

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR AMENDING	)	RESOLUTION NO. 20-5112
EXISTING PROJECTS TO THE 2018-21	)	
METROPOLITAN TRANSPORTATION	)	Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM WHICH INVOLVES	)	Marissa Madrigal in concurrence with
CHANGES TO FIVE PROJECTS IMPACTING	)	Council President Lynn Peterson
CLACKAMAS COUNTY AND ODOT (JN20-13-JUN)	)	
	)	

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, MTIP amendments now must also include assessments for required performance measure compliance, expanded RTP consistency, and strive to meet annual Metro and statewide obligation targets resulting in additional MTIP amendment processing practices and procedures; and

WHEREAS, complexities involving Clackamas County’s re-certification along with obstacles raised by the Covid-19 situation have delayed the County’s ability to be ready for a construction phase obligation before the end of FY 2020 and are now requesting the construction phase to be slipped into FY 2021 for a mid-year construction phase obligation; and

WHEREAS, ODOT reached a settlement agreement with the Association of Centers for Independent Living in March of 2017 that changed practices related to compliance with the Americans with Disabilities Act and established the ADA Program to meet the requirements of the settlement agreement; and

WHEREAS, the impacts from the lawsuit and settlement affects curb and ramp design and construction costs to meet the ADA specifications not only for ODOT, but cities in the Metro MPO area; and

WHEREAS, the Oregon Department of Transportation (ODOT) is adjusting their ADA curb and ramp implementation strategy and focus resulting a new project being added to the MTIP to initiate their second year ADA curb and ramp funding and scoping effort for the for identified ramps in the Portland Metro area & Hood River areas; and

WHEREAS, ODOT's review of their two US26 pavement rehabilitation projects indicated both could be combined into a single construction phase for economies of delivery scale and the ability to obligate the construction phase for both before the end of FY 2020; and

WHEREAS, ODOT's review of their Portland Metropolitan Bridge Screening and Rail Retrofit project grouping bucket which will update the rails or edges of bridges and screening, preventing items and vehicles from falling off the bridges on multiple bridges in the Portland Metro Region have determined additional Preliminary Engineering phase funding is required along with a Utility Relocation phase, and is adjusting the project to cover the added costs by removing three existing bridge locations from the total scope of work which will be delivered separately; and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan (RTP) to ensure the projects remain consistent with the goals and strategies identified in the RTP with the results confirming that no RTP inconsistencies exist as a result of the project changes from the June 2020 MTIP Formal Amendment; and


WHEREAS, the RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation assessment from approved regional RTP goals and strategies, a validation that the required changes have little or no impact upon regionally significant projects, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the June 2020 Formal Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on June 5, 2020; and

WHEREAS, JPACT received their notification and approved Resolution 20-5112 consisting of the June 2020 Formal MTIP Amendment bundle on July 16, 2020 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on July 30, 2020 to formally amend the 2018-21 MTIP to include the required changes, advancements, or additions to the five identified projects as part of Resolution 20-5112.

ADOPTED by the Metro Council this 30th day of July 2020.



\_\_\_\_\_  
Juan Carlos Gonzalez, Deputy Council President

Approved as to Form:



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Carrie MacLaren, Metro Attorney

**2018-2021 Metropolitan Transportation Improvement Program  
Exhibit A to Resolution 20-5112**



Proposed June 2020 Formal Amendment Bundle					
Amendment Type: <b>Formal/Full</b>					
Amendment #: <b>JN20-13-JUN</b>					
Total Number of Projects: 5					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 18801	7078	Clackamas County	Clackamas County Regional Freight ITS Project	Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.	<b><u>CANCEL PHASE:</u></b> The amendment transfers \$103k from the Construction phase to PE to address a PE phase funding shortfall. The scheduled construction phase obligation in FY 2020 is delayed until well into FY 2021. As a result it is being canceled in the 2018021 MTIP and will be added to the 2021-24 MTIP through a formal amendment.
Project #2 Key <b>22245 New Project</b>	TBD	ODOT	Portland Metro Area & Hood River Curb Ramp Scoping	Scoping level estimates of all ADA curb ramps to determine concept fixes and issues to help guide selection and design for future projects.	<b><u>ADD NEW PROJECT</u></b> The formal amendment adds the new project development ADA curb ramp scoping project to the 2018 MTIP. It is being added now to enable the federal funds to be obligated before the end of FY 2020.
Project #3 Key <b>20300</b>	70941	ODOT	US26: OR217 - Cornell Rd	Repave mainline of roadway to improve pavement condition and extend service life.	<b><u>COMBINED PROJECT:</u></b> The formal amendment de-programs and transfers the ROW and construction phase funding to Key 20299, US26: Sylvan - OR217. Both projects are paving projects and both will now be combined together and obligate their construction funding before the end of FY 2020.

Project #4 Key 20299	70940	ODOT	<del>US26: SYLVAN— OR217</del> US26: Cornell Rd - Sylvan	<del>On US26 near Beaverton from Sylvan (e/o US26/OR8/SW Canyon Rd IC) west to OR217, rehab/repave mainline of roadway to improve pavement condition and extend service life. (HB2017 awarded project, \$624,212 original award)</del> Repave roadway and ramps to improve pavement condition, extend service life and maintain safety standards. Apply high friction surface pavement treatment (HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration (Combined with Key 20300)	<u>COMBINED PROJECT</u> The formal amendment combines the ROW and construction phase funding from Key 20300. Keys 20299 and 20300 are now combined into Key 20300. The primary scope remains a rehab/repaving project on US 26 with adjusted limits.
Project #5 Key 19918	79867	ODOT	<del>Region 1: Bridge- Screening and Rail Retrofit</del> Portland Metropolitan Bridge Screening and Rail Retrofit	<del>Bridge rail retrofit bridge #08996, 09007, 13523, 09569 and 09623. Protective screening on bridge #05054, 06767A, 08194, 08996, 09007, 13523, 09569, 09623, 13492, 02163A, 09000, 13514L and 09722</del> Update the rails or edges of bridges and screening, which will prevent items and vehicles from falling off the bridges on multiple bridges in the Portland Metro Region	<u>SCOPE CHANGE</u> The amendment updates the PE and construction phase costs, plus adds a Utility Relocation phase. Three previous identified bridges that were part of the approved scope of work have been removed from the updated scope of work. A minor cost increase of 8% results from the changes.
Project #6 Key 21219	71043	ODOT	I-5 Over NE Hassalo- St and NE Holiday St (BR#08583)	<del>On I-5 over NE Hassalo St and SE Holladay St (BR#08583), replace the current structural overlay (HB2017- Awarded Project, \$5,000,000 Original Award)</del>	<u>COMBINE PHASE:</u> The formal amendment transfers the PE phase funding over to that Rose Quarter Improvement project in Key 19701. Eventually the entire project (Key 21219) will be combined into Key 19701 when the construction phase is added to the I-5 Rose Quarter Improvement Project. Key 21219 is reduced by \$1 million dollars which equals a 20% cost change to the project.

