



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: March 16, 2023
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: March FFY 2023 MTIP Formal Amendment & Resolution 23-5319 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF AMENDING THE 2021-24 MTIP TO RE-SCOPE THE OR8/CANYON RD PROJECT TO REFLECT ONLY THE BEAVERTON PEDESTRIAN ENHANCEMENT PORTION ALLOWING IT TO MEET FEDERAL DELIVERY REQUIREMENTS

BACKGROUND

What This Is:

The March FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle contains one project. Key 18758 currently is a combined ODOT street upgrade and Beaverton pedestrian enhancement project. The project is being re-scoped to reflect only the Beaverton pedestrian enhancement scope elements. The current MTIP programming is shown in the below table as the starting point to change the project.

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details costs programming map amendments obligations earmarks comments

ODOT Key: 18758 | MTIP ID: 70757
OR8: SW Hocken Ave - SW Short St - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2015		\$1,345,950	\$154,049	\$0	\$1,499,999	<input type="checkbox"/>
	2010	NHS	\$25,452	\$2,913	\$0	\$28,365	
	2015	STP	\$1,111,396	\$127,204	\$0	\$1,238,600	
	2014	State STP (M240)	\$32,882	\$3,763	\$0	\$36,645	
	2016	Equity B (LZ2E)	\$50,344	\$5,762	\$0	\$56,106	
	2015	Redistribution (Z030)	\$125,876	\$14,407	\$0	\$140,283	
Purchase right of way	2020		\$1,588,221	\$181,779	\$0	\$1,770,000	<input type="checkbox"/>
	2016	STP	\$448,650	\$51,350	\$0	\$500,000	
	2020	STBG - STATE	\$1,139,571	\$130,429	\$0	\$1,270,000	
Construction	2023		\$3,590,452	\$410,943	\$3,900,000	\$7,901,395	<input type="checkbox"/>
	2018	STP	\$1,974,955	\$226,042		\$2,200,997	
	2021	STBG - STATE	\$1,615,497	\$184,901	\$3,900,000	\$5,700,398	
Totals >>		\$6,524,623	\$746,771	\$3,900,000	\$11,171,394		

What is the requested action?

JPACT met on March 16, 2023 and approved Resolution 23-5319 and recommends Metro Council provide the final approval which will complete the re-scoping action to the OR8/Canyon Rd project in the MTIP and STIP.

A summary of the project and amendment actions are shown on the next pages.

March FFY 2023 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: MR23-07-MAR				
Total Number of Projects: 1				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 18758 MTIP ID 70757	ODOT	OR8: SW Hocken Ave - SW Short St OR8: Canyon Rd Pedestrian Enhancements	Design and construct streetscape, safety, and operational improvements Construct streetscape, safety & operational enhancements of median islands and crosswalk stripping between SW 117th Ave & SW Lloyd St with new pedestrian crossing at Cedar Hills Blvd, & rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access.	SCOPE CHANGE: Re-scope the project to reflect the Beaverton pedestrian enhancement portion as the primary project scope and adjust the construction phase to be in FFY 2024.

JPACT March 16, 2023 Meeting Summary:

The MTIP formal amendment was included on the JPACT Consent Agenda. JPACT moved the Consent Agenda and passed it unanimously without discussion which include the MTIP formal amendment in Resolution 23-5319.

TPAC March 3, 2023 Meeting Summary:

TPAC members received their notification of the amendment an overview of the project changes occurring. Ken Lobeck, Metro staff provided a short overview of Beaverton’s Canyon Rd Streetscape upgrade projects from initial award through the combining action with ODOT’s OR8 operational and safety upgrade projects to the final decision to separate the project from the ODOT projects. TPAC members asked for some added details about why this combining effort eventually failed and now requires re-scoping. Ted Leybold, Metro Resource Development Department Manager clarified that conflicts in delivery timing and additional costs emerged during the Preliminary Engineering phase that could not be resolved. As a result, it became necessary to slow-down the Beaverton scope elements and separate them from the ODOT OR8 planned improvements to allow ODOT’s scope elements to continue moving forward. The re-scoping and separation effort now occurring allows the Beaverton scope elements more time to work through their final scope and cost estimates without delaying the ODOT safety and operation upgrades occurring on OR8. After this discussion, TPAC move staff’s recommendation and unanimously voted to prove JPACT and approval recommendation for Resolution 23-5319.

