

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR ) RESOLUTION NO. 19-4993  
AMENDING EXISTING PROJECTS TO THE )  
2018-21 METROPOLITAN TRANSPORTATION ) Introduced by: Acting Chief Operating  
IMPROVEMENT PROGRAM INVOLVING SIX ) Officer Andrew Scott in concurrence  
PROJECTS IMPACTING ODOT, PORTLAND, ) with Council President Lynn Peterson  
AND TIGARD (AP19-09-MAY) )

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, a status review by ODOT concerning their Interstate 405 (I-405) Fremont (Willamette River) Bridge rehabilitate and painting project which through a prior amendment transferred \$10 million to the State Bridge Program for maintenance needs determined they can delay the project without significant issue allowing the most of existing funding to be transferred to two other projects to address associated funding shortfalls with the remaining funds to the State Bridge Program, but will result in the cancellation of the I-405 Fremont Bridge project with full funding most likely returning during the next STIP cycle; and

WHEREAS, the funding transfer from the I-405 Fremont Bridge project will include \$2,179,980 re-programmed to ODOT's Region 1 Interstate 84 (I-84) from Interstate 205 (I-205) to 181<sup>st</sup> Ave pavement rehabilitation project allowing additional repair work of four bridges to be included in the scope of work; and

WHEREAS, the scope and funding adjustments to ODOT's I-405 Fremont Bridge and I-84 pavement rehabilitation project are considered significant under FHWA's amendment rules that a formal amendment to the MTIP is required along with approval from the Oregon Transportation Commission (OTC) which occurred during their May 2019 meeting; and

WHEREAS, upon a status update for ODOT's OR99W Tualatin River Northbound (NB) Bridge reconstruction project, ODOT has decided to cancel the construction phase for the project to address additional design issues and outsource the final design requirements in the Preliminary Engineering (PE) phase leaving the project currently underfunded to become a shelf-ready PE project with its construction phase to be re-funded most likely as part of the next STIP cycle; and

WHEREAS, the cancellation of the construction phase for ODOT's OR99W Tualatin NB Bridge reconstruction project will result in the transfer of \$453,000 to the PE phase to address the added design issues plus \$3,023 transferred to the State Bridge program with the final \$743,854 transferred to ODOT's Region 1 I-84 NW Forest Lane over I-84 reconstruction project which is outside of the MPO boundary area and not part of this amendment bundle; and

WHEREAS, the scope and funding changes are significant to the OR99W Tualatin NB Bridge reconstruction project and the I-84 NW Forest Lane over I-84 reconstruction project that both require a formal MTIP amendment and approval from OTC which occurred during their May 2019 meeting; and

WHEREAS, ODOT and the Portland Bureau of Transportation (PBOT) determined during their review of the PBOT's NE 12<sup>th</sup> Ave over I-84 & Union Pacific Railroad Bridge protective screening project that the project was significantly underfunded requiring an additional \$1,931,244 of OTC approved bridge overpass protective screening funds to complete the project and slipped the construction phase timing to 2021; and

WHEREAS, two city of Tigard's prior Regional Flexible Fund Allocation (RFFA) program projects including their SW Wall St Extension to SW Tech Center Dr (Hunziker) and Main Street Phase 2 – Rail Corridor to SW Scoffins St were approved for, and have completed their de-federalization process using local fund swaps plus completed development and execution of their required locally funded Metro Intergovernmental Agreements (IGAs) for project delivery allowing them to now be removed from the MTIP and Statewide Transportation Improvement Program (STIP) to avoid possible project oversight conflicts with ODOT; 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

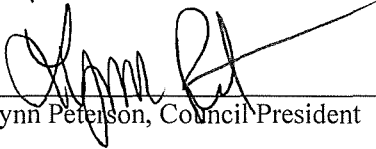
WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the May 2019 Formal MTIP Amendment; and

WHEREAS, all projects included in the May 2019 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

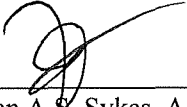
WHEREAS, TPAC received their notification and recommended approval on May 3, 2019 and approved the amendment approval recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on May 16, 2019 to formally amend the 2018-21 MTIP to include the May 2019 Formal Amendment bundle consisting of six projects.

ADOPTED by the Metro Council this 30<sup>th</sup> day of May 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 19-4993**



**Proposed May 2019 Formal Amendment Bundle  
Amendment Type: **Formal/Full**  
Amendment #: **AP19--09-MAY**  
Total Number of Projects: 6**

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 20481	70973	ODOT	I-405: Fremont (Willamette River) Bridge	Paint bridge approaches; other section as funding allows.	<b>CANCELLED PROJECT:</b> Project funding by approved OTC action is being de-programmed and transferred among three other projects. Existing funding was sufficient to cover only five of fifteen approach ramps. However, a partial project was deemed inefficient. Full project funding mostly will return as part of the next STIP (2021-24)
Project #2 Key 20410	70967	ODOT	I-84: I-205 - NE 181st Avenue	On I-84 <del>from I-205 to NE 181st Ave</del> , remove and replace asphalt surface to repair rutted pavement & repair the driving surface of four bridges (#07088A, #07044A, #07043A and #13514F. (HB2017 Awarded Project, <del>\$3,100,000 awarded funding</del> )	<b>SCOPE CHANGE/COST INCREASE:</b> The formal amendment adds rehab/repair of four additional bridges within the project limits. The additional needed funding originates from Key 20481 (I-405 Fremont Bridge) transfer and cancellation as noted for Key 20481 (in this amendment bundle). . The ODOT Bridge program has approved funding to repair the driving surface of these bridges. OTC approval also was required with approval occurring during their May 2019 meeting.

Project #3 <b>Key 20471</b>	70999	ODOT	OR99W: Tualatin River Northbound Bridge	On OR99W near King City, replace the current structural overlay (HB2017 Awarded Project, \$1,202,900 Original Award).	<b><u>COST DECREASE/SCOPE CHANGE:</u></b> The formal amendment de-programs the construction phase planned for 2020 and shifts \$453,000 to the PE phase to support a funding shortfall in the PE phase. Construction phase fund de-programming (\$746,877) is being transferred to Key 20485, NW Forest Lane over I-84 (which is outside of the MPO boundary) and not included as part of this amendment bundle. The remaining \$3,023 from the construction phase will be transferred to the State Bridge Program
Project #4 <b>Key 21283</b>	71054	Portland	NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)	On NE 12th Ave over I-84, construct protective fencing for the 12th Ave bridge to provide safety to the traveling motorist	<b><u>COST INCREASE/PHASE SLIP:</u></b> The formal amendment adds funding to the Preliminary Engineering and construction phases from the funding pot supporting bridge protective screening. The ODOT Bridge program has approved additional funding to address these elements. The construction year also has been moved out to 2021 based on the expected time to complete the PE phase.
Project #5 <b>Key 20811</b>	70888	Tigard	SW Wall St Extension to SW Tech Center Dr (Hunziker)	This project will connect Tigard's Tech Center Drive to SW Wall Street with more than 3,500 feet of new public road.	<b><u>REMOVE PROJECT:</u></b> The formal amendment removes the project from the MTIP and STIP. A fund swap between Metro and TriMet previously occurred. The project has become completely locally funded. Metro will monitor project delivery like other federal projects awarded Metro funding. The local funds committed to the project remain awarded to the project and will be used to deliver the scope of work for the project.
Project 6 <b>Key 17757</b>	70594	Tigard	Main St Ph2: Rail Corridor-Scoffins	Green street retrofit, pedestrian amenities, street lights	<b><u>REMOVE PROJECT:</u></b> The formal amendment removes the project from the MTIP and STIP. The project is a RFFA federally awarded project that has been de-federalized for expedited project delivery. Local funds from another Tigard project were exchanged for the federal funds previously. Therefore, the project is being removed from the MTIP and STIP. Metro maintains a separate IGA with Tigard for the delivery of this project. Metro will monitor delivery separately from the usual federal transportation project delivery process.

Project #1 - Key 20481



Metro  
 2018-21 Metropolitan Transportation Improvement Program (MTIP)  
 Exhibit A to Resolution 19-4993  
 PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment  
 Canceled Project  
 3rd Amendment to Project**

<b>Lead Agency:</b> ODOT	Project Type: Highway	<b>ODOT Key:</b> 20481
<b>Project Name:</b> I-405: Fremont (Willamette River) Bridge	ODOT Type: Bridge	<b>MTIP ID:</b> 70973
<b>Short Description:</b> Paint bridge approaches; other section as funding allows.	Capacity Enhancing: No	<b>Status:</b> 0
	Conformity Exempt: Yes	RTP ID: 20481
	On State Hwy Sys: I-405	RFFA ID: N/A
	Mile Post Begin: 3.12	RFFA Cycle: N/A
	Mile Post End: 3.53	UPWP: No
	Length: 0.41	UPWP Cycle: N/A
	1st Year Program'd: 2019	Past Amend: 2
	Years Active: 1	OTC Approve: No

**Detailed Description:** None

**STIP Description:** Paint bridge approaches; other section as funding allows.

**PROJECT FUNDING DETAILS**

Fund Type Code	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
NHPP-FAST	Z001	2019		<del>\$ 843,783</del>				\$ -
NHPP-FAST	Z001	2019		\$ -				\$ -
NHPP-FAST	Z001	2019					<del>\$ 15,123,326</del>	\$ -
NHPP-FAST	Z001	2019					\$ -	\$ -
							<b>Federal Total:</b>	\$ -
<b>State Funds</b>								
State	Match	2019		<del>\$ 96,575</del>				\$ -
State	Match	2019		\$ -				\$ -
State	Match	2019					<del>\$ 1,730,932</del>	\$ -
State	Match	2019					\$ -	\$ -
							<b>State Total:</b>	\$ -

Local Funds						Local Total	\$	
Phase Totals Before Amend:	\$	-	<del>\$ 940,358</del>	\$	-	\$	-	
Phase Totals After Amend:	\$	-	\$ -	\$	-	\$	-	
Year Of Expenditure (YOE):							\$	-

**Notes and Changes:**

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

**Amendment Summary:**

The formal amendment de-programs the \$17 million currently programmed and will transfer it to three projects: Transfer \$1,582,100 of the canceled Fremont Bridge project to the Yaquina Bay Bridge project. Transfer \$2,179,980 of the funds from the Fremont Bridge project to the Interstate 84: Interstate 205 to NE 181st Avenue project. Third, transfer remaining \$14,032,536 of the Fremont Bridge funds to the 2020 State Bridge Program. While the pre-amendment funding (at \$17 million) could be used to paint up to five of the east approach ramps, depending on which ramps are chosen, this is a small portion of the entire bridge. Although the paint is nearing the end of its service life, this bridge is not in a salt water environment so the rate of corrosion is low compared with other locations. Due to the area of steel for the main portion of the Fremont Bridge and the fifteen approach ramps, any paint project will need to be completed in stages. However, a project funded at the current level is not efficient. The full project painting will most likely be -re-funded and added to the 2021-2024 STIP. However, for now due to the reasons noted above, the project is being cancelled.

**RTP References:**

- > RTP ID: Existing MTIP Ref of 20481 - I-405: Fremont (Willamette River) Bridge
- > RTP Description: MTIP Description of - . Paint bridge approaches; other section as funding allows.

**Fund Codes:**

- > NHPP-FAST = National Highway Performance Program FAST ACT allocation. NHPP funds support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. The funds are appropriated directly to ODOT for use on the NHS.
- > State = General state agency funds provided by the lead agency (ODOT) in support of the required match to the federal funds.

**Amendment Review and Development Personnel:**

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
- > Project is located on the NHS: Yes. The Fremont Bridge is a designated Eisenhower Interstate System route on the NHS.
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact: Rachelle Nelson
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia

Project #2 - Key 20410

Metro

2018-21 Metropolitan Transportation Improvement Program (MTIP)

Exhibit A to Resolution 19-4993

PROJECT AMENDMENT DETAIL WORKSHEET



**Formal Amendment**  
**Scope Change/Cost Increase**  
 2nd Amendment to Project

<b>Lead Agency:</b> ODOT	Project Type: Highway	<b>ODOT Key:</b> 20410
<b>Project Name:</b> I-84: I-205 - NE 181st Avenue	ODOT Type: O&M	<b>MTIP ID:</b> 70967
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	Capacity Enhancing: No	<b>Status:</b> 4
<b>Short Description:</b> On I-84 <del>from I-205 to NE 181st Ave,</del> remove and replace asphalt surface to repair rutted pavement & repair the driving surface of four bridges (#07088A, #07044A, #07043A and #13514F. (HB2017 Awarded Project, <del>\$3,100,000</del> awarded funding)	Conformity Exempt: Yes	RTP ID: O&M Grp
	On State Hwy Sys: I-84	RFFA ID: N/A
	Mile Post Begin: 6.90	RFFA Cycle: N/A
	Mile Post End: 12.52	UPWP: No
	Length: 5.62	UPWP Cycle: N/A
	1st Year Program'd: 2019	Past Amend: 1
	Years Active: 1	OTC Approval: Yes

**Detailed Description:** In Northeastern Portland on I-84 from I-205 to 181st Ave (MP 6.90 to 12.52), remove and replace asphalt surface to repair rutted pavement. **Repair the driving surface of four bridges (#07088A, #07044A, #07043A and #13514F)**. (HB2017 Awarded Project, \$3,100,000 awarded funding)

**STIP Description:** Remove and replace asphalt surface to repair rutted pavement. Repair the driving surface of four bridges (#07088A, #07044A, #07043A and #13514F).

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
NHPP-FAST	Z001	2019		<del>\$ 448,650</del>				\$ -
ADVCON	ACP0	2019		\$ 479,083				\$ 479,083
ADVCON	ACP0	2020					<del>\$ 2,858,820</del>	\$ -
ADVCON	ACP0	2020					\$ 4,851,215	\$ 4,851,215
								\$ -
							<b>Federal Totals:</b>	<b>\$ 5,330,298</b>
<b>Federal Fund Obligations:</b>			PE ADVCON fed share = 92.22%	\$ 461,100				Fed Aid ID S002(234)
<b>EA Number:</b>				PE003083				
<b>Initial Obligation Date:</b>				2/20/2019				



State Funds								
State	Match	2019		\$ <del>51,350</del>				\$ -
State	Match	2019		\$ 40,417				\$ 40,417
State	Match	2020					\$ <del>241,180</del>	\$ -
State	Match	2020					\$ 409,265	\$ 409,265
								\$ -
							<b>State Total:</b>	<b>\$ 449,682</b>
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:	\$ -	\$ <del>500,000</del>	\$ -	\$ -	\$ 3,100,000	\$ <del>3,600,000</del>		
Phase Totals After Amend:	\$ -	\$ 519,500	\$ -	\$ -	\$ 5,260,480	\$ 5,779,980		
Year Of Expenditure (YOE):								\$ 5,779,980

**Notes and Changes:**

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

**Amendment Summary:**

The formal amendment adds rehab/repair of four additional bridges within the project limits. The additional needed funding originates from Key 20481 (I-405 Fremont Bridge) transfer and cancellation as noted for Key 20481 (in this amendment bundle). As currently approved, this project will remove and replace five and a half miles of rutted pavement on I-84, but it does not currently include repairs to the concrete bridge surfaces. There are four bridges that have worn concrete driving surfaces within the limits of this project. The ODOT Bridge program has approved funding to repair the driving surface of these bridges. OTC approval also was required with approval occurring during their May 2019 meeting. The project still remains as an overall non-capacity rehabilitation improvement. There is no change to the project's exemption or non-capacity status. The PE phase was obligated under the general "Advance Construction" fund type code for expenditure flexibility among other available federal funds managed by ODOT.