<p>Project #7 Key 19701</p>	<p>70784</p>	<p>ODOT</p>	<p>I-5 Rose Quarter Improvement Project</p>	<p><del>On I-5 between I-84 and I-405, Planning, project development, and right of way 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</del></p>	<p><b>COMBINED PROJECT</b> The formal amendment combines into the PE phase the \$1 million transferred from Key 21219. The \$1 million is added to the PE phase. The PE phase increases to \$72,391,997. Conversion fund type codes are added to the pea phase to replace some of the Advance Construction placeholder funding. Remaining funds from Key 21219 will be added to the construction phase when the full construction phase is programmed during FY 2021.</p>
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Note: Keys 21219 and 19701 are being removed from the June 2020 Formal Amendment Bundle under Resolution 20-5112. Both projects will return to complete their programming updates at a later date. As a result, Resolution 20-5112 will consist of five projects.



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

**Formal Amendment**  
**CANCEL PHASE**  
 8th Amendment to Project

<b>Lead Agency:</b> Clackamas County		Project Type:	TSMO/ITS	<b>ODOT Key:</b> 18001
<b>Project Name:</b> Clackamas County Regional Freight ITS Project	1	ODOT Type	OP-ITS	<b>MTIP ID:</b> 70478
		Performance Meas:	Yes	<b>Status:</b> 4
		Capacity Enhancing:	No	<b>Comp Date:</b> 3/31/2022
		Conformity Exempt:	Yes	RTP ID: 10020
		On State Hwy Sys:	Various	RFFA ID: 50182
		Mile Post Begin:	N/A	RFFA Cycle: 2012-15
		Mile Post End:	N/A	UPWP: No
		Length:	N/A	UPWP Cycle: N/A
		1st Year Program'd:	2014	Past Amend: 7
		Years Active:	7	OTC Approval: No
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		STIP Amend #: TBD		MTIP Amnd #: JN20-13-JUN
<b>Short Description:</b> Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.				
<b>Detailed Description:</b> The Clackamas County Regional Freight ITS project will improve freight mobility in congested subareas of the Clackamas Industrial Area with improved signal equipment, signal timing and minor roadway improvements. It includes the creation of a Freight ITS Plan in Phase 1 and the prioritized implementation of that plan in Phase 2. The Freight ITS plan will include technical analysis of existing and future conditions related to traffic safety and operations and a stakeholder review process. The second phase of the project, a list of Freight ITS improvements would be prioritized and constructed as funding allows. Potential treatments include signal priority for freight trucks, freight traveler information, signal re-timing and enhanced communication between signals, and railroad-highway safety treatments.				
<b>STIP Description:</b> Improves the reliability of the regional freight system by reducing freight delays in known congested areas through a variety of ITC system enhancements.				

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Concept of Operations)	Construction	Total
<b>Federal Funds</b>								
STP-U	Z230	2014				\$ 238,838		\$ -
<del>STP-U</del>	<del>Z230</del>	<del>2018</del>		<del>\$ 318,577</del>				
STP-U	Z230	2018		\$ 411,654				\$ 411,654
<del>STP-U</del>	<del>Z230</del>	<del>2020</del>					<del>\$ 1,517,585</del>	
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 411,654</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<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	Match	2015				\$ 27,336		\$ 27,336
<del>Local</del>	<del>Match</del>	<del>2018</del>		<del>\$ 36,463</del>				
Local	Match	2018		\$ 47,116				\$ 47,116
<del>Local</del>	<del>Match</del>	<del>2018</del>					<del>\$ 173,694</del>	
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	<del>\$ 355,040</del>	\$ -	\$ 266,174	<del>\$ 1,691,279</del>	<del>\$ 2,312,493</del>
Phase Totals After Amend:			\$ -	\$ 458,770	\$ -	\$ 266,174	\$ -	\$ 724,944
Year Of Expenditure (YOE):							\$	724,944

**Notes and Summary of 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 shifts \$103,730 total of construction phase funding to PE to address a PE phase funding shortfall. The remaining construction phase funding is then canceled. Complications with re-certification and with COVID-19 have delayed the project and the scheduled summer construction phase obligation until fall/winter of FY 2021. As a result the construction phase is being canceled from the 2018-21 MTIP. Because the construction phase was scheduled to obligate its remaining unobligated funding before the end of FY 2020, the project was not identified to be carried-over into the 2021-24 MTIP and STIP. The project and construction phase will be added to the 2021-24 MTIP through the formal transition amendment to occur in Fall for early FY 2021 approval. Any delay in obligating the construction phase during early 2021 should be minimal.

> Will Performance Measurements Apply: Yes

**RTP References:**

> RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027

> RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety : Projects that correct, improve, or eliminate a hazardous location or feature.

> UPWP amendment: Not applicable & not required

**Fund Codes:**

> STP-U = Federal Surface Transportation Program urban area funds allocated to Metro and then awarded to qualifying projects through the Regional Flexible Funds Allocation process.

> Local = General local funds provided by the lead agency as part of the required match.





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

**Formal Amendment**  
**ADD NEW PROJECT**  
Initial Project Programming

<b>Lead Agency:</b> ODOT		Project Type:	Proj Dev		<b>ODOT Key:</b> 22245
<b>Project Name</b> <b>Portland Metro Area &amp; Hood River Curb Ramp</b> <b>Scoping</b> <b>Project Status: 1</b> = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.)  <b>Short Description: Scoping level estimates of all ADA curb ramps to determine concept fixes and issues to help guide selection and design for future projects.</b>	2	ODOT Type	Proj Dev		<b>MTIP ID:</b> TBD
		Performance Meas:	No		<b>Status:</b> 1
		Capacity Enhancing:	No		<b>Comp Date:</b> 12/31/2021
		Conformity Exempt:	Yes		RTP ID: 12095
		On State Hwy Sys:	Various		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
STIP Amend #: TBD 18-21-3860					MTIP Amnd #: JN20-13-JUN
<b>Detailed Description: As part of the ADA settlement agreement, Key 22245 will hire a consultant to examine ramps in Region 1 not already under improvement contract, determine concept fixes and issues., plus associated costs. The results of this work will guide the selection and design of future curb ramp projects. Key 22245 is a region wide project development scoping effort which will set future curb ramp projects up for success ensuring an on-time and on-budget delivery.</b>					
<b>STIP Description: Scoping level estimates of all ADA curb ramps to determine concept fixes and issues to help guide selection and design for future projects.</b>					

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
ADVCON	ACPO	2020	\$ 1,794,600					\$ 1,794,600
								\$ -
								\$ -
							<b>Federal Totals:</b>	\$ 1,794,600
<b>Federal Fund Obligations:</b>								Federal Aid ID
EA Number:								
Initial Obligation Date:								
<b>State Funds</b>								
State	S010	2020	\$ 205,400					\$ 205,400
								\$ -
							<b>State Total:</b>	\$ -
<b>State Fund Obligations:</b>								
EA Number:								
Initial Obligation Date:								
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total</b>	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
							Year Of Expenditure (YOE):	\$ 2,000,000

**Notes and Summary of 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 the new project development ADA curb ramp scoping project to the 2018 MTIP. It is being added now to enable the federal funds to be obligated before the end of FY 2020.

> Will Performance Measurements Apply: No

**RTP References:**

> RTP ID: 12095 - Safety & Operations Projects

> RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other: Planning & Technical Studies.

> UPWP amendment: Not applicable & not required. Reason: The project employs project development activities and is not a planning study. Inclusion in the UPWP is not required.