AMENDMET SUMMARY

Project #1 Key 18758	OR8: SW Hocken Ave -- SW Short St OR8: Canyon Rd Pedestrian Enhancements (Scope Change) Lead Agency: ODOT
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Project Description:

~~Design and construct streetscape, safety, and operational improvements~~
Construct streetscape, safety & operational enhancements of median islands and crosswalk stripping between SW 117th Ave & SW Lloyd St with new pedestrian crossing at Cedar Hills Blvd, & rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access.

Identifications/Key Consistency Check Areas:

- Lead Agency: ODOT
- ODOT Key Number: **18758**
- MTIP ID#: 70757
- RTP ID: 11440
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Support documents included
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval: Yes. Scheduled for March 9, 2023. See Attachment 1 for added details.
- Performance Measurements applicable: Yes – Safety
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made without issues: Yes

Description of Changes

The scope change separates the Beaverton Canyon Road Pedestrian Enhancements from its previous assimilation within the larger series of ODOT OR8 operational safety upgrade projects. Due to delivery challenges, Beaverton’s portion is separated out as a stand-alone project to avoid further conflicts with the OR8 operational safety upgrade projects. The scope and funding for Key 18758 now reflects the planned Canyon Road Pedestrian Enhancements as part of Beaverton’s planned streetscape upgrades.

Project History:

As part of the 2016-18 Regional Flexible Fund Allocation, Beaverton’s Canyon Road Safety and Streetscape Enhancement project received a federal \$3,535,000 award.

2016-18 RFFA project and program recommendations						
Local projects						
Sub-region	Project	Lead agency	Focus area	Phase	RFF request	Total Project Cost
Washington County	Canyon Road Streetscape and Safety Project	Beaverton	AT/CS	CONS	\$3,535,000	\$3,939,579
	Fanno Creek Trail: Woodard Park to Bomta Road and 85 th Avenue to Tualatin River Bridge	Tigard	AT/CS	CONS	\$3,700,000	\$4,600,000
	Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue	THPRD	AT/CS	PD	\$800,000	\$4,733,812
	Tonquin Road/Grahams Ferry Road Intersection	Washington County	GE/FI	CONS	\$2,132,000	\$3,352,154
	Pedestrian Arterial Crossings	Washington County	AT/CS	PD	\$636,000	\$3,979,350
	US 26/Brookwood Interchange - Industrial Access Project	Hillsboro	REOF	CONS	\$8,267,000	\$35,000,000

The RFFA award provided funding assistance for Beaverton’s Phase 2 component that would support the engineering and construction of pedestrian safety enhancements in the area

bounded by to SW 117th Avenue to the east and SW Hocken Avenue to the west. Project elements included:

- Improvement of six (6) existing intersections with high-visibility paint, paving and bulb-outs
- Addition of a signalized intersection at Rose Biggi Ave & Canyon Road
- Installation of a mid-block pedestrian refuge & beacon at East Ave & Canyon Road
- Installation of a bike lane on the south side of Canyon from Hocken to Broadway
- Installation of a sidewalk on the south side of Canyon Road from Hocken Ave to Broadway St, and from Broadway St to Cedar Hills Blvd
- Installation of stormwater quality treatment on Canyon Road from Cedar Hills Blvd to Broadway St, including utility reconstruction & drainage
- Reconstruction of a bridge structure over Beaverton Creek to widen a currently substandard sidewalk

Element	Cost Estimate
Construct curb/gutter, sidewalk & curb ramps & bike lane striping	\$138,000
Utility removal/reconstruction	\$102,000
Stormwater swales & drainage system	\$447,000
Bridge reconstruction	\$110,000
Traffic signal at Rose Biggi Avenue	\$450,000
Pedestrian refuge island & beacons	\$100,000
Crosswalk markings, concrete treatments & turn improvements	\$301,000
Project elements subtotal (rounded)	\$1,648,000
Survey, design, admin. & contingency (rounded)	\$1,877,000
Total (rounded)	\$3,525,000

The estimate total project cost at the time of the RFFA award was approximately \$3.9 million..

Around the same time, ODOT was developing their operational safety upgrade projects along OR8. These projects would provide various operational and safety upgrades for motorists and pedestrians along various locations of OR8. The projects included:



- Canyon Road Improvements: SW 110th Avenue to SW 192 Avenue
- OR 8 at River Road Safety Project
- OR 8 Safety Improvements at SE 44th/45th Avenue
- OR 8 Safety Improvements at OR 219

Since their appeared to be clear overlap between Beaverton Canyon Rd Streetscape enhancements project and the ODOT operational safety upgrade projects, Beaverton and ODOT agreed to merge the Canyon Rd project into their operational safety projects. The intent was to provide enhanced delivery abilities and better leverage project costs.