**RTP References:**

- > RTP ID: Metro Approved November 27 , 2018 RTP O&M Letter of approved Project Grouping buckets - Highway Pavement Maintenance
- > RTP Description: Various Locations - Pavement rehabilitation/repair projects include overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders).

**Fund Codes:**

- > NHPP-FAST = National Highway Performance Program FAST ACT allocation. NHPP funds support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. The funds are appropriated directly to ODOT for use on the NHS.
- ADVCON = Federal Advanced Construction fund code. This is a general placeholder used to allow the project phase to obligated as a federal phase. The State provides the initial expenditure of funds to cover the phase expenses until FHWA and ODOT determine the final federal color of funds to be applied to the project.
- > State = General state agency funds provided by the lead agency (ODOT) in support of the required match to the federal funds.

**Amendment Review and Development Personnel:**

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Safety, Pavement resurfacing and/or rehabilitation.
- > Project is located on the NHS: Yes. I-84 is located on the Eisenhower Interstate System on the NHS
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact: Rachelle Nelson
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia

Project #3 - Key 20471

Metro



2018-21 Metropolitan Transportation Improvement Program (MTIP)

Exhibit A to Resolution 19-49XX

PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**Cost Decrease/Scope Change**  
 2nd Amendment to Project

<b>Lead Agency:</b> ODOT		Project Type:	O&M	<b>ODOT Key:</b>	<b>20471</b>
<b>Project Name:</b> OR99W: Tualatin River Northbound Bridge		ODOT Type:	Bridge	<b>MTIP ID:</b>	<b>70999</b>
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	No	<b>Status:</b>	<b>4</b>
<b>Short Description:</b> On OR99W near King City, replace the current structural overlay (HB2017 Awarded Project, \$1,202,900 Original Award).		Conformity Exempt:	Yes	RTP ID:	O&M Grp
		On State Hwy Sys:	OR99W	RFFA ID:	N/A
		Mile Post Begin:	12.14	RFFA Cycle:	N/A
		Mile Post End:	12.23	UPWP:	No
		Length:	0.09	UPWP Cycle:	N/A
		1st Year Program'd:	2018	Past Amend:	1
		Years Active:	2	OTC Approval:	Yes

**Detailed Description:** On OR99W near King City, replace the current structural overlay (HB2017 Awarded Project, \$1,202,900 Original Award).

**STIP Description:** Replace the current structural overlay. Region

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
NHPP-FAST	Z001	2018		\$ 169,141				\$ 169,141
ADVCON	ACPO	2018		\$ 406,477				\$ 406,477
<del>ADVCON</del>	<del>ACPO</del>	<del>2020</del>					<del>\$ 1,079,362</del>	\$ -
ADVCON	ACPO	2020					\$ -	\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 575,618</b>
<b>Federal Fund Obligations:</b>			Federal-Aid ID S091(089)	\$ 169,141				
<b>EA Number:</b>				PE002902				
<b>Initial Obligation Date:</b>				2/6/2018				

State Funds									
State	Match	2018		\$	19,359			\$	19,359
State	Match	2018		\$	46,523			\$	46,523
State	Match	2020						<del>\$ 123,538</del>	\$ -
State	Match	2020						\$ -	\$ -
								\$ -	\$ -
								<b>State Total:</b>	<b>\$ 65,882</b>
State Fund Obligations:									
EA Number:									
Initial Obligation Date:									
Local Funds									
								\$	-
								\$	-
								<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:	\$	-	<del>\$ 188,500</del>	\$	-	\$	-	<del>\$ 1,202,900</del>	<del>\$ 1,391,400</del>
Phase Totals After Amend:	\$	-	\$ 641,500	\$	-	\$	-	\$ -	\$ 641,500
								Year Of Expenditure (YOE):	\$ 641,500

**Notes and Changes**

**Red font** = prior amended funding or project details. **Blue font** = amended changes to funding or project details. Black font indicates no change has occurred.

**Amendment Summary:**

The formal amendment de-programs the construction phase planned for 2020 and shifts \$453,000 to the PE phase to support a funding shortfall in the PE phase. Construction phase fund de-programming (\$746,877) is being transferred to Key 20485, NW Forest Lane over I-84 (which is outside of the MPO boundary) and not included as part of this amendment bundle. The design will be outsourced, which will add to the cost. Also, the load rating needs to be updated as part of the design process, and the bridge will likely require strengthening to be able to remain unrestricted for all legal and permit loads. The original estimate did not account for the costs associated with these elements. The remaining \$3,023 from the construction phase will be transferred to the State Bridge Program. The decision has been made to cancel the construction phase of the project, shifting funds to PE to fully fund it as a shelf ready project. Construction funding will be added back at a later time.

**RTP References:**

- > RTP ID: Metro Approved November 27 , 2018 RTP O&M Letter of approved Project Grouping buckets - Bridge Rehabilitation & Repair
- > RTP Description: Various Locations - Projects to repair/rehabilitate bridges.

**Fund Codes:**

- > NHPP-FAST = National Highway Performance Program FAST ACT allocation. NHPP funds support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. The funds are appropriated directly to ODOT for use on the NHS.
- ADVCON = Federal Advanced Construction fund code. This is a general placeholder used to allow the project phase to obligated as a federal phase. The State provides the initial expenditure of funds to cover the phase expenses until FHWA and ODOT determine the final federal color of funds to be applied to the project.
- > State = General state agency funds provided by the lead agency (ODOT) in support of the required match to the federal funds.

**Amendment Review and Development Personnel:**

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Pavement resurfacing and/or rehabilitation.
- > Project is located on the NHS: Yes. OR99W is identified as an "Other NHS Route" on the NHS System
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact: Rachelle Nelson
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia

Project #4 - Key 21283

Metro

2018-21 Metropolitan Transportation Improvement Program (MTIP)

Exhibit A to Resolution 19-4993

PROJECT AMENDMENT DETAIL WORKSHEET



**Formal Amendment  
Cost Increase/Phase Slip  
1st Amendment to Project**

<b>Lead Agency:</b> Portland		Project Type:	O&M	<b>ODOT Key:</b>	<b>21283</b>
<b>Project Name:</b> NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)		ODOT Type:	Bridge	<b>MTIP ID:</b>	<b>71054</b>
<b>Project Status:</b> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		Capacity Enhancing:	No	<b>Status:</b>	<b>2</b>
<b>Short Description:</b> On NE 12th Ave over I-84, construct protective fencing for the 12th Ave bridge to provide safety to the traveling motorist		Conformity Exempt:	Yes	RTP ID:	O&M Grp
		On State Hwy Sys:	No	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2020	Past Amend:	0
		Years Active:	1	OTC Approval:	Yes
		<b>Detailed Description:</b> None			
<b>STIP Description:</b> Install protective screening on bridge.					

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
ADVCON	ACP0	2020		<del>\$ 40,378</del>				\$ -
ADVCON	ACP0	2020		\$ 193,025				\$ 193,025
ADVCON	ACP0	2020					\$ 183,946	\$ -
ADVCON	ACP0	2021					\$ 1,764,205	\$ 1,764,205
								\$ -
							<b>Federal Totals:</b>	<b>\$ 1,957,230</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								

State Funds								
State	Match	2020		\$	4,622			
State	Match	2020		\$	22,093			\$ 22,093
State	Match	2020						<del>\$ 21,053</del>
State	Match	2021					\$ 201,921	\$ 201,921
							<b>State Total:</b>	<b>\$ 224,014</b>
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	<del>\$ 197,647</del>	\$ -	\$ -	<del>\$ 204,999</del>	<del>\$ 402,646</del>
Phase Totals After Amend:			\$ -	\$ 215,118	\$ -	\$ -	\$ 1,966,126	\$ 2,181,244
Year Of Expenditure (YOE):								\$ 2,181,244

**Notes and Changes:**

**Red font** = prior amended funding or project details. **Blue font** = amended changes to funding or project details. Black font indicates no change has occurred.

**Amendment Summary:**

The formal amendment adds funding to the Preliminary Engineering and construction phases from the funding pot supporting bridge protective screening. The City of Portland provided an updated estimate from the project. This estimate includes the handling and disposal of lead paint; the need for railroad flagging due to the close proximity to the Union Pacific Railroad right-of-way; and coordination needed for multiple partial closures of I-84 to complete the project. In addition, there are aesthetic considerations due to the bridge being in a special local zoning district. The project funding is being increased based on this estimate. The ODOT Bridge program has approved additional funding to address these elements. The construction year also has been moved out to 2021 based on the expected time to complete the PE phase.

**RTP References:**

- > RTP ID: Metro Approved November 27 , 2018 RTP O&M Letter of approved Project Grouping buckets - Safety & Operations Projects
- > RTP Description: Various Locations - Eligible safety and operational improvements for this project grouping may include the following:(1) Highway crossings improvements, (2) Roadway safety (non-capacity repairs/rehabilitation), (3) Landslides/rock falls mitigation, and (4) Illumination/Signals, ITS

**Fund Codes:**

- > ADVCON = Federal Advanced Construction fund code. This is a general placeholder used to allow the project phase to obligated as a federal phase. The State provides the initial expenditure of funds to cover the phase expenses until FHWA and ODOT determine the final federal color of funds to be applied to the project.
- > State = General state agency funds provided by the lead agency (ODOT) in support of the required match to the federal funds.

**Amendment Review and Development Personnel:**

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.
- > Project is located on the NHS: No
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact:
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Project #5 - Key 20811

Metro

2018-21 Metropolitan Transportation Improvement Program (MTIP)

Exhibit A to Resolution 19-4993

PROJECT AMENDMENT DETAIL WORKSHEET



**Formal Amendment**  
**Remove Project**  
 1st Amendment to Project

<b>Lead Agency:</b> Tigard	Project Type: Capital	<b>ODOT Key:</b> 20811
<b>Project Name:</b> SW Wall St Extension to SW Tech Center Dr (Hunziker)	ODOT Type: Modern	<b>MTIP ID:</b> 70888
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	Capacity Enhancing: Yes	<b>Status:</b> 4
<b>Short Description:</b> This project will connect Tigard's Tech Center Drive to SW Wall Street with more than 3,500 feet of new public road.	Conformity Exempt: No	RTP ID: 11995
	On State Hwy Sys: No	RFFA ID: 50309
	Mile Post Begin: N/A	RFFA Cycle: 2019-21
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2017	Past Amend: 0
	Years Active: 3	OTC Approval: No

**Detailed Description:** Project completes the road connection for freight and commercial vehicles to route around overloaded Hunziker Rd/72nd Ave and  
**STIP Description:** Project completes a road connection for freight and commercial vehicles to route around the overloaded Hunziker Road / 72nd Ave and OR217 intersections in Tigard.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
								\$ -
								\$ -
							<b>Federal Totals:</b>	\$ -
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	\$ -
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								

Local Funds								
Local	N/A	2017			\$ 144,984		\$ -	
Local	N/A	2019	\$ 27,985				\$ -	
TriMet-GF	N/A	2019	\$ 244,506				\$ -	
Local	N/A	2021				\$ 421,424	\$ -	
TriMet-GF	N/A	2021				\$ 1,486,010	\$ -	
							\$ -	
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:	\$ -	<del>\$ 272,491</del>	<del>\$ 144,984</del>	\$ -	<del>\$ 1,907,434</del>	<del>\$ 2,324,909</del>		
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
							Year Of Expenditure (YOE):	\$ -

**Notes and Changes:**

**Red font** = prior amended funding or project details. **Blue font** = amended changes to funding or project details. Black font indicates no change has occurred.

**Amendment Summary:**

The formal amendment removes the project from the MTIP and STIP. The project originally is a 2019-21 RFFA federal awarded project. The project was deemed an appropriate candidate to de-federalize without impacting the project delivery.

A fund swap between Metro and TriMet occurred. The project has become completely locally funded. Metro has developed a separate local IGA with Tigard to complete the project. Although it is locally funded, project oversight administration still falls to ODOT as a project identified in the STIP. By removing the project from the MTIP and STIP, ODOT will avoid potential oversight criticism.

Metro will monitor project delivery like other federal projects awarded Metro funding. The local funds committed to the project remain awarded to the project and will be used to deliver the scope of work for the project. Added note: The project is considered capacity enhancing. As a RFFA awarded project, required air conformity analysis was completed as part of the 2018 RTP with a reconfirmation through the 2018-2021 MTIP Update. There is no conformity issue present as a result of the project removal from the MTIP.

**RTP References:**

> RTP ID: 11995 - Wall St (Hunziker to Tech Center)

> RTP Description: Construct new street with sidewalks and bike lanes from Hunziker Road (along Wall Street) to Tech Center Drive to improve freight access and connectivity to Tigard Triangle.

**Fund Codes:**

> Local = General local funds committed to the project. These funds often are used as the required match to federal or state award funds which require a local match.

> TriMet-GF = Local TriMet General Funds. Through an agreement between Metro and TriMet, some projects are determined to be a good candidate for de-federalization. With the finished agreement with TriMet, Metro can swap-out the federal funds with TriMet for local funds. The fund code TriMet-GF represent these locally swapped funds from TriMet.

**Amendment Review and Development Personnel:**

- > Exemption Status: Project is not exempt and is considered capacity enhancing.
- > Project is located on the NHS: No
- > ODOT LAL: Not Applicable: N/A
- > Project Manager or Agency Contact: N/A
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia

**Project #6 - Key 17757**

**Metro**

**2018-21 Metropolitan Transportation Improvement Program (MTIP)**

**Exhibit A to Resolution 19-4993**

**PROJECT AMENDMENT DETAIL WORKSHEET**



**Formal Amendment  
Remove Project  
7th Amendment to Project**

<b>Lead Agency:</b> Tigard	Project Type: Active	<b>ODOT Key:</b> 17757
<b>Project Name:</b> Main St Ph2: Rail Corridor-Scoffins	ODOT Type: BikPed	<b>MTIP ID:</b> 70594
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	Capacity Enhancing: No	<b>Status:</b> 4
<b>Short Description:</b> Green street retrofit, pedestrian amenities, street lights	Conformity Exempt: Yes	RTP ID: 10760
	On State Hwy Sys: No	RFFA ID: GS6050
	Mile Post Begin: N/A	RFFA Cycle: 2008-11
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2013	Past Amend: 6
	Years Active: 7	OTC Approval: No

**Detailed Description:** None

**STIP Description:** Green Street retrofit, pedestrian amenities and street lights.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ -</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								

<b>Local Funds</b>								
Local		2019	\$	445,782			\$ -	
Local		2019		\$	167,168		\$ -	
Local		2019				\$	1,612,050	
							\$ -	
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:	\$	-	<del>\$ 445,782</del>	<del>\$ 167,168</del>	\$	-	\$ 1,612,050	<del>\$ 2,225,000</del>
Phase Totals After Amend:	\$	-	\$ -	\$ -	\$	-	\$ -	\$ -
							Year Of Expenditure (YOE):	\$ -

**Notes and Changes**

**Red font** = prior amended funding or project details. **Blue font** = amended changes to funding or project details. Black font indicates no change has occurred.

**Amendment Summary:**

The formal amendment removes the project from the MTIP and STIP. The project is a RFFA federally awarded project that has been de-federalized for expedited project delivery. Local funds from another Tigard project were exchanged for the federal funds previously. However, even as a locally funded project listed in the STIP, possible oversight issues with ODOT may exist. Therefore, the project is being removed from the MTIP and STIP. Metro maintains a separate IGA with Tigard for the delivery of this project. Metro will monitor delivery separately from the usual federal transportation project delivery process. The approved funding remains committed to the project. However, its removal eliminates the oversight conflicts with ODOT.

