

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Friday, September 28, 2018

To: Gabriela Garcia  
ODOT Region 1 STIP Coordinator  
123 NW Flanders St  
Portland, OR 97201

From: Ken Lobeck, Funding Programs Lead, 503-797-1785

Subject: September 2018 Bundle #1 MTIP Administrative Modification, #AB18-26-SEP2  
Approval Request

Dear Gabriela:

In accordance with 23 CFR 450.328, Metro is submitting a Metro approved administrative modification bundle for ODOT review and approval for STIP inclusion. This September 2018 Administrative Modification #2 is under amendment number AB18-26-SEP2 and contains seven projects as shown in the below table:

Project List				
ODOT Key	Lead Agency	Project Name	Project Description	Modification/Changes
Project #1 19279	Gresham	<del>Sandy Blvd- NE 181st Ave to E Gresham City Limit</del> Sandy Blvd: NE 181st Ave - NE 201st Ave (Gresham)	The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits.	<b>ADD PHASE:</b> This Admin Mod adds a Utility Relocation phase now required for the project to relocate Frontier infrastructure within the project limits. The phase is added with no cost change as the ROW phase estimate is lower than expected. A minor clarification adjustment is also made to the project name.
Project #2 20703	ODOT	US30: Troutdale (Sandy River) Bridge	Replace sidewalk and repair foundation.	<b>PHASE SLIP:</b> Slip ROW phase from 2018 to 2019. An additional ROW file is required before the phase obligation can occur. ROW obligation now estimated to occur in early FFY 2019 October 2018
Project #3 21193	ODOT	I-205: I-84 - Holgate Blvd	On I-205 (between MP 16.2 to 25.6), complete various non-capacity paving and rehab improvements within the I-205 CBOS and ATMS project limits	<b>COMBINED PROJECT:</b> Construction phase and funding of \$5 million is deprogrammed and combined into Key 21157
Project #4 21157	ODOT	I-205 Johnson Creek-Glen Jackson Phase 2	Construct NB Aux lane segments from US26 (Powell Blvd) to EB I-84, and rehab improvements to impacted interchanges, plus implement Advance Traffic Management System (ATMS).	<b>COMBINED PROJECT:</b> \$5 million from Key 21193 is added to this project. Ann additional \$1,753,014 from the Region 1 Enhance program is added. PE and ROW are reduced with an increase to the construction phase. Net cost increase is only 5.7% and is well below the Admin Mod cost change threshold.
Project #5 19071	ODOT	I-5 Rose Quarter Improvement Project	On I-5 between I-84 and I-405, continue prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan	<b>FUNDING ADDITION:</b> \$2,00,000 of OTC approved funding is being added to the PE phase

Project #6 19690	ODOT	US26 (Powell Blvd): SE 122nd Ave - 136th Ave	Construct sidewalks, storm water facility, buffered or separated bike lane, center turn lane/median and 2x11-foot travel lanes. Mid-block pedestrian crossings and lighting improvements are included.	<b>FUND ADJUSTMENTS</b> A tree clearing scope element planned to be programmed in the Other phase has to be added to the Construction phase as the Other phase is already committed to UR requirements. Minor corrections to fungi in other phase also completed. No change in total project cost.
Project #7 20413	ODOT	US30BY (Lombard): N Fiske Ave - N Wilbur Ave	Road reconfiguration MP 3.50 and N Wilbur. Signal upgrades at Fiske; Woolsey; Chautauqua; Wabash; Peninsular; and Greeley. Remove half signal at Drummond. Install RRFB with pedestrian island near Drummond. ADA improvements and access management as needed	<b>MINOR SCOPE ADJUSTMENT:</b> The PE phase is adjusted to accommodate two added studies as part of the project pedestrian treatments are adequate. Minor cost increase of 1.6% results. No change in project limits or main scope elements.

I certify Metro has completed all required review and approval steps as the MPO and IAW with 23 CFR 450.328 for the 2018 MTIP for this administrative modification bundle. Project narratives and support materials are also included.

Please direct any comments or questions concerning this amendment to Ken Lobeck, Funding Programs Lead at 503-797-1785, or via email at [ken.lobeck@oregonmetro.gov](mailto:ken.lobeck@oregonmetro.gov).

Thank you for your time to review Metro's September Bundle #2, 2018 MTIP Administrative Modification approval request to the 2018 MTIP and STIP.

*Kenneth F Lobeck*

Kenneth F. Lobeck  
Funding Programs Lead  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

## Metro September 2018 – Administrative Mod Bundle #2

Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

### Project Narratives



Project List				
ODOT Key	Lead Agency	Project Name	Project Description	Modification/Changes
Project #1 19279	Gresham	<del>Sandy Blvd- NE 181st Ave to E Gresham City Limit</del> Sandy Blvd- NE 181st Ave - NE 201st Ave (Gresham)	The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits.	<b>ADD PHASE:</b> This Admin Mod adds a Utility Relocation phase now required for the project to relocate Frontier infrastructure within the project limits. The phase is added with no cost change as the ROW phase estimate is lower than expected. A minor clarification adjustment is also made to the project name.
Project #2 20703	ODOT	US30: Troutdale (Sandy River) Bridge	Replace sidewalk and repair foundation.	<b>PHASE SLIP:</b> Slip ROW phase from 2018 to 2019. An additional ROW file is required before the phase obligation can occur. ROW obligation now estimated to occur in early FFY 2019 October 2018
Project #3 21193	ODOT	I-205: I-84 - Holgate Blvd	On I-205 (between MP 16.2 to 25.6), complete various non-capacity paving and rehab improvements within the I-205 CBOS and ATMS project limits	<b>COMBINED PROJECT:</b> Construction phase and funding of \$5 million is deprogrammed and combined into Key 21157
Project #4 21157	ODOT	I-205 Johnson Creek-Glen Jackson Phase 2	Construct NB Aux lane segments from US26 (Powell Blvd) to EB I-84, and rehab improvements to impacted interchanges, plus implement Advance Traffic Management System (ATMS).	<b>COMBINED PROJECT:</b> \$5 million from Key 21193 is added to this project. An additional \$1,753,014 from the Region 1 Enhance program is added. PE and ROW are reduced with an increase to the construction phase. Net cost increase is only 5.7% and is well below the Admin Mod cost change threshold.
Project #5 19071	ODOT	I-5 Rose Quarter Improvement Project	On I-5 between I-84 and I-405, continue prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan	<b>FUNDING ADDITION:</b> \$2,00,000 of OTC approved funding is being added to the PE phase
Project #6 19690	ODOT	US26 (Powell Blvd): SE 122nd Ave - 136th Ave	Construct sidewalks, storm water facility, buffered or separated bike lane, center turn lane/median and 2x11-foot travel lanes. Mid-block pedestrian crossings and lighting improvements are included.	<b>FUND ADJUSTMENTS</b> A tree clearing scope element planned to be programmed in the Other phase has to be added to the Construction phase as the Other phase is already committed to UR requirements. Minor corrections to fungi in other phase also completed. No change in total project cost.
Project #7 20413	ODOT	US30BY (Lombard): N Fiske Ave - N Wilbur Ave	Road reconfiguration MP 3.50 and N Wilbur. Signal upgrades at Fiske; Woolsey; Chautauqua; Wabash; Peninsular; and Greeley. Remove half signal at Drummond. Install RRFB with pedestrian island near Drummond. ADA improvements and access management as needed	<b>MINOR SCOPE ADJUSTMENT:</b> The PE phase is adjusted to accommodate two added studies as part of the project pedestrian treatments are adequate. Minor cost increase of 1.6% results. No change in project limits or main scope elements.

**Metro September 2018 – Administrative Mod Bundle #2**Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

Project Narratives

**Project Summary (#1)**

ODOT Key:	<b>19279</b>	MTIP ID: 70684
Project Type:	Existing	
Name:	<del>Sandy Blvd: NE 181st Ave to E Gresham City Limit</del> <b>Sandy Blvd: NE 181st Ave - NE 201st Ave (Gresham)</b>	
Lead Agency:	<b>Gresham</b>	
Description:	The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits.	
Amending:	ADD PHASE: A small Utility Relocation phase is added to the project through savings from the ROW phase. Construction phase is increased slightly. Overall, no change to the total project cost.	