However, complications arose with the planned project merger concerning the available funding and scope elements. Unfortunately, the complications could not be resolved. This resulting in the current re-scoping amendment now occurring to separate Beaverton’s Canyon Road pedestrian streetscape enhancement project from the ODOT operational safety upgrade projects.

Beaverton’s Canyon Road Streetscape Project is designed to enhance the existing streetscape by creating a sense of place with trees, sidewalks, center medians and a new crosswalk. The new streetscape will increase pedestrian connectivity between the Creekside District and Old Town in Central Beaverton. It will also improve highway safety, signal operations, and access to transit on Canyon Road. ODOT will remain lead agency to delivery the project for Beaverton.



The proposed project elements include the following:

- Improve accessible sidewalk curb ramps.
- Add a crosswalk and a flashing beacon on Canyon Road at Rose Biggi Avenue. A flashing beacon is a pedestrian-activated flashing light at a marked crosswalk to help alert motorists that a pedestrian is crossing the street.
- Add a landscaped center median on Canyon Road between Short Street and Cedar Hills Boulevard.
- Upgrade the traffic signals and lighting in the project area.
- Rebuild driveways and evaluate business access within the project area for safety and compatibility with project design.
- The updated estimated total project cost is now \$5,475,250.

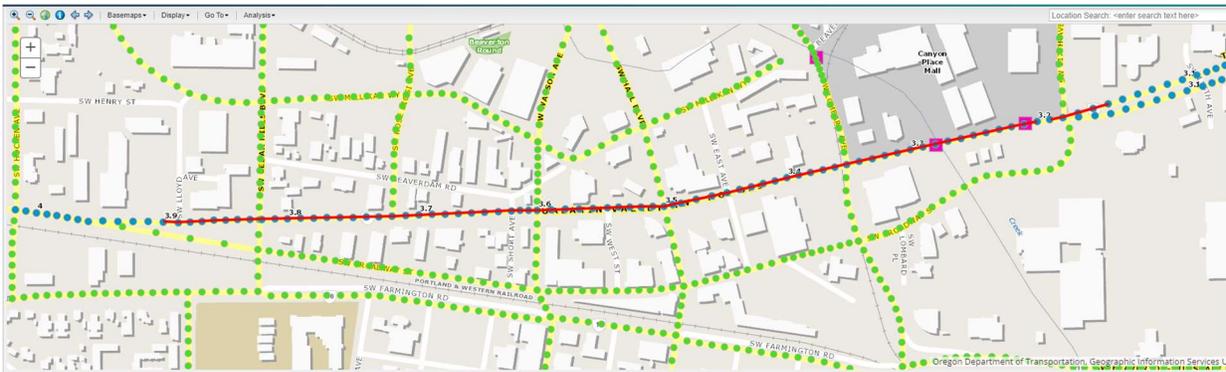
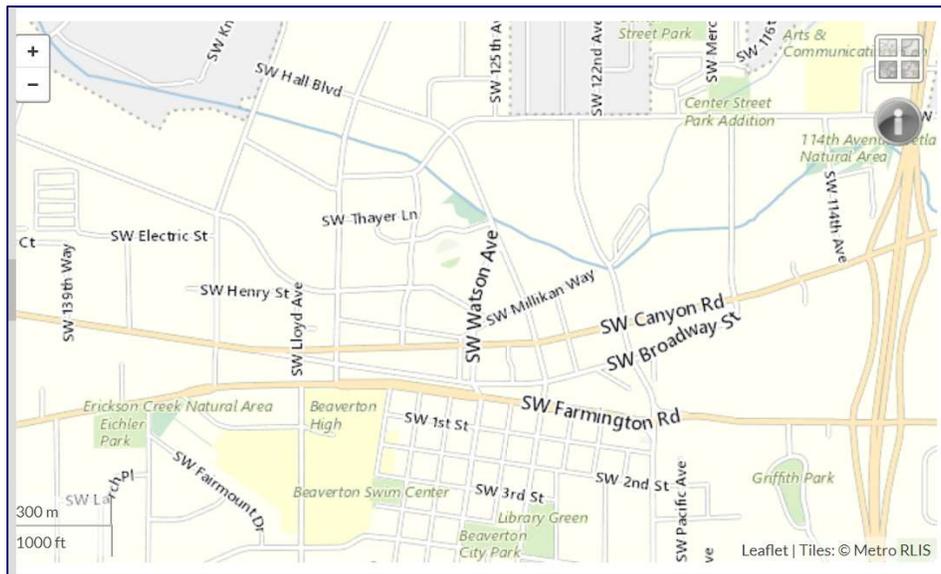
Funding in support of the revised project includes a combination of Metro RFFA, ODOT managed funds, a HIP Exchange Funding award from Metro, and local funds from Beaverton. The