**RTP References:**

- > RTP ID:10760 - Tigard Town Center Pedestrian Improvements
- > RTP Description: Improve sidewalks, lighting, crossings, bus shelters and benches throughout the Town Center including: Highway 99W, Hall Blvd, Main Street, and neighborhood streets.

**Fund Codes:**

- > Local = General local funds committed to the project. These funds often are used as the required match to federal or state award funds which require a local match.

**Amendment Review and Development Personnel:**

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Air Quality - Pedestrian and Bicycle facilities
- > Project is located on the NHS: No
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact: N/A
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia

# Memo



Date: Thursday, May 30, 2019  
 To: Metro Council and Interested Parties  
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
 Subject: May 2019 MTIP Formal Amendment plus Approval Request of Resolution 19-4993

## STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING 6 PROJECTS IMPACTING ODOT, PORTLAND AND TIGARD (AP19-09-MAY)

## BACKGROUND

### What This Is:

The May 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle (for FFY 2019) contains required changes and updates impacting ODOT, Portland, and Tigard. Six projects comprise the amendment bundle.

### What is the requested action?

**JPACT requests Metro Council approve the May 2019 formal amendment and Resolution 19-4993 allowing six projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.**

**Note: Amendment approval recommendation modification may be required pending guidance from FHWA from the results of the STIP Re-balancing Amendment currently in development. See the Supplemental Guidance section after the project tables.**

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

Proposed May 2019 Formal Amendment Bundle Amendment Type: <b>Formal/Full</b> Amendment #: <b>AP19-09-MAY</b> Total Number of Projects: 6					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 20481	70973	ODOT	I-405: Fremont (Willamette River) Bridge	Paint bridge approaches; other section as funding allows.	<b>CANCELLED PROJECT:</b> Project funding by approved OTC action is being de-programmed and transferred among three other projects. Existing funding was sufficient to cover only five of fifteen approach ramps. However, a partial project was deemed inefficient. Full project funding mostly will return as part of the next STIP (2021-24)

Project #2 Key 20410	70967	ODOT	I-84: I-205 – NE 181 <sup>st</sup> Ave	On I-84 <del>from I-205 to NE 181<sup>st</sup> Ave</del> , remove and replace asphalt surface to repair rutted pavement & repair the driving surface of four bridges (#07088A, #07044A, #07043A and #13514F. (HB2017 Awarded Project, <del>\$3,100,000 awarded funding</del> )	<b><u>SCOPE CHANGE/COST INCREASE:</u></b> The formal amendment adds rehab/repair of four additional bridges within the project limits. The additional needed funding originates from Key 20481 (I-405 Fremont Bridge) transfer and cancellation as noted for Key 20481 (in this amendment bundle). The ODOT Bridge program has approved funding to repair the driving surface of these bridges. OTC approval also was required with approval occurring during their May 2019 meeting
Project #3 Key 20471	70999	ODOT	OR99W: Tualatin River Northbound Bridge	On OR99W near King City, replace the current structural overlay (HB2017 Awarded Project, \$1,202,900 Original Award).	<b><u>COST DECREASE/SCOPE CHANGE:</u></b> The formal amendment de-programs the construction phase planned for 2020 and shifts \$453,000 to the PE phase to support a funding shortfall in the PE phase. Construction phase fund de-programming (\$746,877) is being transferred to Key 20485, NW Forest Lane over I-84 (which is outside of the MPO boundary) and not included as part of this amendment bundle. The remaining \$3,023 from the construction phase will be transferred to the State Bridge Program
Project #4 Key 21283	71054	Portland	NE 12th Ave Over I- 84 & Union Pacific RR Bridge (Portland)	On NE 12th Ave over I- 84, construct protective fencing for the 12th Ave bridge to provide safety to the traveling motorist	<b><u>COST INCREASE/PHASE SLIP:</u></b> The formal amendment adds funding to the Preliminary Engineering and construction phases from the funding pot supporting bridge protective screening. The ODOT Bridge program has approved additional funding to address these elements. The construction year also has been moved out to 2021 based on the expected time to complete the PE phase
Project #5 Key 20811	70888	Tigard	SW Wall St Extension to SW Tech Center Dr (Hunziker)	This project will connect Tigard's Tech Center Drive to SW Wall Street with more than 3,500 feet of new public road.	<b><u>REMOVE PROJECT:</u></b> The formal amendment removes the project from the MTIP and STIP. The project originally is a 2019-21 RFFA federal awarded project. The project was deemed an appropriate candidate to de-federalize without impacting the project delivery. Metro will monitor project delivery like other federal projects awarded Metro funding.
Project #6 Key 17757	70594	Tigard	Main St Ph2: Rail Corridor-Scoffins	Green street retrofit, pedestrian amenities, street lights	<b><u>REMOVE PROJECT:</u></b> The formal amendment removes the project from the MTIP and STIP. The project is a RFFA federally awarded project that has been de-federalized for expedited project delivery. Local funds from another Tigard project were exchanged for the federal funds previously. Therefore, the project is being removed from the MTIP and STIP. Metro maintains a separate IGA with Tigard for the delivery of this project. Metro will monitor delivery separately from the usual federal transportation project delivery process.

### **Supplement Guidance as of May 6, 2019: Impact of ODOT's STIP Re-balancing Effort.**

As of May 13, 2019: FHWA has not yet provided direction to remove the four ODOT projects as discussed below. Therefore, the original approval recommendation for all six project stands as submitted.

Subsequent to the submission of the six projects (four from ODOT) included in draft Resolution 19-4993, ODOT notified Metro that a statewide action has commenced to "Re-balance" the 2018-21 STIP". The re-balancing effort is a kind way of stating there is insufficient committed funding to support all programmed ODOT projects in the approved STIP. Technically, the MTIP and STIP are no longer fiscally constrained resulting in a fiscal constraint violation. ODOT has notified FHWA of the STIP funding shortfall and is currently working with FHWA to make the required adjustments. Since ODOT self-identified this issue FHWA is not considering a STIP and MTIP suspension due to the fiscal constraint violation.

The STIP re-balancing effort requires each ODOT Region and program area to review and assess their STIP projects to update project and phase costs, determine which projects can and should progress towards construction or required phase obligation, and which projects can be delayed and pushed out into the next STIP cycle. The four ODOT bridge projects included within draft Resolution 19-4993 represent a microcosm of the entire STIP re-balancing effort. Key 20481, I-405 Fremont Bridge's funding is being cannibalized to salvage and support other bridge and interstate projects including the I-84 – I-205 to 181<sup>st</sup> pavement rehabilitation project also part of this amendment bundle to now include repair work to four identified bridges as part of the adjusted scope of work.

#### **How We Got Here:**

The federal fiscal year third quarter (April – June) normally is the time when projects are reassessed and properly positioned to obligate their federal funds to initiate Preliminary Engineering (PE), Right-of-Way (ROW), Utility Relocation (UR), and/or the Construction phase. About 10-20% of the updated projects are determined not ready to move forward for various reasons and their current year project phase will be slipped to the federal fiscal year. This provides additional funding to support other projects with a phase funding shortfall to keep them on schedule.

During this year's final assessment review to determine phase obligation readiness levels, many projects were identified with phase funding shortfalls especially for their construction phases. These funding shortfalls have gone well beyond the normal 10% to 15% range with the shortfalls in excess of 25% and above for the construction phase as an example. While project managers include cost increase contingency funding for the project, the cost increases have well exceeded their estimates. Two primary reasons have been cited for this:

- **The Hot Economy:** The building and construction industry is still considered "hot" resulting in short-term inflationary cost increases on transportation projects. This has resulted in construction bids for major capital projects coming in above 30% of the project engineer's estimate. Some of the construction bid estimates have come in well over 50% of the engineer's estimate further exacerbating the funding shortfalls.
- **Project Scoping Issues:** As projects work through the National Environmental Protection Act (NEPA), they include the identification of required scope of work activities and the projection of cost estimates to assist in developing the final design and scope elements for the project. This portion of the federal delivery process is often simply referred to project



development activities. The intent of project development is to identify the estimated project scope of work, potential barriers to delivery, possible mitigation requirements to offset delivery barriers, offer alternatives in alignment and construction, and determine project phase costs for delivery that can be five to six years in the future. Unfortunately, the project scoping/project development efforts applied to current ODOT STIP projects has not resulted in accurate cost estimates or complete scope of work requirements for numerous projects.

Added note: The project scoping issues ODOT is currently facing also is being experienced by the Metro funded project lead agencies as well. The project scoping issue is not limited to ODOT projects and is a statewide issue. As a result of this ongoing issue, the ODOT Certified User Group (CUG) has been attempting to properly diagnosis the scoping problem for the last two years and provide appropriate corrections to improve project development and scoping efforts for improved cost methodology results.

Due to the scope issues and cost increases facing many ODOT funded STIP projects, ODOT has called for a STIP re-balancing effort in order to salvage as many as many projects as projects in order for them to be ready to obligate their federal phase funds and implement their next appropriate project phase before the end of the federal fiscal year. The STIP re-balancing assessment and review is expected to be completed by early June 2019. Metro will then be advised by ODOT and FHWA of the next steps to complete the required project amendments.

*What this means for the May 2019 Formal Amendment Bundle in draft Resolution 19-4993:*

FHWA is still working through the review and assessment to determine allowable amendment process deviations. Metro expects FHWA's guidance by June 2019. If the number of project changes are as high as forecasted (e.g. potentially 100 projects or more for Region 1), then FHWA may grant a one-time deviation to process the project adjustments administratively to ensure projects still will be able to obligate their federal funds. However, FHWA still may require a full public notification/30- day public comment period to be included. The level of documentation required to justify each project amendment also is expected to be reduced with the standard documentation and narratives waived as an amendment requirement. At present, no final decisions have been made.

As a result of the developing STIP Re-balancing Amendment, the four ODOT projects (Keys 20481, 20410, 20471, and 21283) included in the May Formal MTIP Amendment bundle may be withdrawn and added into the final STIP Re-balancing Amendment package. However, if the re-balancing effort takes longer than expected, the four projects will process as submitted for Metro Council approval on May 30, 2019 and then be sent on to ODOT and USDOT for final approval.

With the situation still murky, ODOT and FHWA requested Metro to continue processing the full amendment as submitted until additional guidance is provided which is hopefully before JPACT meets. If requested to withdraw the four ODOT projects, the final May 2019 Formal MTIP amendment will consist only of the two project removals for the city of Tigard. Resolution 19-4993 will be adjusted to reflect the change as well. As of May 6, 2019, staff guidance to JPACT is to:

1. Continue to process and recommend approval to Metro Council for the full six-project amendment bundle in AP19-09-MAY as currently written and approved by TPAC.
2. Understand that as of May 16, 2019, (or before the proposed amendment approval by Metro Council on My 30, 2019), FHWA may provide amendment change direction to remove the four ODOT four projects from the May 2019 Formal MTIP Amendment Bundle and include

them in the final STIP Re-Balancing Amendment. The direction to Metro will include additional processing procedural requirements to complete the STIP Re-balancing Amendment based on special one-time deviation procedures.

3. Understand that due to the STIP Re-balancing Amendment now in development, ODOT will not send the projects identified in the May 2019 Formal Amendment Bundle to OTC, but will include them as part of the final STIP Re-Balancing Amendment when presented to OTC.
4. If removed, recommend approval then only for the two included Tigard project and just all required amendment documentation accordingly.
5. Finish processing the STIP Re-Balancing Amendment per guidance and direction from FHWA.

A detailed summary of the amended projects is provided in the tables on the following pages.

<b>Project 1:</b>		<b>I-405: Fremont (Willamette River) Bridge Cancelled Project</b>	
Lead Agency:	<b>ODOT</b>		
ODOT Key Number:	<b>20481</b>	MTIP ID Number:	70973
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• Proposed improvements: Paint bridge approaches; other section as funding allows.</li> <li>• Source: Existing MTIP project</li> <li>• Funding: FHWA National Highway Performance Program (NHPP-FAST) appropriated to ODOT from the FAST Act</li> <li>• Type: Bridge</li> <li>• Location: In Portland at the Fremont Bridge at the Willamete River</li> <li>• Cross Streets: Approximately between I-405 split at NW Savier St west to I-5 interchange at about N Stanton St</li> <li>• Mile Post Limits: 3.12 to 3,53 = 0.41 miles</li> <li>• Current Status Code: 6 to 0 = By OTC approval, project funding is being de-programmed and transferred among three other projects</li> <li>• STIP Amendment Number: 18-21-2415</li> <li>• MTIP Amendment Number: AP19-09-MAY</li> </ul>		
What is changing?	<p><b>AMENDMENT ACTION: CANCEL PROJECT</b></p> <p>The existing approved funding for Key 20481 is being cancelled and re-programmed among two other ODOT projects. One is outside of Region 1 and includes Key 20109 (Yaquina Bay Bridge). The second project is the I-84: I-205 to NE 181<sup>st</sup> Ave project in Key 204810 and is included in this amendment bundle. The remaining funding is being transferred to the 2020 State Bridge Program. The summary of the reprogramming is as follows:</p> <ul style="list-style-type: none"> <li>• Transfer \$1,582,100 of the canceled Fremont Bridge project to the Yaquina Bay Bridge project.</li> <li>• Transfer \$2,179,980 of the funds from the Fremont Bridge project to the Interstate 84: Interstate 205 to NE 181<sup>st</sup> Avenue project.</li> <li>• Transfer remaining \$14,032,536 of the Fremont Bridge funds to the 2020 state bridge program.</li> </ul>		

Project	Current	Proposed
US101: Yaquina Bay Bridge	\$24,667,900	\$26,250,000
I-84: I-205 – NE 181 <sup>st</sup> Ave	\$3,600,000	\$5,779,980
<b>I-405: Fremont (Willamette River) Bridge</b>	<b>\$17,794,616</b>	<b>\$0</b>
State bridge program – federal fiscal year 2020	1,729,403	\$15,761,939
<b>TOTAL</b>	<b>\$47,791,919</b>	<b>\$47,791,919</b>

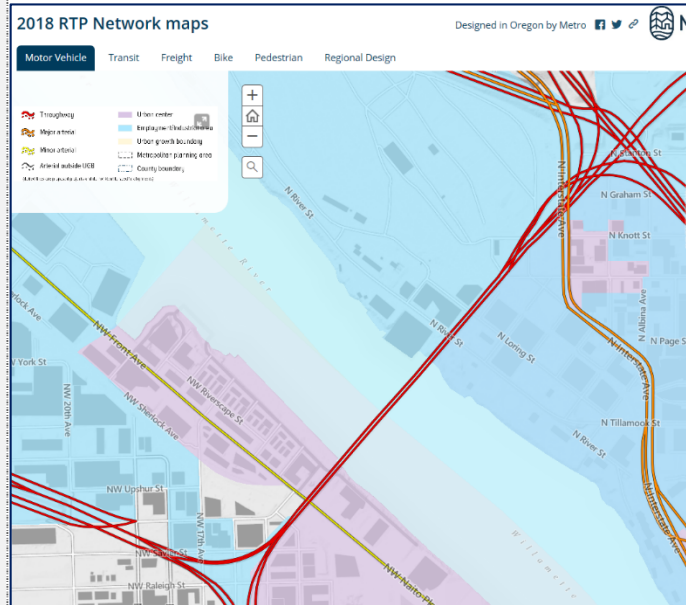
As a result of the de-programming and fund transfers, Key 20481 is cancelled from the MTIP.