**Fund Codes:**

> ADVCON = Federal fund placeholder ODOT which enables ODOT to commit state funds to cover project costs until the final federal fund type code is determined. A conversion to the final federal fund type code will occur later (e.g. ADVCON to NHPP)

> State = General state funds provided by the lead agency as part of the required match to the federal fund type code.

**Other**

> On NHS: N/A

> Metro Model: No

> Model category and type: N/A

> TCM project: No

> Located on the CMP: No



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

Formal Amendment  
**COMBINED PROJECT**  
 5th Amendment to Project

<b>Lead Agency:</b> ODOT		Project Type:	O&M		<b>ODOT Key:</b> 20300
<b>Project Name:</b> US26: OR217 - Cornell Rd	3	ODOT Type	Preserve		<b>MTIP ID:</b> 70941
		Performance Meas:	Yes		<b>Status:</b> 4
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	No		<b>Comp Date:</b> 12/31/2021
		Conformity Exempt:	Yes		RTP ID: 12094
<b>Short Description:</b> Repave mainline of roadway to improve pavement condition and extend service life.		US26	On State Hwy Sys:	US26	RFFA ID: N/A
		66.35	Mile Post Begin:	0.10	RFFA Cycle: N/A
		69.19	Mile Post End:	0.39	UPWP: No
		2.84	Length:	0.29	UPWP Cycle: N/A
			1st Year Program'd:	2019	Past Amend: 4
			Years Active:	2	OTC Approval: Yes
STIP Amend #: 18-21-3886				MTIP Amnd #: JN20-13-JUN	
<b>Detailed Description:</b> Repave mainline of roadway to improve pavement condition and extend service life. Apply high friction surface pavement treatment (HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration.					
<b>STIP Description:</b> Repave roadway and ramps to improve pavement condition, extend service life and maintain safety standards. Apply high friction surface pavement treatment (HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration.					
Last Amendment of Modification: March 2020 - MR20-09-MAR, Resolution 20-5082: ADD FUNDING The formal amendment advances \$111,839 from future draft 2021-24 STIP for current PE phase needs. Description details are added for clarification. Construction phase is planned for FY 2021 and is programmed in the new draft 2021-24 STIP					

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
NHPP	<del>Z001</del>	<del>2019</del>		<del>\$ 897,300</del>				\$ -
ADVCON	ACPO	2019		\$ 897,300				\$ 897,300
HSIP	<del>ZS30</del>	<del>2019</del>		<del>\$ 103,138</del>				\$ -
NHPP	<del>Z001</del>	<del>2020</del>			<del>\$ 179,460</del>			\$ -
HSIP	<del>ZS30</del>	<del>2020</del>			<del>\$ 10,362</del>			\$ -
NHPP	<del>Z001</del>	<del>2021</del>					<del>\$ 7,930,940</del>	\$ -
HSIP	<del>ZS30</del>	<del>2021</del>					<del>\$ 396,825</del>	\$ -
							<b>Federal Totals:</b>	<b>\$ 897,300</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
EA Number:								
Initial Obligation Date:								
<b>State Funds</b>								
State	Match	2019	-	<del>\$ 102,700</del>				\$ -
State	Match	2019		\$ 102,700				\$ 102,700
State	Match	2020		<del>\$ 8,701</del>				\$ -
State	Match	2020			<del>\$ 20,540</del>			\$ -
State	Match	2020			<del>\$ 874</del>			\$ -
State	Match	2021					<del>\$ 907,732</del>	\$ -
State	Match	2021					\$ 33,478	\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
EA Number:								
Initial Obligation Date:								
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	<del>\$ 1,111,839</del>	<del>\$ 211,236</del>	\$ -	<del>\$ 9,268,975</del>	<del>\$ 10,592,050</del>
Phase Totals After Amend:			\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000
							Year Of Expenditure (YOE):	\$ 1,000,000

**Notes and Summary of 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 updates the PE phase to reflect Advance Construction as the obligated fund type. The ROW and construction phase funding is deprogrammed and combined into Key 20299, US26: Sylvan - OR217. Both projects are paving projects and both will now be combined together and obligate their construction funding before the end of FY 2020. As a result of the transfer to Key 20299, Key 20300 ends up with only the PE phase programmed with the total programmed amount decreasing to \$1,000,000. Key 20299 is also part of the June 2020 Formal Amendment Bundle.

> Will Performance Measurements Apply: Yes

**RTP References:**

> RTP ID: 12094 - Highway Pavement Maintenance

> RTP Description: Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety : Projects that correct, improve, or eliminate a hazardous location or feature.

> UPWP amendment: Not applicable & not required

**Fund Codes:**

> NHPP = Federal National Highway Performance Program funds appropriated to ODOT.

> HSIP = Federal Highway System Improvement Program funds appropriated to ODOT for system safety improvements.

> ADVCON = Federal fund type code placeholder for ODOT to use in place of a specific federal code. ODOT then provides the project costs until the federal conversion fund type code is identified and replaces the ADVCON fund type code.

> State = General state funds provided by the lead agency as part of the required match against the federal funds.

**Other**

> On NHS: Yes, US26 is identified as an "Other NHS Route" on the NHS system

> Metro Model: Yes, US 26 is identified in the Metro Motor Vehicle modeling network

> Model category and type: Throughway

> TCM project: No

> Located on the CMP: Yes. US26 up through Hillsborough is identified as part of the Metro CMP



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

Formal Amendment  
**COMBINED PROJECT**  
 3rd Amendment to Project

<b>Lead Agency:</b> ODOT		Project Type:	O&M	<b>ODOT Key:</b> 20299	
<b>Project Name:</b> <del>US26: SYLVAN—OR217</del> <b>US26: Cornell Rd - Sylvan</b>	4	ODOT Type	Preserve	<b>MTIP ID:</b> 70940	
		Performance Meas:	Yes	<b>Status:</b> 4	
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	US26	Capacity Enhancing:	No	<b>Comp Date:</b> 12/31/2021	
		Conformity Exempt:	Yes	RTP ID:	12094
<b>Short Description:</b> <del>On US26 near Beaverton from Sylvan (e/o US26/OR8/SW Canyon Rd IC) west to OR217, rehab/repave mainline of roadway to improve pavement condition and extend service life. (HB2017 awarded project, \$624,212 original award)</del> <b>Repave roadway and ramps to improve pavement condition, extend service life and maintain safety standards. Apply high friction surface pavement treatment (HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration (Combined with Key 20300)</b>	0.10	On State Hwy Sys:	US26	RFFA ID:	N/A
	0.39	Mile Post Begin:	67.44	RFFA Cycle:	N/A
	0.29	Mile Post End:	71.33	UPWP:	No
	65.84	Length:	3.89	UPWP Cycle:	N/A
	66.16	1st Year Program'd:	2018	Past Amend:	2
	0.32	Years Active:	3	OTC Approval:	No
	STIP Amend #: 18-21-3886			MTIP Amnd #: JN20-13-jun	
<p><b>Detailed Description:</b> <del>(Combined with Key 20300) On US26 near Beaverton from Sylvan (e/o US26/OR8/SW Canyon Rd IC) west to OR217, rehab/repave mainline of roadway to improve pavement condition and extend service life. (HB2017 awarded project, \$624,212 original award)</del>  <b>Repave roadway and ramps to improve pavement condition, Apply high friction surface pavement treatment (HFST) on OR217 at US26 westbound ramp, plus bridge maintenance on the structure over OR217 to prevent deterioration</b> (HB2017 awarded project \$624,212 original award)</p>					
<p><b>STIP Description:</b> <del>Repave mainline of roadway to improve pavement condition and extend service life.</del>                  Repave roadway and ramps to improve pavement condition, extend service life and maintain safety standards. Apply high friction surface pavement treatment (HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration.</p>					