Key 18758 - OR8/Canyon Road Pedestrian Enhancements Revised Funding Composition					
Fund Type Code	Source	Federal	State (Match)	Local (Match/Overmatch)	Total
State STP	ODOT	\$581,126	\$66,513	\$0	\$647,639
Equity B	ODOT	\$50,344	\$5,762	\$0	\$56,106
NHS	ODOT	\$25,452	\$2,913	\$0	\$28,365
Redistribution	ODOT	\$125,876	\$14,407	\$0	\$140,283
HSIP	ODOT	\$225,133	\$25,767	\$0	\$250,900
State	ODOT	\$0	\$30,000	\$0	\$30,000
STBG-U	Metro	\$3,535,000	\$0	\$404,596	\$3,939,596
ADVCON (HIP Fund Exchange)	Metro	\$325,948	\$0	\$37,306	\$363,254
Other	Beaverton	\$0	\$0	\$19,107	\$19,107
Totals:		\$4,868,879	\$145,362	\$461,009	\$5,475,250

ODOT Contribution: \$1,153,293 (= 21.1%)
 Metro Contribution: \$3,860,948 (= 70.5%)
 Beaverton Contribution: \$461,009 (= 8.4%)

Support Item(s):

Project Location Map



Additional Support Items

HIP Fund Exchange Award Confirmation

3.2 Resolution No. 23-5302, For the Purpose of Completing a HIP Fund Exchange with ODOT for Less Restrictive Federal Funds Allowing them to be Applied as Supplemental Funding Support to Seven Metro Regional Flexible Fund Allocation Funded Projects to Help Offset Inflation Cost Increase Impacts

Presenter(s): Ted Leybold (he/him), Metro
Ken Lobeck (he/him), Metro

Attachments: [Resolution 22-5302](#)
[Staff Report](#)

STAFF FUNDNG RECOMMENDATIONS

The final staff project funding recommendations for the \$3,850,000 of HIP Exchange Supplemental funding are shown below. Proposed approval and implementation steps will then follow.

HIP Exchange Supplemental Federal Funding Recommendations					
Key	Lead Agency	Project Name	Project Description	Federal Funding Recommendation	Notes
Clackamas County					
19276	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	Construct sidewalk on the north side of the road and bike lanes on both sides of the road to provide safe bicycle and pedestrian facilities to connect residents with nearby schools, businesses, and transportation options. (2016-18 RFFA Award)	\$577,500	Add to the construction phase along with local match. Current cost estimate update indicates the construction phase is short by \$789,644.
Washington County					
19327	Tigard	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard. (2016-18 RFFA Award)	\$695,605	Add funds plus required match to the construction phase in FFY 2023. Latest cost update indicates construction phase is still short of funding.
Split from 18758	ODOT & Beaverton	OR8: SW Hocken Ave - SW Short St	Design and construct streetscape elements focused on pedestrian safety and place making. (2016-18 RFFA Award)	\$325,948	Key 18758 is being split into two separate projects to avoid further delivery conflicts between ODOT's scope elements and Beaverton's.

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 and eligible to be programmed in the MTIP.
- Passes fiscal constraint verification.
- 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
- 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 has completed required air conformity analysis and transportation demand modeling

- 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.
- Reviewed and determined that Performance Measurements will or will not apply.
- Completion of the required 30-day Public Notification/Opportunity to Comment period:
- Meets MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the March FFY 2023 Formal MTIP amendment (MR23-07-MAR) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	February 24, 2023
• Initiate the required 30-day public notification process.....	February 28, 2023
• TPAC notification and approval recommendation.....	March 3, 2023
• JPACT approval and recommendation to Council.....	March 16, 2023
• Completion of public notification process.....	March 28, 2023
• Metro Council approval.....	April 6, 2023

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.....	April 12 ,2023
• USDOT clarification and final amendment approval.....	Mid to Late May 2023

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. The Metro funds are prior awarded funds from the 2016-18 RFFA Step 2 project funding call and are separate from the Metro annual budget.