*Cited from the OTC Staff Report*

**Background – project to be canceled**

***Interstate 405: Fremont (Willamette River) Bridge:***

The Interstate 405: Fremont (Willamette River) Bridge was built in 1973. This bridge is 2154 feet long and carries 130,000 vehicles daily on eight lanes. There are eight ramps on the east approach to the bridge, and seven ramps on the west approach.



The paint on this bridge has been in service for 46 years and is nearing the end of its service life. There are numerous areas where the paint is peeling and there are some areas that are in the early stages of corrosion. The funding that was originally allocated to this project was intended to paint the eight ramps on the east approach. In January 2018, funds totaling \$3,060,275 were moved to

Additional Details:

another project in Southern Oregon so that project could be awarded. In January 2019, funds totaling \$10,000,000 were moved to the Major Bridge Maintenance program, so that major bridges in the Portland Metropolitan area, and other bridges statewide, could be strengthened.



While the remaining funding could be used to paint up to five of the east approach ramps, depending on which ramps are chosen, this is a small portion of the entire bridge. Although the paint is nearing the end of its service life, this bridge is not in a salt water environment so the rate of corrosion is low compared with other locations. Due to the area of steel for

the main portion of the Fremont Bridge and the fifteen approach ramps, any paint

project will need to be completed in stages. However, a project funded at the current level is not efficient.

**Background – projects to be increased**

***U.S. 101: Yaquina Bay Bridge – Key 20109:***

The U.S. 101: Yaquina Bay Bridge (Newport, Oregon) was built in 1936 and is listed on the National Register. The concrete approach spans have a corrosion control system installed that is near the end of its useful life and should be removed so that a new coating and power supply and control system can be installed.



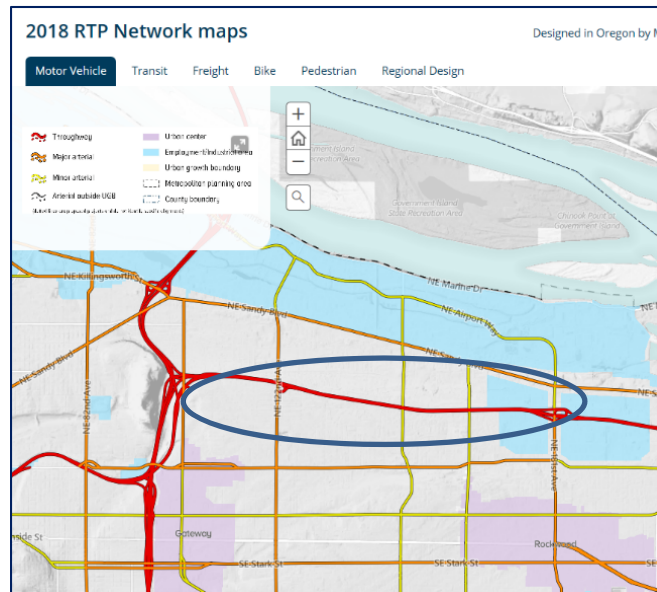
There are fifteen approach spans on the southern portion of this bridge, including five arch spans. The history of funding for this project is that a portion of the funds needed to address the corrosion control on the southern

spans was split from another project to enable some work to be done. House Bill 2017 funding was added so that the entire southern approach could be addressed in one project.

There are five concrete spans on the northern approach that have the same need for a new cathodic protection system as the southern approach. Adding the northern approach to the current project will be more efficient than having a separate future contract that is just for the northern approach.

***Interstate 84: Interstate 205 to NE 181<sup>st</sup> Avenue:***

The construction phase of this project was added using House Bill 2017 funding.



The Interstate 84: Interstate 205 to NE 181<sup>st</sup> Avenue project will remove and replace five and a half miles of rutted pavement on Interstate 84, but it does not currently include repairs to the concrete bridge surfaces. There are four bridges that have worn concrete driving surfaces within the limits of this project.

Adding the repair of the driving surface of these bridges to this project creates funding efficiencies and will


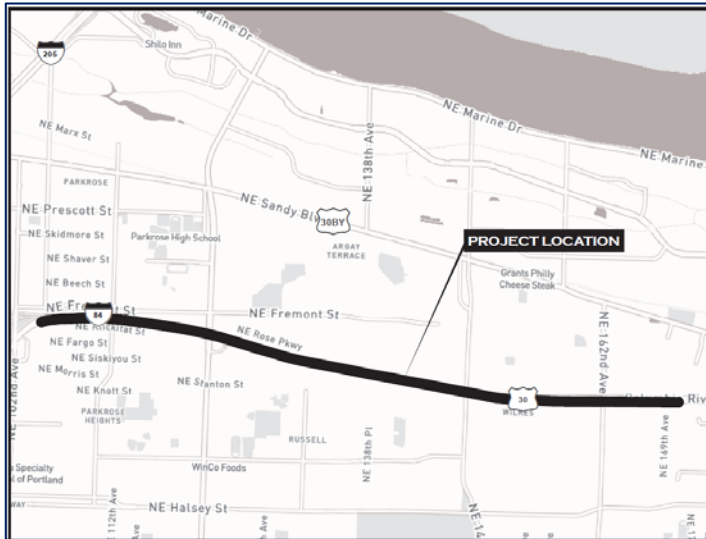
allow those traveling this section a smoother, safer driving experience.

*Clarifying note: Cathodic protection (CP) is a technique used to control the corrosion of a metal surface by making it the cathode of an electrochemical cell. A simple method of protection connects the metal to be protected to a more easily corroded "sacrificial metal" to act as the anode. Cathodic protection systems protect a wide range of metallic structures in various environments. Common applications are: steel*

	<i>water or fuel pipelines and steel storage tanks such as home water heaters; steel pier piles; ship and boat hulls; offshore oil platforms and onshore oil well casings; offshore wind farm foundations and metal reinforcement bars in concrete buildings and structures. Another common application is in galvanized steel, in which a sacrificial coating of zinc on steel parts protects them from rust.</i>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, new projects being added to or cancelled from the MTIP require a formal/full amendment.
Total Programmed Amount:	The total project programming amount decreases from \$17,794, 616 to \$0
Added Notes:	The project was first amended last January when \$10 million of programmed funding was transferred to the State Bridge Program for maintenance needs.

<b>Project 2:</b>	<b>I-84: I-205 – NE 181<sup>st</sup> Ave</b>		
Lead Agency:	ODOT		
ODOT Key Number:	20410	MTIP ID Number:	70967
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: On I-84 from I-205 to NE 181st Ave, remove and replace asphalt surface to repair rutted pavement &amp; repair the driving surface of four bridges (#07088A, #07044A, #07043A and #13514F).</li> <li>Source: Existing MTIP project.</li> <li>Funding: HB2017 original award of \$3.1 million plus expected NHPP-FAST, but programmed using Advance Construction fund type code for flexibility.</li> <li>Type: Highway.</li> <li>Location: On I-84 between I-205 and 181<sup>st</sup> Ave in northeastern Portland.</li> <li>Cross Streets: Overall - approximately between I-205 &amp; 181<sup>st</sup> Ave with added bridge locations at bridges:             <ul style="list-style-type: none"> <li>#7088A (MP 12.12 to 12.14)</li> <li>#07044A (MP 11.41 to 11.45)</li> <li>#07043A (MP 10.06 to 10.10)</li> <li>#13514F (MP 6.90 to 7.00)</li> </ul> </li> <li>Overall Mile Post Limits: 6.90 to 12.52 = 5.62 miles</li> <li>Current Status Code: 4 = (PS&amp;E) Planning Specifications, &amp; Estimates (final design 30%, 60%, 90% design activities initiated).</li> <li>STIP Amendment Number: 18-21-2415</li> <li>MTIP Amendment Number: AP19-09-MAY</li> </ul>		
What is changing?	<p><b>AMENDMENT ACTION: SCOPE CHANGE/COST INCREASE</b></p> <p>Rehabilitation/repair work to four additional bridge is being added to the over project limits and scope of work for the project. The project remains a non-capacity enhancing pavement rehabilitation project now with non-capacity bridge repair scope elements.</p> <p>As currently approved, this project will remove and replace five and a half miles of rutted pavement on I-84, but it does not currently include repairs to the concrete bridge surfaces. There are four bridges that have worn concrete driving surfaces within the limits of this project.</p>		



	 <p>The construction phase of this project was added using House Bill 2017 funding. The Interstate 84: Interstate 205 to NE 181<sup>st</sup> Avenue project will remove and replace five and a half miles of rutted pavement on Interstate 84. There are four bridges that have worn concrete driving surfaces within the limits of this project. Adding the repair of the driving surface of these bridges to this project creates funding efficiencies and will allow those traveling this section a smoother, safer driving experience.</p> <p>The required added funding is being re-programmed from Key 20481 (I-405 – Fremont Bridge) which is being cancelled as part of this amendment bundle.</p>
<p>Additional Details:</p>	
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO Amendment Matrix, one million dollar or greater projects with amendments involving a significant scope adjustment where resulting in a funding change is greater than 20% require a formal/full amendment. The net cost increase to the project is \$2,179,980 which equal a 60.5% cost increase to the project and is above the 20% threshold.</p>

Total Programmed Amount:	The total project programming amount increases from \$3,600,000 to \$5,779,980
Added Notes:	OTC approval was required as part of this amendment and occurred during their May 2019 meeting.

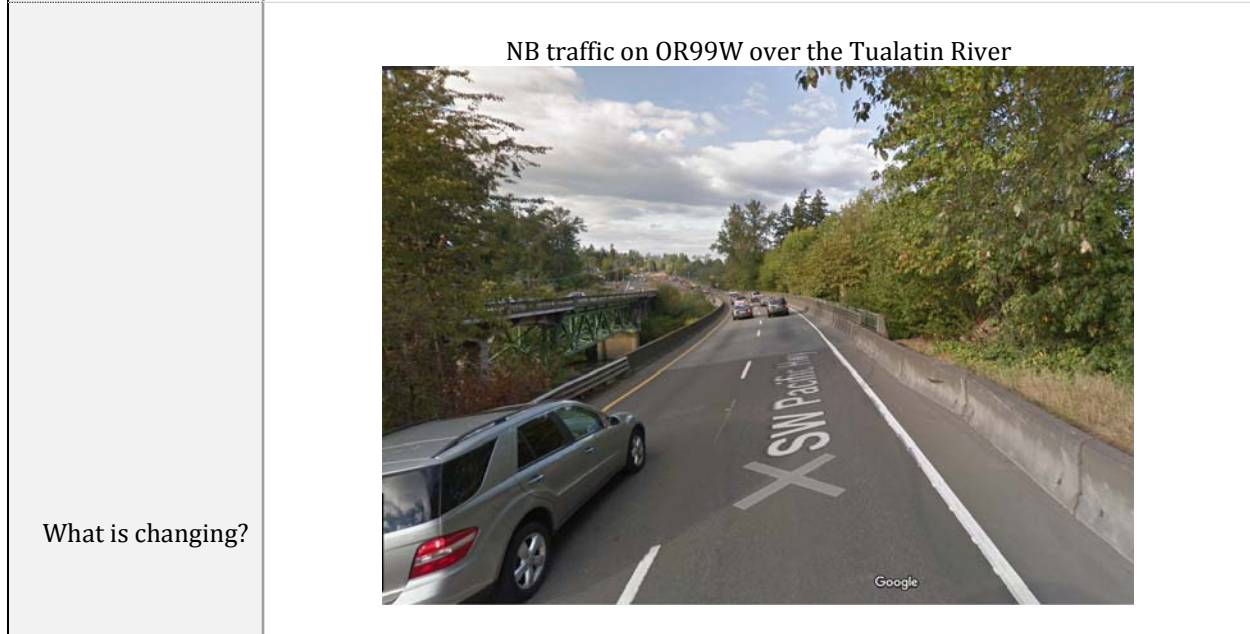
**Project 3: OR99W: Tualatin River Northbound Bridge**

Lead Agency:	ODOT		
ODOT Key Number:	20471	MTIP ID Number:	70999

Projects Description:

Project Snapshot:

- Proposed improvements: Replace the current structural overlay
- Source: Existing MTIP project.
- Funding: HB2017 awarded project \$1.2 million original award. Project federalized with NHPP replacing HB2017 for PE phase.
- Type: Highway.
- Location: On OR99W south of King City over the Tualatin River NB bridge
- Cross Streets: between SW Versailles Rd south to SW Hazelbrook Rd
- Overall Mile Post Limits: 12.14 to 12.23 = 0.09 miles
- Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).
- STIP Amendment Number: 18-21-2408
- MTIP Amendment Number: AP19-09-MAY



**AMENDMENT ACTION: COST DECREASE/SCOPE CHANGE**

OR99W: Tualatin River northbound bridge (KN 20471)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2018	\$188,500	\$641,500
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2020	\$1,202,900	\$0
<b>TOTAL</b>		<b>\$1,391,400</b>	<b>\$641,500</b>

The formal amendment cancels the construction phase and shifts \$453,000 to the PE phase to address a PE phase funding shortfall. Construction phase funding of \$746,877 is transferred to Key 20485. The additional PE funding addresses a current PE phase that is underfunded. The design will be outsourced, which will add to the cost. Also, the load

rating needs to be updated as part of the design process, and the bridge will likely require strengthening to be able to remain unrestricted for all legal and permit loads. The original estimate did not account for the costs associated with these elements. Funding for construction phase will return at a later date.

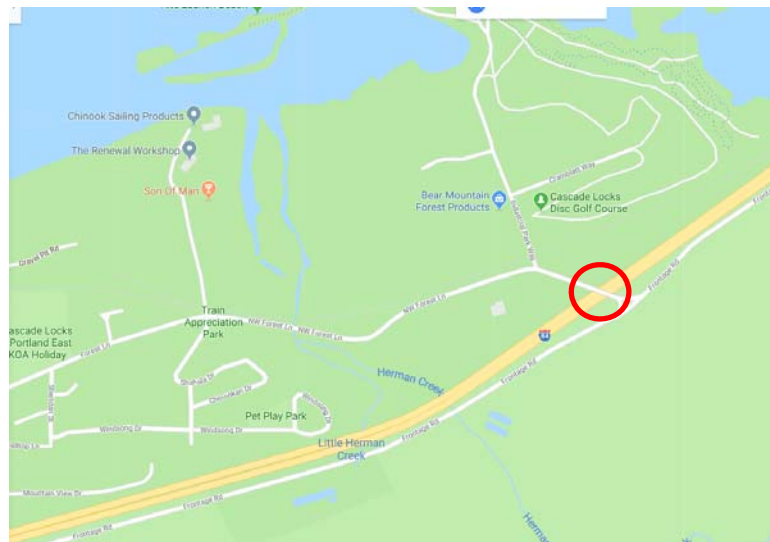
Name: I-84: NW Forest Lane over I-84						Key: 20485	
Description: Increase vertical clearance by 4 inches.						Region: 1	
MPO: Non-MPO			Work Type: BRIDGE				
Applicant: ODOT			Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
46.33 to 46.37	0.04	I-84	COLUMBIA RIVER	REGION 1 ACT	HOOD RIVER		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2019				2021		
Total		\$261,000.00			\$1,170,123.00		\$1,431,123.00
Fund 1		Z001 \$240,694.20			Z001 \$1,079,087.43		
Match		\$20,305.80			\$91,035.57		
Footnote:							

**Interstate 84: NW Forest Lane over Interstate 84**


The Interstate 84: NW Forest Lane over Interstate 84 bridge was built in 1965. It has the lowest clearance of any Interstate 84 overpass from Interstate 205 to Interstate 82. This project will increase the vertical clearance for this portion of Interstate 84 by 5 inches in the eastbound direction and by 4 inches in the westbound direction. If more clearance can be gained without an unreasonable increase in cost, then more clearance will be provided. This will help in the long term effort to improve vertical clearance on Interstate 84. Increasing vertical clearance on the interstates improves safety since large loads do not have to travel on two-lane highways. Also, detours are minimized, which is especially important in winter when detour routes can require traveling through mountainous regions.

