

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING AND)	RESOLUTION NO. 22-5271
ADDING TO THE 2021-26 METROPOLITAN)	
TRANSPORTATION IMPROVEMENT PROGRAM)	Introduced by: Chief Operating Officer
(MTIP) TWO ODOT PROJECTS ENABLING)	Marissa Madrigal in concurrence with
PROJECT PHASES TO MOVE FORWARD AND)	Council President Lynn Peterson
ADDRESSING FUNDING SHORTFALLS (JN22-13-)	
JUN1))	

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 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, the June 2022 Formal MTIP Amendment adds the I-405 Fremont Bridge (Willamette River) West Ramps painting project Preliminary Engineering and Right-of-Way phases enabling the project to commence in early October 2022 with the Construction planned to be added as part of the 2024-27 STIP update; and

WHEREAS, the June 2022 Formal MTIP Amendment adds funding to the Preliminary Engineering and Right-of-Way to the OR141/OR217 American with Disabilities Act (ADA) Curb Ramps improvement project to address exiting funding shortfalls ; and

WHEREAS, a special amendment performance evaluation is not required as the project does not exceeds \$100 million, or is capacity enhancing; and

WHEREAS, Regional Transportation Plan consistency check areas included financial/fiscal constraint verification, an assessment of possible air quality impacts, consistency with regional approved goals and strategies, and a reconfirmation that the MTIP’s financial constraint finding is maintained a result of this 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 3, 2022; and

WHEREAS, both projects still require final approval from the Oregon Transportation Commission which is scheduled to occur on July 14, 2022 in order for final approval to occur from Metro Council

WHEREAS, JPACT approved Resolution 22-5271 consisting of I-405 Fremont Bridge Painting and OR141/OR217 ADA Curbs and Ramps Formal MTIP Amendments on June 16, 2022 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 21, 2022 through Resolution 22-5271 to formally amend the 2021-26 MTIP to add the I-405 Fremont Bridge Painting project and add funding to the OR141/OR217 ADA Curbs and Ramps Improvement project.

ADOPTED by the Metro Council this **21st** day of July 2022.



Christine Lewis, Deputy Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

2021-2026 Metropolitan Transportation Improvement Program
Public Notification of Submitted New and Proposed Amended Existing Projects
Exhibit A to Resolutions 22-5271 and 22-5272



Amendment Purpose Statement for Resolution 22-52-71 (Amendment Number JN22-13-JUN1)

FOR THE PURPOSE OF AMENDING AND ADDING TO THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TWO ODOT PROJECTS ENABLING PROJECT PHASES TO MOVE FORWARD AND ADDRESSING FUNDING SHORTFALLS (JN22-13-JUN1)

Amendment Purpose Statement for Resolution 22-5272 (Amendment Number JN22-14-JUN2)

FOR THE PURPOSE OF AMENDING OR ADDING TO THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TRIMET'S NEW WILLAMETTE SHORELINE RAIL REPAIR PROJECT AND ADDRESSING ODOT NEEDED PROJECT FUNDING INCREASES (JN22-14-JUN2)

About MTIP Formal/Full Amendments:

Formal MTIP amendments represent a significant change to a project from the original funding or scope of improvement activities. The various required process steps are intended to demonstrate that as a result of the required changes, no impact upon air conformity is present, plus fiscal constraint is still maintained, and/or the priorities, policies, and goals established in the approved Regional Transportation Plan (RTP) have not changed. Formal MTIP amendments normally fall into one or more of the following categories: (1) Significantly adds, revises, reduces, or changes the project scope of improvement activities. (2) Requires a significant change to the project limits limit (greater than 0.25 miles). (3) Involves a significant cost change (increase or decrease normally 20% or greater). (4) Adds or cancels a project from the MTIP.

Proposed June 2022 Formal Amendment Bundle #1

Resolution Number: **22-5271**
 Amendment Type: **Formal/Full**
 Amendment #: **JN22-13-JUN1**
 Total Number of Projects: 2

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 22603 New Project	New TBD	ODOT	I-405 Fremont Bridge (Willamette River) West Ramps	Paint bridge approach ramps, steel members only, on the west end of the Fremont Bridge in Portland.	<u>ADD NEW PROJECT:</u> The formal amendment adds ODOT's new I-405 Fremont Bridge O&M painting project with PE and ROW phases to the MTIP.
Project #2 Key 22431	71247	ODOT	OR141/OR217 Curb Ramps	At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.	<u>COST INCREASE</u> Add funding to the PE and ROW phases to address funding shortfalls. Slip Construction to FFY 2024

Formal/Full MTIP Amendment JN22-13-JUN1 (June #1 Bundle 2022)



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal/Full Amendment
ADD NEW PROJECT
Add the new Fremont Bridge O&M
project to the MTIP