Last Amendment of Modification: AB19-18-JUL2 - July 2019 - STIP Re-Balancing Amendment - Cost Increase: Increase ADVCON in construction phase from \$252,078 to \$858,856 plus match. Cons increases to \$3,968,595. TPC increases to \$4,462,450. Cons cost increase due to asphalt cost increases not originally factored into project along with inflation. No slips.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
NHPP	ME01	2018		\$ 135,108				\$ 135,108
<del>ADVCON</del>	<del>ACPO</del>	<del>2018</del>		<del>\$ 308,028</del>				\$ -
ADVCON	ACPO	2018		\$ 411,166				\$ 411,166
NHPP	Z001	2020					\$ 2,702,165	\$ 2,702,165
<del>ADVCON</del>	<del>ACPO</del>	<del>2020</del>					<del>\$ 858,856</del>	\$ -
ADVCON	ACPO	2020					\$ 9,376,443	\$ 9,376,443
							<b>Federal Totals:</b>	<b>\$ 12,624,882</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
State	Match	2018		\$ 15,464				\$ 15,464
<del>State</del>	<del>Match</del>	<del>2018</del>		<del>\$ 35,255</del>				\$ -
State	Match	2018		\$ 43,956				\$ 43,956
State	Match	2020					\$ 309,275	\$ 309,275
<del>State</del>	<del>Match</del>	<del>2020</del>					<del>\$ 98,300</del>	\$ -
State	Match	2020					\$ 1,060,923	\$ 1,060,923
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
								\$ -
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	<del>\$ 493,855</del>	\$ -	\$ -	<del>\$ 3,968,596</del>	<del>\$ 4,462,451</del>
Phase Totals After Amend:			\$ -	\$ 605,694	\$ -	\$ -	\$ 13,448,806	\$ 14,054,500
							Year Of Expenditure (YOE):	\$ 14,054,500



**Notes and Summary of 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 combines the ROW and construction phase funding from Key 20300. Keys 20299 and 20300 are now combined into Key 20300. The primary scope remains a rehab/repaving project on US 26 with adjusted limits. The formal amendment is required as a result of the adjusted limits. The formal amendment is occurring now to enable the construction phase to obligate before the end of FY 2020 (September 2020).

> Will Performance Measurements Apply: Yes

**RTP References:**

> RTP ID: 12094 - Highway Pavement Maintenance

> RTP Description: Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety : Projects that correct, improve, or eliminate a hazardous location or feature.

> UPWP amendment: Not applicable & not required

**Fund Codes:**

> NHPP = Federal National Highway Performance Program funds appropriated to ODOT.

> ADVCON = Federal fund type code placeholder for ODOT to use in place of a specific federal code. ODOT then provides the project costs until the federal conversion fund type code is identified and replaces the ADVCON fund type code.

> State = General state funds provided by the lead agency as part of the required match against the federal funds.

**Other**

> On NHS: Yes

> Metro Model: Yes

> Model category and type: Pedestrian - Pedestrian Parkway

> TCM project: No



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

**Formal Amendment**  
**SCOPE CHANGE**  
 4th Amendment to Project

<b>Lead Agency:</b> ODOT		Project Type:	Bridge	<b>ODOT Key:</b>	<b>19918</b>
<b>Project Name:</b> <del>Region 1- Bridge Screening and Rail Retrofit</del> <b>Portland Metropolitan Bridge Screening and Rail Retrofit</b>	5	ODOT Type	Bridge	<b>MTIP ID:</b>	<b>70867</b>
		Performance Meas:	Yes	<b>Status:</b>	<b>4</b>
		Capacity Enhancing:	No	<b>Comp Date:</b>	
		Conformity Exempt:	Yes	RTP ID:	12092
		On State Hwy Sys:	Various	RFFA ID:	N/A
		Mile Post Begin:	Multiple	RFFA Cycle:	N/A
		Mile Post End:	Multiple	UPWP:	No
		Length:	Multiple	UPWP Cycle:	N/A
		1st Year Program'd:	2017	Past Amend:	0
		Years Active:	4	OTC Approval:	No
		STIP Amend #: 18-21-3889		MTIP Amnd #: JN20-13-JUN	
<p><b>Detailed Description:</b> <del>Bridge rail retrofit bridge #08996, 09007, 13523, 09569 and 09623. Protective screening on bridge #05054, 06767A, 08194, 08996, 09007, 13523, 09569, 09623, 13492, 02163A, 09000, 13514L and 09722-</del></p> <p><b>Update the rails or edges of bridges and screening impacting bridge locations at N Alberta St (#09007), SE Washington St (#13523), NE 102nd Ave (#02163A), N Ainsworth St (#09000), Railroad Service Rd (#13514L), NW Helvetia Rd Connection (#09722), at OR212 - MP 8.43 to MP 8.51 (#13492), at OR217 - MP 7.19 to MP 7.25 (09569), at OR224 (#09623), at OR43 - MP 0.03 to 0.12 (#08194), at US26 - MP 0.42 to 1.12 (#05054), at US30BY - MP 5.31 to 5.35 (#08996)</b></p>					
<p><b>STIP Description:</b> Update the rails or edges of bridges and screening, which will prevent items and vehicles from falling off the bridges.</p>					

Last Amendment of Modification: Administrative Modification - July 2019 - STIP Re-Balancing Amendment - Cost Increase: Increase Construction phase ADVCON from \$3,904,865 to \$5,320,139 and match. Cons increases from \$4,351,794 to \$5,929,052. TPC increases to \$6,420,060. No phase slip. Reason - Cost estimate did not include traffic control for construction.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>NHPP</del>	<del>Z001</del>	<del>2017</del>		<del>\$ 291,622</del>				\$ -
NHPP	Z001	2017		\$ 575,223				\$ 575,223
<del>TFIA (100%)</del>		<del>2017</del>		<del>\$ 166,008</del>				\$ -
<del>ADVCON</del>	<del>ACPO</del>	<del>2020</del>					<del>\$ 5,320,139</del>	\$ -
ADVCON	ACPO	2020					\$ 5,067,053	\$ 5,067,053
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 5,642,276</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
EA Number:								
Initial Obligation Date:								
<b>State Funds</b>								
<del>State</del>	<del>Match</del>	<del>2017</del>	-	<del>\$ 33,377</del>				\$ -
State	Match	2017		\$ 65,837				\$ 65,837
<del>State</del>	<del>Match</del>	<del>2020</del>					<del>\$ 608,914</del>	\$ -
State	Match	2020					\$ 579,947	\$ 579,947
State	S010	2020					\$ 132,000	\$ 132,000
							<b>State Total:</b>	<b>\$ 777,784</b>
<b>State Fund Obligations:</b>								
EA Number:								
Initial Obligation Date:								
<b>Local Funds</b>								
Other	OTH0	2020			\$ 467,000			\$ 467,000
Other	OTH0	2020				\$ 48,000		\$ 48,000
								\$ -
							<b>Local Total</b>	<b>\$ 515,000</b>
Phase Totals Before Amend:			\$ -	<del>\$ 491,007</del>	\$ -	<del>\$ -</del>	<del>\$ 5,929,053</del>	<del>\$ 6,420,060</del>
Phase Totals After Amend:			\$ -	\$ 641,060	\$ -	\$ 467,000	\$ 5,827,000	\$ 6,935,060
							Year Of Expenditure (YOE):	\$ 6,935,060