**Additional Details:**

The design for this project will be completed by consultants, which will increase the cost of the project. This was not accounted for in the original estimate. The increase in construction and in construction engineering, due to inflation and market values, was also not accounted for in the original estimate.

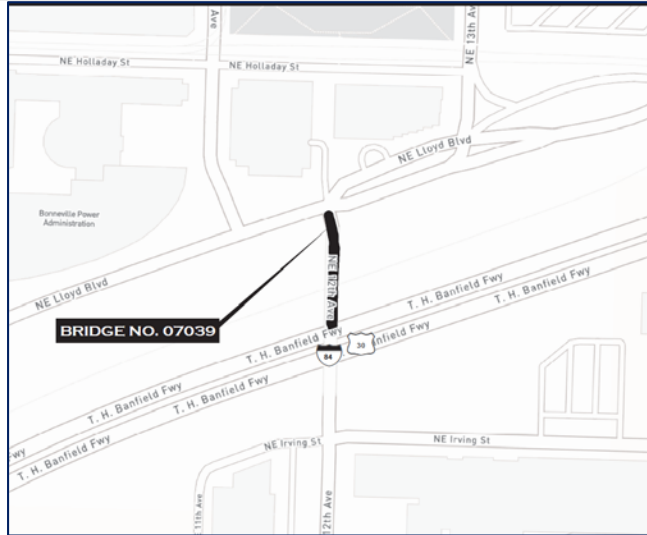





	 <table border="1" data-bbox="474 611 1417 816"> <thead> <tr> <th colspan="4">I-84: NW Forest Lane over I-84 (KN 20485)</th> </tr> <tr> <th rowspan="2">PHASE</th> <th rowspan="2">YEAR</th> <th colspan="2">COST</th> </tr> <tr> <th>Current</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>Preliminary Engineering</td> <td>2019</td> <td>\$261,000</td> <td>\$696,000</td> </tr> <tr> <td>Right of Way</td> <td>N/A</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>Utility Relocation</td> <td>N/A</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>Construction</td> <td>2021</td> <td>\$1,170,123</td> <td>\$1,482,000</td> </tr> <tr> <td colspan="2" style="text-align: right;"><b>TOTAL</b></td> <td><b>\$1,431,123</b></td> <td><b>\$2,178,000</b></td> </tr> </tbody> </table> <p data-bbox="457 850 1398 909">The third impact of the construction phase de-programming and transfer results in the Return of \$3,023 freed up to the state bridge program.</p>	I-84: NW Forest Lane over I-84 (KN 20485)				PHASE	YEAR	COST		Current	Proposed	Preliminary Engineering	2019	\$261,000	\$696,000	Right of Way	N/A	\$0	\$0	Utility Relocation	N/A	\$0	\$0	Construction	2021	\$1,170,123	\$1,482,000	<b>TOTAL</b>		<b>\$1,431,123</b>	<b>\$2,178,000</b>
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<p><b>Project 4:</b></p>	<p><b>NE 12th Ave Over I-84 &amp; Union Pacific RR Bridge (Portland)</b></p>		
<p>Lead Agency:</p>	<p><b>ODOT</b></p>		
<p>ODOT Key Number:</p>	<p><b>21283</b></p>	<p>MTIP ID Number:</p>	<p>71054</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• Proposed improvements: On NE 12th Ave over I-84, construct protective fencing for the 12th Ave bridge to provide safety to the traveling motorist</li> <li>• Source: Existing MTIP project.</li> <li>• Funding: Federal Advance Construction fund type code committed to the project as a placeholder until the final federal fund are committed to the project</li> <li>• Type: Local Road.</li> <li>• Location:</li> <li>• Overall Mile Post Limits: N/A</li> <li>• Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)</li> <li>• STIP Amendment Number: 18-21-2407</li> <li>• MTIP Amendment Number: AP19-09-MAY</li> </ul>		

<p>What is changing?</p>	<p><b>AMENDMENT ACTION: COST INCREASE/PHASE SLIP</b></p> <p>Additional approved funding from the Bridge Program is being added to the project’s PE and Construction phases to address the updated cost estimate for the project. The Construction phase also is being slipped to 2021.</p> <p>The required added funding originates from the Bridge Overpass Protective Screening FY 2020 funding pot and the FY 2021 funding allocation as follows:</p> <ul style="list-style-type: none"> <li>• Transfer \$431,244 from the bridge overpass protective screening federal fiscal year 2020 funds.</li> <li>• Transfer \$1,500,000 from the bridge overpass protective screening federal fiscal year 2021 funds.</li> </ul> <table border="1"> <thead> <tr> <th>Project</th> <th>Current</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>NE 12<sup>th</sup> Ave over I-84 &amp; Union Pacific RR bridge (Portland)</td> <td>\$250,000</td> <td>\$2,181,244</td> </tr> <tr> <td>Bridge overpass protective screening FFY2020</td> <td>\$614,916</td> <td>\$183,672</td> </tr> <tr> <td>Bridge overpass protective screening FFY 2021</td> <td>\$1,500,000</td> <td>\$0</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$2,364,916</b></td> <td><b>\$2,364,916</b></td> </tr> </tbody> </table>	Project	Current	Proposed	NE 12 <sup>th</sup> Ave over I-84 & Union Pacific RR bridge (Portland)	\$250,000	\$2,181,244	Bridge overpass protective screening FFY2020	\$614,916	\$183,672	Bridge overpass protective screening FFY 2021	\$1,500,000	\$0	<b>TOTAL</b>	<b>\$2,364,916</b>	<b>\$2,364,916</b>
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<b>TOTAL</b>	<b>\$2,364,916</b>	<b>\$2,364,916</b>														
<p>Additional Details:</p>	<p>Oregon Revised Statute <a href="#">(ORS) 366.462</a> requires that all freeway overpasses constructed after November 4, 1993 have fences that are designed to deter persons from throwing objects from the overpasses onto the freeways. This ORS also requires that the Oregon Department of Transportation (ODOT) develop a prioritization system to construct fences first on those overpasses that involve the greatest risks, and to construct at least 15 fences per year on existing freeway overpasses.</p> <p>In December 2017, the OTC approved funding to add protective screening to the NE 12<sup>th</sup> Ave over I-84 &amp; Union Pacific RR Bridge, (Bridge 07039), which is owned by the City of Portland. On March 15, 2019, an updated project estimate was provided by the City of Portland. This estimate includes the handling and disposal of lead paint; the need for railroad flagging due to the close proximity to the Union Pacific Railroad right-of-way, and coordination needed for multiple partial closures of Interstate 84 to complete the project. Installing the protective screen is complicated by the bridge being over 100 years old, and there are additional aesthetic considerations due to it being in a special local zoning district.</p> <p>As a result of the updated cost estimate and project review, the construction phase is being slipped from 2020 to 2021 as part of this amendment. The PE phase is expected to begin by FFY 2020.</p>															



	
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO Amendment Matrix, projects costing up to \$500,000 involving an amendment with a significant funding change greater than 50% require a formal/full amendment. The net cost increase to the project is \$1,778,598 which equal a 441% cost increase to the project and is above the 50% threshold.</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount increases from \$402,646 to \$2,181,244</p>
<p>Added Notes:</p>	<p>OTC approval was required as part of this amendment and occurred during their May 2019 meeting.</p>

<p><b>Project 5:</b></p>	<p><b>SW Wall St Extension to SW Tech Center Dr (Hunziker)</b></p>		
<p>Lead Agency:</p>	<p><b>Tigard</b></p>		
<p>ODOT Key Number:</p>	<p><b>20811</b></p>	<p>MTIP ID Number:</p>	<p>70888</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• Proposed improvements: This project will connect Tigard’s Tech Center Drive to SW Wall Street with more than 3,500 feet of new public road.</li> <li>• Funding: 2019-21 Regional Flexible Funds Allocation (RFFA) awarded project. Federal funds swapped out with local funds de-federalizing the project. The source of local funds is from TriMet.</li> <li>• Type: Capital improvement.</li> <li>• Location: In the city of Tigard north of the I-5/OR217 split and south of SW Hunziker Rd on SW Wall St</li> <li>• Cross Streets: Between SW Hall Blvd and SW 72<sup>nd</sup> Ave on SW Wall Street connecting to SW Tech Center Drive</li> <li>• Overall Mile Post Limits: N/A. Local arterial</li> <li>• Current Status Code: 4 = (PS&amp;E) Planning Specifications, &amp; Estimates (final design 30%, 60%, 90% design activities initiated).</li> <li>• STIP Amendment Number: TBD</li> <li>• MTIP Amendment Number: AP19-09-MAY</li> </ul>		
<p>What is changing?</p>	<p><b>AMENDMENT ACTION: REMOVE PROJECT</b></p> <p>The formal amendment removes the project from the MTIP and STIP.</p>		



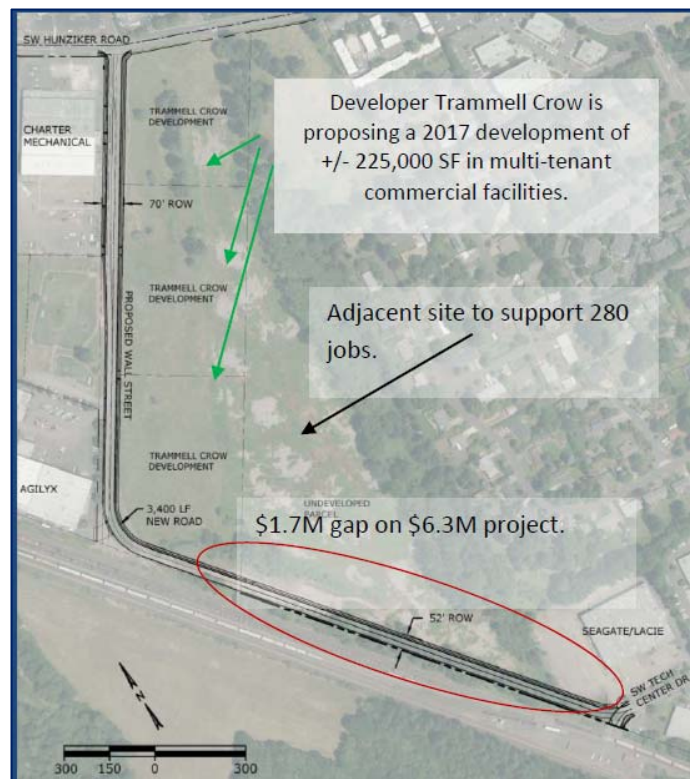
The project originally is a 2019-21 RFFA federal awarded project. The project was deemed an appropriate candidate to de-federalize without impacting the project delivery.

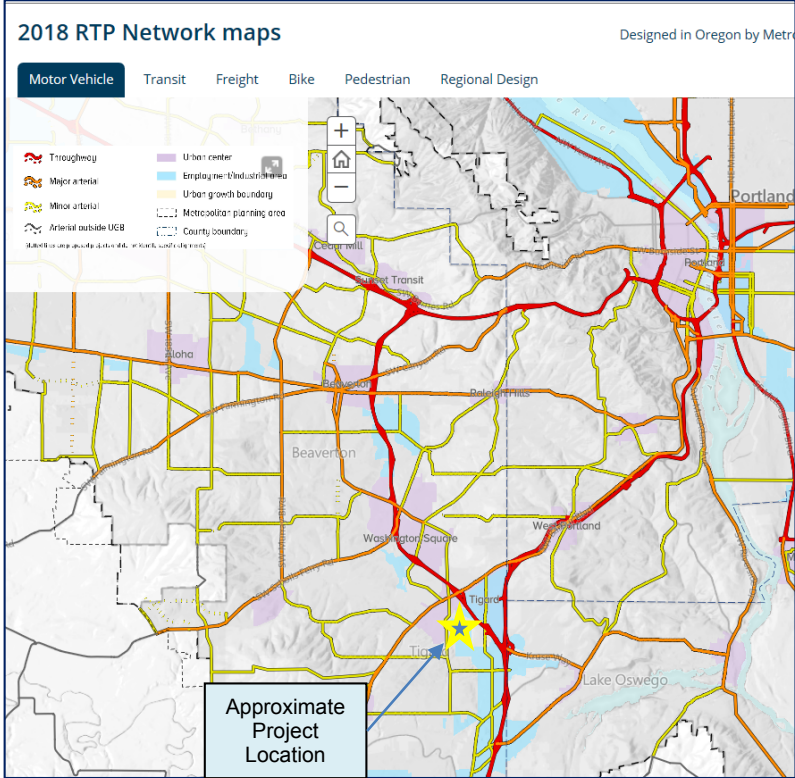
A fund swap between Metro and TriMet occurred. The project has become completely locally funded. Metro has developed a separate local IGA with Tigard to complete the project. Although it is locally funded, project oversight administration still falls to ODOT as a project identified in the STIP. By removing the project from the MTIP and STIP, the ODOT will avoid potential oversight criticism.

Metro will monitor project delivery like other federal projects awarded Metro funding. The local funds committed to the project remain awarded to the project and will be used to deliver the scope of work for the project. Added note: The project is considered capacity enhancing. As a RFFA awarded project, required air conformity analysis was completed as part of the 2018 RTP with a reconfirmation through the 2018-2021 MTIP Update. There is no conformity issue present as a result of the project removal from the MTIP.

The project will complete the SW wall St extension road providing a gap closure from existing SW Wall street to SW Tech Center Dr.