Lead Agency: ODOT		Project Type:	O&M	ODOT Key:	22603
Project Name: I-405 Fremont Bridge (Willamette River) West Ramps	1	ODOT Type	Maint	MTIP ID:	NEW-TBD
		Performance Meas:	No	Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No	Comp Date:	12/31/2028
	US30	Conformity Exempt:	Yes	RTP ID:	12092
Short Description: Paint bridge approach ramps, steel members only, on the west end of the Fremont Bridge in Portland.	1.24	On State Hwy Sys:	I-405	RFFA ID:	N/A
	1.26	Mile Post Begin:	2.84	RFFA Cycle:	N/A
	0.02	Mile Post End:	3.10	UPWP:	No
		Length:	0.26	UPWP Cycle:	N/A
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2022	Past Amend:	0
		Years Active:	0	OTC Approval:	Yes
	STIP Amend #: 21-24-2100			MTIP #: JN22-13-JUN1	
Detailed Description: On I-405 at MP 2.84 to MP 3.10 and US 30 from MP 1.24 to MP 1.26, paint bridge approach ramps, steel members only, on the west end of the Fremont Bridge in Portland. (Note: Construction planned for FFY 2025 & 24-27 STIP, estimate at \$103.73 million)					
STIP Description: Paint bridge approach ramps, steel members only, on the west end of the Fremont Bridge in Portland.					
Programming Notes or Conditions: OTC approval has been indicated in the STIP Impacts Worksheet with approval planned for their June 2022 meeting. The OTC item is required to meet the proof funding and fiscal constraint requirement. Concurrent processing is approved to meet FY 2022 EOY PE obligation needs					
Last Amendment of Modification: None. Initial MTIP programming					

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
AC-STBGS (89.73%)	ACPO	2023		\$ 10,437,394				\$ 10,437,394
AC-STBGS (89.73%)	ACPO	2024			\$ 113,957			\$ 113,957
								\$ -
Notes: AC-STBGS= Advance Construction State STBG conversion projection. Construction proposed for FFY 2025							Federal Totals:	\$ 10,551,351
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2023		\$ 1,194,606				\$ 1,194,606
State	Match	2024			\$ 13,043			\$ 13,043
								\$ -
							State Total:	\$ 1,207,649
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 11,632,000	\$ 127,000	\$ -	\$ -	\$ 11,759,000
							Year Of Expenditure (YOE):	\$ 115,489,000
Net Phase Funding Change:			\$ -	\$ 11,632,000	\$ 127,000	\$ -	\$ -	\$ 11,759,000
Phase Percent Change:			0.0%	100.0%	100.0%	0.0%	0.0%	10.2%

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.
- > What are we changing? Adding a new ODOT fund bridge rehab project to the MTIP.

Amendment Summary:

The formal amendment adds the PE and ROW phase to the 2021-26 MTIP. This is new project. The two phases total \$11,759,000. The construction phase estimate is \$103,730,000. The construction phase will be added to the MTIP through the 2024-27 STIP Update and 2024-29 MTIP Update. The phase estimates were developed as part of the scoping effort. ODOT summarizes the project need as follows: Top paint coat is peeling; some rusting, pack rust, and minor section loss on steel members. If distresses are not addressed in a timely manner, it is hard to catch up due to the size of the bridge. This is a large bridge with an extensive ramp system at each end, so the painting will be done in phases. This business case concentrates on the ramps on the west end of the bridge, 09268, 09268A, 09268B, 09268E, 09268N, 09268S and 09268W.

Painting projects support equity goals by helping to protect steel bridges against corrosion, avoiding costly repairs in the future and lowering life cycle costs, which in turn minimizes transportation user fees needed for maintaining the asset. Raising user fees has a larger negative impact on lower income individuals. Maintaining assets at the lowest life cycle cost frees up transportation revenues for other purposes, such as Active and Public Transportation, Safety, or Enhancement for the 25-27 STIP.

- > OTC approval is required to approve the funds. The funding request is scheduled to go before the OTC during their July 14, 2022 Meeting. The MTIP amendment approval is conditioned upon OTC approval that first must occur. Otherwise, the proof-of-funding verification and fiscal constraint demonstration as required by 23 CFR 450.300-338 will not be properly demonstrated. The MTIP amendment cannot proceed to Metro Council until OTC approval occurs. Therefore, the project will have to progress as a stand-alone project under a separate resolution number and approval timing. Metro Council approval will be requested for their July 21, 2022 meeting.
- > Will Performance Measurements Apply: Safety and Bridge

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.
- > Regional Significant Project: Yes. Federal funds plus Bridge improvements are considered regionally significant
- > UPWP amendment: No
- > RTP Goals: Goal 10 - Fiscal Stewardship
- > Goal Objective: 10.1 Infrastructure Condition
- > Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.
- > Proof of Funding Verification: OTC approval required. Schedule for Jul 14, 2022 OTC meeting. Requires delay to Metro Council as a result until OTC approval occurs.
- > Scope changes included: No
- > Limit changes included: No
- > Formal/full amendment requirement under Matrix: Adding a new project to the MTIP requires a formal/full amendment
- > Add Special Performance Evaluation assessment required to be completed: No. The project does exceed the \$100 million threshold, but is an exempt and non-capacity enhancing project. Therefore, the amendment special assessment requirement is not required
- > Exempt or Capacity Project: Exempt project
- > Exemption Reference: 40 CFR 93.126, Table 2 - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

Fund Codes:

- > AC-STBGS = Federal Advance Construction placeholder funds with the estimated final conversion to be State STBGS .
- > State = General state funds provided by the lead agency as part of the required match.

