



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: November 22, 2024
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: November FFY 2025 MTIP Formal Amendment & Resolution 24-5443 Approval Request – NV25-02-NOV

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement:

FOR THE PURPOSE OF ADDING OR AMENDING, A TOTAL OF SIX PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS.

BACKGROUND

What This Is - Amendment Summary:

The November 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment continues formal project amendments to the MTIP and STIP for FFY 2025. The amendment number is NV25-02-NOV. The formal amendment will be under Resolution 24-5443. The amendment bundle contains changes, updates, cancelations, and new project additions to a total of six projects.

The amendment can be divided into two basic project categories:

- Adding new projects with various federal fund awards.
- Adjusting and amending two existing projects primarily to shift and update the project authorized project funding.

What is the requested action?

JPACT met on 11/21/2024 and approved Resolution 24-5443 and is now providing their approval recommendation to Metro Council to provide the final approval for Resolution 24-5443 allowing the required changes and updates to the six projects in November FFY 2025 MTIP Formal Amendment bundle.

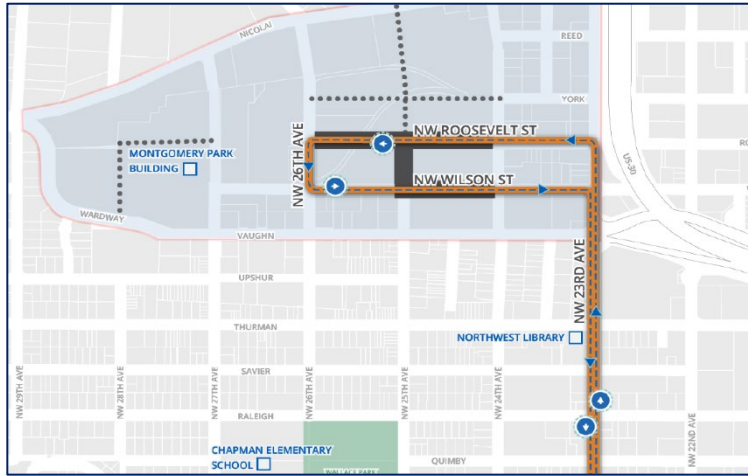
TPAC 11/1/2024 Meeting Summary:

TPAC met on November 1, 2024 and received their MTIP amendment notification and overview. Ken Lobeck, Metro Funding Programs Lead provided an overview of the specific changes to the included projects. The overview concluded with an opportunity from TPAC members to ask questions about the amendment. TPAC members did not raise any specific questions or concerns about the amendment and unanimously voted to provide JPACT an approval recommendation.

JPACT 11/21/2024 Meeting Summary:

JPACT met on November 21, 2024. The November FFY 2025 MTIP Formal Amendment bundle was included on the Consent Calendar. JPACT approved the Consent Calendar with

one subsequent question that arose about the new Portland Streetcar Montgomery Park Extension project. The question involved the extension location for the streetcar and how close it would now be to the Montgomery Park building. Ted Leybold, Transportation Policy Director and Catherine Ciarlo, Director, Planning Development &



Research, explained that the streetcar route will extend up 23rd Ave to NW Roosevelt St and then west over to NW 26th Ave. It will then loop around on NW Wilson St back to NW 23rd Ave. Both discuss the extension alignment will support planned redevelopment in that area. Additionally, the Portland Streetcar extension results from and provides:

- Proposed land use changes and public benefits, the extension is expected to help the area.
- **Support the potential for thousands of new housing units and hundreds of new jobs**, including hundreds of affordable housing units with access to Forest Park.
- **Connect more people via transit to critical destinations**, including work, healthcare, parks, schools, and services in Northwest Portland, Downtown, and throughout the region.
- **Reduce carbon emissions** by helping people meet their daily needs without driving.
- **Expand streetcar access to diverse riders** who rely on transit to get where they need to go.

