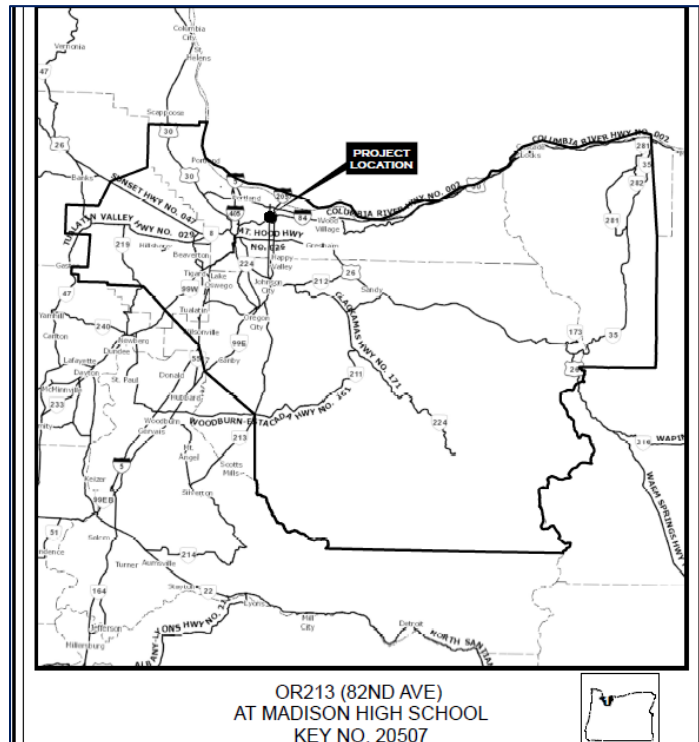
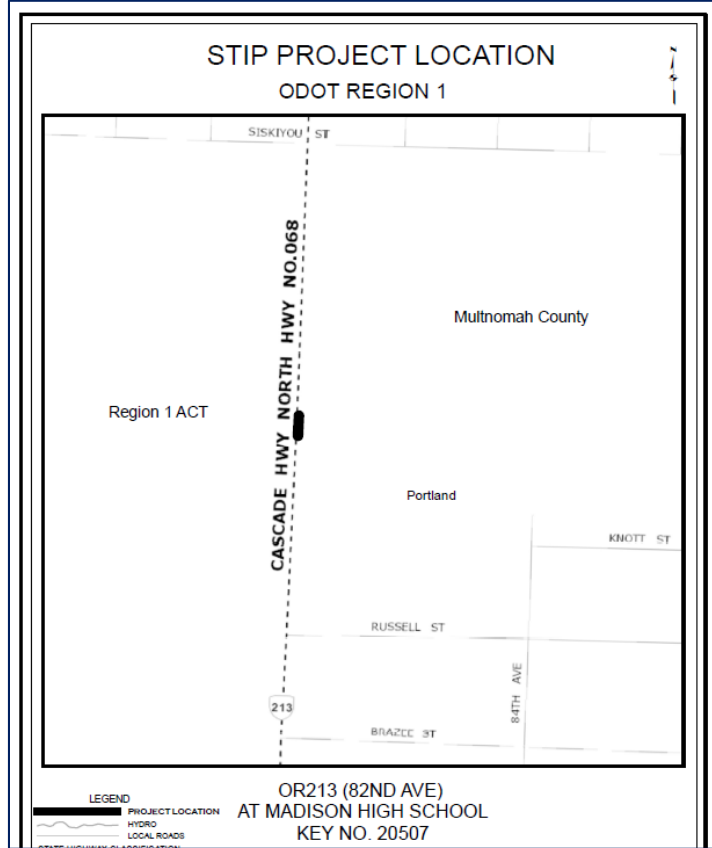
**OR8 AT RIVER ROAD
KEY NO. 20451**



Key 20454
OR224 at Lake/Harmony

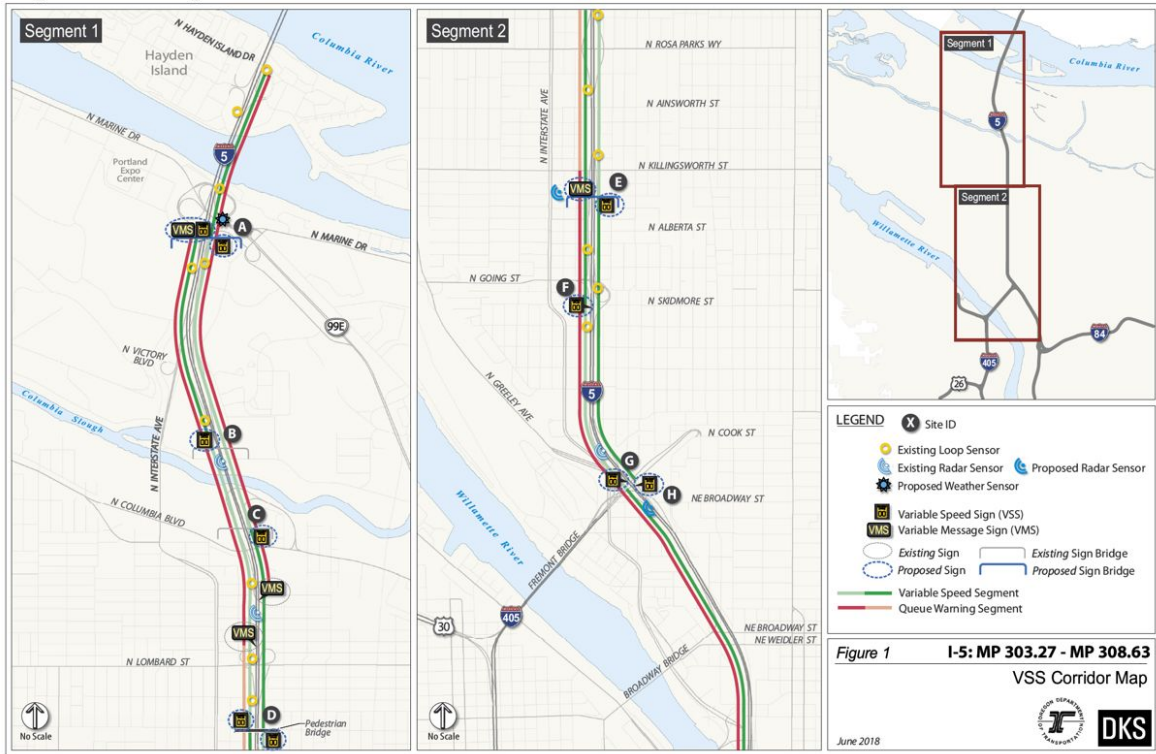


Key 20507
OR213 (82nd Ave) at Madison High School

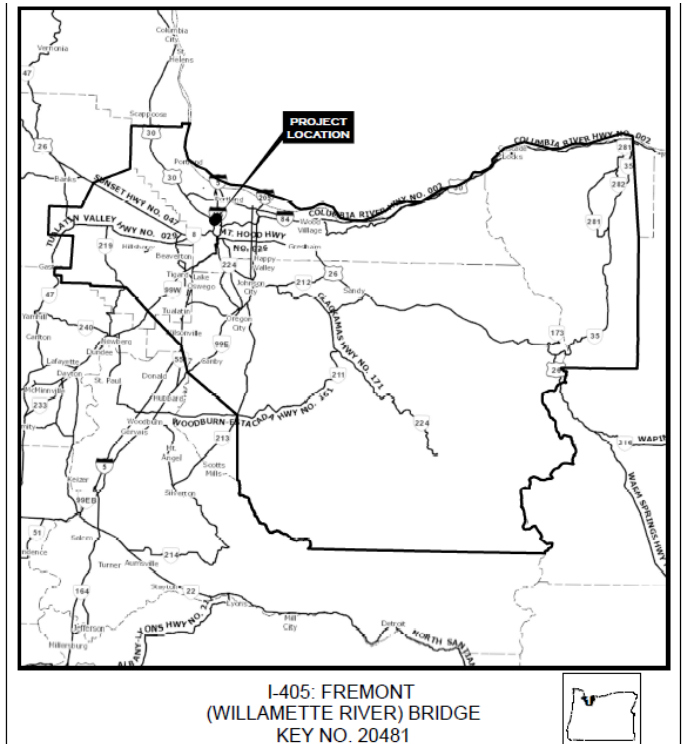
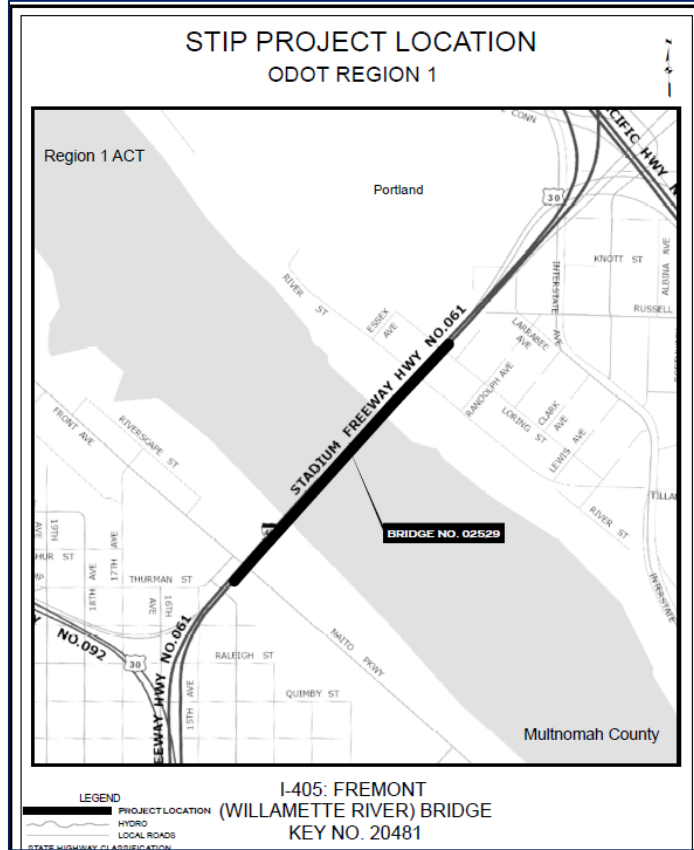