Other

- > On NHS: Yes - ID as part of the Eisenhower Interstate System
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: Throughways
- > TCM project: No
- > Located on the CMP: Yes



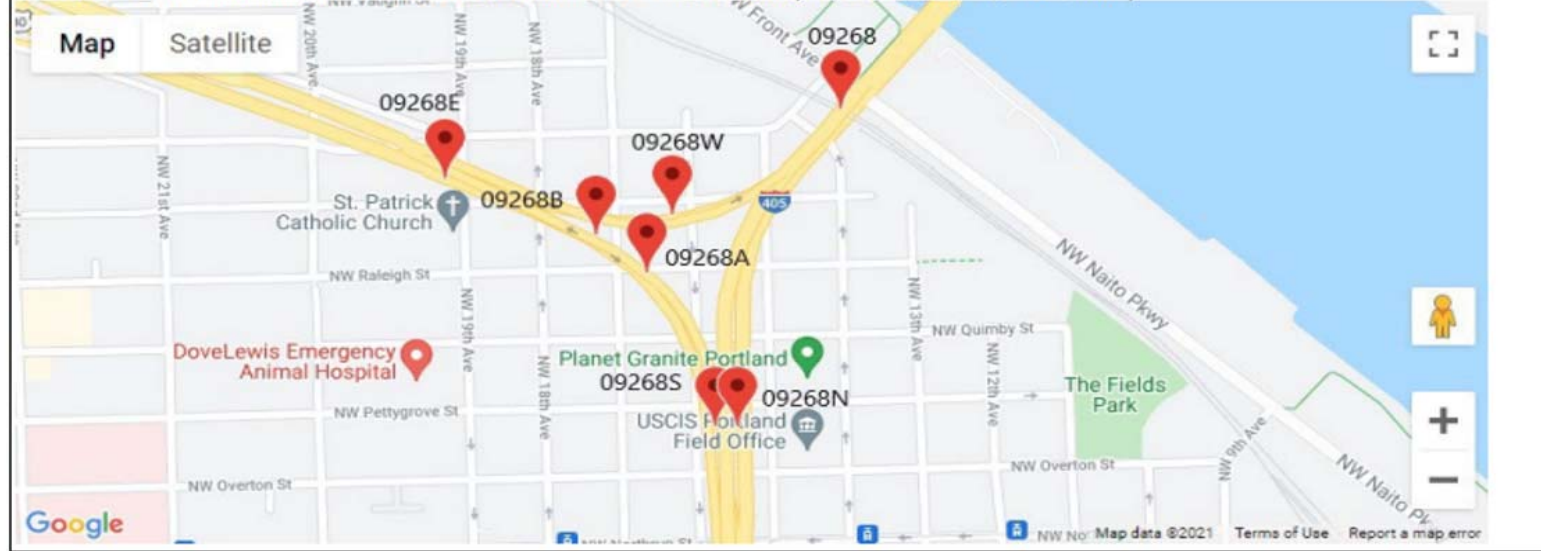
Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR		100.00%	11,632,000.00	89.73%	10,437,393.60	10.27%	1,194,606.40	0.00%	0.00
	PE Totals			100.00%	11,632,000.00		10,437,393.60		1,194,606.40		0.00
RW	ACPO	ADVANCE CONSTRUCT PR		100.00%	127,000.00	89.73%	113,957.10	10.27%	13,042.90	0.00%	0.00
	RW Totals			100.00%	127,000.00		113,957.10		13,042.90		0.00
Grand Totals					11,759,000.00		10,551,350.70		1,207,649.30		0.00

Project Location (Program Manager) i

ROUTE NAME	HIGHWAY ID	BEGIN MP	END MP	LOCAL STREET / NON-HIGHWAY LOCATION
I-405	061	2.84	3.53	
US30	092	1.24	3.24	

PASTE LINK TO MAP OR PHOTO OF THE PROJECT AREA

CLICK IN THE FIELD BELOW TO BROWSE FOR AND INCLUDE A MAP OF THE PROJECT AREA (JPG, GIF, PNG, GIF, TIF, BMP FORMATS)



Formal/Full MTIP Amendment JN22-13-JUN1 (June 2022)



Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal/Full Amendment
COST INCREASE
 Add approved OTC funding to the PE
 and ROW phases