**Project Details**

- CHANGE Project Name for clarification of limits. Change existing project name of ~~Sandy Blvd: NE 181st Ave to E Gresham City Limit~~ to be **Sandy Blvd: NE 181st Ave - NE 201st Ave (Gresham)**

**Administrative Modification**Matrix

Adding or deleting any phase (except CN) of an approved project below Full Amendment #3. Assumes cost change is with Admin Mod thresholds

No cost change to project

**Project Funding**Preliminary Engineering Phase:

- No changes
- Total PE phase programming remains unchanged at \$664,605

Right of Way (ROW) Phase:

- DELETE federal STP>200k fund type code (M230) FY 2018 PE phase cost of \$895,750
- DELETE Local fund type code (match to STP) FY 2018 PE phase cost of \$10,2523
- ADD federal STP>200K fund type code (Z230) FY 2018 PE phase cost of \$462,806
- ADD Local fund type code (match to STP) FY 2018 PE phase cost of \$52,970
- Total ROW phase programming amount decreases from \$998,273 to \$515,776

Other (Utility Relocation – UR) Phase:

- ADD federal ADVCON fund type code (ACP0) FY 2019 UR/Other phase cost of \$134,595
- ADD Local fund type code (match to ADVCON) FY 2019 UR/Other phase cost of \$15,405
- Total Other phase programming amount is \$150,000

Construction Phase:

- ADD federal ADVCON fund type code (ACP0) FY 2019 Construction phase cost of \$298,350
- ADD Local fund type code (match to ADVCON) FY 2019 Construction phase cost of \$34,147

**Funding Change Details Included**

- ✓ Email request for amendment
- ✓ MTIP Worksheet
- ✓ STIP FP Summary
- ✓ STIP Impacts Worksheet

Utility relocation work is needed to relocate Frontier infrastructure for the project. In the past, these types of utility relocation costs have been accommodated as an anticipated item under the Construction Phase and a separate Utility Relocation Phase was never needed. In this case it was determined that a separate UR phase is needed. Gresham has been coordinating with Frontier over the past year to identify the scope of the relocation work and are now ready to begin work.

The RW estimate came in under budget and obligated at \$515,776 in July. Savings can be utilized to create the UR phase and increase CN in preparation for possible high bids.

Also, a project name change is needed to better align with STIP naming conventions.

## Metro September 2018 – Administrative Mod Bundle #2

Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

Project Narratives



- Total Construction phase programming amount increases from \$2,330,324 to \$2,662,821

- Total project programming amount remains unchanged at \$3,993,202

### MTIP Review Details

- **Administrative Modification Eligible:** Yes. Per the Amendment Matrix, adding a project phase within the constrained years of the MTIP and STIP and within Admin Mod cost change thresholds is allowable as an administrative modification.
- **Metro Legislation Required:** No.
  - **MTIP Eligibility Verification:** Project has awarded federal funds and is required to be included in the MTIP.
  - **Fiscal Constraint Review and Verification:** Yes, via STIP Summary Report from the Region 1 STIP Coordinator
- **Regionally Significant Project:** Yes. The scope provides improvements to the regional network
- **Eligible as a Project Grouping Bucket:** No.
- **RTP Consistency Review:**
  - **In Current Constrained RTP:** YES – RTP ID 10443, Sandy Blvd Widening
  - **RTP Description:** Widens Sandy Blvd. to 5 lanes with sidewalks, bike lanes from 181st to 202nd Ave.
  - **RTP and MTIP Costs Consistent:** Yes
- **Capacity Enhancing Project:** No.
- **Included in Metro roadway modeling network:** Yes. The project improvements are located on a Metro defined Major Arterial in the Arterials and Throughways modeling network. Sandy Blvd through these limits are also defined as a Bicycle and pedestrian parkway in the bike and pedestrian models.
- **Satisfies RTP Goals and Strategies:** Yes, the project support two key RTP goals:
  - Goal #4 – Expand Travel Choices, Objective 3.1 - Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.
  - Goal #5 – Enhance Safety and Security, Objective 5.1 Operational and Public Safety - Reduce fatal and severe injuries and crashes for all modes of travel.
- **MPO Responsibilities/Public Notification included:** No. Administrative modifications do not require a formal 30 day public notification period.
- **OTC Approval Required:** Not required

## Metro September 2018 – Administrative Mod Bundle #2

Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

Project Narratives



Metro		Metro		Admin Modification				
2018-21 Metropolitan Transportation Improvement Program (MTIP)		PROJECT AMENDMENT DETAIL WORKSHEET		Add Phase				
5th Amendment to Project								
<b>Lead Agency:</b>	Gresham	<b>Project Type:</b>	Local Rd	<b>ODOT Key:</b>	19279			
<b>Project Name:</b>	<del>Sandy Blvd: NE 181st Ave to E Gresham City Limit</del> Sandy Blvd: NE 181st Ave - NE 201st Ave (Gresham)	<b>ODOT Type:</b>	Operations	<b>MTIP ID:</b>	70684			
<b>Short Description:</b> The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits.		<b>Capacity Enhancing:</b>	No	<b>RTP ID:</b>	10443			
		<b>Conformity Exempt:</b>	Yes	<b>RFFA ID:</b>	N/A			
		<b>On State Hwy Sys:</b>	No	<b>RFFA Cycle:</b>	N/A			
		<b>Mile Post Begin:</b>	N/A	<b>UPWP:</b>	No			
		<b>Mile Post End:</b>	N/A	<b>UPWP Cycle:</b>	N/A			
		<b>Length:</b>	N/A					
<b>Detailed Description:</b> The project will construct a second left turn lane from westbound Sandy Boulevard to southbound 181st Avenue, restripe an existing travel lane, replace and add new traffic signals, install new ADA ramps, extend a multi-use path, acquire right-of-way, and landscape along Sandy Boulevard between 181st Avenue and east Gresham city limits.								
<b>STIP Description:</b> Construction of multimodal, freight access and mobility facilities								
PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
STP-U>200K	M23E	2015		\$ 596,350				\$ 596,350
<del>STP&gt;200K</del>	<del>M230</del>	<del>2018</del>			<del>\$ 895,750</del>			
STP>200K	Z230	2018			\$ 462,806			\$ 462,806
ADVCON	ACPO	2019				\$ 134,595		\$ 134,595
STP>200K	M230	2019					\$ 2,091,000	\$ 2,091,000
ADVCON	ACPO	2019					\$ 298,350	\$ 298,350
								\$ -
							<b>Federal Total:</b>	<b>\$ 3,583,101</b>
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
Local	Match	2015		\$ 68,255				\$ 68,255
<del>Local</del>	<del>Match</del>	<del>2018</del>			<del>\$ 102,523</del>			
Local	Match	2018			\$ 52,970			\$ 52,970
Local	Match	2019				\$ 15,405		\$ 15,405
Local	Match	2019					\$ 239,324	\$ 239,324
Local	Match	2019					\$ 34,147	\$ 34,147
							<b>Local Total:</b>	<b>\$ 410,101</b>
<b>Phase Totals Before Amend:</b>			\$ -	\$ 664,605	<del>\$ 998,273</del>	\$ -	<del>\$ 2,330,324</del>	\$ 3,993,202
<b>Phase Totals After Amend:</b>			\$ -	\$ 664,605	\$ 515,776	\$ 150,000	\$ 2,662,821	\$ 3,993,202
<b>Year Of Expenditure (YOE):</b>								\$ 3,993,202



**Metro September 2018 – Administrative Mod Bundle #2**Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

Project Narratives



Project Summary (#2)		
ODOT Key:	20703	MTIP ID: 71007
Project Type:	Existing	
Name:	US30: Troutdale (Sandy River) Bridge	
Lead Agency:	ODOT	
Description:	Replace sidewalk and repair foundation.	
Amending:	PHASE SLIP: ROW phases requires an additional file. Due to this, the phase could not obligate at the end of FFY 2018 as planned. Slip ROW phase to 2019	
Project Details		Administrative Modification Matrix Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2) (Assumes any associated cost change is below the Admin Mod threshold) No change in project cost
- No changes		
Project Funding		Funding Change Details Included ✓ Email request for amendment ✓ MTIP Worksheet ✓ STIP FP Summary ✓ STIP Impacts Worksheet
<u>Preliminary Engineering Phase:</u> - No changes - Total PE phase programming remains at \$270,000		ROW was originally slated to obligate in FY18 but FHWA identified an additional right of way file that we need to add. As a result the ROW phase needs to slip ti FY19.The project manager will submit the obligation request with the additional file as soon as possible during October.
<u>Right of Way (ROW) Phase:</u> - DELETE federal ADVCON fund type code (ACP0) FY 2018 ROW phase cost of \$53,838 - DELETE State fund type code (match to ADVCON) FY 2018 ROW phase cost of \$6,162 - ADD federal ADVCON fund type code (ACP0) FY 2019 ROW phase cost of \$53,838 - ADD State fund type (match to ADVCON) FY 2019 ROW phase cost of \$6,162 - Total ROW phase programming amount remains unchanged at \$60,000		
<u>Construction Phase:</u> - No changes - Total Construction phase programming amount remains at \$1,465,001 - Total project programming amount remains unchanged at \$1,795,001		
MTIP Review Details		
• <b>Administrative Modification Eligible:</b> Yes. Per the Amendment Matrix, phase slips within the constrained years of the MTIP and STIP are authorized as an Administrative Modification assuming there are no cost changes that are above the Admin Mod threshold.		
• <b>Metro Legislation Required:</b> No.		