Key 20430
I-5: Marine Dr - Fremont Bridge

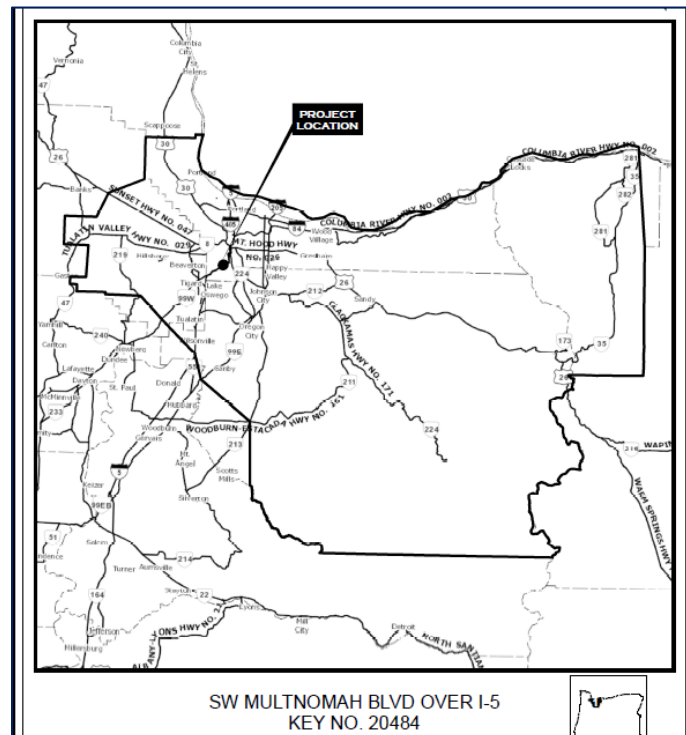
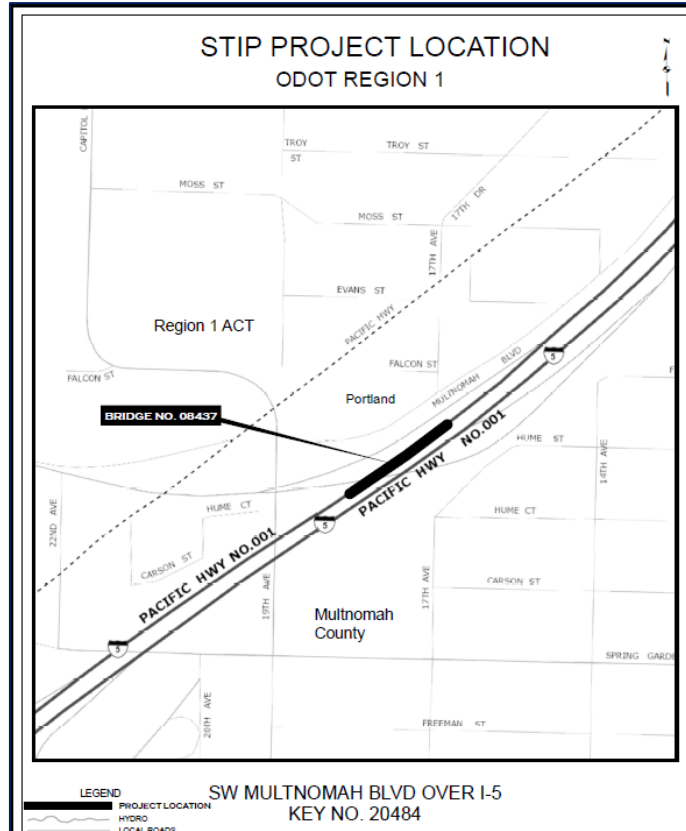
Figure 1. Project Area Overview



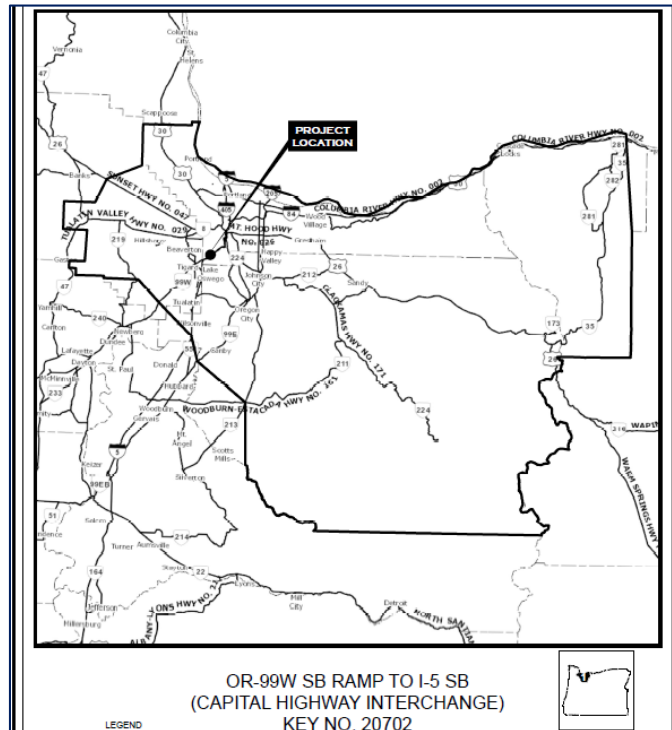
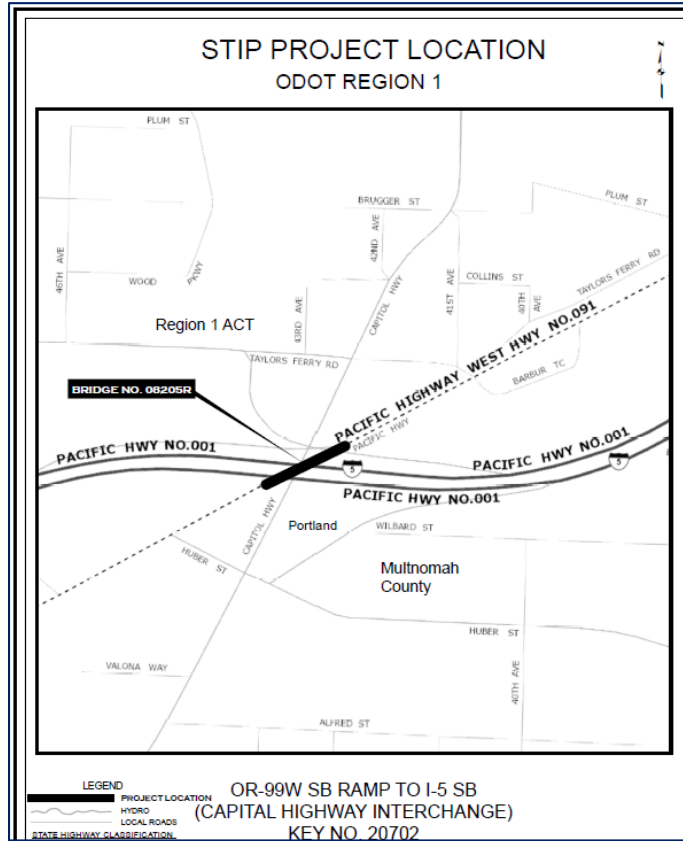
Key 20481 I-405: Fremont (Willamette River) Bridge



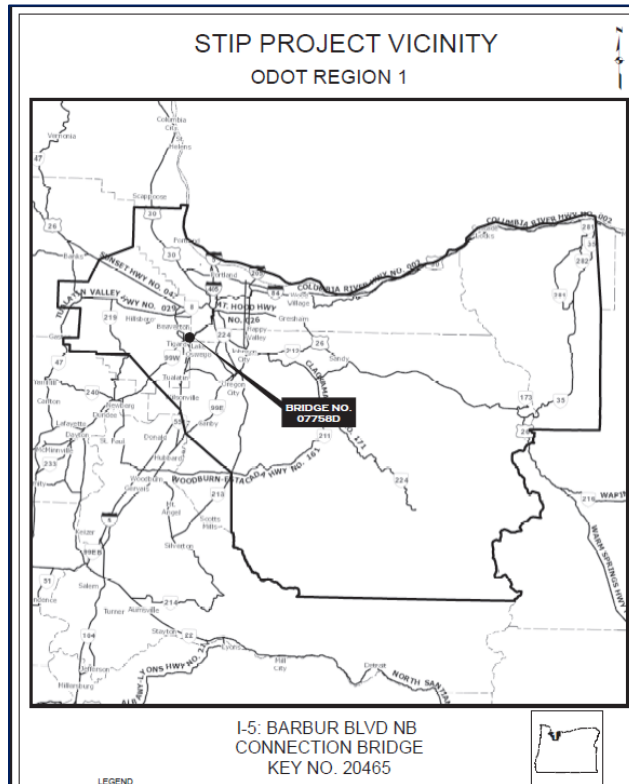
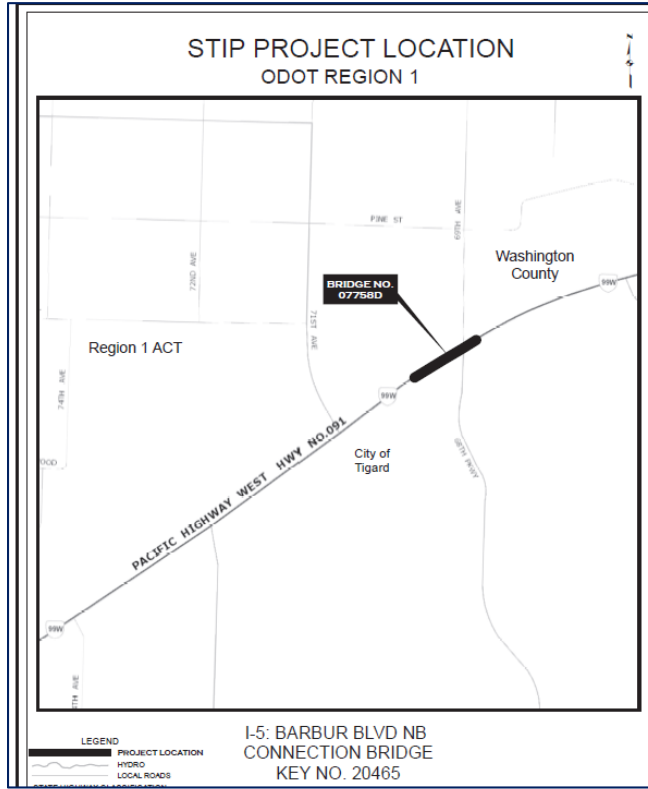
Key 20484
SW Multnomah Blvd over I-5