Lead Agency: ODOT		Project Type:	O&M	ODOT Key:	22431
Project Name: OR141/OR217 Curb Ramps	2	ODOT Type	Maint	MTIP ID:	71247
		Performance Meas:	No	Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Capacity Enhancing:	No	Comp Date:	12/31/2028
		Conformity Exempt:	Yes	RTP ID:	12095
Short Description: At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.		On State Hwy Sys:	OR141	RFFA ID:	N/A
		Mile Post Begin:	2.57 4.97	RFFA Cycle:	N/A
		Mile Post End:	7.07	UPWP:	Yes
		Length:	2.10	UPWP Cycle:	N/A
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2022	Past Amend:	1
		Years Active:	0	OTC Approval:	7/12/2022
		STIP Amend #:	21-24-2105	MTIP #:	JN22-13-JUN1
Detailed Description: On OR 141 (Hall Blvd at two location between MP 2.57 to 7.07 MP 4.97 to MP 7.07) and on SW 72nd Ave (between SW Beveland Rd to SW Varnes St) in the Tigard area, construct ADA compliant curbs and ramps for safety improvements. (ADA PGB)					
STIP Description: Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.					

Programming Notes: OTC approval is cited as required per the CMR as part of the ODOT annual amendment. Per the CMR, the amendment will be presented to the OTC for approval during their July 14 2022 meeting.

Last Amendment of Modification: Administrative - March 2022 - AM22-13-MAR1 - SLIP PHASE: The administrative modification slips the ROW phase from FFY 2022 to FFY 2023

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
State STBG	Z24E	2021		\$ 851,830				\$ 851,830
State STBG - IIJA	Y240	2021		\$ 1,279,257				\$ 1,279,257
AC-STBGS	ACP0	2023			\$ 299,730			\$ -
AC-STBGS	ACP0	2023			\$ 748,348			\$ 748,348
AC-STBGS	ACP0	2023					\$ 1,304,043	\$ -
AC-STBGS	ACP0	2024					\$ 1,304,043	\$ 1,304,043
Notes:							Federal Totals:	\$ 4,183,478
Federal Fund Obligations \$:				\$ 851,830				Federal Aid ID
EA Number:				PE003333				SA00(048)
Initial Obligation Date:				8/31/2021				
EA End Date:				8/31/2026				
Known Expenditures:				Not Available				
State Funds								
State	Match	2021		\$ 97,496				\$ 97,496
State (IIJA)	Match	2021		\$ 146,417				\$ 146,417
State	Match	2023			\$ 34,305			\$ -
State	Match	2023			\$ 85,652			\$ 85,652
State	Match	2023					\$ 149,254	\$ -
State	Match	2024					\$ 149,254	\$ 149,254
							State Total:	\$ 478,819
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 949,326	\$ 334,035	\$ -	\$ 1,453,297	\$ 2,736,658
Phase Totals After Amend:			\$ -	\$ 2,375,000	\$ 834,000	\$ -	\$ 1,453,297	\$ 4,662,297
Year Of Expenditure (YOE):							\$	4,662,297
Net Phase Funding Change:			\$ -	\$ 1,425,674	\$ 499,965	\$ -	\$ -	\$ 1,925,639
Phase Percent Change:			0.0%	150.2%	149.7%	0.0%	0.0%	70.4%

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.
- > What are we changing? Adding needed funds to PE and ROW, plus slipping Cons to FFY 2024

Amendment Summary:

The formal amendment adds funds to PE and ROW phases to address funding shortfalls. Per the Change Management Request: Updated PE estimate to perform the proposed work exceeds the current PE budget in the STIP. The additional ROW is adjusted based on the statewide module. When originally programmed cost estimates were optimistic and had anticipated cost reductions due to maturation of the ADA program, as seen in other DOT programs. However, due to current market conditions and skilled labor shortages these anticipated cost reductions have not come to pass. The cost estimates are therefore being reset.

The ROW phase requires more time than was allowed and this impacts the CN phase. Construction is being slipped as a result.

Scope change: K18841 is in construction and will build the ADA curb ramps as part of this project.

- > Will Performance Measurements Apply: Safety

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.
- > Regional Significant Project: yes. Federal fund being applied to a project in the modeling network
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: 5.1 - Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.
- > Proof of Funding Verification: Pending. Approval by the program a manager has occurred. Final approval by OTC schedule for their July 2022 meeting
- > Scope changes included: Yes. Transfer of two site locations to Key 18831. K18841 is in construction and will build the ADA curb ramps as part of this project.
- > Limit changes included: Internal site locations adjusted.
- > Formal/full amendment requirement under Matrix: Cost increase exceeds 30% threshold which triggers the formal amendment.
- > Add Special Performance Evaluation assessment required to be completed: No
- > Exempt or Capacity Project: Exempt project
- > Exemption Reference: 40 CFR 92.126 Table 2 - Air Quality - Bicycle and pedestrian facilities.