**Notes and Summary of 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 updates the PE and construction phase costs, and adds an Other (Utility Relocation) phase to the project. The costs are updated due to the decision change the number of bridges part of the scope of work. Three bridges have been removed from the approved scope of work. They include: (1) Bridge ID #06767A is removed from the project scope. Work on this bridge was to include screening over OR99E, but the work has been pulled due to legislative requirements. (2) Bridge ID #16134 (Allen Blvd/OR217 structure) is removed from the project scope, and will be delivered under OR217: OR10 - OR99W (K18841) instead. K18841 has already been amended to reflect this (SP20-01-SEP, Resolution 19-5018). (3) Bridge ID #16143 (Denny Rd/OR217 structure) is removed from the project scope, and will be delivered under OR217: OR10 - OR99W (K18841) instead. K18841 has already been amended to reflect this (SP20-01-SEP, Resolution 19-5018). The scope adjustments result in a cost change to the project in the amount of \$515,00- which equals an 8% cost increase to the project.

> Will Performance Measurements Apply: Yes

**RTP References:**

> RTP ID: 12092 - Bridge Rehabilitation & Repair

> RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

> UPWP amendment: Not applicable & not required

**Fund Codes:**

> NHPP = Federal National Highway Performance Program funds appropriated to ODOT.

> ADVCON = Federal fund type code placeholder for ODOT to use in place of a specific federal code. ODOT then provides the project costs until the federal conversion fund type code is identified and replaces the ADVCON fund type code.

> State = General state funds provided by the lead agency as part of the required match against the federal funds.

> Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

**Other**

> On NHS: Yes

> Metro Model: Yes

> Model category and type: Pedestrian - Pedestrian Parkway

> TCM project: No

> Located on the CMP: Yes



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: July 16, 2020  
To: Metro Council and Interested Parties  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: June 2020 MTIP Formal Amendment & Resolution 20-5112 Approval Request  
**Resolution 20-5112 Corrected Formal Amendment Bundle**

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## **July 14, 2020 Supplemental Update to JPACT - CORRECTED**

Subsequent to the June 5, 2020 TPAC meeting, two projects included in the draft bundle for Resolution 20-5112 are being removed. They will return to complete their programming updates at a later time. The two projects being removed are the following:

- Project #6:
  - o Key 21219 - I-5 Over NE Hassalo St and NE Holiday St (BR#08583)
  - o Lead Agency: ODOT
  - o Amendment Action: \$1 million of PE funds were being transferred to Key 19701
- Project #7:
  - o Key 19701 - I-5 Rose Quarter Improvement Project
  - o Lead Agency: ODOT
  - o Amendment Action: \$1 million PE funding from Key 21219 would be added to the PE phase of Key 19701

As a result of the removal of Keys 21219 and 19701, the June Formal Amendment Bundle under Resolution 20-5112 is reduced from seven to five projects. The staff report has been updated to reflect the revised amendment bundle.

## **FORMAL AMENDMENT STAFF REPORT PURPOSE STATEMENT**

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM WHICH INVOLVES CHANGES TO FIVE PROJECTS IMPACTING CLACKAMAS COUNTY AND ODOT (JN20-13-JUN)

## **BACKGROUND**

### **What This Is:**

The June 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 20-5112 and being processed under MTIP Amendment JN20-13-JUN.

### **What is the requested action?**

**JPACT approved Resolution 20-5112 consisting of five projects in the June 2020 Formal Amendment Bundle and recommends Metro Council provide their approval enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.**

<p align="center"><b>Proposed June 2020 Formal Amendment Bundle</b>  <b>Amendment Type: Formal/Full</b>  <b>Amendment #: JN20-13-JUN</b>  <b>Total Number of Projects: 5</b></p>					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key <b>18001</b>	70478	Clackamas County	Clackamas County Regional Freight ITS Project	Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.	<b><u>CANCEL PHASE:</u></b> The formal amendment shifts \$103,730 total of construction phase funding to PE to address a PE phase funding shortfall. The scheduled summer construction phase has been delayed. The remaining construction phase funding is canceled in the 2018 MTIP and will be added to the 2021 MTIP.
Project #2 Key <b>22245</b> New Project	TBD	ODOT	Portland Metro Area & Hood River Curb Ramp Scoping	Scoping level estimates of all ADA curb ramps to determine concept fixes and issues to help guide selection and design for future projects.	<b><u>ADD NEW PROJECT</u></b> The formal amendment adds the new project development ADA curb ramp scoping project to the 2018 MTIP. It is being added now to enable the federal funds to be obligated before the end of FY 2020.
Project #3 Key 20300	70941	ODOT	US26: OR217 - Cornell Rd	Repave mainline of roadway to improve pavement condition and extend service life	<b><u>COMBINED PROJECT</u></b> The ROW and construction phase funding is deprogrammed and combined into Key 20299, US26: Sylvan - OR217. Both projects are paving projects and both will now be combined together and obligate their construction funding before the end of FY 2020