## Metro September 2018 – Administrative Mod Bundle #2

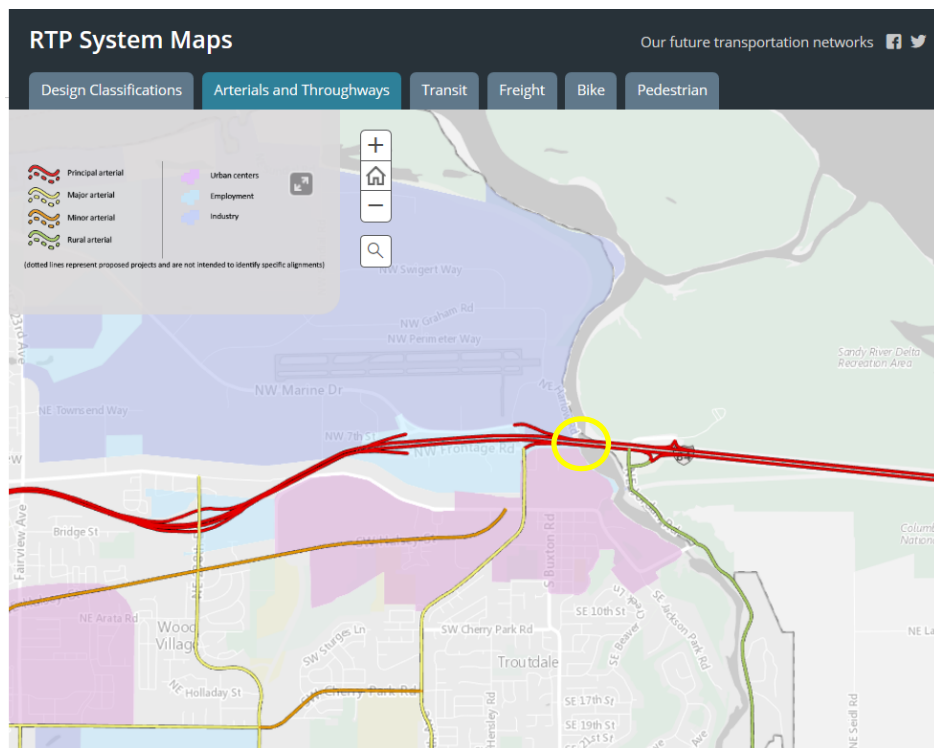
Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

### Project Narratives



- **MTIP Eligibility Verification:** Project has awarded federal funds and is required to be included in the MTIP.
- **Fiscal Constraint Review and Verification:** Yes, via STIP Summary Report from the Region 1 STIP Coordinator
- **Regionally Significant Project:** Yes. The project supports improvements on the regional network
- **Eligible as a Project Grouping Bucket:** Yes, the project is exempt, a rehab project, and could be included in a project grouping bucket for minor bridge rehab projects if desired.
- **RTP Consistency Review:** No
  - **In Current Constrained RTP:** No – Non-capacity safety/pedestrian improvements have not been added in the RTP even under a project grouping bucket
  - **RTP Description:** N/A
  - **RTP and MTIP Costs Consistent:** N/A
- **Capacity Enhancing Project:** No.
- **Included in Metro roadway modeling network:** Yes. The project improvements are located on a Metro defined Principal Arterial in the Arterials and Throughways modeling network. However, as a non-capacity, exempt, rehab project, the project is not modeled in the network
- **Satisfies RTP Goals and Strategies:** Yes, the project supports the following RTP goal:
  - Goal #5 – Enhance Safety and Security, Objective 5.1 Operational and Public Safety - Reduce fatal and severe injuries and crashes for all modes of travel.
- **MPO Responsibilities/Public Notification included:** No. Administrative modifications do not require a formal 30 day public notification period.
- **OTC Approval Required:** Not required





## Metro September 2018 – Administrative Mod Bundle #2

Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

Project Narratives



Metro		2018-21 Metropolitan Transportation Improvement Program (MTIP)		Admin Modification Phase Slip 4th Amendment to Project				
PROJECT AMENDMENT DETAIL WORKSHEET								
Lead Agency:	ODOT	Project Type:	Highway	ODOT Key:	20703			
Project Name:	US30: Troutdale (Sandy River) Bridge	ODOT Type:	Bridge	MTIP ID:	71007			
Short Description:	Replace sidewalk and repair foundation.	Capacity Enhancing:	No	RTP ID:	None			
		Conformity Exempt:	Yes	RFFA ID:	N/A			
		On State Hwy Sys:	US30	RFFA Cycle:	N/A			
		Mile Post Begin:	0.00	UPWP:	No			
		Mile Post End:	0.07	UPWP Cycle:	N/A			
		Length:	0.07					
<b>Detailed Description:</b> In the northeast Metro area near Troutdale on Historic Columbia River Highway at the Sandy River (Troutdale) bridge, bridge rehabilitation to include sidewalk replacement and foundation repair (HB2017 awarded project)								
<b>STIP Description:</b> Replace sidewalk and repair foundation.								
PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
State STBG	Z231	2017		\$ 242,271				\$ 242,271
ADVCON	ACPO	2018			\$ 53,838			\$ 53,838
ADVCON	ACPO	2019			\$ 53,838			\$ 53,838
ADVCON	ACPO	2019					\$ 1,314,545	\$ 1,314,545
								\$ -
								\$ -
							Federal Total:	\$ 1,610,654
<b>State Funds</b>								
State	Match	2017		\$ 27,729				\$ 27,729
State	Match	2018			\$ 6,162			\$ 6,162
State	Match	2019			\$ 6,162			\$ 6,162
State	Match	2019					\$ 150,456	\$ 150,456
								\$ -
								\$ -
							State Total:	\$ 184,347
<b>Local Funds</b>								

								\$ -
								\$ -
							Federal Total:	\$ 1,610,654
<b>State Funds</b>								
State	Match	2017		\$ 27,729				\$ 27,729
State	Match	2018			\$ 6,162			\$ 6,162
State	Match	2019			\$ 6,162			\$ 6,162
State	Match	2019					\$ 150,456	\$ 150,456
								\$ -
								\$ -
							State Total:	\$ 184,347
<b>Local Funds</b>								
								\$ -
								\$ -
								\$ -
							Local Total:	\$ -
Phase Totals Before Amend:	\$ -	\$ 270,000	\$ 60,000	\$ -	\$ 1,465,001	\$ 1,795,001		
Phase Totals After Amend:	\$ -	\$ 270,000	\$ 60,000	\$ -	\$ 1,465,001	\$ 1,795,001		
							Year Of Expenditure (YOE):	\$ 1,795,001

**Metro September 2018 – Administrative Mod Bundle #2**Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

Project Narratives



Project Summary (#3)		
ODOT Key:	21193	MTIP ID: 71032
Project Type:	Existing	
Name:	I-205: I-84 - Holgate Blvd	
Lead Agency:	ODOT	
Description:	On I-205 (between MP 16.2 to 25.6),complete various non-capacity paving and rehab improvements within the I-205 CBOS and ATMS project limits	
Amending:	COMBINED PROJECT: Construction phase and funding is de-programmed and combined into Key 21157. Remaining programming balance for 21193 is \$0.	
Project Details		Administrative Modification Matrix
- No changes		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.
Project Funding		Funding Change Details Included
<u>Preliminary Engineering Phase:</u> <ul style="list-style-type: none"><li>- N/A</li><li>- Total PE phase programming remains at \$0</li></ul>		✓ Email request for amendment ✓ MTIP Worksheet ✓ STIP FP Summary ✓ STIP Impacts Worksheet (for Key 21157)
<u>Right of Way (ROW) Phase:</u> <ul style="list-style-type: none"><li>- N/A</li><li>- Total ROW phase programming remains at \$0</li></ul>		The \$5 million currently programmed in Key 21193 is de-programmed and combined into Key 21157. Key 21193’s programming balance decreases to \$0 and will be removed from the MTIP during the next fill MTIP update
<u>Construction Phase:</u> <ul style="list-style-type: none"><li>- DELETE federal ADVCON fund type code (ACP0) FY 2019 Construction phase amount of \$4,611,000</li><li>- DELETE State fund type code (match to ADVCON) FY 2019 Construction phase cost of \$389,000.</li><li>- Total Construction phase programming amount decreases from \$5,000,000 to \$0</li><li>- Total project programming amount decreases from \$5,000,000 to \$0</li></ul>		
MTIP Review Details		
<ul style="list-style-type: none"><li>• <b>Administrative Modification Eligible:</b> Yes. Per the Amendment Matrix, combining projects is allowable as an Administrative Modification assuming any associated cost changes are below the Admin Mod threshold</li><li>• <b>Metro Legislation Required:</b> No.<ul style="list-style-type: none"><li>○ <b>MTIP Eligibility Verification:</b> N/A</li><li>○ <b>Fiscal Constraint Review and Verification:</b> Yes, via STIP Summary Report from the Region 1 STIP Coordinator</li></ul></li><li>• <b>Regionally Significant Project:</b> Yes. The safety improvements provide improvements to the regional network and will be delivered in Key 21157</li><li>• <b>Eligible as a Project Grouping Bucket:</b> No.</li></ul>		