Also, see Attachment 1, Portland Streetcar Montgomery Park Extension Overview flyer for additional details.

November FFY 2025 MTIP Formal Amendment Project Contents Summary:

Projects being canceled as part of the formal amendment bundle: None

New projects being added to the MTIP as part of the October FFY 2025 Formal Amendment bundle:

- **Key 23738 - Supplemental Planning: Civil Rights & Community (Clackamas County):**
The MTIP formal amendment adds the Safe Street For All discretionary awarded planning project to the MTIP for historical accounting purposes. The project is a FHWA FFY 2023 Planning and Demonstration grant award planning project. Clackamas County is delivering this project as a direct recipient working directly with FHWA. Clackamas County has already completed their requirement with FHWA, obligated the project funds, and received their Notice To Proceed (NTP) allowing them to begin expending funds. This award will be used by Clackamas County to update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements.
- **Key 23692 - Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 2 (ODOT):**
The formal amendment adds the new ODOT ADA construction phase project grouping bucket to the MTIP supporting region-wide construction of ADA curb and ramp safety upgrades on multiple routes including I-5, OR8, OR10, US26, OR47, OR99W, OR127, OR141, and OR217 in Hillsboro, Tigard, Beaverton Tualatin, Forest Grove, and Sherwood to meet compliance with the American with Disabilities Act (ADA) standards..
- **Key 23043 - Portland Metro Area 2024-2027 ADA Curb Ramp Construction:**
The formal amendment splits \$10,850,000 from the ODOT Non-MPO ADA construction support project grouping bucket and commits the funding to the ADA curb and ramps project in Key 23602 above.
- **Key 22316 - I-5: Interstate Bridge, NB Electrical Components (Portland) (ODOT):**
The formal amendment re-adds this project to the MTIP and STIP to enable the construction phase to re-obligate the funds and move forward to complete the project.
- **Key 23769 - Portland Streetcar Montgomery Park Extension (TriMet):**
The formal amendment adds the PE and Other phases for the project to the MTIP and STIP. TriMet and Portland are contributing a total of \$41 million of local funds to complete required project development activities (NEPA and final design) along with the need to procure streetcars to support the route extension. TriMet is pursuing a FTA Small Start Capital Investment Grant (CIG). By adding the PE and

Other phases now, TriMet can establish the pre-award authorization clock which enables the local funds to be counted as part of the required match to the FTA Small Starts grant.


Existing projects being modified in the MTIP as part of the November FFY 2025 Formal Amendment bundle:

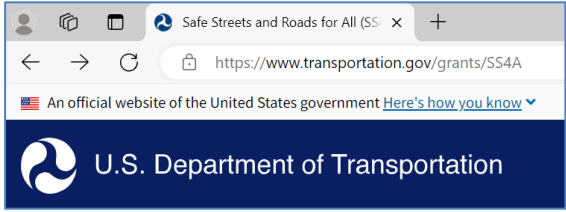
- Key 23043 - Portland Metro Area 2024-2027 ADA Curb Ramp Construction:**
 The split funding from this project in support of Key 23692 is addressed in the New Project section after the description for Key 23692.
- Key 23026 - ~~Enhanced Mobility E&D (5310) - TriCounty Area FY26:~~ **Oregon Transportation Network - TriMet FFY26:****
 Change name to be: **Oregon Transportation Network - TriMet FFY26:**
 The formal amendment reduces the authorized State STBG funds to the project from \$4,968,103 to \$1,700,000. The total programming amount decreases from \$5,536,725 to \$1,894,572. The reduction occurs from an allocation revision from FTA which is has also been approved by OTC. Subsequent to the original amendment submission from ODOT, a change occurred. On 11/2021/2024 ODOT notified Metro through the public comment process that the Public Transportation Division’s original submission was in error. The total required funding reduction was far less that submitted. The original federal funding adjustment reduced the ODOT authorized funding from \$4,968,103 to \$1,700,000. The corrected version reduces the authorized federal funds to \$3,674,037. Upon discussion with Metro’s Lawyer, we determined that since the public comment period was still open the correction is an administrative update, and the amendment had not yet proceeded to Metro Council for approval, the change could be incorporated in the November formal amendment bundle. The correction did not have to be re-submitted as part of the December MTIP formal amendment bundle. The required changes have occurred to Exhibit A/MTIP Worksheet. Key 23026 now reflects the correct federal award amount to TriMet at \$3,674,037 with an adjusted minimum match of \$420,510. This is the corrected amount staff now requests Metro Council approve for Key 23026.