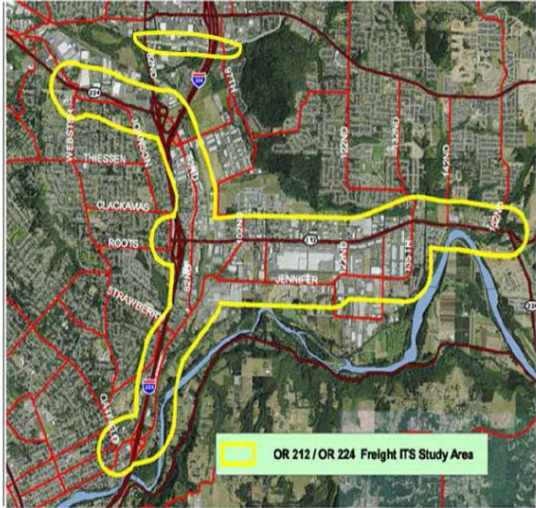

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #4 Key 20299	70940	ODOT	<del>US26- SYLVAN- OR217</del> US26: Cornell Rd - Sylvan	<del>On US26 near Beaverton from Sylvan (e/o US26/OR8/SW Canyon Rd IC) west to OR217, rehab/repave mainline of roadway to improve pavement condition and extend service life. (HB2017 awarded project, \$624,212 original award)</del> Repave roadway and ramps to improve pavement condition, extend service life and maintain safety standards. Apply high friction surface pavement treatment (HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration (Combined with Key 20300)	<b>COMBINED PROJECT</b> The ROW and construction phase funding from Key 20300 is combined into Key 20299. Both projects are combined together. Limits are adjusted as a result, but the scope remains a rehab/repaving project. The Construction phase obligation is now scheduled to occur before the end of FY 2020.
Project #5 Key 19918	70867	ODOT	Region 1- Bridge Screening and Rail Retrofit Portland Metropolitan Bridge Screening and Rail Retrofit	<del>Bridge rail retrofit bridge #08996, 09007, 13523, 09569 and 09623. Protective screening on bridge #05054, 06767A, 08194, 08996, 09007, 13523, 09569, 09623, 13492, 02163A, 09000, 13514L and 09722</del> Update the rails or edges of bridges and screening, which will prevent items and vehicles from falling off the bridges on multiple bridges in the Portland Metro Region	<b>SCOPE CHANGE</b> The amendment updates the PE and construction phase costs, plus adds a Utility Relocation phase. Three previous identified bridges that were part of the approved scope of work have been removed from the updated scope of work. A minor cost increase of 8% results from the changes.
Project #6 Key 21219	71043	ODOT	I-5 Over NE Hassalo St and NE Holiday St (BR#08583)	On I-5 over NE Hassalo St and SE Holladay St (BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$6,000,000 Original Award)	<b>COMBINE PHASE:</b> The formal amendment transfers the PE phase funding over to that Rose Quarter Improvement project in Key 19701. Eventually the entire project (Key 21219) will be combined into Key 19701 when the construction phase is added to the I-5 Rose Quarter Improvement Project. Key 21219 is reduced by \$1 million dollars which equals a 20% cost change to the project.
Project #7 Key 19701	70784	ODOT	I-5 Rose Quarter Improvement Project	On I-5 between I-84 and I-405, Planning, project development, and right of way 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	<b>COMBINED PROJECT</b> The formal amendment combines into the PE phase the \$1 million transferred from Key 21219. The \$1 million is added to the PE phase. The PE phase increases to \$72,391,997. Conversion fund type codes are added to the pea phase to replace some of the Advance Construction placeholder funding. Remaining funds from Key 21219 will be added to the construction phase when the full construction phase is programmed during FY 2021.

Note: Projects 6 and 7 in Keys 21219 and 19701 are removed from the June 2020 Formal Amendment Bundle under Resolution 20-5112

A detailed summary of the new proposed amended project is provided below.

<b>Project 1: Clackamas County Regional Freight ITS Project</b>	
Lead Agency:	<b>ODOT</b>
ODOT Key Number:	<b>18001</b> MTIP ID Number: 70478
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• Proposed improvements: The project will improve the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.</li> <li>• Source: Existing project.</li> <li>• Funding: The project's federal funding originates from the Metro 2012-15 Regional Flexible Funds Allocation(RFFA) program</li> <li>• Project Type: Transportation Systems Management and Operations/Intelligent Transportation System (TSMO/ITS)</li> <li>• Location: Multiple locations in Clackamas County</li> <li>• Cross Street Limits: N/A</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: JN20-13-JUN</li> </ul>
What is changing?	<p><b>AMENDMENT ACTION: CANCEL PHASE/PROGRAMMING DECREASE</b></p> <p>The formal amendment shifts \$103k, from the construction phase to address a funding shortfall in the PE phase. The planned summer obligation for the construction phase is now delayed until FY 2021. Because, the MTIP and STIP are in the middle of an update, this project can't be slipped into FY 2021.</p> <p>The construction phase is required to be canceled from the 2018 MTIP. It will be re-added to the 2021-204 MTIP as part of the formal Transition Amendment this fall.</p>
Additional Details:	Project Location Area shown on next page



	<div style="text-align: center;">  <h2 style="margin: 0;">Clackamas County</h2> <h3 style="margin: 0;">Regional Freight ITS Project</h3> </div> <div style="display: flex; justify-content: space-around; align-items: center;">   </div> <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 10px;"> <div style="text-align: center;"> <p><b>OR 212/224 Study Area - Potential Deployment Area</b></p> </div> <div style="text-align: center;"> <p><b>Wilsonville Study Area - Potential Deployment Area</b></p> </div> </div> <p style="text-align: center; margin-top: 10px;">Vicinity Map</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, canceling the construction phase resulting in a cost decrease greater than 20% requires a formal amendment to the MTIP</p>
<p>Total Programmed Amount:</p>	<p>The programming change as a result of canceling the construction phase decreases from \$2,312,493 to \$724,944 which equals a 68.6% programming change to the project in the 2018 MTIP</p>
<p>Added Notes:</p>	<p>Projects changes as part of an approved Project Change Request (PCR) – May 2020</p>


<p><b>Project 2:</b></p>	<p><b>Portland Metro Area &amp; Hood River Curb Ramp Scoping New Project</b></p>	
<p>Lead Agency:</p>	<p><b>ODOT</b></p>	
<p>ODOT Key Number:</p>	<p><b>22245</b></p>	<p>MTIP ID Number: TBD</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: The project will complete required Scoping level estimates of all ADA curb ramps to determine concept fixes and issues to help guide selection and design for future projects.</li> <li>Source: New project.</li> <li>Funding: The awarded source of funding for the project is from ODOT and part of the ADA settlement</li> <li>Project Type: Pre-NEPA/Project Development</li> </ul>	

	<ul style="list-style-type: none"> <li>• Location: Region 1</li> <li>• Cross Street Limits: N/A</li> <li>• Overall Mile Post Limits: N/A</li> <li>• Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.</li> <li>• STIP Amendment Number: 18-21-3860</li> <li>• MTIP Amendment Number: JN20-13-JUN</li> </ul>
What is changing?	<p><b>AMENDMENT ACTION: ADD NEW PROJECT</b></p> <p>The formal amendment adds the project development/scoping effort to hire a consultant to look at every single ramp in Region 1 (outside of ramps currently under contract) and determine concept fixes and issues. The results of this work will guide the selection and design of future curb ramp projects. Investing in a region-wide scoping effort now will set future curb ramp projects up for success, ensuring an on-time and on-budget delivery.</p> <p>This project is part of the settlement agreement ODOT reached with the Association of Centers for Independent Living in March of 2017. In the agreement, ODOT agreed to change practices related to compliance with the Americans with Disabilities Act. ODOT established the ADA Program to meet the requirements of the settlement agreement, allocating \$37M in 2018-2021 STIP funding, advancing \$43M from the 2021-2024 STIP, and allocating \$2M in 2019 federal redistribution funding as initial funding for the program.</p> <p>The funding allocated to date has covered the assessment and inventory of all curb ramps on the state highway system; outreach and training to consultants, contractors, local partners, and ODOT staff; creation and maintenance of a program to respond to ADA related complaints; retaining a national ADA expert to serve as ODOT's Accessibility Consultant in partnership with the plaintiffs; updating design and construction standards, and annual reporting to the plaintiffs. The remaining funds allocated to the program have been focused on projects to design and construct curb ramps. With all of the current ADA Program funds allocated, additional funding is required through 2023 to continue curb ramp construction projects, scope pedestrian activated signals, and support various program-related activities to meet the settlement agreement. Beginning in 2024, the program should be on-cycle with the STIP and funding needs will be identified as part of the regular STIP funding allocation process.</p>
Additional Details:	The project will cover the entire Region 1 area.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment.
Total Programmed Amount:	The programming for the scoping effort totals \$2,000,000.