Additional Details:



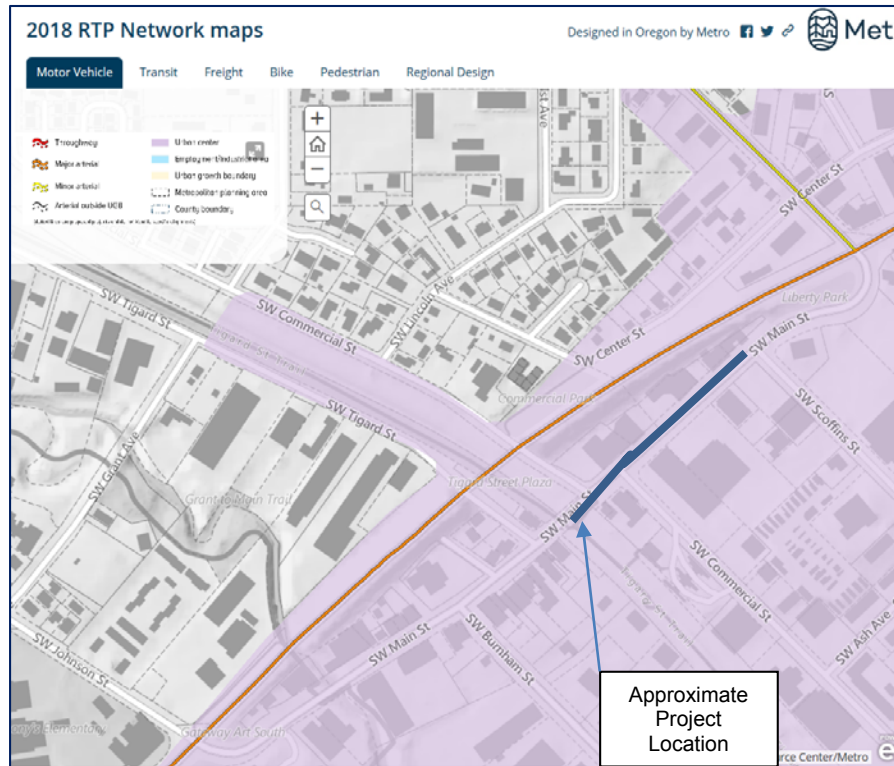
	
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or removing a project from the MTIP requires a full/Formal Amendment</p>
<p>Total Programmed Amount:</p>	<p>The total MTIP project programming amount decreases from \$2,324,909 to \$0. However, all awarded local funds still are committed to the project for delivery purposes.</p>
<p>Added Notes:</p>	<p>The required local IGA between Metro and Tigard has been completed,</p>

<p><b>Project 6: Main St Ph2: Rail Corridor-Scoffins</b></p>	
<p>Lead Agency:</p>	<p><b>Tigard</b></p>
<p>ODOT Key Number:</p>	<p><b>17757</b> <span style="float: right;">MTIP ID Number: 70594</span></p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• Proposed improvements: Active transportation/green street retrofit, pedestrian amenities, street lights</li> <li>• Source: Existing MTIP project.</li> <li>• Funding: Prior Metro Regional Flexible Funds Allocation (RFFA) grant award. The federal funds were swapped out with local funds from another RFFA awarded Tigard project to help expedite delivery of the Main St project</li> <li>• Type: Active Transportation/Green Streets project</li> <li>• Location: In Tigard on Main Street</li> <li>• Cross Streets: Between the rail corridor east to SW Scoffins St</li> <li>• Overall Mile Post Limits: N/A</li> <li>• Current Status Code: 4 = (PS&amp;E) Planning Specifications, &amp; Estimates (final design 30%, 60%, 90% design activities initiated).</li> <li>• STIP Amendment Number: TBD</li> <li>• MTIP Amendment Number: AP19-09-MAY</li> </ul>

**AMENDMENT ACTION: REMOVE PROJECT**

The formal amendment removes the project from the MTIP and STIP. The project is a RFFA federally awarded project that has been de-federalized for expedited project delivery. Local funds from another Tigard project were exchanged for the federal funds previously. However, even as a locally funded project listed in the STIP, possible oversight issues with ODOT may exist. Therefore, the project is being removed from the MTIP and STIP. Metro maintains a separate IGA with Tigard for the delivery of this project. Metro will monitor delivery separately from the usual federal transportation project delivery process. The approved funding remains committed to the project. However, its removal eliminates the oversight conflicts with ODOT.

What is changing?



Main Street in Tigard looking west from near the SW Scoffins St intersection

Additional Details:



Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or removing a project from the MTIP and STIP requires a formal amendment
Total Programmed Amount:	The total project programming amount decreases from \$2,225,000 to \$0
Added Notes:	

Note: The Amendment Matrix located below 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

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



- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
  - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
  - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
  - Is eligible for special programming exceptions periodically negotiated with USDOT as well.
  - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- MPO responsibilities completion:
  - Completion of the required 30 day Public Notification period:
  - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
  - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

**APPROVAL STEPS AND TIMING**

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the May 2019 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	April 26, 2019
• TPAC notification and approval recommendation.....	May 3 , 2019
• JPACT approval and recommendation to Council.....	May 16, 2019*
• Completion of public notification process.....	May 27, 2019
• <b>Metro Council approval.....</b>	<b>May 30, 2019</b>

Notes:

\* Final amendment composition is dependent upon upcoming direction from FHWA concerning the ODOT STIP Re-balancing Amendment processing instructions

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package .....	June 3, 2019
• Amendment bundle submission to ODOT for review.....	June 4, 2019
• Submission of the final amendment package to USDOT.....	June 5, 2019
• ODOT clarification and approval.....	Mid/Late June, 2019
• USDOT clarification and final amendment approval.....	Late June, 2019

**ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).

3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Metro Budget Impacts:** None to Metro

**RECOMMENDED ACTION:**

**JPACT recommends the approval of Resolution 19-4993 as originally submitted with all six projects with the understanding that FHWA may direct a change in the final amendment bundle composition as described in this staff report.**

- JPACT approval date: May 30, 2019
- TPAC approval date: May 3, 2019

Attachments:

1. Project Location Maps
2. OTC Staff Reports

Date: Monday, May 13, 2019  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: Attachment 1 to the May 2019 MTIP Formal Amendment Staff Report – Project Location Maps

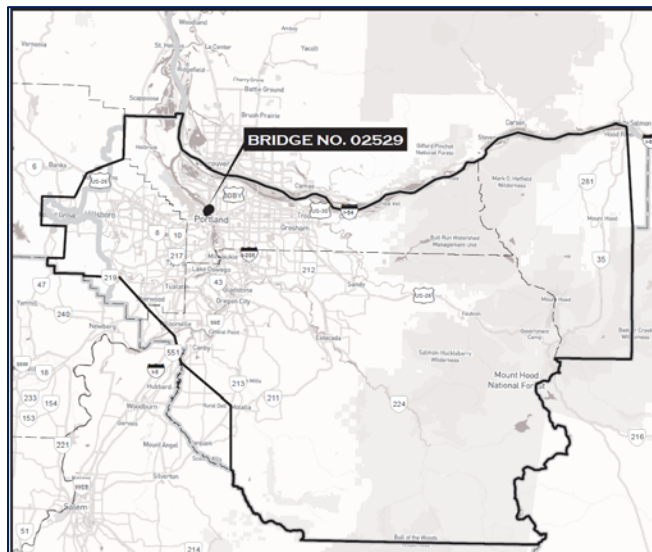
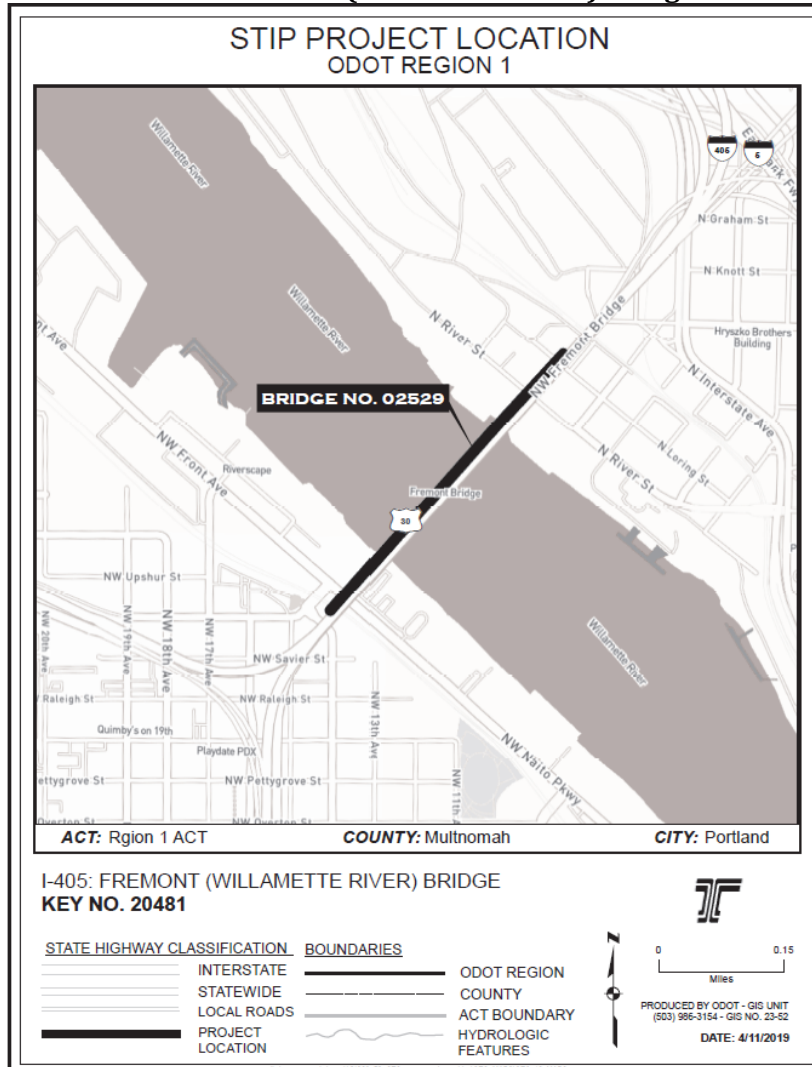
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## **BACKGROUND**

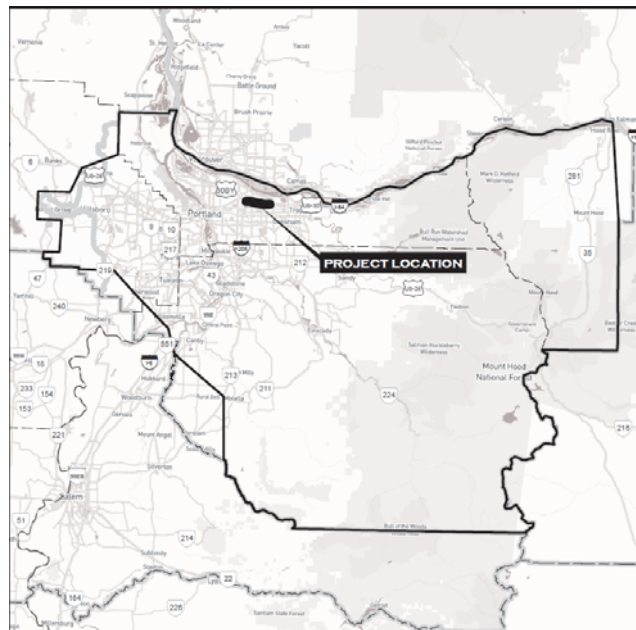
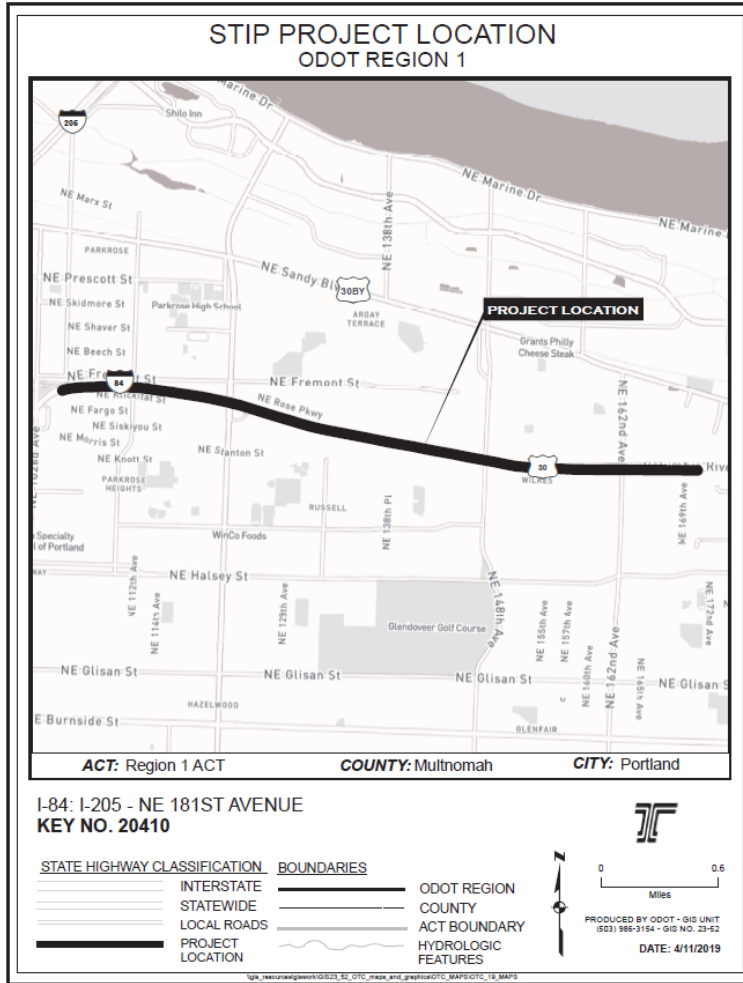
Available project location maps are included for reference to their applicable projects and include:

- Key 20481 - I-405: Fremont (Willamette River) Bridge
- Key 20410 - I-84: I-205 – NE 181<sup>st</sup> Ave
- Key 20471 - OR99W: Tualatin River Northbound Bridge
- Key 21283 - NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)
- Key 20811- SW Wall St Extension to SW Tech Center Dr (Hunziker)
- Key 17757 - Main St Ph2: Rail Corridor-Scoffins

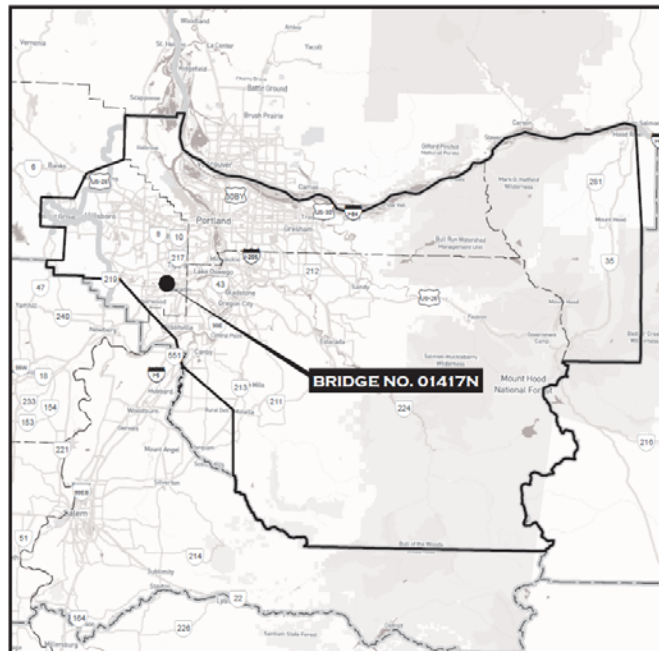
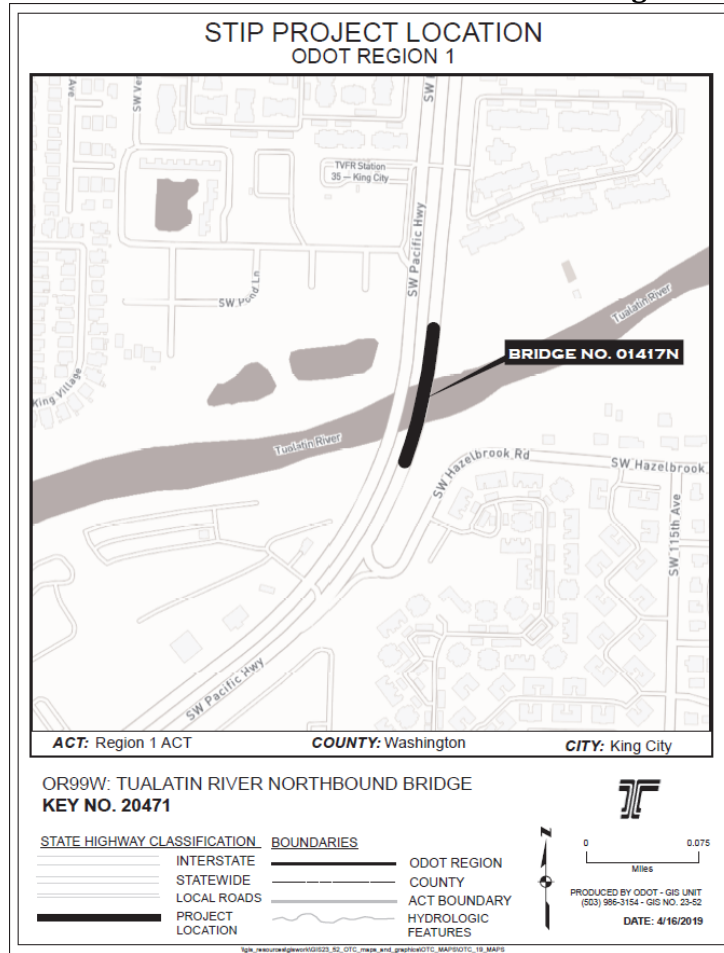
**Project #1: Key 20481**  
**I-405: Fremont (Willamette River) Bridge**