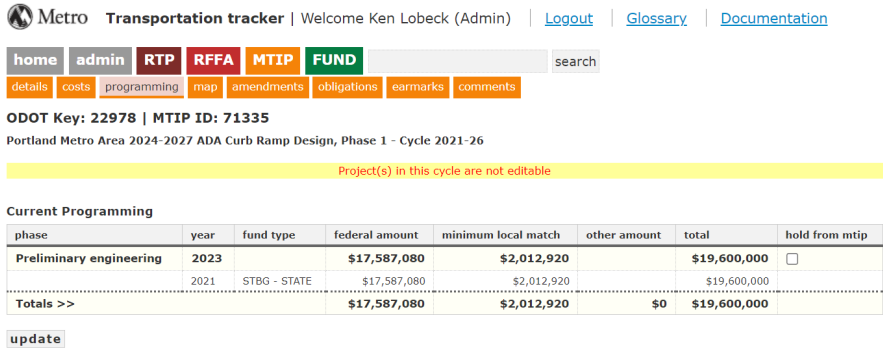
A more details summary of the individual projects follows:

New Projects being added to the 2024-27 MTIP as part of the FFY 2025 November Formal Amendment bundle.

Project Number: 1	Key Number: 23738	Status: Add New Project
Project Name:	Supplemental Planning: Civil Rights & Community	
Lead Agency:	Clackamas County	
Description:	Clackamas County will update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements. Project completion will be via direct recipient delivery rules.	

<p>Funding Summary:</p>	<p>This is a new project for MTIP and STIP inclusion. The federal grant award is \$330,000. The required minimum match is \$82,500. Clackamas County is also including \$1,405 of local funds for overmatching needs. The total programming amount is \$413,905.</p>
<p>Amendment Action:</p>	<p>The formal amendment adds the new project to the MTIP. As a direct recipient authorized project, Clackamas County has already competed and executed their required agreement with FHWA, obligated the funds through the USDOT Delphi system. Delphi is an automate the invoice and grants payment process some federal funded transportation projects will use instead of the FHWA Financial Management Information System (FMIS).</p> <p>Some questions emerged over the MTIP and MTIP programming requirements versus inclusion in the UPWP. To resolve these questions and ensure federally fund planning grants complete a public notification/opportunity to comment process, Metro and ODOT have agreed to add federally funded planning grant back into the MTIP and STIP. The public notification/opportunity to comment process will be completed through the regular MTIP formal amendment process. This will alleviate the need to create duplicate public notification procedures in the STIP and UPWP amendment process.</p>
<p>Added Notes:</p>	<p>Project Location References: Not applicable. The project applies across Clackamas County.</p> <p>The Safe Streets and Roads for All (SS4A) discretionary program has \$5 billion in appropriated funds over 5 years, 2022-2026. The program divides the funding award into Planning and implementation awards.</p> <p>Planning and Demonstration grants provide federal funds to develop, complete, or supplement an Action Plan. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribal area, or region. SS4A requires an eligible Action Plan be in place before applying to implement projects and strategies. Implementation Grants provide Federal funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem.</p> <p style="text-align: center;">  Safe Streets and Roads for All (SS4A) Program Facts </p>