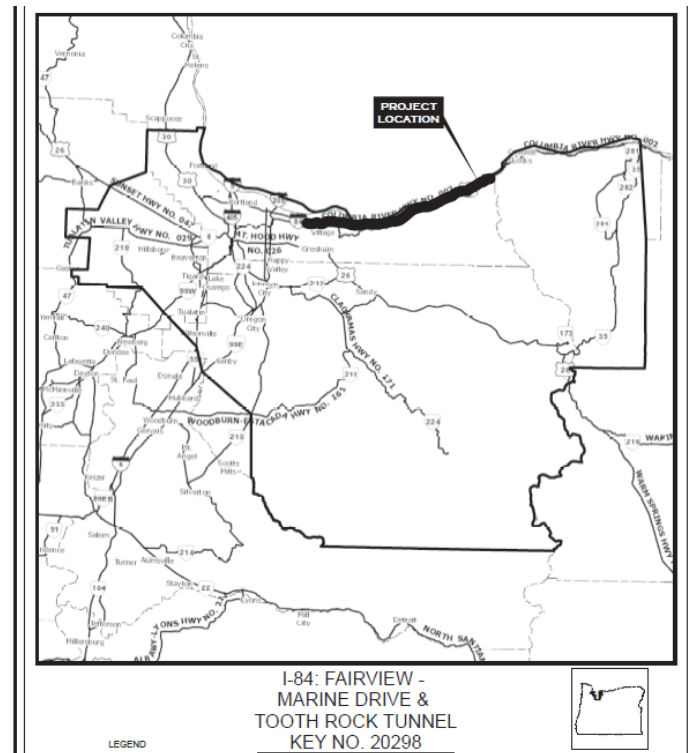
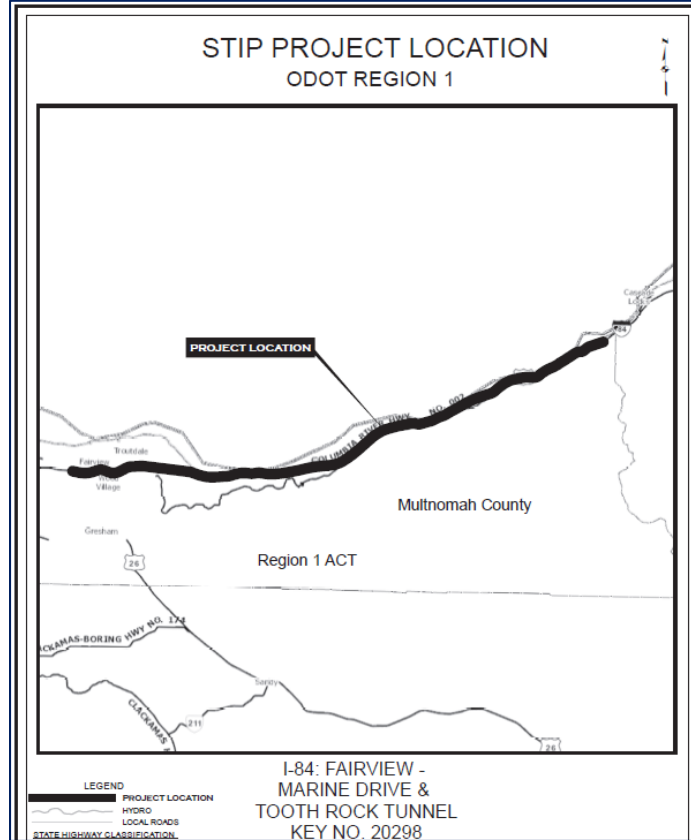
Key 20702
OR99W SB Ramp to I-5 SB (Capitol Highway Interchange)



Key 20465
OR99W: Barbur Boulevard Northbound Connection Bridge



Key 20298
I-84: Fairview - Marine Drive





Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: January 8, 2019

TO: Oregon Transportation Commission

FROM: Matthew L. Garrett
Director

SUBJECT: **Consent** – Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding and combine the *Interstate 5: Barbur Boulevard northbound connection bridge; the Southwest Multnomah Boulevard over Interstate 5, and the Oregon 99 West southbound ramp to Interstate 5 southbound (Capital Highway Interchange) projects.*

Requested Action:

Approve to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding and combine the *Interstate 5: Barbur Boulevard northbound connection bridge; the Southwest Multnomah Boulevard over Interstate 5, and the Oregon 99W southbound ramp to Interstate 5 southbound (Capital Highway Interchange) projects* located in Region 1. Funding will come from the removal of a bridge from the Interstate 84: Fairview to Marine Drive and Tooth Rock Tunnel project in Region 1 and the cancellation of the Interstate 84 eastbound over U.S. 395 (Emigrant Avenue Interchange) project located in Region 5.

The removal of the bridge and associated funding from the cancellation of the Interstate 84: Fairview to Marine Drive and Tooth Rock Tunnel project and the cancellation of the Interstate 84 eastbound over U.S. 395 (Emigrant Avenue Interchange) project frees \$2,492,178 to be redistributed. The Oregon Department of Transportation (ODOT) requests the following:

- Transfer \$828,692 to the Interstate 5: Barbur Boulevard northbound connection bridge project.
- Transfer \$567,800 to the Southwest Multnomah Boulevard over Interstate 5 project.
- Transfer \$171,308 of the remaining funds from the Interstate 84: Fairview to Marine Drive and Tooth Rock Tunnel project and \$756,186 from the remainder of the cancelled project in region 5 to the Oregon 99 West southbound ramp to Interstate 5 southbound (Capital Highway Interchange).
- Transfer the remaining \$168,192 to the state bridge program federal fiscal year 2019.
- In addition to the above project redistributions an additional \$400,000 from the bridge overpass protective screening funds, federal fiscal years 2019 and 2020 is transferred to the Southwest Multnomah Boulevard over Interstate 5 project.

The Interstate 5: Barbur Boulevard northbound connection bridge, the Southwest Multnomah Boulevard over Interstate 5, and the Interstate 5 southbound ramp to Interstate 5 southbound (Capital Highway Interchange) projects are to be combined for delivery as one consultant contract for design.

Combining for design will allow ODOT to develop one bid package for similar work in close geographic proximity and will save on administrative costs. In addition, one contract will ensure the design considers possible negative impacts to the travelling public and provides a schedule for construction that is most convenient for delivery of all planned work activities and minimizes traveler impacts.

Project Funding Summary:

Project	Current	Proposed
I-5: Barbur Blvd NB connection bridge	\$1,669,975	\$2,498,667
SW Multnomah Blvd over I-5	\$1,571,000	\$2,538,800
OR-99W SB Ramp to I-5 SB (Capital Highway Interchange)	\$408,000	\$1,335,494
I-84: Fairview – Marine Drive & Tooth Rock Tunnel	\$5,792,148	\$4,792,148
I-84 eastbound over US395 (Emigrant Avenue Interchange)	\$1,512,500	\$20,322
Bridge overpass protective screening FFY 2019 and 2020	\$814,916	\$414,916
State bridge program FFY 2019	\$4,813,386	\$4,981,578
TOTAL	\$16,581,925	\$16,581,925

Projects to be increased and combined:

I-5: Barbur Blvd NB connection bridge (KN 20465)			
		COST	
PHASE	YEAR	Current	Proposed
Preliminary Engineering	2019	\$136,000	\$343,720
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2020	\$1,533,975	\$2,154,947
TOTAL		\$1,669,975	\$2,498,667

SW Multnomah Blvd over I-5 (KN 20484)			
		COST	
PHASE	YEAR	Current	Proposed
Preliminary Engineering	2017	\$213,000	\$523,900
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2020	\$1,358,000	\$2,014,900
TOTAL		\$1,571,000	\$2,538,800

OR-99W SB Ramp to I-5 SB (Capital Highway Interchange) (KN 20702)			
		COST	
PHASE	YEAR	Current	Proposed

Preliminary Engineering	2019	\$40,000	\$347,500
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2020	\$368,000	\$987,994
TOTAL		\$408,000	\$1,335,494

Project to be decreased:

I-84: Fairview – Marine Drive & Tooth Rock Tunnel (KN20298)			
		COST	
PHASE	YEAR	Current	Proposed
Preliminary Engineering	2019	\$751,930	\$401,930
Right of Way	2020	\$2,488	\$2,488
Utility Relocation	N/A	\$0	\$0
Construction	2021	\$5,037,730	\$4,387,730
TOTAL		\$5,792,148	\$4,792,148

Project to be cancelled:

I-84 eastbound over US395 (Emigrant Avenue Interchange) (KN20540)			
		COST	
PHASE	YEAR	Current	Proposed
Preliminary Engineering	2018	\$300,000	\$20,322
Right of Way	2019	\$50,000	\$0
Utility Relocation	2019	\$25,000	\$0
Construction	2020	\$1,137,500	\$0
TOTAL		\$1,512,500	\$20,322

Background – projects to be increased:***Interstate 5: Barbur Boulevard northbound connection bridge***

The Oregon 99 West (Barbur Boulevard) northbound connection bridge over Interstate 5 was built in 1985 and is in satisfactory condition. The portions of the bridge directly over Interstate 5 have painted girders to protect the steel from corrosion. The original paint system is at the end of its service life, with moderate surface corrosion on the lower portions of the girders, and isolated areas where the corrosion has begun to reduce the thickness of the steel. The Interstate 5 Barbur Boulevard northbound connection bridge project will replace corroded fasteners, remove the current paint and corrosion, and then apply new paint.

The estimate for preliminary engineering was based on the entire design being done internally. The design of the paint portion of the project will be done by ODOT's Bridge Preservation Unit. The remainder of the project will be designed by a consultant due to ODOT resources being committed to the delivery of other projects. The construction costs have increased due to bid prices that are higher than were accounted for when the project was initially programmed, and in addition the costs of the

containment for paint removal and paint application, and the disposal of hazardous waste was not included in the original project estimate.

If this request is not approved, there will not be enough funding to complete the programmed work, and the project will be cancelled. The steel girders will continue to corrode requiring costly maintenance and may require strengthening if the project is delayed for a considerable time and could lead to significant mobility impacts.

Southwest Multnomah Boulevard over Interstate 5

The Southwest Multnomah Boulevard Bridge over Interstate 5 is a 404 foot long bridge built in 1959 that is in fair condition. The Southwest Multnomah Boulevard over Interstate 5 project will address the extensive deck cracking with a structural concrete overlay, replace or repair leaking joints, and upgrade the bridge rails so that they meet modern safety standards. Overpass protective screening will also be added to deter objects from being thrown from the overpass onto Interstate 5.

The estimate for preliminary engineering was based on the design being done internally. Due to ODOT resources being committed to the delivery of other projects this project will be designed by a consultant. As a result, the engineering costs have increased. Construction costs have increased by \$400,000 to account for the late addition of overpass protective screening and moving the delivery date to 2020.

If this request is not approved, there will not be enough funding to complete the programmed work, and the project will be cancelled. The deck will continue to deteriorate and will require more extensive preparation when the structural overlay is eventually placed. The bridge rails will not meet modern safety standards and this bridge will continue to lack protective screening.