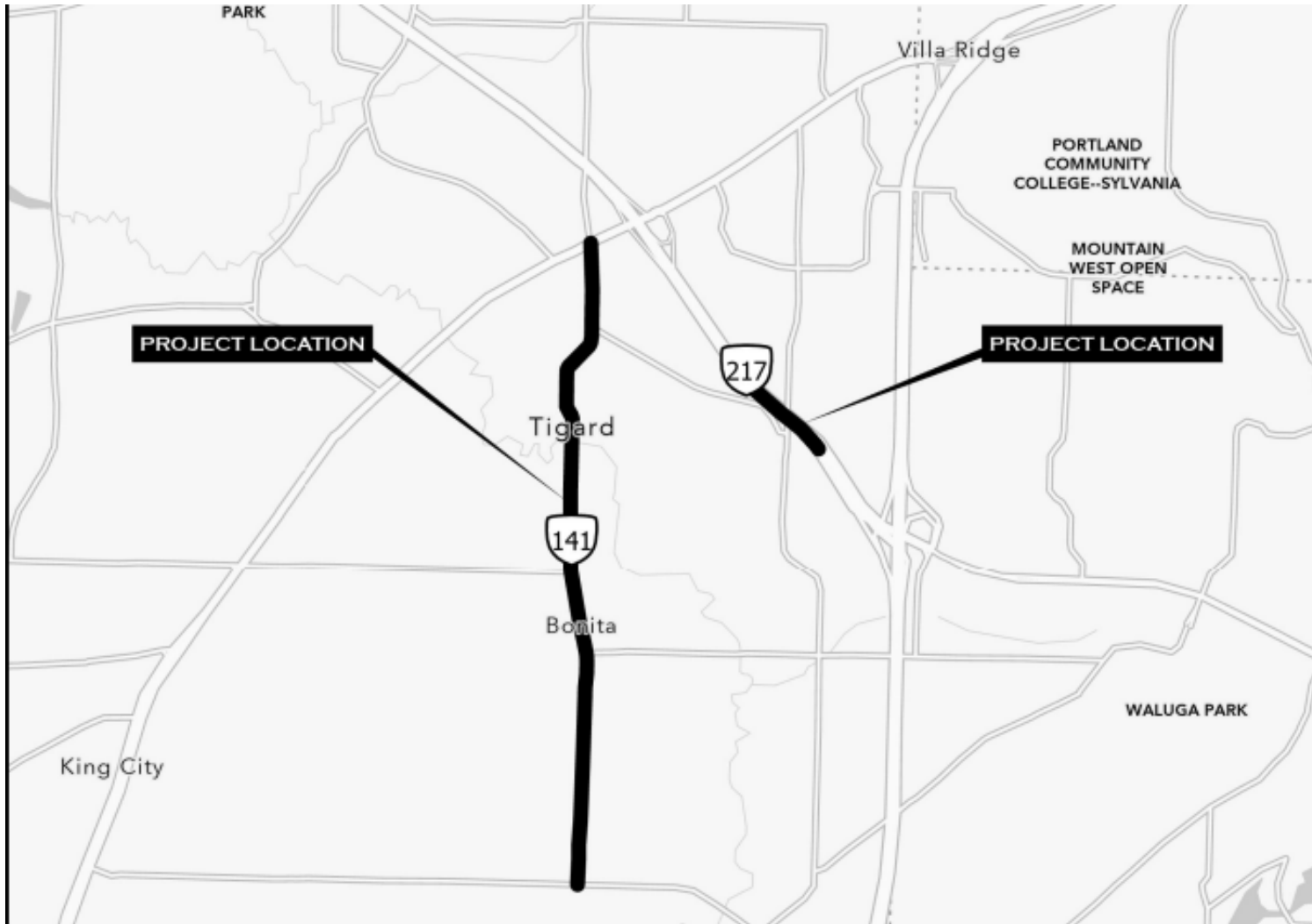
Fund Codes:

- > State STBG = Federal Surface Transportation Block Grant funds appropriated to the state DOT and applied to various eligible projects .
- > State STBG - IJJA = Federal STBG originating from the IJJA bill and applied to eligible projects
- > AC-STBGS = Federal Advance Construction fund type placeholder used until the final federal fund code is committed to the project. In this case, the future federal fund code that will be committed to the project is State STBGS
- > State = General state funds provided by the lead agency as part of the required match.

Other

- > On NHS: No
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: Minor Arterials
- > TCM project: No
- > Located on the CMP: No

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA		60.03%	1,425,674.00	89.73%	1,279,257.28	10.27%	146,416.72	0.00%	0.00
	Z24E	Surface transportation block grants - flex FAST ext	Y	39.97%	949,326.00	89.73%	851,830.22	10.27%	97,495.78	0.00%	0.00
	PE Totals				100.00%	2,375,000.00		2,131,087.50		243,912.50	
RW	ACPO	ADVANCE CONSTRUCT PR		100.00%	834,000.00	89.73%	748,348.20	10.27%	85,651.80	0.00%	0.00
	RW Totals				100.00%	834,000.00		748,348.20		85,651.80	
CN	ACPO	ADVANCE CONSTRUCT PR		100.00%	1,453,297.00	89.73%	1,304,043.40	10.27%	149,253.60	0.00%	0.00
	CN Totals				100.00%	1,453,297.00		1,304,043.40		149,253.60	
Grand Totals							4,662,297.00		4,183,479.10		0.00



ODOT - Oregon Transportation Commission Meeting Summary ~ *March 30, 2022 (virtual)*

Recording and materials: Listen to the [recorded meeting](#) and [access all support materials](#) for details.