<p>Additional SS4A program details can be found on USDOT's website at their SS4A page at: https://www.transportation.gov/grants/SS4A</p>	
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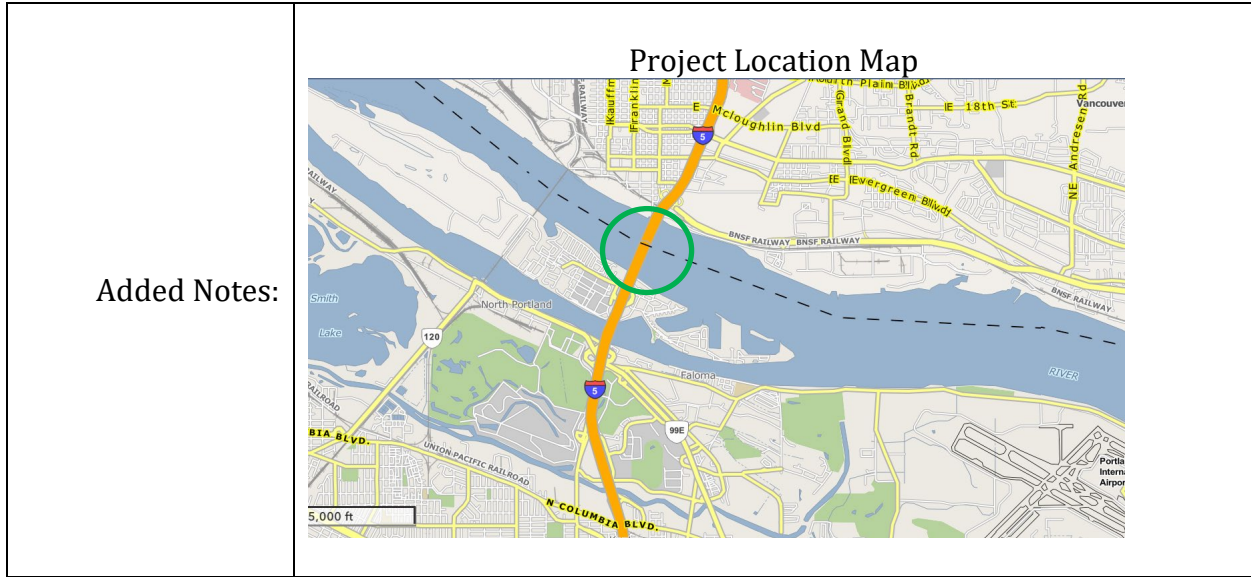
Project Number: 2	Key Number: 23692	Status: Add New Project
Project Name:	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 2	
Lead Agency:	ODOT	
Description:	ODOT project grouping bucket((PGB) supporting region-wide construction of ADA curb and ramp safety upgrades on multiple routes including I-5, OR8, OR10, US26, OR47, OR99W, OR127, OR141, and OR217 in Hillsboro, Tigard, Beaverton Tualatin, Forest Grove, and Sherwood to meet compliance with the American with Disabilities Act (ADA) standards.	
Funding Summary:	Funding for the construction needs is sourced from Key 23043. This is a non-MPO state ADA PGB. \$10,850,00 of Advance Construction (expected to be federal GARVEE funds) plus State funds are split from Key 23043 and committed to this project in Key 23692. A small utility relocation (UR) phase with \$50,000 from the split transfer also is being added to the project. Preliminary Engineering has been previously completed through Key 22978.	
Amendment Action:	The formal amendment adds the new project to the MTIP. Because PE was completed through Key 22978. Only the construction and UR phases need to be added to Key 23602.	
Added Notes:	<p style="text-align: center;">Source of PE funding for the Project is from Key 22978</p>  <p>The construction and UR phase funding is split from Key 23043 which in summarized in the next project amendment.</p> <p>Exhibit A (MTIP Worksheet) contains the complete list of proposed curb and ramp site locations. The complete list is also included in</p>	

Attachment 2 to the staff Report. A very small sampling of the complete list is shown below.