Project Location Map includes the Region 1 area and is shown on the next page

Added Notes:

<b>Project 3: US26: OR217 - Cornell Rd</b>	
Lead Agency:	<b>ODOT</b>
ODOT Key Number:	<b>20300</b> <span style="float: right;">MTIP ID Number: 70941</span>
Projects Description:	<p><b>Project Snapshot:</b></p> <ul style="list-style-type: none"> <li>Proposed improvements: Repave roadway and ramps to improve pavement condition, extend service life and maintain safety standards. Apply high friction surface pavement treatment (HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration.</li> <li>Source: Existing project.</li> <li>Funding: The project's PE obligated using the Advance Construction fund type code. ROW and construction phase funding is not applicable as it is being combined into Key 20299.</li> <li>Project Type: Pavement preservation/rehabilitation and repaving.</li> <li>Location: On US26</li> <li>Cross Street Limits: N/A</li> <li>Overall Mile Post Limits: Multiple</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: 18-21-3700</li> <li>MTIP Amendment Number: MA20-12-MAY</li> </ul>
<b>AMENDMENT ACTION: COMBINED PROJECT</b>	

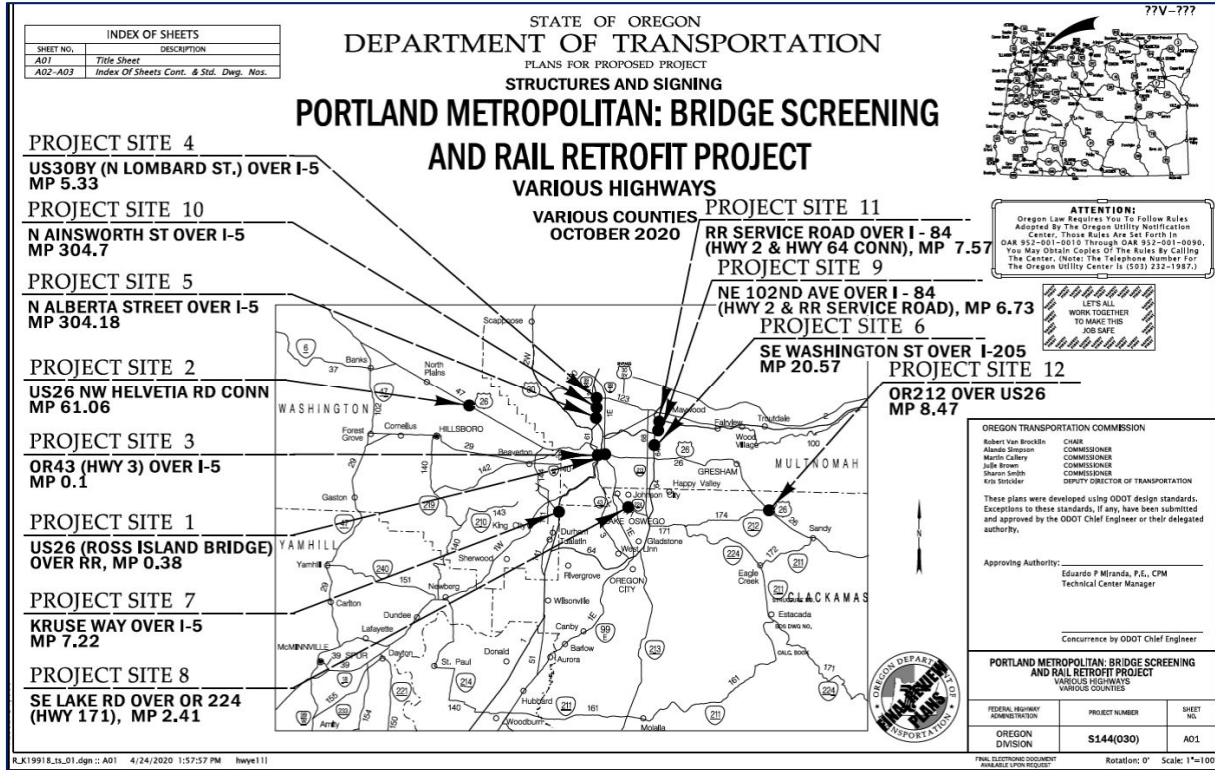
<p>What is changing?</p>	<p>The formal amendment updates the PE phase to reflect Advance Construction being used to obligate the phase. The ROW and construction phases are deprogrammed with their funding combined into Key 20299, US26: Sylvan - OR217. Both projects are paving projects and both will now be combined together and obligate their construction funding before the end of FY 2020.</p>
<p>Additional Details:</p>	<p>K20299 and K20300 are adjacent paving projects on US26, both currently in design. K20299 is scheduled to PS&amp;E (obligate Construction) in August 2020 (FFY20), whereas K20300 was initially planned for a FFY21 Construction obligation.</p> <p>In reviewing the scope and schedules of these two projects, ODOT has identified an opportunity to limit impacts to the traveling public and save on costs by combining them for delivery. K20300 is far enough along in design to align with K20299's schedule, meaning K20300's construction funding (currently programmed in FFY21 in the Draft 21-24 STIP) can be advanced and combined into K20299. Advancing the construction phase of K20300 will also ensure any conflicts between K20300 and ODOT's OR217: OR10 - OR99W project (K18841), planned for construction in FFY21, are avoided, providing the least disruptive experience possible for the traveling public.</p>
<p>Why a Formal amendment is required?</p>	<p>The cost change to Key 20300 with only PE phase requires a formal amendment. Adding to this is the fact that Key 20299 is advancing the construction phase for both into FY 2020. Together, the changes were deemed complex enough to warrant a formal amendment</p>
<p>Total Programmed Amount:</p>	<p>The total de-programming to Key 20300 through the combining action into Key 20299 results in only the PE funded at \$1,000,000.</p>
<p>Added Notes:</p>	<p style="text-align: center;">Project Map</p>  <p>The map shows a road project area with several key features:         <ul style="list-style-type: none"> <li><b>BEGIN PROJECT:</b> Located at the top left, with markers for 'MP 65.68 WB' and 'MP 66.34 EB'.</li> <li><b>K20300:</b> A section of the road highlighted in red, extending from the beginning project area towards the center.</li> <li><b>K20299:</b> A section of the road highlighted in blue, extending from the center towards the end project area.</li> <li><b>END PROJECT:</b> Located at the bottom right, with a marker for 'MP 71.53'.</li> </ul> </p>