## Metro September 2018 – Administrative Mod Bundle #2

Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

Project Narratives



- **RTP Consistency Review:**
  - **In Current Constrained RTP:** Yes – RTP ID 11305, I-205 operational improvements - Construct improvements to address recurring bottlenecks on I-205. Specific improvements as identified in operational analysis, Mobility Corridor analysis and refinement planning.
  - **RTP Description:** N/A
  - **RTP and MTIP Costs Consistent:** N/A
- **Capacity Enhancing Project:** No.
- **Included in Metro roadway modeling network:** Yes. The project improvements are located on a Metro defined Principal Arterial in the Arterials and Throughways modeling network. Delivery will now be through Key 21157.
- **Satisfies RTP Goals and Strategies:** Yes, the project supports the following RTP goal:
  - Goal #5 – Enhance Safety and Security, Objective 5.1 Operational and Public Safety - Reduce fatal and severe injuries and crashes for all modes of travel.
- **MPO Responsibilities/Public Notification included:** No. Administrative modifications do not require a formal 30 day public notification period.
- **OTC Approval Required:** Not required

## Metro September 2018 – Administrative Mod Bundle #2

Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

Project Narratives



Metro		Metro		Admin Modification Combined Project 5th Amendment to Project				
2018-21 Metropolitan Transportation Improvement Program (MTIP)		PROJECT AMENDMENT DETAIL WORKSHEET						
Lead Agency:	ODOT	Project Type:	Highway	ODOT Key:	21193			
Project Name: I-205: I-84 - Holgate Blvd		ODOT Type:	Maint.	MTIP ID:	71032			
<b>Short Description:</b> On I-205 (between MP 16.2 to 25.6), complete various non-capacity paving and rehab improvements within the I-205 CBOS and ATMS project limits		Capacity Enhancing:	No	RTP ID:	11305			
		Conformity Exempt:	Yes	RFFA ID:	N/A			
		On State Hwy Sys:	I-205	RFFA Cycle:	N/A			
		Mile Post Begin:	18.63	UPWP:	No			
		Mile Post End:	21.55	UPWP Cycle:	N/A			
		Length:	2.92					
<b>Detailed Description:</b> In eastern Portland on I-205 between SE Johnson Creek Blvd north to part-way across the Glenn Johnson Bridge, (MP 16.2 to 25.6), complete non-capacity paving and rehab work in support of the I-205 Johnson Creek to Glenn Jackson Bridge - Phase 2, CBOSATMS project in Key 21157. (HB 2017 Awarded Project \$5,000,000 Original Award)								
<b>STIP Description:</b> Provide various non-capacity paving and rehabilitation improvements within the I-205:Johnson Creek-Glenn Jackson Bridge Phase 2 project.								
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	2019					\$ -4,611,000	\$ -
ADVCON	ACP0	2019					\$ -	\$ -
							\$ -	\$ -
							\$ -	\$ -
							Federal Total:	\$ -
<b>State Funds</b>								
State	Match	2019					\$ -389,000	\$ -
State	Match	2019					\$ -	\$ -
							\$ -	\$ -
							\$ -	\$ -
							State Total:	\$ -
<b>Local Funds</b>								
							\$ -	\$ -
							\$ -	\$ -
							\$ -	\$ -
							Local Total:	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -5,000,000	\$ -5,000,000
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -

**Metro September 2018 – Administrative Mod Bundle #2**Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

Project Narratives

**Project Summary (#4)**

ODOT Key:	<b>21157</b>	MTIP ID: 71030
Project Type:	Existing	
Name:	<b>I-205 Johnson Creek-Glen Jackson Phase 2</b>	
Lead Agency:	<b>ODOT</b>	
Description:	Construct NB Aux lane segments from US26 (Powell Blvd) to EB I-84, and rehab improvements to impacted interchanges, plus implement Advance Traffic Management System (ATMS).	
Amending:	COMBINED PROJECT: Key 21157 assimilates Key 21193 and its \$5 million for the construction phase. \$1.75 million also added to the project from Region 1 Enhance program. Net cost change 5.7%	

**Project Details**

- No changes

**Administrative Modification  
Matrix**

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. Assumes any associated cost change is below the Admin Mod threshold

Net cost increase to the project is 5.7% and well below the 20% threshold

**Project Funding**Preliminary Engineering (PE) Phase:

- DELETE federal ADVCON fund type code (ACP0) FY 2018 PE phase cost of \$1,475,520
- DELETE State fund type code (match to ADVCON) FY 2018 PE phase cost of \$124,580
- Total PE phase programming decreases from \$8,900,100 to \$7,300,000

Right of Way (ROW) Phase:

- DECREASE federal ADVCON fund type code (ACP0) FY 2019 ROW phase cost from \$92,220 to \$4,611
- DECREASE State fund type code (match to ADVCON) FY 2019 ROW phase cost from \$7,780 to \$389
- Total ROW phase programming amount decreases from \$100,000 to \$5,000

Other Phase

- No changes
- Total programming amount remains unchanged at \$3,000,000

Construction Phase

- INCREASE federal ADVCON fund type code (ACP0) FY 2019 Construction phase cost from \$17,245,140 to \$25,035,899

**Funding Change Details Included**

- ✓ Email request for amendment
- ✓ MTIP Worksheet
- ✓ STIP Impacts Worksheet
- ✓ STIP Summary Report
- ✓ Email history

Phase 1 of I-205:Johnson Creek-Glenn Jackson Bridge (K18804) was originally scoped to pave NB mile-point 18.63 through mile-point 21.55. However, with the passing of HB2017, the section was excluded from K18804 with the intention to be added to future auxiliary lane work to take place in Phase 2 of I-205:Johnson Creek-Glenn Jackson Bridge (K21157).

The paving work was added to the STIP as a separate key number (K21193). As K21157 nears Construction, we will now combine K21193 into K21157 to better enable us to deliver under a single contract.

The Admin Mod also shifts funds between phases and add \$1,753,014 from the Region 1 Enhance Program to the

## Metro September 2018 – Administrative Mod Bundle #2

Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

### Project Narratives



- INCREASE State fund type code (match to ADVCON) FY 2019 Construction phase cost from \$1,454,860 to \$2,112,115
- Total Construction phase programming increases from \$18,700,000 to \$27,148,014
- Total project programming amount increases from \$30,700,100 to \$37,453,014

CN phase in order to meet the engineer's estimate and get CN obligated.

### MTIP Review Details

- **Administrative Modification Eligible:** Yes. Per the Amendment Matrix, combining projects and funding is allowable as an Admin Mod assuming any associated cost changes are still below the Admin Mod threshold..
- **Metro Legislation Required:** No.
  - **MTIP Eligibility Verification:** Project has awarded federal funds and is required to be included in the MTIP.
  - **Fiscal Constraint Review and Verification:** Yes.
  - **Regionally Significant Project:** Yes. The project is located within the Metro Arterials and Throughways modeling network and along with federal funds become a regionally significant project.
- **Eligible as a Project Grouping Bucket:** No.
- **RTP Consistency Review:** Yes
  - **In Current Constrained RTP:** Yes, RTP ID 11359 I-205 NB Phase 2 Aux Lane Extension
    - **RTP Description:** Extend existing auxiliary lane.
  - **RTP and MTIP Costs Consistent:** Yes
- **Capacity Enhancing Project:** Yes.
- **Included in Metro roadway modeling network:** Yes. The NB Aux lanes completed transportation modeling and are incorporated in the Metro Arterials and Throughways modeling network
- **Satisfies RTP Goals and Strategies:** Yes, Goal 5 Enhance Safety and Security, Objective 5.1 Operational and Public Safety - Reduce fatal and severe injuries and crashes for all modes of travel.
- **MPO Responsibilities/Public Notification included:** No. Administrative modifications do not require a formal 30 day public notification period.
- **OTC Approval Required:** Not required