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Nar	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
I-5	Pacific	001RLI00	289.43	1	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	2	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	3	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	1A	2	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	3A	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	2	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	3	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RQI00	290.42	1	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	2	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	3	2	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	4	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	1A	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	1A	2	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.61	1	1	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	1	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	2	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	3	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin

Project Number: 3	Key Number: 23043	Status: Split Project
Project Name:	Portland Metro area 2024-2027 ADA Curb Ramp Construction	
Lead Agency:	ODOT	
Description:	Portland Metro Area 2024-2027 ADA Curb Ramp Construction	
Funding Summary:	This is a non-MPO State project grouping bucket (PGB) supporting construction activities for ADA curb and ramp upgrades. \$10,850,000 is being split from Key 23043 and committed to the new ADA curbs and ramps construction phase project in Key 23692.	
Amendment Action:	The formal amendment splits the required funding and transfers it to Key 23692.	
Added Notes:	None	

Project Number: 4	Key Number: 22316	Status: Re-Add Project
Project Name:	I-5: Interstate Bridge, NB Electrical Components (Portland)	
Lead Agency:	ODOT	
Description:	Restore the electrical components to their original locations, so that they can be connected permanently. Washington Department of Transportation is paying 50% of the total project (Bridge ID 01377A)	
Funding Summary:	This is a 50-50 funded project between ODOT and WSDOT. Each are contributing \$500,000 to the project; The total estimated project cost is \$1 million. ODOT is funding the project using HB2017 state funds. The Preliminary Engineering phase has been obligated (FFY 2022). Due to unexpected high construction bids, the initial construction phase obligation had to be de-obligated while ODOT and WSDOT resolved the bid issue. Now resolved, the construction can move forward to obligate during FFY 2025. The project first has to be re-added to the MTIP and STIP for this to occur.	
Amendment Action:	The formal amendment re-adds the project to the MTIP and STIP.	