Oregon 99 West southbound ramp to Interstate 5 southbound (Capital Highway Interchange)

The Oregon 99 West southbound ramp to Interstate 5 southbound (Capital Highway Interchange) is a 270 foot long bridge built in 1959 that is in fair condition. The project will address the top layer of the concrete deck that has required patches where pieces have separated, with a structural concrete overlay. The project will also replace or repair leaking joints, clean and paint steel bearings that are corroded, replace the asphalt near the bridge approaches that is failing, and replace deficient Americans with Disabilities Act (ADA) ramps that are within the project limits.

The estimate for preliminary engineering was based on the design being done internally, and did not fully account for roadway, traffic control, and project management costs. Since this project will be designed by a consultant, the engineering costs have increased. The construction costs have also increased to account for the addition of the cleaning and painting of the steel bearings, replacement of deficient ADA ramps, and for inflation.

If this request is not approved, there will not be enough funding to complete the programmed work, and the project will be cancelled. The deck will continue to deteriorate and will require more extensive preparation when the structural overlay is eventually placed. The steel bearings will continue to

corrode, and may require repairs prior to painting. The deficient ADA ramps will remain in service until they are addressed by another project.

Background – projects to be canceled:

Interstate 84: Fairview to Marine Drive and Tooth Rock Tunnel

The Interstate 84 eastbound McCord Creek Bridge was built in 1962. The deck is in poor condition due to cracking, rutting, exposed reinforcement, and pieces of concrete up to three feet in diameter that have separated from the deck. The deck is only 6 ½ inches thick, and the top 1 ½ inches is contaminated with chlorides due to the use of deicing products. Also, the transition from the bridge approach pavement to the bridge itself is not smooth, causing a noticeable impact for drivers. This bridge has required extensive maintenance work to repair the deck and to minimize the impact. A deck overlay for this bridge was added with funding from House Bill 2017.

While the McCord Creek Bridge is within the limits of this Interstate Maintenance Preservation Project, the extensive work needed to address the poor condition of the deck is not really compatible with the other project work. Grinding the approach pavement to address the impact loading will leave a layer of pavement that is too thin to be structurally sound, and rebuilding the approach pavement is also beyond the scope of the other work in the project. Based on the nature of the work required being much more extensive than the other project work, the McCord Creek Bridge should be removed from this project.

The McCord Creek Bridge is being considered for the 2022-2024 STIP and is the top priority bridge project for Region 1. It is within the limits of the Interstate 84: Multnomah Falls – Cascade Locks Interstate Maintenance Preservation Project. The scoping effort will determine the best solution for this bridge, ranging from extensive deck rehabilitation, deck replacement, or perhaps bridge replacement. This bridge will eventually need a seismic retrofit, and it may be most economical to simply replace the bridge instead of doing extensive deck work now, and extensive seismic related work later.

If this request is not approved, the deck will receive an overlay. The preparation required to remove the concrete that is contaminated with chlorides could go beyond the top 1 ½ inches. This will increase project costs as change orders are processed. Also, the issue of the impact that drivers experience will not be addressed, since a rebuilding of the approaches is beyond the scope of other project work.

Interstate 84 eastbound over U.S. 395 (Emigrant Avenue Interchange)

The Interstate 84 eastbound over U.S. 395 (Emigrant Avenue Interchange) bridge was built in 1967 and is in satisfactory condition. This is the only structure over the Pendleton-John Day Highway, and the clearance in the southbound direction limits load height to 15 feet, 9 inches. This project was programed to lower the roadway under this bridge to improve vertical clearance. Construction funding was added through HB 2017.

As the design began to lower the roadway, several concerns were identified. First, the slope of U.S. 395 is already at 6.24%. The maximum allowable slope is 7%. During icy conditions, there are times when trucks have great difficulty with the current slope. Lowering the road would increase the slope.

Second, there is another project in the STIP, Interstate 84/U.S. 395B Interchange Improvements to Pendleton that will consider the entire interchange. Lowering the roadway at this interchange and making associated changes to retaining walls and drainage would complicate the design of the interchange improvements and may conflict with the desired outcome. Finally, there is a viable detour available so that oversized loads can use U.S. 395 and not have to pass under this interchange. Based on these factors, ODOT's Region 5 and Bridge agree that this project should be cancelled.

If this request is not approved, the projects will continue as programmed. However, the resulting vertical clearance gains will be offset by the inability of trucks to use U.S. 395 at this location during icy conditions due to an even steeper grade. Also, changes made to the interchange by this project may complicate the design effort of the interchange improvement project, with the potential of having to alter or remove portions of the vertical clearance project.

Options:

With approval, the projects can continue to move forward as planned and the Interstate 84 eastbound over U.S. 395 project will be cancelled.

Without approval, the projects will not have sufficient funds to move forward and each project will be cancelled.

Attachments:

- Attachment 1 - Location and Vicinity Maps

Copies to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
McGregor Lynde	Jeff Flowers	Rian Windsheimer	Craig Sipp
Amanda Sandvig	Arlene Santana	Gabi Garcia	Talena Adams
Kris Strickler	Jane Goode	Bert Hartman	Rachelle Nelson
Cooper Brown			



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: January 8, 2019

TO: Oregon Transportation Commission

FROM: Matthew L. Garrett
Director

SUBJECT: **Consent** – Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add funds to the *Major Bridge Maintenance, 2019 program*.

Requested Action:

Approve to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add funds to the *Major Bridge Maintenance, 2019 program*. The primary purpose of the additional funding is to strengthen major bridges in Region 1. The total estimated cost for these additional projects is \$10,000,000.

Funding for this project will come from the state bridge program funds in the 2018-2021 STIP by reducing the portion of the Fremont Bridge that will be painted in the Interstate 405: Fremont (Willamette River) Bridge project.

STIP Amendment Funding Summary

Project	Current Funding	Proposed Funding
Major bridge maintenance FFY19 (KN 20077)	\$10,000,0000	\$20,000,000
I-405: Fremont (Willamette River) Bridge (KN 20481)	\$27,794,616	\$17,794,616
TOTAL	\$37,794,616	\$37,794,616

Project to increase funding:

Major bridge maintenance FFY19 (KN 20077)			
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	\$10,000,000	\$20,000,000
TOTAL		\$10,000,000	\$20,000,000

Project to decrease funding:

I-405: Fremont (Willamette River) Bridge (KN 20481)			
Phase	Year	Cost	
		Current	Proposed
Preliminary Engineering	2019	\$940,358	\$940,358
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2021	\$26,854,258	\$16,854,258
	TOTAL	\$27,794,616	\$17,794,616

Background:

In 1990, the State of Oregon established a major bridge maintenance (MBM) program, to specifically address major and emergency bridge repairs that were not selected in the STIP or other funding sources. This type of work is generally determined to be of high enough priority that waiting for the STIP or other funding source is not an acceptable solution. This is also identified as work the district maintenance program normally wouldn't be able to accomplish due to maintenance crew budget or staff limits, and to address needs that were not anticipated. One use of MBM funding is to strengthen bridges to address concerns identified through the inspection and load rating processes.

The Bridge Engineering Section is in the final phase of completing initial load ratings for every highway bridge. The analysis is being accomplished with a combination of ODOT engineers and consultants. While a basic load rating analysis is sufficient for most bridges, advanced analysis is used for larger, more complicated structures. Advanced analysis can also be used for bridges that show the need for strengthening based on the basic analysis, but do not show signs of distress.

There are three major bridges in Portland that are currently having advanced analysis. While the advanced analysis may reduce the amount of strengthening that is required for these bridges to remain in unrestricted service, some strengthening will be required when the analysis is completed. This is primarily due to the differences in specifications that were used to design these bridges when compared to current specifications that are used in load rating. Loading has also changed since these bridges were designed, and there is deterioration after decades of service. The strengthening of these bridges will be done so that there is adequate load capacity for the vehicles that are using the bridges. If there were an immediate safety concern, the loads would be restricted or the bridges closed until repairs could be completed.

Below is the list of major bridges in Portland, with a brief description of the load rating issue:

Willamette River, Interstate 5 (Marquam) – The steel girders that support the upper deck needs to have bracing added to satisfy the modern specifications.

Willamette River, U.S. 30 Bypass (St. Johns) – There are portions of the truss that require bracing to satisfy the modern specifications, and also some connection plates that may require strengthening.

Willamette River, Oregon 99 West (Steel) - This bridge is owned by the Union Pacific Railroad. There is a lease agreement with ODOT and TriMet for highway traffic and light rail. This is a unique bridge and the primary issue is the need to coordinate with the railroad to determine the actual loading due to freight trains.

In addition to these major bridges in Region 1 that are very important from a statewide perspective, there are ten bridges throughout the state that are also in the final stages of advanced analysis. These bridges may also require strengthening. Coordination has taken place with regions so resources can be made available to design the strengthening and to have the strengthening completed through contract or with district bridge maintenance crews.

Options:

With approval, the \$10 million that is currently programmed for MBM can be used to address safety, preservation, and strengthening needs for bridges statewide.

Without approval, the funding for strengthening these bridges will come from the existing MBM program for 2019. This will significantly reduce the ability of that program to address other safety, preservation, and strengthening needs. The MBM program was increased from \$8.2 million to \$10 million starting in 2019, in recognition of the need for bridge maintenance, and the effectiveness of the program.

Attachments:

- Attachment 1 – Location and Vicinity Maps

Copies to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Kristopher Strickler
Bob Gebhardt	McGregor Lynde	Rian Windsheimer	Gabi Garcia
Talena Adams	Arlene Santana	Amanda Sandvig	Jeff Flowers
Bert Hartman	Rachelle Nelson	Cooper Brown	

Agenda Item No. 4.3

Consideration of Council Meeting Minutes on January 31, 2019

Consent Agenda

Metro Council Meeting
Thursday, February 7, 2019
Metro Regional Center, Council Chamber

Agenda Item No. 5.1

Resolution No. 19-4960, For the Purpose of Amending the Oregon Zoo Bond Implementation Plan and to Allocate Program Reserves

Resolutions

Metro Council Meeting
Thursday, February 7, 2019
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 19-4960
OREGON ZOO BOND IMPLEMENTATION)
PLAN TO ALLOCATE PROGRAM) Introduced by Chief Operating Officer
RESERVES) Martha Bennett with the concurrence of
) Council President Lynn Peterson

WHEREAS, at the General Election held on November 4, 2008, the Metro Area voters approved Oregon Zoo Bond Measure 26-96, entitled “Bonds to Protect Animal Health And Safety; Conserve and Recycle Water”; and

WHEREAS, in 2010, the Zoo launched the Oregon Zoo Comprehensive Capital Master Plan process, to ensure that the Oregon Zoo Bond Measure is implemented within budget, in a fashion that effectively integrates bond projects with existing exhibits, preserves opportunities for future non-bond funded projects and makes the maximum use of existing and proposed infrastructure; and