## Metro September 2018 – Administrative Mod Bundle #2

Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

Project Narratives



### Metro 2018-21 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

**Admin Modification  
Combined Project  
3rd Amendment to Project**

<b>Lead Agency:</b>	ODOT	<b>Project Type:</b>	Highway	<b>ODOT Key:</b>	21157			
<b>Project Name:</b>	I-205 Johnson Creek-Glen Jackson Phase 2	<b>ODOT Type:</b>	Operations	<b>MTIP ID:</b>	71030			
<b>Short Description:</b> Construct NB Aux lane segments from US26 (Powell Blvd) to EB I-84, and rehab improvements to impacted interchanges, plus implement Advance Traffic Management System (ATMS).	<b>Capacity Enhancing:</b>	Yes	<b>RTP ID:</b>	11399				
	<b>Conformity Exempt:</b>	No	<b>RFFA ID:</b>	N/A				
	<b>On State Hwy Sys:</b>	I-205	<b>RFFA Cycle:</b>	N/A				
	<b>Mile Post Begin:</b>	16.20	<b>UPWP:</b>	No				
	<b>Mile Post End:</b>	25.60	<b>UPWP Cycle:</b>	N/A				
	<b>Length:</b>	9.4						
<b>Detailed Description:</b> On overall Limits of I-205 between SE Johnson Creek Blvd and across Glenn Jackson Bridge in eastern Portland, construct NB Aux lane segments from US26 (Powell Blvd) to EB I-84, and include various rehab improvements to impacted interchanges, plus implement Advance Traffic Management System (ATMS) improvements including variable speed and message signs from SE Johnson Creek Blvd to across Glenn Jackson Bridge (HB2017 awarded project, \$30.7 million original award)								
<b>STIP Description:</b> Construct a northbound auxiliary lane (multiple segments) between US26 (Powell Boulevard) and Interstate 84, provide various non-capacity paving and rehabilitation improvements, and add Active Traffic Management System (ATMS) project improvements between the Glenn Jackson Bridge and Johnson Creek Boulevard.								
<b>PROJECT FUNDING DETAILS</b>								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other	Construction	Total
<b>Federal Funds</b>								
NHPP-FAST	Z001	2018		\$ 6,732,060				\$ 6,732,060
ADVCON	ACPO	2018		<del>\$ 1,475,520</del>				
ADVCON	ACP)	2018		\$ -				\$ -
ADVCON	ACPO	2018				\$ 2,766,600		\$ 2,766,600
ADVCON	ACPO	2019			<del>\$ 92,220</del>			
ADVCON	ACPO	2019			\$ 4,611			\$ 4,611
ADVCON	ACPO	2019					<del>\$ 17,245,140</del>	
ADVCON	ACPO	2019					\$ 25,035,899	\$ 25,035,899
Federal Total:								\$ 34,539,170
<b>State Funds</b>								
State	Match	2018		\$ 567,940				\$ 567,940
State	Match	2018		<del>\$ 124,580</del>				
State	Match	2018		\$ -				
State	Match	2018				\$ 233,400		\$ 233,400
State	Match	2019			<del>\$ 7,780</del>			
State	Match	2019			\$ 389			\$ 389
State	Match	2019					<del>\$ 1,454,860</del>	
State	Match	2019					\$ 2,112,115	\$ 2,112,115
State Total:								\$ 2,913,844
<b>Local Funds</b>								
								\$ -
								\$ -
Local Total:								\$ -
Phase Totals Before Amend:			\$ -	<del>\$ 8,900,100</del>	<del>\$ 100,000</del>	\$ 3,000,000	<del>\$ 18,700,000</del>	<del>\$ 30,700,100</del>
Phase Totals After Amend:			\$ -	\$ 7,300,000	\$ 5,000	\$ 3,000,000	\$ 27,148,014	\$ 37,453,014
Year Of Expenditure (YOE):								\$ 37,453,014

**Metro September 2018 – Administrative Mod Bundle #2**Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

Project Narratives



<b>Project Summary (#5)</b>		
ODOT Key:	<b>19071</b>	MTIP ID: 70784
Project Type:	Existing	
Name:	<b>I-5 Rose Quarter Improvement Project</b>	
Lead Agency:	<b>ODOT</b>	
Description:	On I-5 between I-84 and I-405, continue prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan	
Amending:	<b>FUNDING ADDITION:</b> \$2,00,000 of OTC approved funding is being added to the PE phase	
<b>Project Details</b>		Administrative Modification Matrix
- No changes		Cost increases for \$1 million or greater project costs that do not exceed 20% may be accomplished as an Admin Mod
<b>Project Funding</b>		Funding Change Details Included
<u>Preliminary Engineering Phase:</u> <ul style="list-style-type: none"> <li>- DELETE federal NHFP fund type code (Z460) (funds have not obligated) FY 2018 PE phase cost of \$15,000,000</li> <li>- DELETE State fund type code (match to NHFP) FY 2018 PE phase cost of \$1,265,452</li> <li>- ADD federal ADVCON fund type code (ACP0) FY 2018 PE phase cost of \$16,844,400</li> <li>- ADD State fund type code (match to ADVCON) FY 2018 PE phase cost of \$1,421,052</li> <li>- Total PE phase programming amount for 2018 increases from \$21,265,452 to \$23,265,452</li> </ul> <p>Total programming amount increases from \$25,391,997 to \$27,391,997</p> <p>Note: All funds (including those in the Other phase) are committed to the PE phase. Because of the limitations of adding multi-year programming entries to reflect subsequent follow-on project modifications/obligations, the initial NHFP funds for PE in 2016 were moved to the Other phase. This allows the subsequent programming to be correctly programmed in 2018 in the year of actual obligation. This also ensure the project shows up in the Active MTIP year (FY 2018-21). The NHFP show up as prior obligate as they should.</p>		<ul style="list-style-type: none"> <li>✓ Email request for amendment</li> <li>✓ MTIP Worksheet</li> <li>✓ STIP FP Summary Report</li> <li>✓ STIP Impacts Worksheet</li> <li>✓ OTC Staff Report</li> </ul> <p>OTC approved \$2 million from the Redistribution fund pool to be added to the PE phase on September 20, 2018</p> <p>Federal redistribution for FFY18 came in at \$27.1M. ODOT leadership has determined that Region 1's Rose Quarter Improvement project is an appropriate recipient of these funds. \$2M is being allocated to allow for the initiation of the fully outsourced Construction Manager/General Contractor (CM/GC) model of delivery. This will allow for full engagement in design and constructability reviews to support the continued development of the project and the required Cost to Complete Report for delivery to the Joint Committee on Transportation by February 2020.</p> <p>The NHFP funds also have not obligated yet and are incorporated into the AC funds with the Redistribution allocation for the project.</p>

## Metro September 2018 – Administrative Mod Bundle #2

Modification Number: **AB18-26-SEP2**, Resolution: N/A  
Number of projects within this Administrative Modification: 7  
Project Narratives



### MTIP Review Details

- **Administrative Modification Eligible:** Yes. Per the Amendment Matrix, cost changes below the 20% threshold are allowable as Administrative Modifications
- **Metro Legislation Required:** No.
  - **MTIP Eligibility Verification:** The project contains federal funds which requires the project to be in the MTIP
  - **Fiscal Constraint Review and Verification:** Yes, via the OCT approval to add the \$2,000,000 to the PE phase.
- **Regionally Significant Project:** Yes. The Rose Quarter project is located on a Principal Arterial in the Metro Arterials and Throughways network
- **Eligible as a Project Grouping Bucket:** No.
- **RTP Consistency Review:** Yes
  - **In Current Constrained RTP:** Yes – RTP ID 10867, I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) PE and NEPA
  - **RTP Description:** Conduct preliminary engineering and environmental work to improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.
  - **RTP and MTIP Costs Consistent:** Yes
- **Capacity Enhancing Project:** Yes – In the 2018 RTP, reference page 8-67 for the list of specific improvements identified for the project.
- **Included in Metro roadway modeling network:** Yes, the capacity improvements are included in the transportation modeling network for the 2018 RTP.
- **Satisfies RTP Goals and Strategies:** Yes, the project supports the following RTP goal:
  - Goal #5 – Enhance Safety and Security, Objective 5.1 Operational and Public Safety - Reduce fatal and severe injuries and crashes for all modes of travel.
  -
- **MPO Responsibilities/Public Notification included:** No. Administrative modifications do not require a formal 30 day public notification period.
- **OTC Approval Required:** Not required