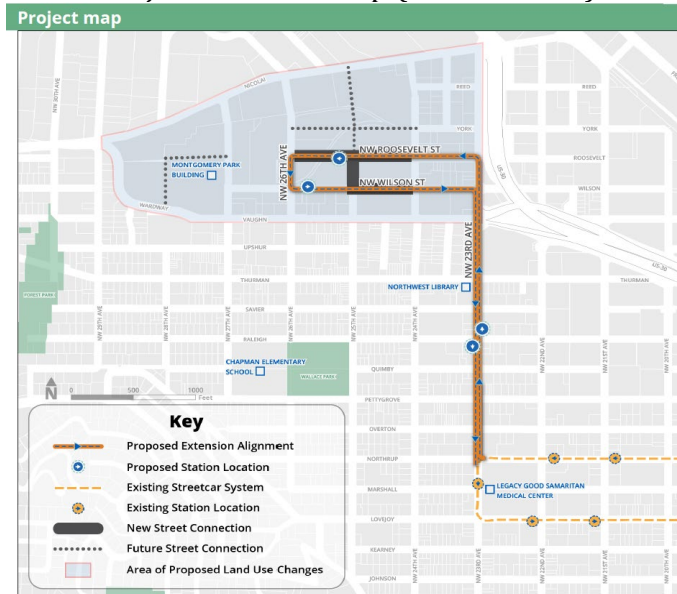


Project Number: 5	Key Number: 23769	Status: Add New Project
Project Name:	Portland Streetcar Montgomery Park Extension	
Lead Agency:	TriMet	
Description:	The project will extend the Portland Streetcar NS Line 0.65 miles on 23rd Ave to Roosevelt St looping around to 26th Ave/Wilson St including guideway/track, stations, site work upgrades plus purchase up to 10 hybrid off-wire streetcars plus 23rd Ave rebuild/stormwater mitigation upgrades.	
Funding Summary:	Both TriMet and the city of Portland are contributing a total of \$41 million to complete the project development works and for the later streetcar purchase. Only the PE and Other phase for the project is being added through this amendment. TriMet is working to secure a FTA Small Starts Capital Investment Grant for the construction phase. The total estimated project is approximately \$186 million dollars.	
Amendment Action:	The formal amendment adds the PE and Other phase to the MTIP and STIP. This enables TriMet to establish the pre-award authorization clock that enables local funds being committed now to be counted as part of the later required match to the FTA Small Starts federal grant.	
Added Notes:	Overall, this considered a capacity enhancing project. With a total estimated project cost exceeding \$100 million dollars, TriMet and Portland are advised that a special performance assessment evaluation is required to be completed prior to adding the construction phase. The performance assessment evaluation is a Metro Council requirement. TriMet will need to contact Metro about six months prior to adding the construction in order to have sufficient time to complete the performance assessment evaluation. Successful completion of the performance assessment evaluation will be an approval condition to add the construction phase to the	

MTIP. Metro staff will follow-up with TriMet and Portland with additional details as the construction phase approaches.

Added note: The November FFY 2025 MTIP Formal Amendment bundle includes a project flyer Attachment 1 with additional details

Project Location Map (NW Portland)



Existing Projects 2024-27 MTIP projects being amended as part of the FFY 2025 November Formal Amendment bundle.

Project Number: 6	Key Number: 23026	Status: Existing Project
Project Name:	Enhanced Mobility E&D (5310) - TriCounty Area FY26 Oregon Transportation Network - TriMet FFY26	
Lead Agency:	ODOT Public Transportation Division	
Description:	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	
Funding Summary:	<p>The revised federal authorized funding to the project is \$1,700,000. A 10.27% match of \$194,572 is also required. The revised total programming amount is \$1,894,572. 11/22/2024 update: Per ODOT's revised correction to the federal funding award, Exhibit A/MTIP Worksheet for this project has been corrected to reflect a federal award of \$3,674,037 with a required local match of \$420,510. The funding reduces the authorized programming from \$5,536,725 to \$4,094,547.</p> <p>ODOT will flex transfer the funds to FTA. Once flexed, TriMet then can move forward and complete their TrAMS grant application with</p>	

	FTA to obligate and expend the funds. The State STBG being programmed will be converted to FTA Section 5310 funds through the flex transfer process,
Amendment Action:	The formal amendment completes the funding reduction which now has been approved by OTC as well.
Added Notes:	None

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. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the November FFY 2025 Formal MTIP amendment (NV25-02-NOV) will include the following actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and included in transportation demand modeling for performance analysis.
- Supports RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Contains applicable project scope elements that can be applied to Metro’s performance requirements.
- Verified to be part of the Metro’s annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.

- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

Estimated Amendment Processing and Approval Timing:

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mail-out.....	October 25, 2024
• Initiate the required public notification/comment process.....	October 29, 2024
• TPAC approval recommendation to JPACT.....	November 1, 2024
• JPACT approval and recommendation to Council.....	November 21, 2024
• Completion of public notification/comment process.....	November 27, 2024
• OTC December Meeting Approval (applies to ADA project).....	December 4, 2024
• Metro Council approval.....	December 12, 2024

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps (The below timeline is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	December 18, 2024
• USDOT clarification and final amendment approval.....	Late January 2025

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new and amended projects to be added and updated into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There are no impacts to the Metro budget.

RECOMMENDED ACTION:

JPACT met on 11/21/2024 and approved Resolution 24-5443 and is now providing their approval recommendation to Metro Council to provide the final approval for Resolution 24-5443 allowing the required changes and updates to the six projects in November FFY 2025 MTIP Formal Amendment bundle.

Attachments:

1. Portland Streetcar Montgomery Park Extension Overview
2. ODOT Key 23692 ADA Curbs and Ramps Site Location List