RECOMMENDED ACTION:

JPACT met on March 16, 2023 and approved Resolution 23-5319 and recommends Metro Council provide the final approval which will complete the re-scoping action to the OR8/Canyon Rd project in the MTIP and STIP.

1 Attachment: OTC Staff Report Item - OR8: SW Hocken Ave- SW Short St project renaming and funding adjustment



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: February 27, 2023
TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Consent Item 09** – Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to re-name OR8: SW Hocken Ave- SW Short St project and decrease project funding due to revised project scope.

Requested Action:

Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to re-name *OR8: SW Hocken Ave - SW Short St* project to *OR8: Canyon Rd pedestrian improvements* project and decrease funding for *OR8: Canyon Rd pedestrian improvements* project.

Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) to decrease project funding for the *OR8: Canyon Rd pedestrian improvements* project from \$11,201,395 to \$5,475,250 for a total decrease of \$5,726,145, mostly made up of fix-it Region 1 program and local funds.

Project to decrease funding:

<i>OR8: Canyon Rd pedestrian improvements (K18758)</i>			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2015	\$1,500,000	\$2,382,360
Right of Way	2020	\$1,800,000	\$280,900
Construction	2024	\$7,901,395	\$2,811,990
TOTAL		\$11,201,395	\$5,475,250

Background:

The purpose of the *OR8: Canyon Rd pedestrian improvements* project (K18758) is to design and construct streetscape, safety, and operational improvements on SW Canyon Rd in Beaverton between SW 117th Ave and SW Lloyd St. The project will improve signal safety and access for pedestrians, including streetscape enhancements.

A previous design concept was developed jointly by ODOT and the city of Beaverton that included sidewalk widening, traffic signal replacements, minor highway realignment, landscaped medians, and an enhanced pedestrian crossing signal. Design for this concept was completed to approximately 75%

by 2021. This concept was ultimately rejected by a new City Council and Metro leadership due to exceeding the available construction funding while not sufficiently addressing the core objective of pedestrian safety and access. In 2022, ODOT, Beaverton, and Metro worked together to develop a more focused project scope that was acceptable to all partners. This revised scope will make improvements to enhance the pedestrian experience, including safety and access, in Beaverton's central business district. These improvements are consistent with the long-term goals of all three agencies for this corridor. Specifically, the revised project scope includes an enhanced pedestrian crossing signal at the SW Rose Biggi Ave intersection, a landscaped median on SW Canyon Rd, and other targeted pedestrian access improvements.

The significance of the scope and funding changes is best conveyed by changing the project name from *OR8: SW Hocken Ave - SW Short St* to *OR8: Canyon Rd pedestrian improvements*.

Increasing the Preliminary Engineering phase will allow ODOT to complete the design for the revised project scope. Decreasing the Right of Way and Construction phases will allow funds to be transferred to other phases and leave sufficient funding to complete the reduced project scope and return \$3.9m to local funding partners and \$2,189,399 to the Region 1 Fix-it financial plan to address shortfalls on safety and preservation projects within Region 1.

Outcomes:

With approval, ODOT will proceed to increase the PE phase by \$882,360 to complete the design. ODOT also will reduce the Right of Way phase by \$1,519,100 and reduce the Construction phase by \$5,089,405. ODOT will also change the project name from *OR8: SW Hocken Ave - SW Short St* to *OR8: Canyon Rd pedestrian improvements*.

Without approval, ODOT will place the Preliminary Engineering phase on hold until sufficient funding for design is secured and our partners agree to the expanded scope.

Attachments:

- Attachment 1 – Vicinity and Location Maps

K18758 OR-8: CANYON RD PEDESTRIAN IMPROVEMENTS

PROJECT LOCATION



REGION



COUNTY



ACT



INTERSTATE



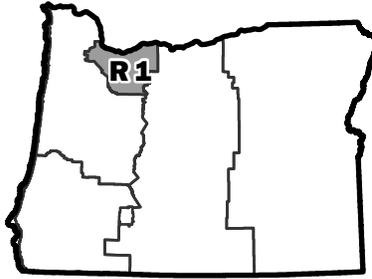
STATE ROAD



LOCAL ROAD

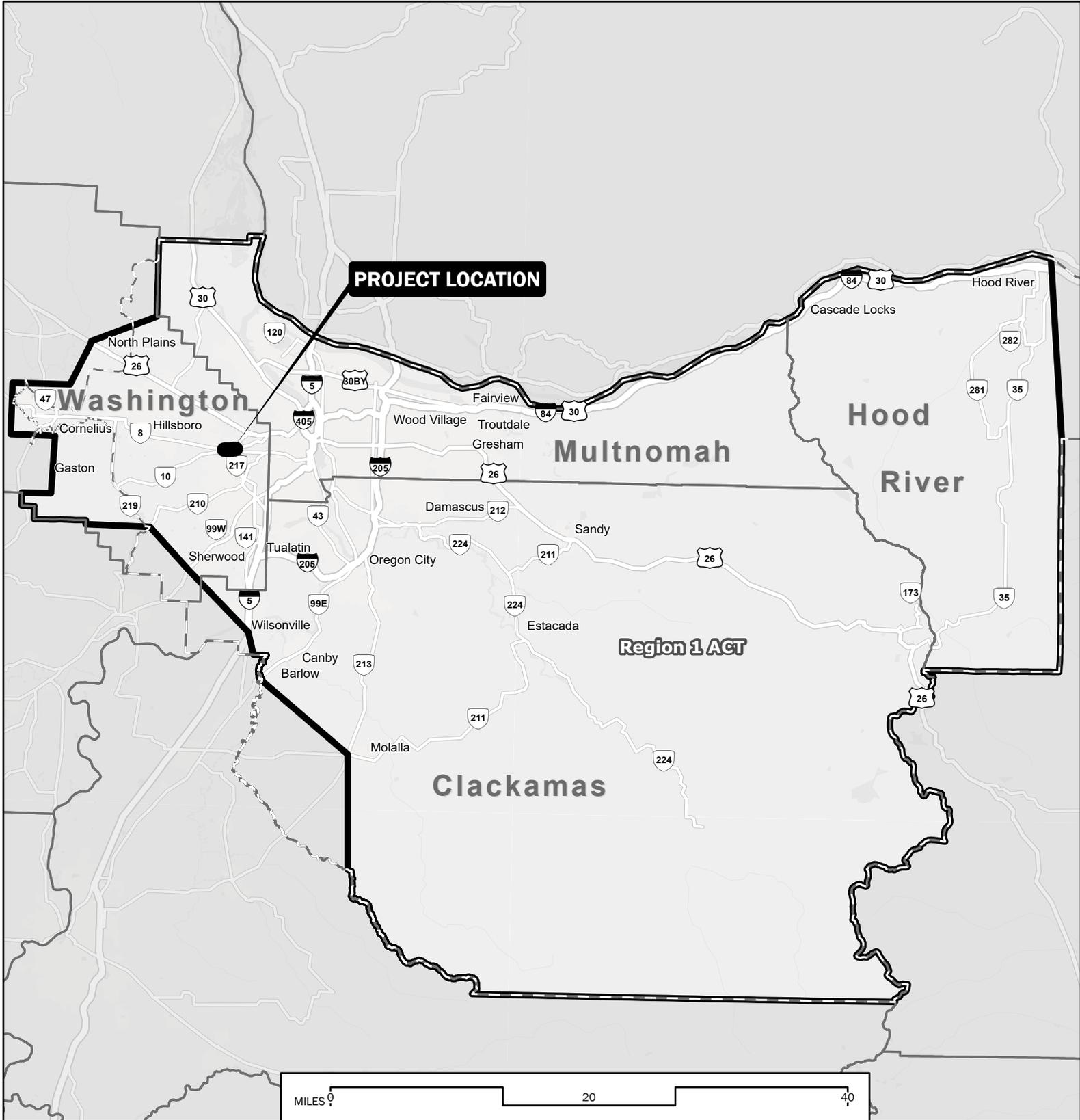


RAILROAD



DATE: 1/26/2023
PROJECT NO. 23-52
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STIP PROJECT LOCATION

K18758 OR-8: CANYON RD PEDESTRIAN IMPROVEMENTS

PROJECT LOCATION



REGION



COUNTY



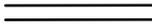
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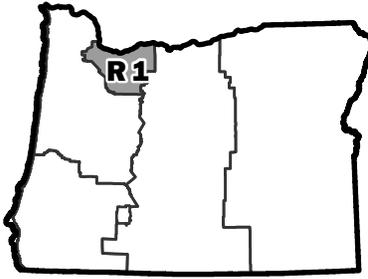
STATE ROAD



LOCAL ROAD



RAILROAD



DATE: 1/26/2023
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