Commissioners Present: Chair Van Brocklin, Vice Chair Simpson, Commissioner Brown, Commissioner Burke, Commissioner Smith

Presenters: Director Kristopher Strickler, Asst. Director for Operations Cooper Brown, Asst. Director for Finance and Compliance Travis Brouwer, Policy, Data & Analysis Division Administrator Amanda Pietz, Public Transportation Division Administrator Karyn Criswell, Delivery & Operations Interim Administrator Mac Lynde

Agenda Item Summaries:

- **Agenda A IIJA Update (Discussion):** ODOT Staff described an electric vehicle (EV) funding plan, to include over \$100 million from state and federal sources, provided an overview of the Innovative Mobility Pilot Program, and outlined the hybrid consensus scenario requested by Commissioners at the March 10 OTC meeting.
- **Agenda A1 IIJA Flexible Funding Allocation (Decision):** Commissioners discussed the proposed hybrid consensus scenario, and voted to reallocate \$5M from the ADA line to the Innovative Mobility Pilot Program. The Commission approved the revised hybrid consensus scenario as follows:

Program Area	Funding (Millions)
Enhance Highway	\$50
Fix-It	\$75
Great Streets	\$50
Safe Routes to School	\$30
Innovative Mobility Pilot	\$10
Local Climate Planning	\$15
Maintenance & Operations	\$40
ADA	\$95
Match for Competitive Grants	\$40
Business & Workforce Development	\$7
Total	\$412

- **Agenda A2 IIJA Bridge Funding (Informational):** Delivery & Operations Interim Administrator Mac Lynde provided an overview of the state of bridge maintenance and operations throughout Oregon, and the initial proposed approach to allocating IIJA Bridge Funding between ODOT and local city/county entities.

Decisions/Actions:

- **Approved Revision of Hybrid Consensus Scenario** to reallocate an additional \$5M to the Innovative Mobility Pilot Program; 1st Smith, 2nd, Burke; Approved unanimously.
- **Approved Revised Hybrid Consensus Scenario;** 1st Smith, 2nd Simpson; Approved unanimously

Commission Requests:

- **ADA Update:** ODOT staff to report details of scope and scale of outstanding work, potential costs, and pace to meet settlement requirements at May, 2022 OTC Meeting.
- **Innovative Mobility Pilot Program:** (1) ODOT staff to identify additional state funding source(s), up to \$10M to supplement program. (2) Approve funding criteria for program elements.
- **IIJA Bridge Funding:** allocation decision anticipated at May, 2022 OTC Meeting.

Email: OTCadmin@odot.oregon.gov with questions or additional needs.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: June 20, 2022
 To: Metro Council Members and Interested Parties
 From: Ken Lobeck, Funding Programs Lead
 Subject: June 2022 Formal/Full Metropolitan Transportation Improvement Program (MTIP) Amendment Narrative Summary for Resolution 22-5271

JUNE MTIP FORMAL/FULL AMENDMENTS SUMMARY

The June 2022 Formal/Full MTIP amendment is split into two amendment bundles. The following provides a summary of the projects and the changes occurring within the Resolution 22-5271 bundle

Proposed June 2022 Formal Amendment Bundle #1					
Resolution Number: 22-5271					
Amendment Type: Formal/Full					
Amendment #: JN22-13-JUN1					
Total Number of Projects: 2					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 22603 New Project	New TBD	ODOT	I-405 Fremont Bridge (Willamette River) West Ramps	Paint bridge approach ramps, steel members only, on the west end of the Fremont Bridge in Portland.	ADD NEW PROJECT: The formal amendment adds ODOT's new I-405 Fremont Bridge O&M painting project with PE and ROW phases to the MTIP.
Project #2 Key 22431	71247	ODOT	OR141/OR217 Curb Ramps	At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.	COST INCREASE Add funding to the PE and ROW phases to address funding shortfalls. Slip Construction to FFY 2024

Purpose Statement:

FOR THE PURPOSE OF AMENDING AND ADDING TO THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TWO ODOT PROJECTS ENABLING PROJECT PHASES TO MOVE FORWARD AND ADDRESSING FUNDING SHORTFALLS (JN22-13-JUN1)

- TPAC June 3, 2022 Meeting Summary: TPAC members received their MTIP amendment notification and provided their approval recommendation to JPACT. There was no significant discussion about the amendment

JPACT June 16, 2022 Meeting Summary:

The formal/full MTIP Amendment under Resolution 22-5271 was on the JPACT Consent Calendar. JPACT moved and approved the Consent Calendar without discussion.

The amendment will proceed to Metro Council planned for July 21, 2022. One additional approval step which requires OTC approval for the funding adjustments for both projects. OTC approval is expected without issues on July 14, 2022. OTC approval will provide the proof-o-funding verification and satisfy the fiscal constraint requirement for all formal MTIP amendments.