## Metro September 2018 – Administrative Mod Bundle #2

Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

Project Narratives



Metro		Metro		Admin Modification Cost Increase 4th Amendment to Project				
2018-21 Metropolitan Transportation Improvement Program (MTIP)		PROJECT AMENDMENT DETAIL WORKSHEET						
Lead Agency:	ODOT	Project Type:	Highway	ODOT Key:	19071			
Project Name:	I-5 Rose Quarter Improvement Project	ODOT Type:	Modern	MTIP ID:	70784			
Short Description:	On I-5 between I-84 and I-405, continue prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan	Capacity Enhancing:	Yes	RTP ID:	10867			
		Conformity Exempt:	No	RFFA ID:	N/A			
		On State Hwy Sys:	I-5	RFFA Cycle:	N/A			
		Mile Post Begin:	301.40	UPWP:	No			
		Mile Post End:	303.20	UPWP Cycle:	N/A			
		Length:	1.80					
<b>Detailed Description:</b> On I-5 between I-84 and I-405, continue prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan, which identified transportation investments that would result in improved safety and operations and support economic growth. Proposed multi-modal improvements include: Ramp-to-Ramp (Auxiliary) Lanes, Highway Shoulders, Highway Covers, New Overcrossing, I-5 Southbound Ramp Relocation, New Bike and Ped Crossing, and improved Bike and Ped Facilities. (HB2017 Named & Conditioned project to add \$16,265,452 of NHFP funds)								
<b>STIP Description:</b> Planning and project development efforts of the Broadway-Weidler facility plan and the N/NE Quadrant, which identified transportation investments that would result in improved safety and operations as well as supporting economic growth. Proposed multi-modal improvements include: ramp-to-ramp (auxiliary) lanes, highway shoulders, highway covers, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities								
PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other	Construction	Total
<b>Federal Funds</b>								
NHPP-EX	M002 M0E2	2016				\$ 3,805,500		\$ 3,805,500
NHFP	Z460	2018		<del>\$ 15,000,000</del>				
ADVCON	ACP0	2018		\$ 16,844,400				\$ 16,844,400
								\$ -
Federal Total:								\$ 20,649,900
<b>State Funds</b>								
State	Match	2016				\$ 321,045		\$ 321,045
State	Match	2018		<del>\$ 1,265,452</del>				
State	Match	2018		\$ 1,421,052				\$ 1,421,052
								\$ -
State Total:								\$ 1,742,097
<b>Local Funds</b>								
Other	OTH0	2018		\$ 5,000,000				\$ 5,000,000
								\$ -
								\$ -
Local Total:								\$ 5,000,000
Phase Totals Before Amend:			\$ -	<del>\$ 21,265,452</del>	\$ -	\$ 4,126,545	\$ -	<del>\$ 25,391,997</del>
Phase Totals After Amend:			\$ -	\$ 23,265,452	\$ -	\$ 4,126,545	\$ -	\$ 27,391,997
Year Of Expenditure (YOE):								\$ 27,391,997

## Metro September 2018 – Administrative Mod Bundle #2

Modification Number: **AB18-26-SEP2**, Resolution: N/A  
Number of projects within this Administrative Modification: 7  
Project Narratives



# Oregon

Kate Brown, Governor

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

**DATE:** September 10, 2018

**TO:** Oregon Transportation Commission

*[Original signature on file]*

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** Agenda N – Allocation of Oregon's Federal-Aid Highway Program Redistribution – Fiscal Year 2018

**Requested Action:**

Request approval to allocate higher than estimated Federal-Aid Highway Program funds for Fiscal Year 2018.

**Background:**

During the development of each Statewide Transportation Improvement Program (STIP), the Oregon Department of Transportation (ODOT) makes an estimate of federal highway program funds available in each federal fiscal year. This estimate, which must be made years before funding is actually appropriated by Congress and distributed by the Federal Highway Administration (FHWA), is approved by the commission in the Statewide Transportation Improvement Program (STIP) funding allocation. Each year, ODOT compares this estimate against actual federal funding provided and adds projects to the STIP if additional funding is available.

At the end of each federal fiscal year, FHWA redistributes unused federal-aid highway program funding from a variety of sources. This is known as "[redistribution](#)," and these funds must be obligated by September 30. ODOT includes an assumption of redistribution in the STIP allocation to ensure that Oregon is ready to obligate the funds to projects by the end of fiscal year deadline. The FY 2018 redistribution significantly exceeded the average annual redistribution amount and the amount assumed in the current STIP.

With redistribution, total federal funding for FY 2018 came in \$27.1 million above the amount needed for projects and programs in the STIP, providing significant federal funding that needs to be allocated to projects. Based on the urgency to allocate these funds, projects were identified that meet two criteria: 1) the need for additional funding and 2) legislative direction for the project.

ODOT recommends the allocation of funds and requests approval to amend the 2018-2021 STIP for each of the projects in the following table:

Agenda\_N\_Federal-Aid\_Hwy\_Program\_Redistribution\_Ltr.docx  
9/13/2018



## Metro September 2018 – Administrative Mod Bundle #2

Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

### Project Narratives



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#### STIP Amendment Funding Summary

Project	Current Funding	Proposed Funding
Interstate 205: Stafford Road – Oregon 99E	\$30,400,000	\$47,500,000
Interstate 5 Rose Quarter Improvement Project	\$25,391,997	\$27,391,997
Region 1 Value Pricing Program: Interstate 5 and Interstate 205	\$0	\$3,000,000
Interstate 84: NE Oregon Snow Zone Safety Improvements	\$10,620,388	\$15,620,388
<b>TOTAL</b>	<b>\$66,412,385</b>	<b>\$93,512,385</b>

#### Project to be increased

Interstate 205: Stafford Road – Oregon 99E (KN 19786)			
PHASE	YEAR	COST	
		Current	Proposed
Planning	2016	\$15,000,000	\$15,000,000
Preliminary Engineering	2018	\$12,900,000	\$30,000,000
Right of Way	2019	\$2,500,000	\$2,500,000
Utility Relocation	N/A	\$0	\$0
Construction	N/A	\$0	\$0
Other	N/A	\$0	\$0
<b>TOTAL</b>		<b>\$30,400,000</b>	<b>\$47,500,000</b>

The Interstate 205: Stafford Road – Oregon 99E funding increase of \$17,100,000, combined with previously identified funding, will allow the preliminary engineering, right of way and utility relocation work to be completed in preparation for the construction phase to begin once funding is identified. This action is in alignment with the House Bill 2017 (2017 Transportation Funding) required [Cost-to-Complete](#) report that was delivered to the Joint Committee on Transportation in January 2018 as well as a budget note attached to ODOT's 2017-2019 biennial budget (HB 5045) that directed ODOT to ensure an ongoing commitment to fully fund congestion relief on I-205, including the Stafford Rd to Abernethy Bridge project.

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#### Project to be increased

Interstate 5 Rose Quarter Improvement Project (KN 19071)			
PHASE	YEAR	COST	
		Current	Proposed
Planning	N/A	\$0	\$0
Preliminary Engineering	2015	\$25,391,997	\$27,391,997
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	N/A	\$0	\$0
Other	N/A	\$0	\$0
<b>TOTAL</b>		<b>\$25,391,997</b>	<b>\$27,391,997</b>

The funding increase of \$2,000,000 for Interstate 5 Rose Quarter, combined with previously identified funding, will allow for the initiation of the fully outsourced Construction Manager/General Contractor (CM/GC) model of delivery. In the CM/GC model, the three primary contracts include the owner's representative, the architectural & engineering design consultant, and the construction contractor. This will allow for full engagement in design and constructability reviews to support the continued development of the project and the required Cost to Complete Report for delivery to the Joint Committee on Transportation by February 2020.

#### Project to be increased

Interstate 5 and Interstate 205: Portland Metropolitan Value Pricing Program (KN 21371)			
PHASE	YEAR	COST	
		Current	Proposed
Planning	2019	\$0	\$3,000,000
Preliminary Engineering	N/A	\$0	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	N/A	\$0	\$0
Other	N/A	\$0	\$0
<b>TOTAL</b>		<b>\$0</b>	<b>\$3,000,000</b>

Approval of \$3,000,000 for the planning phase of the Portland Metropolitan Value Pricing Program will support analysis of traffic, diversion and community benefits and impacts, concept refinement and stakeholder engagement in preparation for the National Environmental Policy Act process.



**Metro September 2018 – Administrative Mod Bundle #2**Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

Project Narratives

**Project Summary (#6)**

ODOT Key:	<b>19690</b>	MTIP ID: 70847
Project Type:	Existing	
Name:	<b>US26 (Powell Blvd): SE 122nd Ave - 136th Ave</b>	
Lead Agency:	<b>ODOT</b>	
Description:	Construct sidewalks, storm water facility, buffered or separated bike lane, center turn lane/median and 2x11-foot travel lanes. Mid-block pedestrian crossings and lighting improvements are included.	
Amending:	FUND ADJUSTMENTS: A tree cutting scope element planned to be programmed in the Other phase has to be added to the Construction phase as the Other phase is already committed to UR requirements. Minor corrections to fungi in other phase also completed. No change in total project cost.	

**Project Details**

- No changes

## Administrative Modification

Matrix

Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.