WHEREAS, in September 2011, the Metro Council adopted Metro Council Resolution No. 11-4290 (“For the Purpose of Approving the Oregon Zoo Bond Implementation Plan”) approving and adopting the Zoo Bond Implementation Plan portion of the Oregon Zoo Comprehensive Capital Master Plan which included, among other things, budgets for the Polar Passage and Primate Forest habitat projects; and

WHEREAS, in November 2011, the Metro Council adopted Metro Council Resolution No. 11-4304 (“For the Purpose of Approving the Oregon Zoo 20-Year Comprehensive Capital Master Plan (CCMP)”), approving and adopting the Oregon Zoo’s Comprehensive Capital Master Plan, which includes the Zoo Bond Implementation Plan; and

WHEREAS, in February 2016, the Metro Council adopted Metro Council Resolution No. 16-4684 ("For the Purpose of Amending the Oregon Zoo Bond Implementation Plan"), approved Metro staff’s recommendation to increase the Polar Passage project budget by \$2.6 million, to account for escalating construction costs; and

WHEREAS, on March 16, 2017, the Metro Council approved the Metro Council Resolution No. 17-4780 ("For the Purpose of Amending the Oregon Zoo Bond Implementation Plan and to Allocate Program Reserves") amending the Zoo Bond Implementation Plan portion of the Oregon Comprehensive Capital Master Plan to allocate Zoo bond program reserves, increasing the Polar Passage project budget by \$3,248,334 (\$2,200,000 from the Oregon Zoo Foundation and \$1,048,334 from the zoo bond program contingency) and increasing the Primate Forest/Rhino project budget by \$2,605,848 to offset escalating construction costs; and

WHEREAS, due to significant ongoing construction cost escalation in the Portland metro region, the cost to construct Polar Passage and Primate Forest habitats further exceeds the current combined budget allocation for the projects by \$3.2 million or seven percent. In addition, the project schedule will require an extension of project management, administrative, and central service support staff, requiring project specific and administrative budgetary adjustments; and

WHEREAS, \$5.7 million remains available in zoo bond program contingency and close-out funds to support completion of the program. Of that, Metro Council wishes to allocate \$1,952,000 to the Polar Passage project budget, \$1,248,000 to the Primate Forest project budget, and \$1,650,000 to program administration and central service costs through the end of bond program construction. After the proposed allocation the remaining balance of the close-out funds would be \$844,000; and

WHEREAS, if approved, this resolution will increase the combined budget for the Polar Passage and Primate Forest project to \$47,002,256, and will increase the total bond program funding allocation for program administration and central service costs to \$8,850,000 million, now therefore

BE IT RESOLVED that the Metro Council hereby:

Amends the Zoo Bond Implementation Plan portion of the Oregon Zoo Comprehensive Capital Master Plan to allocate \$3.2 million of zoo bond program reserves to the Polar Passage and Primate Forest project budget and \$1,650,000 for program administration and central service costs through the end of bond program construction.

ADOPTED by the Metro Council this _____ day of February 2019.

Lynn Peterson, Council President

Approved as to Form:

Nathan Sykes, Acting Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 19-4960, FOR THE PURPOSE OF AMENDING THE OREGON ZOO BOND IMPLEMENTATION PLAN AND TO ALLOCATE PROGRAM RESERVES

Date: January 24, 2019
Department: Oregon Zoo Bond
Meeting Date: February 7, 2019

Prepared by: Sarah Keane, 503-220-5705, sarah.keane@oregonzoo.org and Heidi Rahn, 503-797-1535, Heidi.Rahn@oregonmetro.gov
Presenter(s): Heidi Rahn, Don Moore, Susan Hartnett
Length: 15 minutes

ISSUE STATEMENT

The Oregon Zoo is confident in its ability to deliver on the public promise to the voters with the 2008 zoo bond ballot measure and complete construction of the final projects. Design of Polar Passage, Primate Forest and the updated rhino habitat is complete and construction bids have been received. The cost to construct the final projects exceeds the currently allocated project funding by \$3.2 million or seven percent. In addition, the updated schedule results in a need for an additional \$1.65 million in program administration and central service support. The team has spent the past year value engineering and reducing scope, resulting in more than \$6 million in savings. The final designs meet the needs of the animals, visitors and staff. Additional reductions would have significant impact on the zoo's business operations and mission focused efforts.

Sound fiscal policy and program management has resulted in funds available to ensure successful implementation of the projects. Program reserves are due to the following:

- Metro Council previously decided to hold program contingency and close out funds should they be needed toward the end of the zoo bond program; and
- Savings from recently completed projects, interest earnings on investments, and a premium on the most recent bond sale have increased the program contingency fund.

ACTION REQUESTED

Staff is seeking support from the Metro Council to allocate available funds and ensure successful completion of the Oregon Zoo Bond Implementation Plan. In addition to the currently allocated project budgets, the zoo bond program has approximately \$5.7 million available in contingency and close out funds to support completion of the program. Staff recommends allocation of \$1,952,000 to the Polar Passage project budget, \$1,248,000 to the Primate Forest project budget, and \$1,650,000 to program administration. After the proposed allocation the remaining balance of the close out funds would be \$844,000. This action meets Metro's guiding principles for the zoo bond fund allocation (see below) and

maintains funds for additional program close out needs (e.g. evaluations, permit reporting, project fixes, etc.).

IDENTIFIED POLICY OUTCOMES

Approval to allocate resources will result in successful implementation of the Oregon Zoo Bond Implementation Plan and completion of the projects outlined in the zoo bond ballot measure.

POLICY QUESTION(S)

Does Metro Council support allocation of available resources to complete the Oregon Zoo Bond Implementation Plan?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

N/A

STAFF RECOMMENDATIONS

Staff recommends that the Metro Council amend the Zoo Bond Implementation Plan portion of the Oregon Zoo Comprehensive Capital Master Plan to allocate zoo bond program reserves as follows:

- \$1,952,000 to the Polar Passage project budget and \$1,248,000 to the Primate Forest project budget for a total budget of \$47,002,256
- \$1,650,000 to program administration and central service costs for a total budget of \$8,850,000

The remaining balance in the close out fund will be \$844,000. This fund was previously approved by the Metro Council to support program completion and will provide sufficient funding to cover evaluations, required reporting, or other needs in the master plan.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

In 2008, the community supported a public bond that funded eight major projects aimed at improving animal welfare, making the zoo more sustainable and expanding access to conservation education. Five of these projects have been completed and ground has broken on the final three projects - Polar Passage, Primate Forest, and Rhino. The eight projects constitute the first half of work identified in the zoo's 20-year master plan resulting in a remodel of nearly 40 percent of the zoo campus. The final projects are adjacent to one another in the center of the zoo, so the zoo is managing them as a single construction site to reduce construction time, cost and make the whole operation more efficient. These projects will significantly enhance the welfare of polar bears, chimpanzees, and rhinos by removing outdated facilities and replacing them with habitats designed to support social structure, physical needs, and enrichment.

Zoo bond projects support Metro's climate action goals and are designed to achieve or exceed U.S. Green Building Council Leadership in Energy and Environment Design (LEED) Silver certification. The polar bear project will connect to the geothermal "slinky" system installed during the construction of Elephant Lands to exchange heat and cooling between the habitats. Decommissioning the hippo pool as part of the Rhino project will save millions of gallons of water annually. In addition to creating a more sustainable zoo, the

development of these projects provides an opportunity to educate guests about conservation actions they can take to preserve habitat for polar bears, chimpanzees, orangutans, and rhinos.

The charter of the Oregon Zoo Bond Citizens' Oversight Committee calls for the Committee to make recommendations regarding significant project modifications and budget allocation. The committee is currently reviewing the budget allocation request and will make a recommendation to the Metro Council at the February 7 meeting.

BACKGROUND

Background on Polar Passage, Primate Forest, and Rhino Budget, Program Financial Status and Guiding Principles

Due to significant construction cost escalation in the Portland metro region, the cost to construct Polar Passage, Primate Forest and the Rhino habitat exceeds the current combined budget allocation by \$3.2 million or seven percent. In addition, the project schedule will require an extension of project management, administrative, and central service support staff.

The zoo bond program currently has \$4.7 million in unallocated program contingency, due to premiums received on bond sales, project savings and reallocations, interest on investment earnings, and Oregon Zoo Foundation contributions. The program also has \$1 million currently allocated to close out bond-funded projects, resulting in a total of \$5.7 million available in unallocated or close out contingency.

The Oregon Zoo Bond Program's total resources are \$153 million; we have invested nearly \$105 million to date and implemented the first five projects within approved budgets. The scope and budget for each project was originally developed in 2011 as part of the Oregon Zoo Comprehensive Capital Master Plan. Funds were allocated to each project to ensure successful completion. Previous Oregon Zoo Bond Citizens' Oversight Committee recommendation and Metro Council direction was to hold unallocated funds for remaining projects and future planning, as needed. **This wise fiscal planning means that bond program resources are available to cover the estimated remaining project costs.**

Previous Council Actions regarding the project scope and allocations is as follows:

- On Feb. 4, 2016, the Metro Council approved the bond team's recommendation to increase the Polar Passage project budget by \$2.6 million to cover escalation costs exceeding the original estimated escalation.
- On March 16, 2017, the Metro Council approved additional bond fund resources increasing the Polar Passage project budget by \$3,248,334 (\$2,200,000 from OZF and 1,048,334 from the program contingency) and increased the Primate Forest/Rhino project budget by \$2,605,848 to offset escalation costs.
- On April 6, 2017, the Metro Council approved an exemption to competitive procurement by combining Polar Passage and Primate/Rhino projects under the existing design and Construction Management/General Contractor contracts to save

an estimated \$1.3 million in construction costs. Project budgets and schedules have been combined.

The Oregon Zoo Foundation is contributing significantly to support the projects and is fully funding the rhino habitat upgrades.

Administrative costs

Metro's Finance and Regulatory Services team conducted an updated administrative cost allocation forecast to assess the additional administrative and central service costs through the duration of the program. Current estimates are an additional \$1.65 million, which would need to be allocated from the currently unallocated program contingency. The Oregon Zoo's bond program administrative costs (approximately 6 percent of total expenditures) are comparable to other local public bond-funded capital construction programs.

Market conditions

The general contractor received subcontractor bids on the Polar Passage, Primate Forest and Rhino project on December 14, 2018. Cost escalation of 6 percent (second highest in the country) over the past year due to current construction market conditions in the region continues to impact the project. The zoo's 2011 master plan defined our scopes, project sequencing and budgets. Our cost escalation assumption at that time was 6 percent total for these final projects. Today's market has resulted in a regional cost escalation on construction of 27 to 31 percent from 2011-2018.