Project #1 - Key 22603: I-405 Fremont Bridge (Willamette River) West Ramps

- Lead Agency: ODOT
- Project Change(s): [New project being added to the MTIP](#)
- Project Description: Paint bridge approach ramps, steel members only, on the west end of the Fremont Bridge in Portland.
- Amendment Overview:
 - The June #1 Formal amendment Bundle consists of a single new project being added to the MTIP. The project is ODOT's Fremont Bridge west ramps painting project. This is new project being added to the MTIP. Funding supporting the Preliminary Engineering (PE) and Right-of-Way (ROW) phases are being added now through this amendment. PE totals \$11,632,000 while ROW totals \$127,000 for a programming total of \$11,759,000. PE is schedule to start during FFY 2023 with ROW commencing in FFY 2024
 - The construction phase is planned to start in FFY 2025. The construction phase will be added to the 2024-27 STIP and 2024-29 MTIP Updates. The preliminary construction phase estimate is \$103,730,000. The total project cost estimate currently is \$115,489,000.
 - The project funding requires approval from the Oregon Transportation Commission (OTC). The item is being scheduled for OTC approval during their July 12, 2022 meeting
 - OTC approval is a condition to add the project to the MTIP. The amendment is being processed under the "concurrent amendment processing" logic. However, OTC approval must first occur before the amendment can proceed to Metro Council for final approval. Because of this, the I-405 Fremont Bridge (Willamette River) West Ramps project will be scheduled for Metro Council at their July 21, 2022 meeting.
 - The amendment is proceeding as a separate stand-alone project under resolution 22-5271 due to the adjusted approval timing
- Why a formal/full amendment is required: Adding a new project to the MTIP requires a formal/full amendment to satisfy RTP consistency review, air conformity analysis and transportation demand modeling requirements, plus fiscal constraint requirements.



Project Location (Program Manager) i

ROUTE NAME	HIGHWAY ID	BEGIN MP	END MP	LOCAL STREET / NON-HIGHWAY LOCATION
I-405	061	2.84	3.53	
US30	092	1.24	3.24	

PASTE LINK TO MAP OR PHOTO OF THE PROJECT AREA

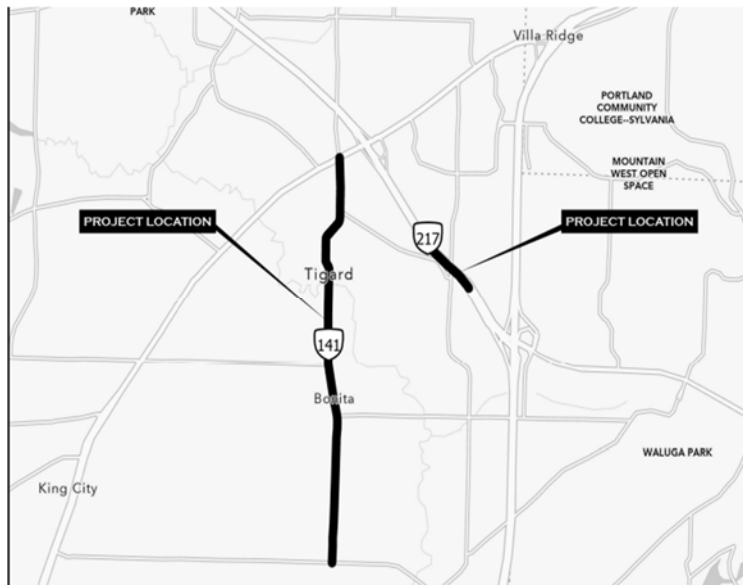
CLICK IN THE FIELD BELOW TO BROWSE FOR AND INCLUDE A MAP OF THE PROJECT AREA (JPG, GIF, PNG, GIF, TIF, BMP FORMATS)

Project #2 - Key 22431: OR141/OR217 Curb Ramps

- Lead Agency: ODOT
- Project Change(s): Existing project requiring funding additions to address PE and ROW phase funding shortfalls
- Project Description: At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.
- Amendment Overview:
 - From the Change Management Request (CMR): Updated PE estimate to perform the proposed work exceeds the current PE budget in the STIP. The additional ROW is adjusted based on the statewide module. When originally programmed cost estimates were optimistic and had anticipated cost reductions due to maturation of

the ADA program, as seen in other DOT programs. However, due to current market conditions and skilled labor shortages these anticipated cost reductions have not come to pass. The cost estimates are therefore being reset.

- \$1,425,674 is being added to the PE phase with \$499,965 added to the ROW phase. This increases the total project cost from \$2,736,658 to \$4,662,297.
- The ROW phase requires more time than was allowed and this impacts the CN phase. Construction is being slipped as a result.
- OTC approval is required and is scheduled for the July 12, 2022 meeting
- The amendment is proceeding as a separate stand-alone project under resolution 22-5271 due to the adjusted approval timing
- Why a formal/full amendment is required: Cost increases above the 30% threshold require a formal/full amendment to complete the change. The cost change for this project adds \$1,925,639 to the project which equals a 70.4% increase.