Net cost increase to the project is 0.

**Project Funding**Preliminary Engineering (PE) Phase:

- ADD federal ADVCON fund type code (ACP0) FY 2016 PE phase cost of \$403,785
- ADD State fund type code (match to ADVCON) FY 2016 PE Phase cost of \$46-215
- Total PE phase programming amount increases from \$3,000,000 to \$3,450,000

Right of Way (ROW) Phase:

- DELETE federal ADVCON fund type code (ACP0) FY 2017 ROW phase cost of \$717,840
- DELETE State fund type code (match to ADVCON) FY 2017 ROW phase cost of \$82,160
- Total ROW programming amount decreases from \$6,000,000 to \$5,200,000

Other/UR Phase:

- No changes
- Total Other/UR phase programming amount remains unchanged at \$338,000

Construction Phase:

- INCREASE federal ADVCON fund type code (ACP0) FY 2019 Construction phase cost from \$6,768,660 to \$7,082,715

## Funding Change Details Included

- ✓ Email request for amendment
- ✓ MTIP Worksheet
- ✓ STIP Impacts Worksheet
- ✓ STIP Summary Report
- ✓ Email history

The MTIP does not possess a separate UR phase. When UR funding needs to be added, the Other phase is committed for the UR scope. The project already required an UR phase. Now, a tree clearing phase needs to separate \$188k for this scope element. However, in the MTIP, it must remain in the Construction phase as a second "Other" phase is not available to program the \$188k for this separate scope element. The STIP will call out the \$188k in the STIP Other phase

HB5005 fund type code = General Obligation Bonds HB5005 2015 Safety

## Metro September 2018 – Administrative Mod Bundle #2

Modification Number: **AB18-26-SEP2**, Resolution: N/A  
Number of projects within this Administrative Modification: 7  
Project Narratives



- INCREASE State fund type code (match to ADVCON) FY 2019 Construction phase cost from \$774,703 to \$810,648
- DECREASE state HB5005 fund type code (GF01) FY 2019 Construction phase cost from \$8,118,637 to \$7,930,637
- ADD state HB5005 fund type code (GF01) for Tree clearing scope element FY 2019 Construction phase cost of \$188,000
- Total Construction phase programming increases from \$16,517,000 to \$16,867,000
- Total project programming amount remains unchanged at \$25,855,000

### MTIP Review Details

- **Administrative Modification Eligible:** Yes. Per the Amendment Matrix, Minor technical corrections are allowable via Admin Modifications
- **Metro Legislation Required:** No.
  - **MTIP Eligibility Verification:** Project has awarded federal funds and is required to be included in the MTIP.
  - **Fiscal Constraint Review and Verification:** Yes.
  - **Regionally Significant Project:** Yes. The project is located within the Metro Arterials and Throughways modeling network and along with federal funds become a regionally significant project.
- **Eligible as a Project Grouping Bucket:** No.
- **RTP Consistency Review:** Yes
  - **In Current Constrained RTP:** No.
  - **RTP Description**
  - **RTP and MTIP Costs Consistent:** N/A
- **Capacity Enhancing Project:** No.
- **Included in Metro roadway modeling network:** Yes. The proposed improvements are located on a Major Arterial in the Arterials and Throughways modeling network
- **Satisfies RTP Goals and Strategies:** Yes, Goal 5 Enhance Safety and Security, Objective 5.1 Operational and Public Safety - Reduce fatal and severe injuries and crashes for all modes of travel.
- **MPO Responsibilities/Public Notification included:** No. Administrative modifications do not require a formal 30 day public notification period.
- **OTC Approval Required:** Not required

## Metro September 2018 – Administrative Mod Bundle #2

Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

Project Narratives



### Metro 2018-21 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

**Admin Modification**  
**Fund Adjustments**  
5th Amendment to Project

<b>Lead Agency:</b>	ODOT		<b>Project Type:</b>	Highway	<b>ODOT Key:</b>	19690		
<b>Project Name:</b>	US26 (Powell Blvd): SE 122nd Ave - 136th Ave		<b>ODOT Type:</b>	Safety	<b>MTIP ID:</b>	70847		
<b>Short Description:</b> Construct sidewalks, storm water facility, buffered or separated bike lane, center turn lane/median and 2x11-foot travel lanes. Mid-block pedestrian crossings and lighting improvements are included.			<b>Capacity Enhancing:</b>	No	<b>RTP ID:</b>	None		
			<b>Conformity Exempt:</b>	Yes	<b>RFFA ID:</b>	N/A		
			<b>On State Hwy Sys:</b>	US26	<b>RFFA Cycle:</b>	N/A		
			<b>Mile Post Begin:</b>	7.21	<b>UPWP:</b>	No		
			<b>Mile Post End:</b>	7.90	<b>UPWP Cycle:</b>	N/A		
		<b>Length:</b>	0.69					
<b>Detailed Description:</b> In SE Portland on US26 (Powell Blvd) from SE 122nd Ave to SE 136th Ave (MP 7.21 to 7.90), construct sidewalks, storm water facility, buffered or separated bike lane, center turn lane/median and 2x11-foot travel lanes. Mid-block pedestrian crossings and lighting improvements are included. (Adds \$5 million of originally awarded HB2017 funding from Key 21178)								
<b>STIP Description:</b> Construct sidewalks, storm water facility, buffered or separated bike lane, center turn lane/median and 2x11-foot travel lanes. Mid-block pedestrian crossings and lighting improvements are included.								
<b>PROJECT FUNDING DETAILS</b>								
<b>Fund Type</b>	<b>Fund Code</b>	<b>Year</b>	<b>Planning</b>	<b>Preliminary Engineering</b>	<b>Right of Way</b>	<b>Other (Utility Relocation)</b>	<b>Construction</b>	<b>Total</b>
<b>Federal Funds</b>								
ADVCON	ACP0	2016		\$ 403,785				\$ 403,785
ADVCON	ACP0	2017			\$ 717,840			
ADVCON	ACP0	2019					\$ 6,768,660	
ADVCON	ACP0	2019					\$ 7,082,715	\$ 7,082,715
								\$ -
							<b>Federal Total:</b>	\$ 7,486,500
<b>State Funds</b>								
State	Match	2016		\$ 46,215				\$ 46,215
HB5005	GF01	2016		\$ 3,000,000				\$ 3,000,000
State	Match	2017			\$ 82,160			
HB5005	GF01	2017			\$ 5,200,000			\$ 5,200,000
HB5005	GF01	2018				\$ 338,000		\$ 338,000
State	Match	2019					\$ 774,703	
State	Match	2019					\$ 810,648	\$ 810,648
HB5005	GF01	2019					\$ 8,118,637	
HB5005	GF01	2019					\$ 7,930,637	\$ 7,930,637
HB5005	GF01	2019					\$ 188,000	\$ 188,000
							<b>State Total:</b>	\$ 17,513,500
<b>Local Funds</b>								
Other	OTH0	2019					\$ 855,000	\$ 855,000
								\$ -
								\$ -
							<b>Local Total:</b>	\$ 855,000
<b>Phase Totals Before Amend:</b>			\$ -	\$ 3,000,000	\$ 6,000,000	\$ 338,000	\$ 16,517,000	\$ 25,855,000
<b>Phase Totals After Amend:</b>			\$ -	\$ 3,450,000	\$ 5,200,000	\$ 338,000	\$ 16,867,000	\$ 25,855,000
<b>Year Of Expenditure (YOE):</b>								\$ 25,855,000

**Metro September 2018 – Administrative Mod Bundle #2**Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

Project Narratives

**Project Summary (#7)**

ODOT Key:	<b>20413</b>	MTIP ID: 70969
Project Type:	Existing	
Name:	<b>US30BY (Lombard): N Fiske Ave - N Wilbur Ave</b>	
Lead Agency:	<b>ODOT</b>	
Description:	Road reconfiguration MP 3.50 and N Wilbur. Signal upgrades at Fiske; Woolsey; Chautauqua; Wabash; Peninsular; and Greeley. Remove half signal at Drummond. Install RRFB with pedestrian island near Drummond. ADA improvements and access management as needed	
Amending:	MINOR SCOPE ADJUSTMENT: The Admin Mod includes a scope adjustment. No change to project limits. Minor cost change results as well. Corrections to obligation years are also included.	

**Project Details**

- No changes

**Administrative Modification**Matrix

The scope adjustment is minor and allowable as minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.