Guiding principles

The guiding principles to address fund allocations, defined by the Oversight Committee and supported by the Metro Council in 2016, also apply to the current budget consideration:

- Align fund allocation to comply with the requirements and commitments of the original zoo bond ballot measure 26-96 and any other applicable legal restrictions or requirements.
- Recommend fund allocation that aligns with zoo conservation programming, anticipated species focus, and animal welfare priorities to the greatest degree possible and based on the best information available – including the zoo's conservation priorities, zoo staff input, anticipated changes to Association of Zoos and Aquariums standards, financial forecasts, and cost estimates.
- Consider and be sensitive to public perceptions, seek to provide transparency about allocation changes, and highlight "value-added" contributions from nonbond sources.

Remaining resources

The zoo bond program has approximately \$5.7 million available in contingency and close out funds to support completion of the program. Of that, staff recommends allocating \$1,952,000 to the Polar Passage project budget, \$1,248,000 to the Primate Forest project budget, and \$1,650,000 to program administration and central service costs through the

end of bond program construction. After the proposed allocation the remaining balance of the close out funds would be \$844,000, which ensures resources are available to cover final permit reports, project fixes, evaluations, etc.

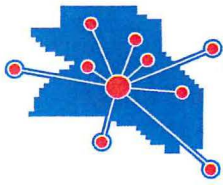
Project contingency

The Polar Passage, Primate Forest, and Rhino project budgets have significant contingency built into various line items. Staff recommends holding the contractor and owner contingency to manage risk throughout the project.

ATTACHMENTS

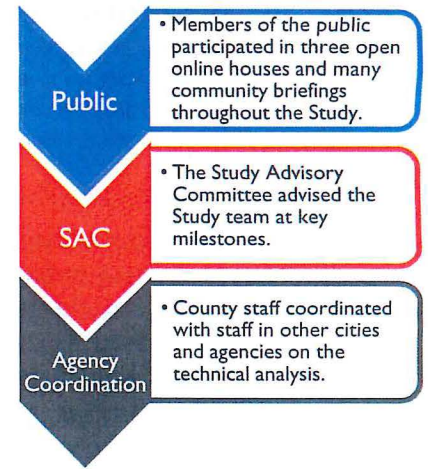
Draft resolution

Materials following this page were distributed at the meeting.



Public Comments on Study Findings

Public involvement was a central piece of the Washington County Transportation Futures Study. The County worked with community members at each Study milestone, including development of community values, understanding the county's transportation past and future trends, collecting transportation investment ideas, and evaluating the ideas in three packages. At each step, the County worked with jurisdictional partners and sought public feedback through online open houses, community briefings, advisory committees, and other activities.



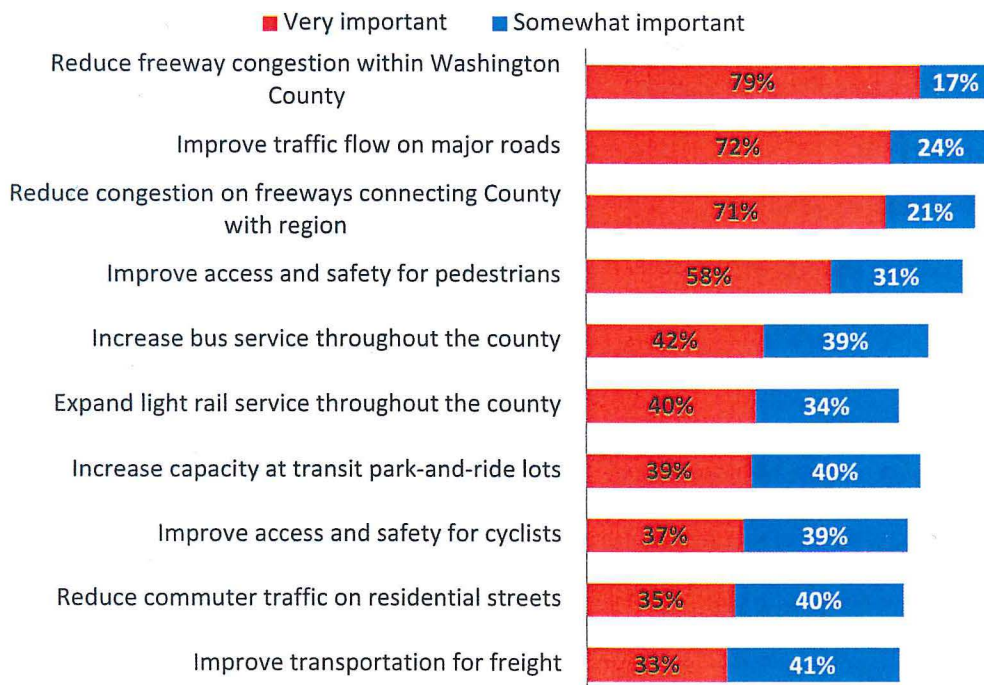
This report provides a snapshot of public feedback on the Study findings. Input was gathered through **two key efforts**:

- Online open house and survey** that were available to anyone and advertised via mailed postcard to all County residents. It **provided detailed** Study findings and educational information and asked corresponding questions. (A representative sample with over 5,400 participants. 94% said they live in the County and 61% work in the County.)
- Telephone survey** among a representative random sample of County residents age 18 years and older. This short 15-minute survey did not provide Study findings. It focused on asking about opinions on transportation priorities, select projects and willingness to pay for investments. (400 participants, margin of error +-5%)

Transportation Concerns

Phone survey: Almost all County residents (88%) **expect transportation will be a problem** in Washington County in the future. 79% say reducing congestion on freeways within the County is very important and 71% say reducing congestion on freeways leading to the County is very important.

How important is it for the County to achieve these values and goals?



Willingness to pay and support for funding sources

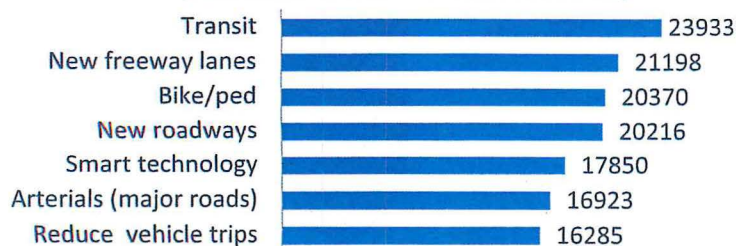
Phone survey: Residents are willing to pay to improve transportation. The polling shows that **3 in 4 people are willing to pay \$100 per year** to improve transportation in the County. Nearly half would be willing to pay up to \$300 per year.

Online survey: People support traditional ways of paying for improvements. 2 in 3 support or strongly support a gas tax, and over half support/strongly support paid parking. There is less support for user charges (46%) and tolling (44%).

Transportation priorities

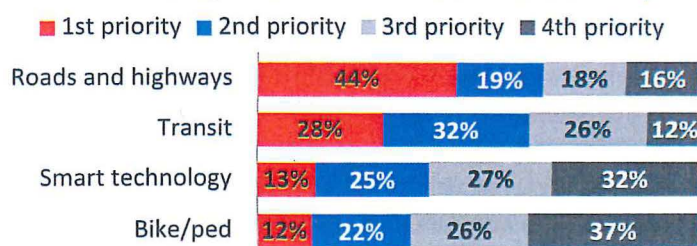
The results of both the online survey and the phone survey demonstrate **support for a multimodal system**. Online survey participants gave highest priority to transit improvements, followed closely by freeways. They said the highest values are improved traffic flow, followed by transportation alternatives and access to essential destinations. Roads, highways and public transportation were top priorities in the phone survey, but active transportation and technology are also important.

Transportation Priorities: *Online Survey*



Online Survey: Participants were given 28 points to distribute among seven transportation investment areas.

Transportation Priorities: *Phone Survey*



Phone survey: Participants were asked to rank first to fourth the priority they would give to four investment areas.

Online Survey: Transportation Investments

The online survey asked participants to provide their levels of support for a wide range of potential transportation investments:

Transit enhancements: People strongly support transit improvements. Between 82-91% support/strongly support each of the following: completing planned bus services, more frequent bus service, more MAX trains, express MAX, and park and rides and shuttle connections.

Only about half support/strongly support investments that would impede vehicle traffic flow (buses priority at intersections and separated bus lanes).

Bicycle & pedestrian enhancements: Approximately 3 in 4 people support or strongly support each of the bike/ped investments:

- Complete bike lanes and sidewalks system.
- Protected bikeways on major roads.
- Network of off-road facilities.
- Safety and amenities for bicycles and pedestrians.

Smart technology: 80% support/strongly support exploring ways to use smart technologies to reduce the need for widening or building new roads.

Projects to reduce vehicle trips: 80-90% support/strongly support programs to increase telecommuting and ride sharing and manage parking. There less support for tolls (43%) or user charges (39%).

Arterial network: People showed mixed support for proposed investments to enhance the arterial network:

- 81% support/strongly support connecting existing arterials with new arterials, and 75% support/strongly support expanding existing arterials with additional vehicle lanes.
- 68% support/strongly support managing driveway access and reducing the number of intersections on key arterials.
- There is less support for reducing traffic speeds (52%).

New freeway lanes: Participants showed mixed support for proposals to add a new lane on the County's major freeways.

- 62% support/strongly support restricting one new freeway lane to freight, bus and HOV only.
- 52% support/strongly support widening freeways for general purpose traffic, without any traffic priority.
- 46% support/strongly support charging tolls on new lanes.

Support for New Roads

Both the online survey and telephone polling asked participants to provide their levels of support for two potential new roads. Results were similar for both. **Online survey showed high levels of support, but also greater uncertainty** compared to other investments.

Northern Connector

60% of people phone surveyed said they strongly or somewhat favor building a new limited access road connecting Highway 26 with Highway 30 and North Portland, and 16% were undecided. Online survey results were similar: 76% support/strongly support the road and 15% were undecided.

Reducing congestion on US-26 and the Sunset Tunnel dominates as the primary reason people favor it. People who are opposed or undecided question whether the road is necessary, and cost was a concern.

North/South road

68% of people phone surveyed said they strongly or somewhat favor building a new limited-access north/south road through rural Western Washington County connecting Hillsboro and Wilsonville, and 9% were undecided. Online survey results were similar: 64% support/strongly support the road and 16% were undecided.

Reducing congestion and improving the flow of traffic dominate as the primary reasons people favor building the road. Those opposed are concerned that it doesn't do enough to relieve traffic on Hwy 217 and about effects on the environment and farmland.

Support is similar whether the road is located inside or outside the Urban Growth Boundary.



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: February 2, 2017
TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett
Director

SUBJECT: **Agenda H** – Oregon Department of Transportation Seismic Resilience Triage Strategy

Requested Action:

Receive an informational presentation on proposed strategies to improve the seismic resilience of:

- (1) The Oregon Department of Transportation (ODOT) lifeline routes in Southern Oregon and along the Oregon Coast,
- (2) Coastal maintenance facilities, and
- (3) Other key ODOT and local transportation facilities in western Oregon.