**ODOT - Oregon Transportation Commission
Meeting Summary ~ March 30, 2022 (virtual)**

Recording and materials: Listen to the [recorded meeting](#) and [access all support materials](#) for details.

Commissioners Present: Chair Van Brocklin, Vice Chair Simpson, Commissioner Brown, Commissioner Burke, Commissioner Smith

Presenters: Director **Kristopher Strickler**, Asst. Director for Operations **Cooper Brown**, Asst. Director for Finance and Compliance **Travis Brouwer**, Policy, Data & Analysis Division Administrator **Amanda Pietz**, Public Transportation Division Administrator **Karyn Criswell**, Delivery & Operations Interim Administrator **Mac Lynde**

Agenda Item Summaries:

- **Agenda A IIA Update (Discussion):** ODOT Staff described an electric vehicle (EV) funding plan, to include over \$100 million from state and federal sources, provided an overview of the Innovative Mobility Pilot Program, and outlined the hybrid consensus scenario requested by Commissioners at the March 10 OTC meeting.
- **Agenda A1 IIA Flexible Funding Allocation (Decision):** Commissioners discussed the proposed hybrid consensus scenario, and voted to reallocate \$5M from the ADA line to the Innovative Mobility Pilot Program. The Commission approved the revised hybrid consensus scenario as follows:

Program Area	Funding (Millions)
Enhance Highway	\$50
Fix-It	\$75
Great Streets	\$50
Safe Routes to School	\$30
Innovative Mobility Pilot	\$10
Local Climate Planning	\$15
Maintenance & Operations	\$40
ADA	\$95
Match for Competitive Grants	\$40
Business & Workforce Development	\$7
Total	\$412

- **Agenda A2 IIA Bridge Funding (Informational):** Delivery & Operations Interim Administrator Mac Lynde provided an overview of the state of bridge maintenance and operations throughout Oregon, and the initial proposed approach to allocating IIA Bridge Funding between ODOT and local city/county entities.

Decisions/Actions:

- **Approved Revision of Hybrid Consensus Scenario** to reallocate an additional \$5M to the Innovative Mobility Pilot Program; 1st Smith, 2nd, Burke; Approved unanimously.
- **Approved Revised Hybrid Consensus Scenario;** 1st Smith, 2nd Simpson; Approved unanimously

Commission Requests:

- **ADA Update:** ODOT staff to report details of scope and scale of outstanding work, potential costs, and pace to meet settlement requirements at May, 2022 OTC Meeting.
- **Innovative Mobility Pilot Program:** (1) ODOT staff to identify additional state funding source(s), up to \$10M to supplement program. (2) Approve funding criteria for program elements.
- **IIA Bridge Funding:** allocation decision anticipated at May, 2022 OTC Meeting.

Email: OTCAdmin@odot.oregon.gov with questions or additional needs.

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the amendment includes the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	May31, 2022
• TPAC notification and approval recommendation.....	June 3, 2022
• JPACT approval and recommendation to Council.....	June 16, 2022
• Completion of public notification process.....	June 29, 2022
• OTC approval.....	July 14, 2022
• Metro Council approval.....	July 21, 2022

Note: Council dates are tentative and may change

All projects were reviewed against the MTIP requirements stated in 23 CFR 450.300-338 to ensure all programming actions are properly completed. All projects moving into the Metro amendment approval process have completed their required reviews unless so noted. These review actions included:

- Proof of funding verification.
- Fiscal constraint demonstration.
- Confirming and completing unique financial processing requirements such as the FTA flex transfer process
- Compliance with special approval steps (e.g. OTC approval)
- Determination if the project is exempt for air quality analysis and if the changes the project's capacity or exemption status.
- Consistency with current approved Regional Transportation Plan (RTP) to include:
 - Identification of the project within the approved constrained RTP.
 - Comparison of RTP project entry against MTIP entry and requested changes
 - Review of requested changes (e.g. scope, limits, and funding) and their potential impacts upon air quality analysis and/or transportation demand analysis.
 - Review and Evaluation of requested scope are still consistent with the original RFFA or TSMO awards.
 - Verification of regional significance status against the RTP
 - Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
 - Determination if performance measurements will apply against the RTP strategic goals.
 - Determination if an MTIP Special Performance Evaluation is required as part of the formal MTIP Amendment (applies to capacity enhancing projects above \$100 million)
- Posting and completion of required 30-day public notifications and public opportunities to comment on the MTIP amendment.
 - This includes reviewing all significant comments and developing comment summary logs
 - Providing JPACT and Council with comments summaries for their review and evaluation
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

ANALYSIS/INFORMATION:

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

JPACT approved Resolution 22-5271 on June 16, 2022 and now recommends Metro Council provide their final approval to Resolution 22-5271 consisting of a new ODOT project and a cost increase adjustment to their OR141 ADA Ramps improvement project

No attachments

JUNE 2022 FORMAL AMENDMENT 22-5271

FROM: KEN LOBECK

DATE: JUNE 20, 2022