**Project Funding**Preliminary Engineering Phase:

- DELETE federal HSIP-FAST fund type code ZS30) FY 2018) PE phase cost of \$1,582,496  
(HSIP is 100% federal)
- ADD federal HSIP-FAST fund type code ZS30) FY 2017) PE phase cost of \$1,582,496
- DELETE federal ADVCON fund type cost (ACP0) FY 2018 PE phase cost of \$1,271,926
- DELETE State fund type code (match to ADVCON) FY 2018 PE Phase cost of \$145,578
- ADD federal ADVCON fund type cost (ACP0) FY 2017 PE phase cost of \$1,271,926
- ADD State fund type code (match to ADVCON) FY 2017 PE Phase cost of \$145,578
- ADD local Other fund type code (OTH0 – overmatch) FY 2017 PE phase cost of \$75,000
- Total PE phase programming increases slightly from \$3,000,000 at \$3,075,000

Right of Way (ROW) Phase:

- DELETE federal HSIP-FAST fund type code (ZS30) FY 2018 ROW phase cost of \$76,000
- ADD federal HSIP-FAST fund type code (ZS30) FY 2019 ROW phase cost of \$76,000  
(HSIP is 100% federal)
- DELETE federal ADVCON fund type code (ACP0) FY 2018 PE phase cost of \$829,105

**Funding Change Details Included**

- ✓ Email request for amendment
- ✓ MTIP Worksheet
- ✓ STIP FP Summary
- ✓ STIP Impacts Worksheet

Two pedestrian studies (studying intersections to determine if different pedestrian crossing treatments should be applied) are being added to the scope of the project, as well as the design and construction of a truck apron (truck apron = a ramp instead of a curb along the sidewalk) at the intersection of N Lombard and N Greeley St. Funds to be provided by the City of Portland. No change to project limits.

Cost change is minor at \$175,000 which equals a 1.6% cost change to the project and is well below the 20% threshold.

## Metro September 2018 – Administrative Mod Bundle #2

Modification Number: **AB18-26-SEP2**, Resolution: N/A  
Number of projects within this Administrative Modification: 7  
Project Narratives



- DELETE State fund type code (match to ADVCON) FY 2018 ROW phase cost of \$94,895
- ADD federal ADVCON fund type code (ACP0) FY 2019 PE phase cost of \$829,105
- ADD State fund type code (match to ADVCON) FY 2019 ROW phase cost of \$94,895
- (*ADVCON and match is shifted to 2019*)
- Total ROW phase programming amount remains unchanged at \$1,000,000

### Other (Utility Relocation – UR) Phase:

- No change
- Total Other phase programming amount is \$122,450

### Construction Phase:

- DELETE federal HSIP-FAST fund type code (ZS30) FY 2020 Construction phase cost of \$1,297,500
- ADD federal NHPP fund type code (M001) FY 2020 Construction phase cost of \$1,297,500  
(*NHPP is 100% federal*)
- ADD local Other fund type code (OTH0 – overmatch) FY 2020 Construction phase cost of \$100,000
- Total Construction phase programming amount increases from \$6,402,384 to \$6,502,384
- Total project programming amount increases from \$10,524,834 to \$10,699,834

## MTIP Review Details

- **Administrative Modification Eligible:** Yes. Per the Amendment Matrix, minor scope adjustments that function as a technical correction are allowable as an Administrative Modification
- **Metro Legislation Required:** No.
  - **MTIP Eligibility Verification:** Project has awarded federal funds and is required to be included in the MTIP.
  - **Fiscal Constraint Review and Verification:** Yes, via STIP Summary Report from the Region 1 STIP Coordinator
- **Regionally Significant Project:** Yes. The scope provides improvements to the regional network
- **Eligible as a Project Grouping Bucket:** No.
- **RTP Consistency Review:**
  - **In Current Constrained RTP:** YES – RTP ID 11836 - N/NE Lombard St Enhanced Transit Corridor
  - **RTP Description:** Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times.
  - **RTP and MTIP Costs Consistent:** Yes
- **Capacity Enhancing Project:** No.
- **Included in Metro roadway modeling network:** No. The project is located on a Minor Arterial in the Arterial and Throughways modeling network and frequent Bus route on the Transit modeling network. However, the improvements generally are safety driven and not modeled.

## Metro September 2018 – Administrative Mod Bundle #2

Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

### Project Narratives



- **Satisfies RTP Goals and Strategies:** Yes, the project support two key RTP goals:
  - Goal #4 – Expand Travel Choices, Objective 3.1 - Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.
  - Goal #5 – Enhance Safety and Security, Objective 5.1 Operational and Public Safety - Reduce fatal and severe injuries and crashes for all modes of travel.
- **MPO Responsibilities/Public Notification included:** No. Administrative modifications do not require a formal 30 day public notification period.
- **OTC Approval Required:** Not required



## Metro September 2018 – Administrative Mod Bundle #2

Modification Number: **AB18-26-SEP2**, Resolution: N/A

Number of projects within this Administrative Modification: 7

Project Narratives



Metro		2018-21 Metropolitan Transportation Improvement Program (MTIP)		Admin Modification Minor Scope Adjust 5th Amendment to Project				
PROJECT AMENDMENT DETAIL WORKSHEET								
Lead Agency:	ODOT	Project Type:	Highway	ODOT Key:	20413			
Project Name:	US30BY (Lombard): N Fiske Ave - N Wilbur Ave	ODOT Type:	Safety	MTIP ID:	70969			
Short Description: Road reconfiguration MP 3.50 and N Wilbur. Signal upgrades at Fiske; Woolsey; Chautauqua; Wabash; Peninsular; and Greeley. Remove half signal at Drummond. Install RRFB with pedestrian island near Drummond. ADA improvements and access management as needed		Capacity Enhancing:	No	RTP ID:	11836			
		Conformity Exempt:	Yes	RFFA ID:	N/A			
		On State Hwy Sys:	US30BY	RFFA Cycle:	N/A			
		Mile Post Begin:	3.32	UPWP:	No			
		Mile Post End:	4.59	UPWP Cycle:	N/A			
	Length:	1.27						
Detailed Description: On US-30BY (on Lombard St) in NE Portland from MP 3.32 to 4.59, Signal upgrades and safety improvements to include signal upgrades at Fiske, Woolsey, Chautauqua, Wabash, Peninsular, and Greeley. Remove half signal at Drummond. Install RRFB with pedestrian island near Drummond. ADA improvements and access management as needed.								
STIP Description: Road reconfiguration between N Fiske and N Wilbur. Signal upgrades at Fiske, Woolsey, Chautauqua, Wabash, Peninsular, and Greeley. Construct truck apron at Greeley. Remove half signal at Drummond. Install Rectangular Rapid Flashing Beacon (RRFB) with pedestrian island near Drummond. Conduct pedestrian studies at the intersections of Lombard/Newman and Lombard/Washburn. ADA improvements and access management as needed.								
PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
HSIP-FAST	ZS30	2018		\$ 1,582,496				
HSIP-FAST	ZS30	2017		\$ 1,582,496			\$	1,582,496
ADVCON	ACPO	2018		\$ 1,271,926				
ADVCON	ACPO	2017		\$ 1,271,926			\$	1,271,926
HSIP-FAST	ZS30	2018			\$ 76,000			
HSIP-FAST	ZS30	2019			\$ 76,000		\$	76,000
ADVCON	ACPO	2018			\$ 829,105			
ADVCON	ACPO	2019			\$ 829,105		\$	829,105
HSIP-FAST	Z230	2019				\$ 10,000	\$	10,000
NHPP-FAST	Z001	2019				\$ 13,292	\$	13,292
ADVCON	ACPO	2019				\$ 87,599	\$	87,599
HSIP-FAST	ZS30	2020					\$ 1,297,500	
NHPP	M001	2020					\$ 1,297,500	\$ 1,297,500
NHPP-FAST	Z001	2020					\$ 3,746,123	\$ 3,746,123
ADVCON	ACPO	2020					\$ 834,489	\$ 834,489
							\$	-
Federal Total:							\$	9,748,530
<b>State Funds</b>								
State	Match	2018		\$ 145,578				
State	Match	2017		\$ 145,578			\$	145,578
State	Match	2018			\$ 94,895			
State	Match	2019			\$ 94,895		\$	94,895
State	Match	2019				\$ 1,533	\$	1,533
State	Match	2019				\$ 10,026	\$	10,026
State	Match	2020					\$ 428,761	\$ 428,761
State	Match	2020					\$ 95,511	\$ 95,511
							\$	-
State Total:							\$	776,304
<b>Local Funds</b>								
Other	OTH0	2017		\$ 75,000			\$	75,000
Other	OTH0	2020					\$ 100,000	\$ 100,000
							\$	-
Local Total:							\$	175,000
Phase Totals Before Amend:			\$ -	\$ 3,000,000	\$ 1,000,000	\$ 122,450	\$ 6,402,384	\$ 10,524,834
Phase Totals After Amend:			\$ -	\$ 3,075,000	\$ 1,000,000	\$ 122,450	\$ 6,502,384	\$ 10,699,834
Year Of Expenditure (YOE):							\$	10,699,834