Background:

Over the past few years, ODOT has worked to understand the potential impacts of a major earthquake in the Cascadia Subduction Zone. Such an earthquake will cause an unparalleled economic and human catastrophe for the state.

The Oregon Highways Seismic PLUS Report (ODOT, 2014) outlined a statewide program to address seismic vulnerability and mitigate structural deficiencies. The report identified long-term mitigation strategies (over multiple decades) on state highways. However, shorter-term strategies are needed to ensure the seismic resilience of:

- (1) ODOT lifeline routes in Southern Oregon and along the Oregon Coast and
- (2) Other key ODOT and local transportation facilities in western Oregon.

Key components of the proposed Seismic Resilience Triage Strategy include:

- Seismic triage approach for critical highway lifeline routes (Interstate 5 and Oregon 140) in the Rogue Valley;
- Location and composition of new coastal maintenance facilities and forward supplies; and
- Coordination with local jurisdictions regarding key transportation facilities in western Oregon that need to be addressed in the short-term.

Copies to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
Paul Mather	Frank Reading	Richard Malone	

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, January 31, 2019

2:00 PM

Metro Regional Center, Council chamber

Council meeting

1. Call to Order and Roll Call

Council President Lynn Peterson called the Metro Council meeting to order at 2:03 p.m.

Council President Peterson provided a safety briefing for the meeting including information on the location of emergency exits, fire extinguishers and automated external defibrillators.

Present: 7 - Councilor Sam Chase, Councilor Shirley Craddick, Councilor Craig Dirksen, Councilor Bob Stacey, Council President Lynn Peterson, Councilor Christine Lewis, and Councilor Juan Carlos Gonzalez

2. Public Communication

Jeff Gudman, City of Lake Oswego: Mr. Gudman, former City Councilor of Lake Oswego, announced the adoption of a three party intergovernmental agreement between the cities of Lake Oswego, West Linn and Tualatin to plan for the Stafford urban reserve area, noting this was a result of Metro's work in 2017. He discussed next steps for infrastructure and transportation planning in the Stafford area and thanked Metro for its leadership.

Leon Porter, City of Portland: Mr. Porter urged Metro Council to take immediate action to reduce the region's climate impact. He discussed the importance of increasing housing density along transit corridors to support heavy public transit usage. Mr. Porter also discussed opportunities to enhance the public benefit from the affordable housing bond including the need for public housing for those experiencing homelessness and in need of supportive services (Mr. Porter also provided written testimony; please

see the January 31 meeting packet.)

3. Consent Agenda

A motion was made by Councilor Stacey, seconded by Councilor Lewis, that these items be adopted. The motion passed by the following vote:

Aye: 7 - Councilor Chase, Councilor Craddick, Councilor Dirksen, Councilor Stacey, Council President Peterson, Councilor Lewis, and Councilor Gonzalez

- 3.1 Resolution No. 19-4962, For the Purpose of Authorizing the Chief Operating Officer to Transfer an Interest in Real Property to D.J. Richardson Properties Limited Partnership
- 3.2 Consideration of the Council Meeting Minutes for January 17, 2019
- 3.3 Consideration of the Council Priority Setting Session Minutes for January 22, 2019

4. Ordinances (Second Reading)

- 4.1 Ordinance No. 19-1430, For the Purpose of Amending Metro Code Chapter 2.19 to Establish the Metro Affordable Housing Bond Community Oversight Committee, and Declaring an Emergency

Council President Peterson stated that the first reading and public hearing for Ordinance No. 19-1430 took place on Thursday, January 17. She informed the Metro Council that Metro staff were available for questions.

Council Discussion:

Councilor Craddick asked how the diverse community stakeholders and committee members engaged in the housing bond initiative would be included in the housing implementation work. Ms. Elissa Gertler, Metro Planning and Development Director, explained that staff would provide more detail on the expectations of Metro and partner jurisdictions around racial equity in the

development and oversight of the projects.

Councilor Dirksen stated that the creation of the housing bond community oversight committee was fulfilling one of the promises set out in the measure approved by voters in 2018.

A motion was made by Councilor Chase, seconded by Councilor Stacey, that this item be adopted. The motion passed by the following vote:

Aye: 7 - Councilor Chase, Councilor Craddick, Councilor Dirksen, Councilor Stacey, Council President Peterson, Councilor Lewis, and Councilor Gonzalez

5. Resolutions

5.1 Resolution No. 19-4957, For the Purpose of Appointing the Metro Affordable Housing Bond Community Oversight Committee

Council President Peterson called on Ms. Gertler to provide a brief presentation on the resolution. Ms. Gertler reviewed the composition of the housing bond community oversight committee, noting that it was comprised of community leaders from a variety of backgrounds and expertise. She provided an overview of the committee's role and responsibility in reviewing local implementation plans to ensure consistency with the obligations of the bond, making recommendations to Council and tracking the overall program outcomes.

Council Discussion:

Councilor Craddick asked how stakeholders engaged in the housing initiative would be involved in this process. Ms. Gertler explained that ongoing engagement with community stakeholders and the local jurisdictions would occur during

the creation of the local implementation strategies.

Councilor Lewis shared her appreciation for the high caliber of the members on the oversight committee. She noted that as different community members had different relationships with each of the jurisdictions, Metro had a role in encouraging community members to come forward with their expertise. Councilor Chase emphasized the importance of the oversight committee in evaluating the projects through the development process and stated he looked forward to developing a strong relationship between the Metro Council and the oversight committee.

Council President Peterson discussed the importance of the oversight committee in bringing a diverse set of perspectives and expertise from the community to review local implementation strategies. She noted that the oversight committee also fostered transparency, making it possible for the public to participate in reviewing the projects and bringing forward concerns.

Councilor Dirksen noted that community input would be most helpful as the jurisdictions began developing projects and encouraged community stakeholders and public citizens to participate in the engagement process during the development phase.

A motion was made by Councilor Gonzalez, seconded by Councilor Lewis, that this item be adopted. The motion passed by the following vote:

Aye: 7 - Councilor Chase, Councilor Craddick, Councilor Dirksen, Councilor Stacey, Council President Peterson, Councilor Lewis, and Councilor Gonzalez

5.2 Resolution No. 19-4956, For the Purpose of Approving the Metro Affordable Housing Bond Measure Program Work Plan

Council President Peterson called on Ms. Gertler to provide a brief presentation on the resolution. Ms. Gertler reviewed the stated outcomes for the regional affordable housing bond measure, noting that it was the first of its kind in the nation. She explained that the work plan aimed to establish organizational structure and provide some certainty for jurisdictional partners and development industry partners as the primary implementers for the housing bond. Ms. Gertler stated that work plan was developed through discussions with housing bond stakeholder tables, technical tables, jurisdictional partners and community stakeholders. She highlighted key areas of the work plan including active engagement with local communities, specifically historically marginalized communities, and close partnership between local jurisdictions and Metro. Ms. Gertler then reviewed the timeline for implementation and discussed phase one projects.

Councilor Craddick asked for clarification on Metro's site acquisition program for the affordable housing bond. Ms. Gertler explained that site acquisition program was intended to help deliver affordable housing outcomes within five years and pointed to the program's ability to acquire more complex or constrained sites that require regional capacity and Metro's expertise. She noted that site acquisition would be done in partnership with local implementation jurisdictions.

Councilor Dirksen noted the importance of the flexibility of the site acquisition program to respond quickly to available properties that had not yet been identified for a project by

one of the implementation partners. Councilor Gonzalez asked how the site acquisition program fit with the local jurisdiction's production targets. Ms. Gertler introduced Ms. Jes Larson, Metro staff, to provide detailed information on unit production. Ms. Larson explained the site acquisition program would allow Metro to bring its expertise and capacity to help jurisdictional partners succeed in achieving their goals and unit production. Councilor Dirksen noted a typographical error on page six of the Exhibit A.

Council Discussion:

Councilor Stacey discussed the importance of the work plan and the speed with which staff was working to address the housing crisis. Councilor Lewis highlighted the need for local implementation to move forward with strong community engagement and support, appropriate racial equity strategies and rapid response to community need. Councilor Gonzalez expressed his appreciation for development of a work plan that was both firm and flexible to meet the diverse needs of the seven jurisdictional partners. Councilor Chase stated his support for the resolution, noting the strong commitment to racial equity.

Councilor Craddick moved to adopt the resolution with the correction of the typographical error in Exhibit A. Councilor Chase seconded the motion.

A motion was made by Councilor Craddick, seconded by Councilor Chase, that this item be adopted. The motion passed by the following vote:

Aye: 7 - Councilor Chase, Councilor Craddick, Councilor Dirksen, Councilor Stacey, Council President Peterson, Councilor Lewis, and Councilor Gonzalez

5.3 Resolution No. 19-4954, For the Purpose of Adopting an Agenda for the 2019 Oregon Legislative Session

Council President Peterson called on Mr. Andy Shaw, Metro staff, for a brief presentation on the resolution. Mr. Shaw explained that the resolution would approve the Council's 2019 legislative priorities and principles to help guide Metro's work at the state legislature. He highlighted key priorities including cap and invest legislation recognizing climate smart strategy, household hazardous waste stewardship, affordable housing and protections for tenants and defense of Metro's land use decisions.

A motion was made by Councilor Gonzalez, seconded by Councilor Lewis, that this item be adopted. The motion passed by the following vote:

Aye: 7 - Councilor Chase, Councilor Craddick, Councilor Dirksen, Councilor Stacey, Council President Peterson, Councilor Lewis, and Councilor Gonzalez

6. Chief Operating Officer Communication

Ms. Martha Bennett provided an update on the following events or items: Metro's inclement weather policy.

7. Councilor Communication

Councilors provided updates on the following meetings: the Main Streets on Halsey Committee meeting, the Hillsboro State of the City, the Oregon Metropolitan Planning Organization Consortium meeting, the tour of Bridge Meadows and a visit from Congressman Earl Blumenauer.

8. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council meeting at 3:22 p.m. The Metro Council will convene the next regular council meeting on February 7, 2019 at 2:00 p.m. at the Metro Regional Center in the council chamber.