<b>Project 4:</b>		<b>US26: SYLVAN - OR217</b>	
		<b>US26: Cornell Rd - Sylvan</b>	
Lead Agency:	ODOT		
ODOT Key Number:	20299	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements:  <del>On US26 near Beaverton from Sylvan (e/o US26/OR8/SW Canyon Rd IC) west to OR217, rehab/repave mainline of roadway to improve pavement condition and extend service life. (HB2017 awarded project, \$624,212 original award)</del>  <b>Repave roadway and ramps to improve pavement condition, extend service life and maintain safety standards. Apply high friction surface pavement treatment (HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration (Combined with Key 20300)</b> </li> <li>Source: Existing project. Combing Key 20300 into Key 20299.</li> <li>Funding: The combined project is funded with federal National Highway Performance Program (NHPP) funds, state funds as match, a federal Advance Construction funding as a placeholder for future federal funds that will be committed to the project.</li> <li>Project Type: Operations and Maintenance/Preservation</li> <li>Location: On US26</li> <li>Cross Street Limits: Multiple</li> <li>Overall 4 Mile Post Limits: Basically from 0.10 to 0.39 and 65.84 to 71.33</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: 18-21-3886</li> <li>MTIP Amendment Number: JN20-13-JUN</li> </ul>		
What is changing?	<p><b>AMENDMENT ACTION: COMBINED PROJECT</b></p> <p>The formal amendment combines the ROW and construction phase funding from Key 20300. Keys 20299 and 20300 are now combined into Key 20300. The primary scope remains a rehab/repaving project on US 26 with adjusted limits. The formal amendment is required as a result of the adjusted limits. The formal amendment is occurring now to enable the construction phase to obligate before the end of FY 2020 (September 2020).</p> <p>K20299 and K20300 are adjacent paving projects on US26, both currently in design. K20299 is scheduled to PS&amp;E (obligate Construction) in August 2020 (FFY20), whereas K20300 was initially planned for a FFY21 Construction obligation.</p> <p>In reviewing the scope and schedules of these two projects, ODOT has identified an opportunity to limit impacts to the traveling public and save on costs by combining them for delivery. K20300 is far enough along in</p>		

	<p>design to align with K20299's schedule, meaning K20300's construction funding (currently programmed in FFY21 in the Draft 21-24 STIP) can be advanced and combined into K20299. Advancing the CON phase of K20300 will also ensure any conflicts between K20300 and ODOT's OR217: OR10 - OR99W project (K18841), planned for CON in FFY21, are avoided, providing the least disruptive experience possible for the traveling public.</p>
<p>Additional Details:</p>	
<p>Why a Formal amendment is required?</p>	<p>The limits adjustments through the combining action requires a formal amendment to complete</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount with Key 20300 and 20299 now combined increase to \$14,054,500</p>
<p>Added Notes:</p>	

<p><b>Project 5:</b></p>	<p><b>Region 1: Bridge Screening and Rail Retrofit Portland Metropolitan Bridge Screening and Rail Retrofit</b></p>		
<p>Lead Agency:</p>	<p><b>ODOT</b></p>		
<p>ODOT Key Number:</p>	<p><b>19918</b></p>	<p>MTIP ID Number:</p>	<p>70867</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements:  <b>Bridge rail retrofit bridge #08996, 09007, 13523, 09569 and 09623. Protective screening on bridge #05054, 06767A, 08194, 08996, 09007, 13523, 09569, 09623, 13492, 02163A, 09000, 13514L and 09722</b> </li> <li><b>Update the rails or edges of bridges and screening, which will prevent items and vehicles from falling off the bridges on multiple bridges in the Portland Metro Region</b></li> <li>Source: Existing project.</li> <li>Funding: The project includes federal National Highway Performance Program (NHPP) , State, and local other funds committed to complete the project</li> <li>Project Type: Bridge rehab/safety</li> <li>Location: Multiple locations planned</li> </ul>		

	<ul style="list-style-type: none"> <li>• Cross Street Various</li> <li>• Overall Mile Post Limits: Multiple</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: 18-21-3785</li> <li>• MTIP Amendment Number: MA20-12-MAY</li> </ul>
What is changing?	<p><b>AMENDMENT ACTION: SCOPE CHANGE</b></p> <p>The formal amendment updates the PE and construction phase costs. A Utility Relocation phase is added into the MTIP's "Other" phase. Project costs have increase resulting in three included bridges to be cut from the approved scope of work. Otherwise, the scope improvements remain unchanged.</p> <p>Bridge removals include the following:</p> <ul style="list-style-type: none"> <li>• Bridge ID #06767A is removed from the project scope. Work on this bridge was to include screening over OR99E, but the work has been pulled due to legislative requirements.</li> <li>• Bridge ID #16134 (Allen Blvd/OR217 structure) is removed from the project scope, will be delivered under OR217: OR10 - OR99W (K18841) instead. K18841 has already been amended to reflect this (SP20-01-SEP, Resolution 19-5018)</li> <li>• Bridge ID #16143 (Denny Rd/OR217 structure) is removed from the project scope, will be delivered under OR217: OR10 - OR99W (K18841) instead. K18841 has already been amended to reflect this (SP20-01-SEP, Resolution 19-5018)</li> </ul> <p>Funding updates:  - Coordination with external stakeholders (8 local jurisdictions) at 12 distinct locations, as well as ODOT design coordination, have led to increased costs in the Preliminary Engineering phase. Funding needs to be shifted from Construction to address the overrun.</p> <p>Added note: The City of Hillsboro has requested the installation of artistic screening at bridge #09722 (NW Helvetia-NW Brookwood over US26) to meet City aesthetic and community goals. The City will fund the majority of the procurement and installation of this artistic screening (\$515K), with ODOT to fund a smaller portion (\$132K).</p>
Additional Details:	See project map locations after this project table
Why a Formal amendment is required?	The scope change requires a formal amendment
Total Programmed Amount:	The funding and scope adjustments increase the total project cost from \$6,420,060 to \$6,935,060 which equals an 8% cost change to the project.
Added Notes:	



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

**METRO REQUIRED PROJECT AMENDMENT REVIEWS**

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



- Verification as required to programmed in the MTIP:
  - Awarded federal funds and is considered a transportation project
  - Identified as a regionally significant project.
  - Identified on and impacts Metro transportation modeling networks.
  - Requires any sort of federal approvals which the MTIP is involved.

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.

- Passes fiscal constraint verification:
  - Project eligibility for the use of the funds
  - Proof and verification of funding commitment
  - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
  - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
  - RTP project cost consistent with requested programming amount in the MTIP
  - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- 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.
- Reviewed and initially assessed for Performance Measurement impacts to include:
  - Safety
  - Asset Management - Pavement
  - Asset Management – Bridge
  - National Highway System Performance Targets
  - Freight Movement: On Interstate System
  - Congestion Mitigation Air Quality (CMAQ) impacts
  - Transit Asset Management impacts
  - RTP Priority Investment Areas support
  - Climate Change/Greenhouse Gas reduction impacts
  - Congestion Mitigation Reduction impacts
- 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 June 2020 Formal MTIP amendment (JN20-13-JUN) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	June 3, 2020
● TPAC notification and approval recommendation.....	June 5, 2020
● Completion of Public Notification Process.....	July 3, 2020
● JPACT approval and recommendation to Council.....	July 16, 2020
(Note: The June 18, 2020 JPACT meeting was canceled)	
● <b>Metro Council approval.....</b>	<b>July 30, 2020</b>

Notes:

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

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
● Amendment bundle submission to ODOT for review.....	August 4, 2020
● Submission of the final amendment package to USDOT.....	August 4, 2020
● ODOT clarification and approval.....	August 21, 2020
● USDOT clarification and final amendment approval.....	August 21, 2020
Note: The above assumes a July 30, 2020 for Metro Council Approval	

**ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.

JUNE 2020 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: JULY 16, 2020

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 approved Resolution 20-5112 consisting of five projects in the June 2020 Formal Amendment Bundle and recommends Metro Council provide their approval enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.**

- **JPACT approval: July 16, 2020**
- **TPAC approval recommendation: June 5, 2020**

Attachments: None