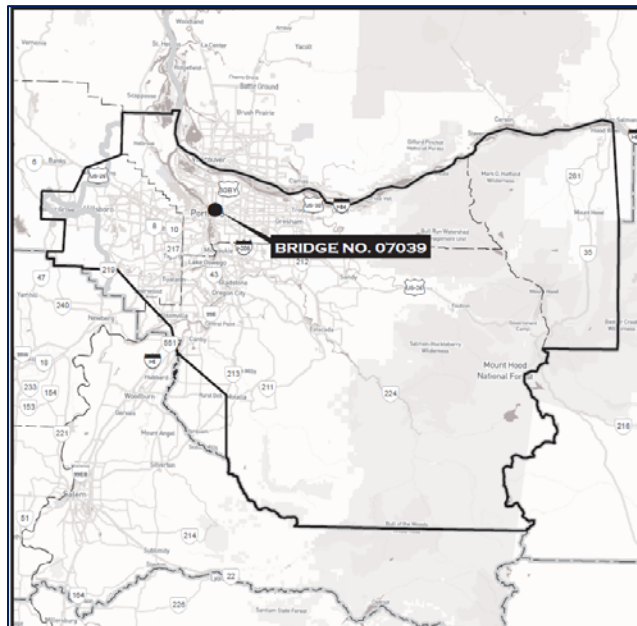
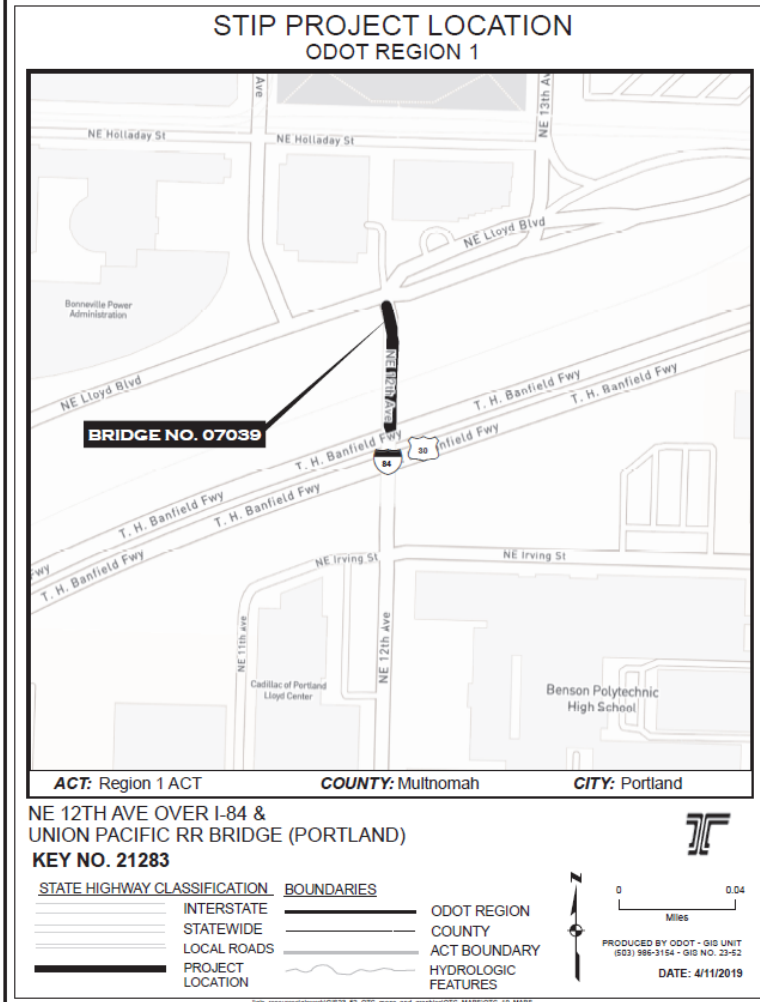
**Project #2: Key 20410**  
**I-84: I-205 - NE 181st Ave**



### Project #3: Key 20471 OR99W: Tualatin River Northbound Bridge

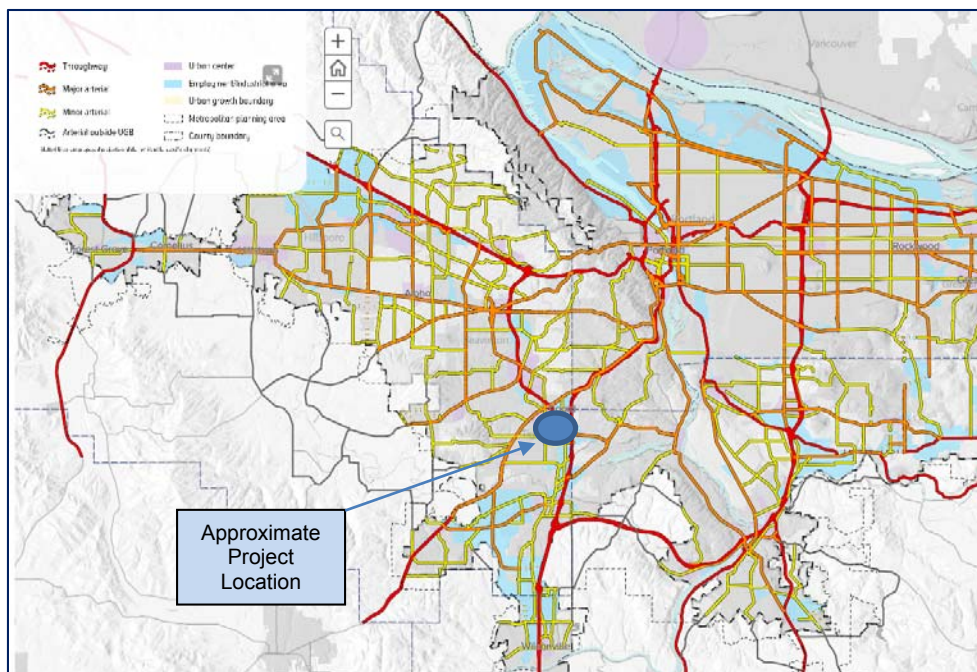
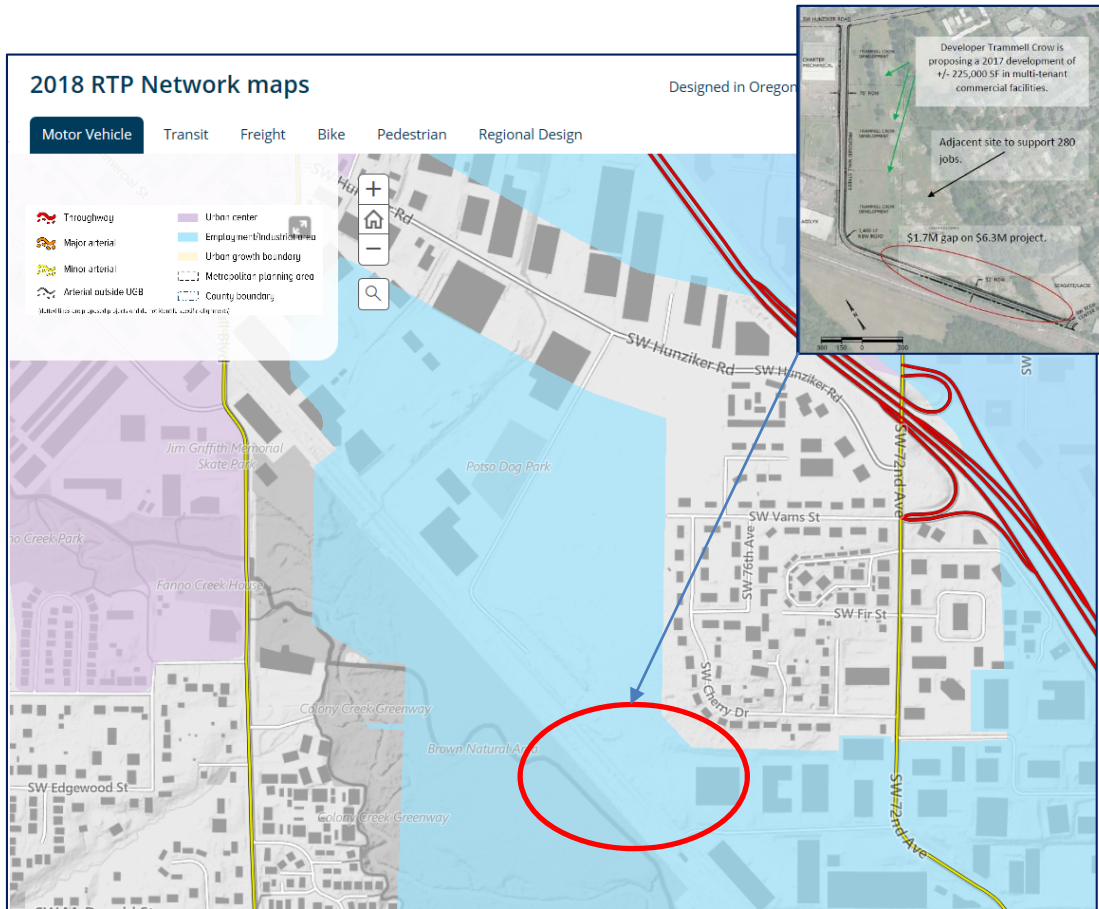


**Project #4: Key 21283**  
**NE 12th Ave over I-84 & Union Pacific RR Bridge (Portland)**



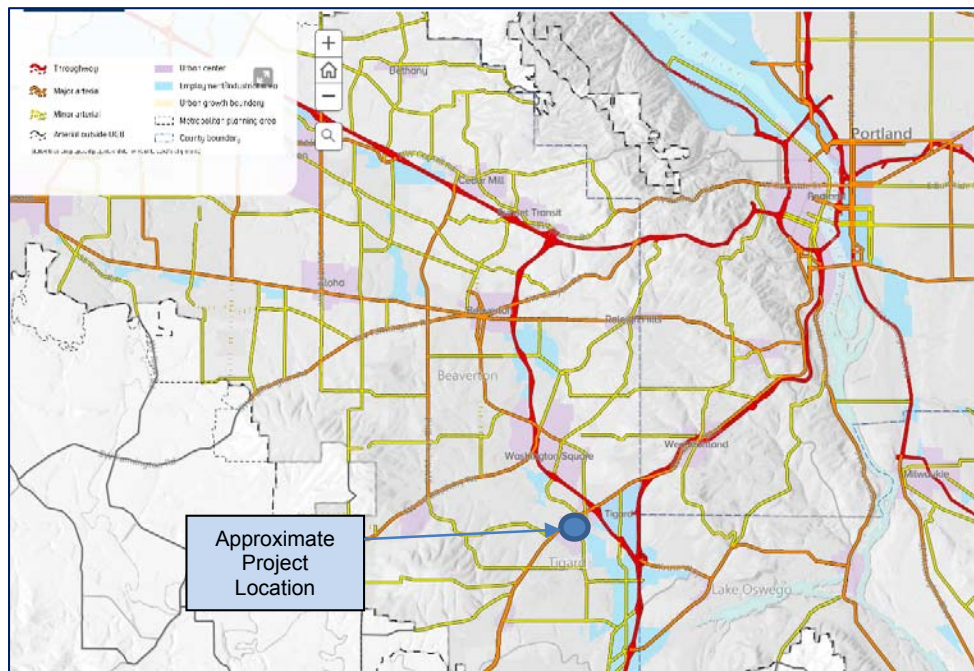
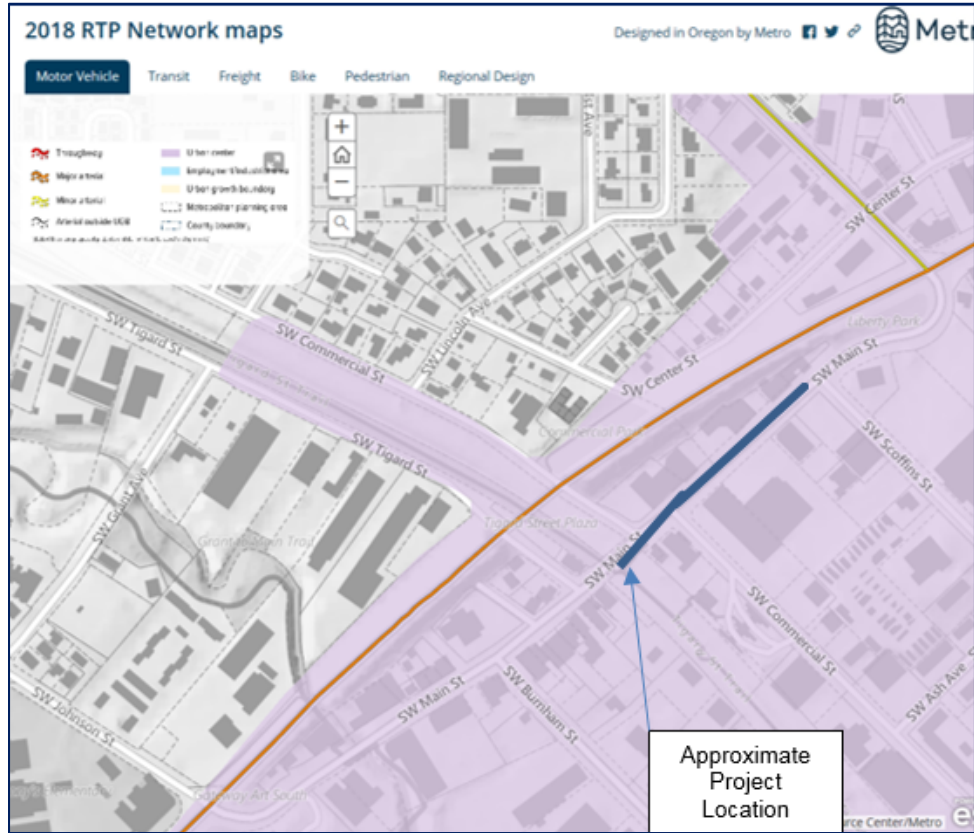


### Key 20430 SW Wall St Extension to SW Tech Center Dr (Hunziker)





### Key 17757 Main St Ph2: Rail Corridor-Scoffins



Date: Monday, May 13, 2019  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: Attachment 2 to the May 2019 MTIP Formal Amendment Staff Report – OTC Staff Reports

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## **BACKGROUND**

Applicable Oregon Transportation Commission (OTC) staff reports are included for reference to the following projects:

- Key 20481 - I-405: Fremont (Willamette River) Bridge
- Key 20410 - I-84: I-205 – NE 181<sup>st</sup> Ave
- Key 20471 - OR99W: Tualatin River Northbound Bridge
- Key 21283 - NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)

**Projects #1 & 2  
Key 20481 - I-405: Fremont (Willamette River) Bridge  
Key 20410 - I-84: I-205 – NE 181<sup>st</sup> Ave**



**Oregon**  
Kate Brown, Governor

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

**DATE:**

**TO:** Oregon Transportation Commission

**From:** Matthew L. Garrett  
Director

**SUBJECT:** **Consent** - Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Yaquina Bay Bridge project; add bridge work and funding to the Interstate 84: Interstate 205 to NE 181<sup>st</sup> Avenue project; and cancel the Fremont Bridge project.