Respectfully submitted,



Sara Farrokhzadian, Legislative and Engagement
Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JANUARY 31, 2019

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2.0	Written Statement	1/31/19	Testimony Statement from Leon Porter	13119c-01
3.1	Minutes	1/31/19	Council Meeting Minutes for January 17, 2019	13119c-02



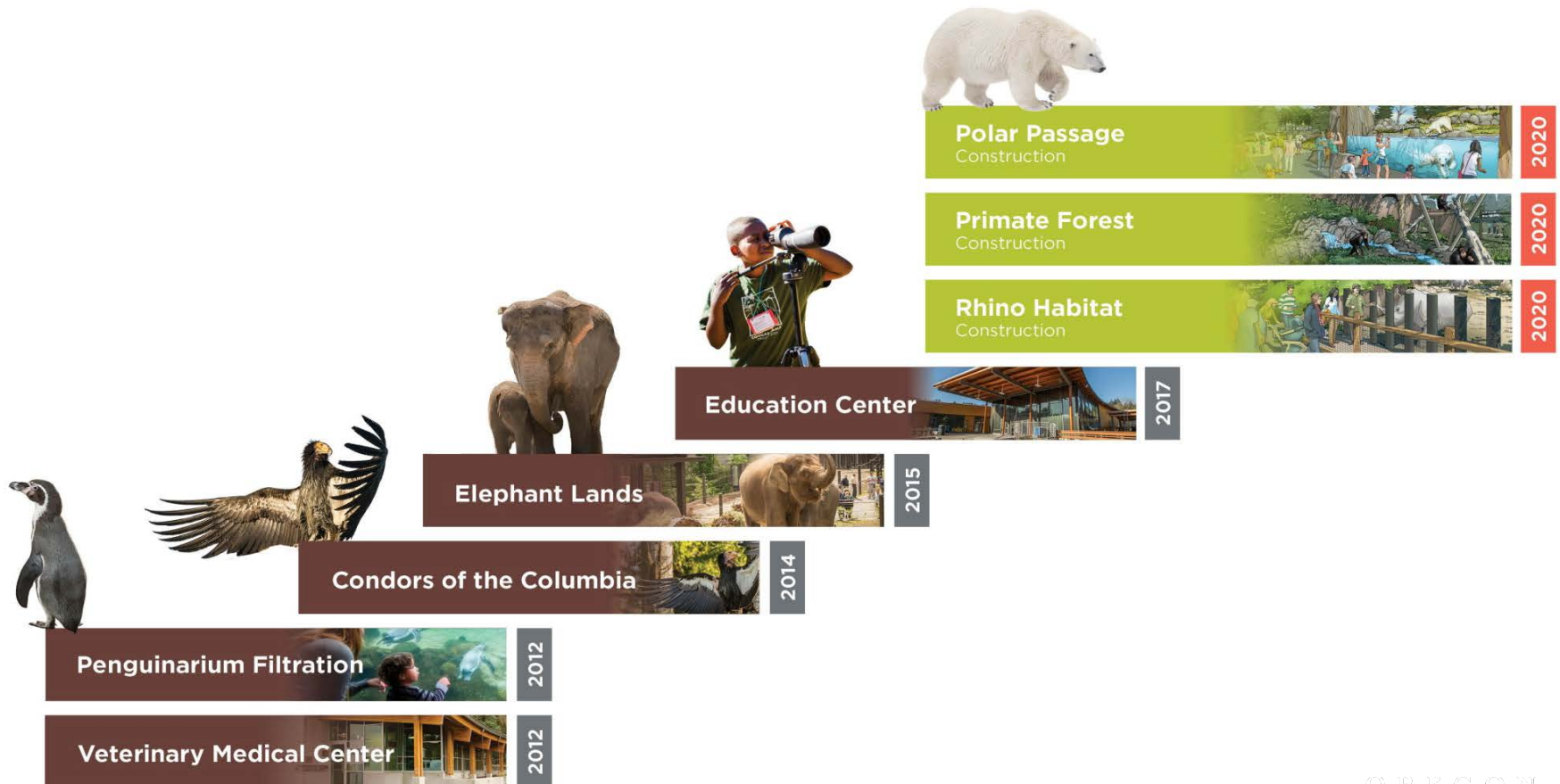
Oregon Zoo Final Bond Project Budget Allocation

Heidi Rahn, Don Moore and Susan Hartnett

February 2019

OREGON
ZOO

Construction homestretch



Completed projects



Veterinary Medical Center 2012

Completed projects

Penguin water filtration system 2012



Completed Projects

Condors of the Columbia 2014

Completed Projects

Elephant Lands 2015

OREGON
ZOO



Completed projects

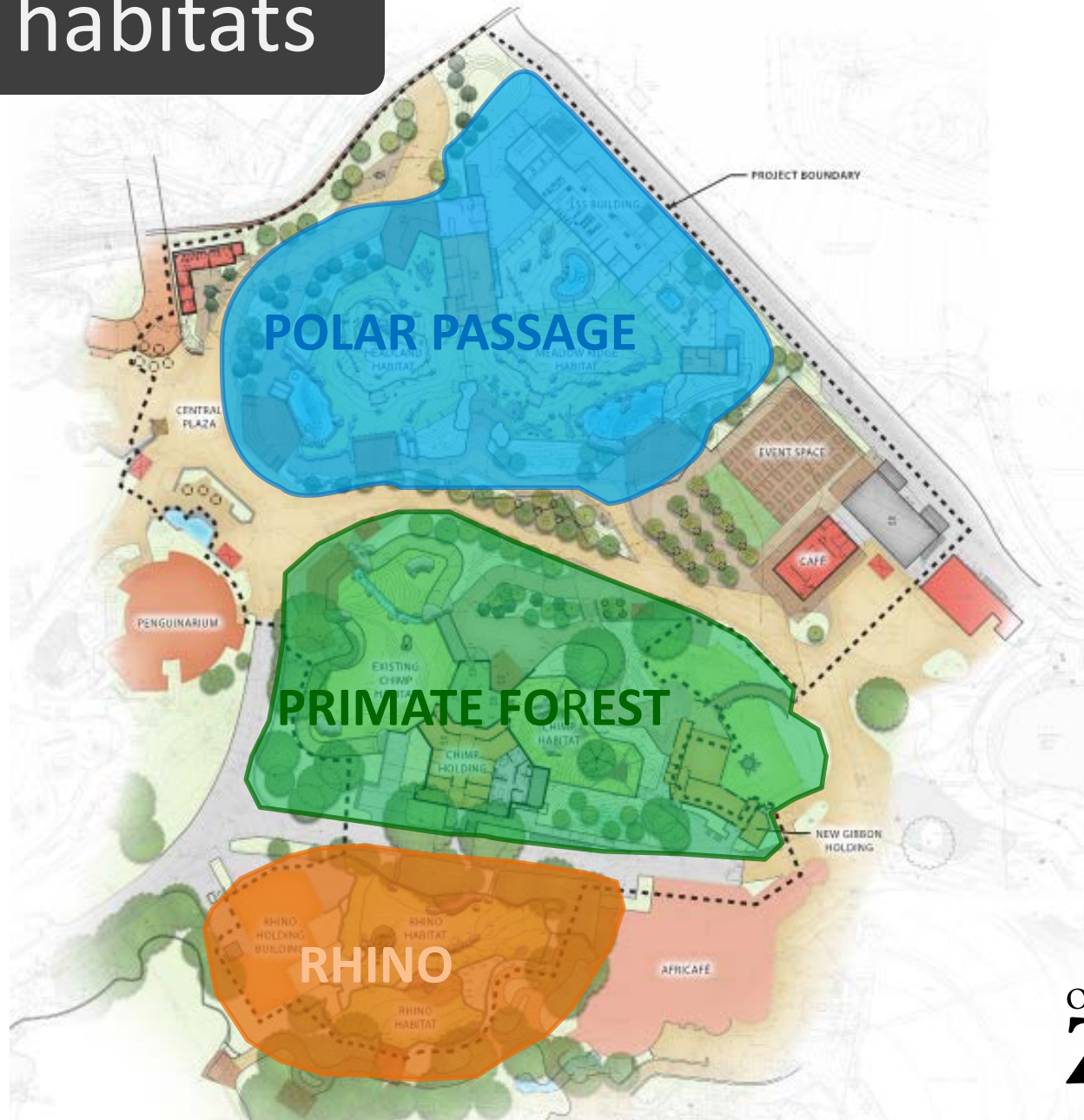


Education Center 2017

Final construction project



Three habitats



Black rhinos



Black rhinos



Primate Forest



Primate Forest



Polar Passage



Polar Passage



Polar Passage



OREGON
ZOO

Polar Passage



Resolution

Amend the Zoo Bond Implementation Plan portion of the Oregon Zoo Comprehensive Capital Master Plan to allocate zoo bond program reserves as follows:

- ❑ \$1,952,000 to the Polar Passage project budget and \$1,248,000 to the Primate Forest project budget for a total budget of \$47,002,256
- ❑ \$1,650,000 to program administration and central service costs for a total budget of \$8,850,000

The remaining balance in the close out contingency fund will be \$844,000.

Citizens' Oversight Committee

Susan Hartnett (Chair)
Spectator Venues, City of Portland

Dan Aja
Banfield Pet Hospital

Naomi Bishop
California State University, Northridge

Laurel Brown
PSU Facilities and Property Management

Heidi Goertzen
Confluence Wealth Management

Cynthia Johnson Haruyama
Portland Japanese Garden

Daniel Hauser
Oregon Center for Public Policy

Nan Heim
Nan Heim Associates; OZF Board of Directors

Jill Mellen
Research Biologist

Javier Mena
Portland Housing Bureau, City of Portland

Chin See Ming
Smith Freed & Eberhard

Robyn K. Pierce
Pierce, Bonyhadi & Associates

Katherine A. Porras
Meyer Memorial Trust

Kevin Spellman
Spellman Consulting, Inc.

Dick Stenson
Retired healthcare executive; community volunteer

Emma Stocker
PSU Emergency Management

Christine L. Taylor
Miller Nash Graham & Dunn

Karen Weylandt
Retired from Providence Health & Services



Guiding Principles

1. Align fund allocation to comply with the requirements and commitments of the original zoo bond ballot measure 26-96 and any other applicable legal restrictions or requirements.
2. Recommend fund allocation that aligns with zoo conservation programming, anticipated species focus, and animal welfare priorities to the greatest degree possible and based on the best information available – including the zoo’s conservation strategy framework, zoo staff input, anticipated changes to Association of Zoos and Aquariums standards, financial forecasts, and cost estimates.
3. Consider and be sensitive to public perceptions, seek to provide transparency about allocation changes, and highlight “value-added” contributions from non-bond sources.

Resolution

Amend the Zoo Bond Implementation Plan portion of the Oregon Zoo Comprehensive Capital Master Plan to allocate zoo bond program reserves as follows:

- ❑ \$1,952,000 to the Polar Passage project budget and \$1,248,000 to the Primate Forest project budget for a total budget of \$47,002,256
- ❑ \$1,650,000 to program administration and central service costs for a total budget of \$8,850,000

The remaining balance in the close out contingency fund will be \$844,000.



Questions?

OREGON
ZOO