**Requested Action:**

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Yaquina Bay Bridge project in Newport and add bridge work and funding to the Interstate 84: Interstate 205 to NE 181<sup>st</sup> Avenue project located in both Portland and Gresham. These increases will be funded from the cancellation of the Fremont Bridge project located in Portland.

The cancellation of the Fremont Bridge project frees \$17,794,616 to be redistributed. The Oregon Department of Transportation (ODOT) Bridge Section requests the following:

- Transfer \$1,582,100 of the canceled Fremont Bridge project to the Yaquina Bay Bridge project.
- Transfer \$2,179,980 of the funds from the Fremont Bridge project to the Interstate 84: Interstate 205 to NE 181<sup>st</sup> Avenue project.
- Transfer remaining \$14,032,536 of the Fremont Bridge funds to the 2020 state bridge program.

**Project Funding Summary:**

Project	Current	Proposed
US101: Yaquina Bay Bridge	\$24,667,900	\$26,250,000
I-84: I-205 – NE 181 <sup>st</sup> Ave	\$3,600,000	\$5,779,980
I-405: Fremont (Willamette River) Bridge	\$17,794,616	\$0
State bridge program – federal fiscal year 2020	1,729,403	\$15,761,939
<b>TOTAL</b>	<b>\$47,791,919</b>	<b>\$47,791,919</b>

**Projects to be increased:**

US101: Yaquina Bay Bridge (KN 20109)				
	CURRENT	PROPOSED	COST	
PHASE	YEAR	YEAR	Current	Proposed
Preliminary Engineering	2017	N/A	\$1,049,900	\$485,000
Right of Way	N/A	N/A	\$0	\$0
Utility Relocation	N/A	N/A	\$0	\$0
Construction	2020	2019	\$23,618,000	\$25,765,000
<b>TOTAL</b>			<b>\$24,667,900</b>	<b>\$26,250,000</b>

Oregon Transportation Commission  
 (Add the date the letter is to be signed)  
 Page 2

<b>I-84: I-205 – NE 181<sup>st</sup> Avenue (KN 20410)</b>			
		<b>COST</b>	
<b>PHASE</b>	<b>YEAR</b>	<b>Current</b>	<b>Proposed</b>
Preliminary Engineering	2019	\$500,000	\$519,500
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2020	\$3,100,000	\$5,260,480
<b>TOTAL</b>		<b>\$3,600,000</b>	<b>\$5,779,980</b>

**Project to be cancelled:**

<b>I-405: Fremont (Willamette River) Bridge (KN 20481)</b>			
		<b>COST</b>	
<b>PHASE</b>	<b>YEAR</b>	<b>Current</b>	<b>Proposed</b>
Preliminary Engineering	2019	\$940,358	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2021	\$16,854,258	\$0
<b>TOTAL</b>		<b>\$17,794,616*</b>	<b>\$0</b>

\* *The STIP currently shows \$27,794,616, but there is a pending STIP amendment to decrease this project by \$10M.*

**Background – projects to be increased:**

**U.S. 101: Yaquina Bay Bridge**

The U.S. 101: Yaquina Bay Bridge was built in 1936 and is listed on the National Register. The concrete approach spans have a corrosion control system installed that is near the end of its useful life and should be removed so that a new coating and power supply and control system can be installed.

There are fifteen approach spans on the southern portion of this bridge, including five arch spans. The history of funding for this project is that a portion of the funds needed to address the corrosion control on the southern spans was split from another project to enable some work to be done. House Bill 2017 funding was added so that the entire southern approach could be addressed in one project.

There are five concrete spans on the northern approach that have the same need for a new cathodic protection system as the southern approach. Adding the northern approach to the current project will be more efficient than having a separate future contract that is just for the northern approach.

If this request is not approved, the project will remain with the current scope and budget. The northern approach spans will have a future project to install a new cathodic protection system.

If approved, this project will continue as scheduled and will add the northern approaches, creating efficiencies in the project delivery for this bridge.

Oregon Transportation Commission  
(Add the date the letter is to be signed)  
Page 3

***Interstate 84: Interstate 205 to NE 181<sup>st</sup> Avenue***

The construction phase of this project was added using House Bill 2017 funding. The Interstate 84: Interstate 205 to NE 181<sup>st</sup> Avenue project will remove and replace five and a half miles of rutted pavement on Interstate 84, but it does not currently include repairs to the concrete bridge surfaces. There are four bridges that have worn concrete driving surfaces within the limits of this project. Adding the repair of the driving surface of these bridges to this project creates funding efficiencies and will allow those traveling this section a smoother, safer driving experience.

If this request is not approved, the project will continue as programmed, addressing the rutted pavement on Interstate 84. Drivers will have a smooth driving surface where the asphalt was removed and replaced, but will experience concrete bridge driving surfaces that have significant rutting, especially in the middle lane. There may be safety concerns during wet weather as vehicles transition from asphalt with no standing water, to concrete bridge decks with standing water in the ruts.

If approved, this project will address all of the driving surfaces within the project, including the bridges, which translates to a smoother, safer driving experience.

***Background – project to be canceled:***

***Interstate 405: Fremont (Willamette River) Bridge***

The Interstate 405: Fremont (Willamette River) Bridge was built in 1973. This bridge is 2154 feet long and carries 130,000 vehicles daily on eight lanes. There are eight ramps on the east approach to the bridge, and seven ramps on the west approach.

The paint on this bridge has been in service for 46 years and is nearing the end of its service life. There are numerous areas where the paint is peeling and there are some areas that are in the early stages of corrosion. The funding that was originally allocated to this project was intended to paint the eight ramps on the east approach. In January 2018, funds totaling \$3,060,275 were moved to another project in Southern Oregon so that project could be awarded. In January 2019, funds totaling \$10,000,000 were moved to the Major Bridge Maintenance program, so that major bridges in the Portland Metropolitan area, and other bridges statewide, could be strengthened.

While the remaining funding could be used to paint up to five of the east approach ramps, depending on which ramps are chosen, this is a small portion of the entire bridge. Although the paint is nearing the end of its service life, this bridge is not in a salt water environment so the rate of corrosion is low compared with other locations. Due to the area of steel for the main portion of the Fremont Bridge and the fifteen approach ramps, any paint project will need to be completed in stages. However, a project funded at the current level is not efficient.

If this request is not approved, the project will remain with the current scope and budget. Up to five of the east approach ramps will be painted.

If approved, this project will be canceled and added a later date.

***Attachments:***



**Project #3: Key 20471  
OR99W: Tualatin River Northbound Bridge**



**Oregon**  
Kate Brown, Governor

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

**DATE:**

**TO:** Oregon Transportation Commission

**From:** Matthew L. Garrett  
Director

**SUBJECT: Consent** - Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Northwest Forest Lane over Interstate 84 bridge project and cancel the construction phase of the Tualatin River northbound bridge project.

**Requested Action:**

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Northwest Forest Lane over Interstate 84 bridge project located in Hood River County and cancel the construction phase of the Tualatin River northbound bridge project located in Tualatin. Some of the construction phase funding will be used to increase the preliminary engineering phase of the Tualatin River northbound project.

The cancellation of the construction phase of the Tualatin River northbound bridge project frees \$749,900 to be redistributed. The Oregon Department of Transportation (ODOT) Bridge Section requests the following:

- Transfer \$746,877 of the funding freed up from the cancelation of the construction phase of the Tualatin River northbound bridge project to the Northwest Forest Lane over Interstate 84 bridge project.
- Return the additional \$3,023 freed up from the cancelation of the construction phase of the Tualatin River northbound bridge project to the state bridge program.

**Project Funding Summary:**

Project	Current	Proposed
I-84: NW Forest Lane over I-84	\$1,431,123	\$2,178,000
OR99W: Tualatin River northbound bridge	\$1,391,400	\$641,500
State bridge program – federal fiscal year 2020	\$1,729,403	\$1,732,426
<b>TOTAL</b>	<b>\$4,551,926</b>	<b>\$4,551,926</b>

**Projects to be increased:**

I-84: NW Forest Lane over I-84 (KN 20485)			
		COST	
PHASE	YEAR	Current	Proposed
Preliminary Engineering	2019	\$261,000	\$696,000
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0

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Construction	2021	\$1,170,123	\$1,482,000
<b>TOTAL</b>		<b>\$1,431,123</b>	<b>\$2,178,000</b>

**Project to be reduced:**

<b>OR99W: Tualatin River northbound bridge (KN 20471)</b>			
		<b>COST</b>	
<b>PHASE</b>	<b>YEAR</b>	<b>Current</b>	<b>Proposed</b>
Preliminary Engineering	2018	\$188,500	\$641,500
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2020	\$1,202,900	\$0
<b>TOTAL</b>		<b>\$1,391,400</b>	<b>\$641,500</b>

**Background:**

***Interstate 84: NW Forest Lane over Interstate 84***

The Interstate 84: NW Forest Lane over Interstate 84 bridge was built in 1965. It has the lowest clearance of any Interstate 84 overpass from Interstate 205 to Interstate 82. This project will increase the vertical clearance for this portion of Interstate 84 by 5 inches in the eastbound direction and by 4 inches in the westbound direction. If more clearance can be gained without an unreasonable increase in cost, then more clearance will be provided. This will help in the long term effort to improve vertical clearance on Interstate 84. Increasing vertical clearance on the interstates improves safety since large loads do not have to travel on two-lane highways. Also, detours are minimized, which is especially important in winter when detour routes can require traveling through mountainous regions.

The design for this project will be completed by consultants, which will increase the cost of the project. This was not accounted for in the original estimate. The increase in construction and in construction engineering, due to inflation and market values, was also not accounted for in the original estimate.

If this request is not approved, the project will be under funded and cannot go to construction. In which case there will be a future letter to fully fund the design phase and cancel the construction phase so it can compete for funding in the following STIP.

If approved, this project will continue as programmed, improving the vertical clearance on Interstate 84 as planned.

***Oregon 99W: Tualatin River northbound bridge***

The Oregon 99W: Tualatin River northbound bridge was built in 1955. The concrete driving surface is thin by modern design standards, and is considered to be a poor design detail. There are areas on the underside of the deck that have cracks; rust staining from the corrosion of the steel reinforcement, and patches to replace missing portions of the original concrete.

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The thickness of the driving surface was increased by an additional layer of concrete in 1993. The additional concrete that was added is reaching the end of its service life. There are large cracks, and even though the cracks have been sealed, water will penetrate the surface and cause potholes to develop as the additional layer of concrete loses its bond with the original driving surface.

This design will be outsourced, which will add to the cost. Also, the load rating needs to be updated as part of the design process, and the bridge will likely require strengthening to be able to remain unrestricted for all legal and permit loads. The original estimate did not include the costs associated with the outsourced design; the need for an updated load rating, and the strengthening that will likely be required.

If this request is not approved, the project will be under funded and cannot go to construction. In which case, there will be a future letter to cancel the project.

If approved, the construction phase will be added back at a later time and the preliminary engineering phase will continue with load rating and bridge strengthening added.

Attachments:

- Attachment 1 - Location and Vicinity Maps

Copies (w/attachment) to:

<u>Jerri Bohard</u>	<u>Travis Brouwer</u>	Dave Thompson	<u>Bob Gebhardt</u>
<u>McGregor Lynde</u>	Jeff Flowers	<u>Rian Windsheimer</u>	<u>Amanda Sandvig</u>
Arlene Santana	Gabriela Garcia	Talena Adams	Emily Clyburn
John Maher	Bert Hartman	Rachelle Nelson	Paul Scarlett



**Project #4: Key 21283  
NE 12th Ave over I-84 & Union Pacific RR Bridge (Portland)**



**Oregon**  
Kate Brown, Governor

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

**DATE:**

**TO:** Oregon Transportation Commission

**From:** Matthew L. Garrett  
Director

**SUBJECT: Consent** - Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Northeast 12<sup>th</sup> Avenue over Interstate 84 and Union Pacific Railroad bridge project.

**Requested Action:**

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Northeast 12<sup>th</sup> Avenue over Interstate 84 and Union Pacific Railroad bridge project located in Portland.

The Northeast 12<sup>th</sup> Avenue over Interstate 84 and Union Pacific Railroad bridge project requires an additional \$1,931,244. The Oregon Department of Transportation (ODOT) Bridge Section requests the following:

- Transfer \$431,244 from the bridge overpass protective screening federal fiscal year 2020 funds.
- Transfer \$1,500,000 from the bridge overpass protective screening federal fiscal year 2021 funds.

**Project Funding Summary:**

Project	Current	Proposed
NE 12 <sup>th</sup> Ave over I-84 & Union Pacific RR bridge (Portland)	\$250,000	\$2,181,244
Bridge overpass protective screening FFY2020	\$614,916	\$183,672
Bridge overpass protective screening FFY 2021	\$1,500,000	\$0
<b>TOTAL</b>	<b>\$2,364,916</b>	<b>\$2,364,916</b>

**Project to be increased:**

NE 12 <sup>th</sup> Ave over I-84 & Union Pacific RR bridge (Portland) (KN 21283)			
		COST	
PHASE	YEAR	Current	Proposed
Preliminary Engineering	2020	\$45,000	\$215,118
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2021	\$205,000	\$1,966,126
<b>TOTAL</b>		<b>\$250,000</b>	<b>\$2,181,244</b>

**Background:**

Oregon Revised Statute [\(ORS\) 366.462](#) requires that all freeway overpasses constructed after November 4, 1993 have fences that are designed to deter persons from throwing objects from the overpasses onto the freeways. This ORS also requires that the Oregon Department of Transportation (ODOT) develop a prioritization system to construct fences first on those overpasses that involve the greatest risks, and to construct at least 15 fences per year on existing freeway overpasses.

In December 2017, the OTC approved funding to add protective screening to the NE 12<sup>th</sup> Ave over I-84 & Union Pacific RR Bridge, (Bridge 07039), which is owned by the City of Portland. On March 15, 2019, an updated project estimate was provided by the City of Portland. This estimate includes the handling and disposal of lead paint; the need for railroad flagging due to the close proximity to the Union Pacific Railroad right-of-way, and coordination needed for multiple partial closures of Interstate 84 to complete the project. Installing the protective screen is complicated by the bridge being over 100 years old, and there are additional aesthetic considerations due to it being in a special local zoning district.

The staging areas are very limited, and there is concern that the House Bill 2017 funded projects may saturate the construction market and result in higher bids. The construction portion of this estimate is \$944,580. Contingencies, overhead, construction management, design engineering, and project management represent the remainder of the cost increase.

Funding for this increase will come from the \$1.5M that is allocated yearly to address freeway overpass screening.

If this request is not approved, this freeway overpass will not receive screening and the requirements of [ORS 366.462](#) will not be met at this location.

If approved, this project will continue as scheduled and will meet the requirements of [\(ORS\) 366.462](#).

**Attachments:**

- Attachment 1 - Location and Vicinity Maps

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

<a href="#">Jerri Bohard</a>	<a href="#">Travis Brouwer</a>	Dave Thompson	<a href="#">Bob Gebhardt</a>
<a href="#">McGregor Lynde</a>	Jeff Flowers	<a href="#">Rian Windsheimer</a>	<a href="#">Amanda Sandvig</a>
Arlene Santana	Gabi Garcia	Talena Adams	Justin Bernt
Bert Hartman	Rachelle Nelson	<a href="#">Sam Hunaidi</a>	