

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Tuesday, November 26, 2019  
To: Metro Council and Interested Parties  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: November 2019 MTIP Formal Amendment & Approval Request of Resolution 19-5046

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## STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING EIGHT PROJECTS IMPACTING METRO, ODOT, PORTLAND, AND TIGARD (NV20-03-NOV)

## BACKGROUND

### What This Is:

The November 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle (for FFY 2020) contains required changes and updates impacting Metro, ODOT, and Portland. Eight projects comprise the amendment bundle.

### What is the requested action?

**JPACT recommends the Metro Council approve the November 2019 Formal MTIP Amendment plus Resolution 19-5046 enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.**

Proposed November 2019 Formal Amendment Bundle Amendment Type: <b>Formal/Full</b> Amendment #: <b>NV20-03-NOV</b> Total Number of Projects: 8					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key <b>21038</b>	71010	Metro	Regional TSMO Program (2017)	Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking	<b>CANCEL PROJECT:</b> Project awarded STP for SFY 2019 UPWP was obligated during SFY 2018 under a different Key. As a result, Key 21038 became a duplicate project in the MTIP and is being removed now.
Project #2 Key <b>20451</b>	70996	ODOT	<del>OR8 at River Rd &amp; OR224 at Lake Rd</del> <b>OR8 at River Rd</b>	Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro	<b>SCOPE CHANGE:</b> The formal amendment completes a scope change to remove the intersection of OR224 and Lake Rd from the approved scope. The project remains a signalization upgrade at OR 8 and River Rd with required ADA improvements. The total project cost of \$2,649,465 remains unchanged.

Project #3 Key 20208	70938	ODOT	<del>US30: KITTRIDGE-ST JOHNS</del> US30: NW Saltzman Rd - NW Bridge Ave	Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed.	<b>SCOPE CHANGE:</b> The formal amendment reduces project limits and eliminates Bridge Avenue from the approved scope. ADA upgrades will require signal rebuilds at both Bridge Ave and Front Ave. These signal replacements were not anticipated. In order to fund them, the paving limit will be reduced from 3.92-6.46 to 5.23-6.46 and the paving of Bridge Ave will no longer occur. The total project cost remains unchanged at \$8,518,704
Project #4 Key 21570 New Project	TBD	ODOT	I-5: Columbia River (Interstate) Bridge	Complete multi-modal planning assessment activities for a replacement Interstate 5 bridge between Oregon and Washington	<b>ADD NEW PROJECT:</b> The formal amendment adds the new planning study to the MTIP to complete various planning assessments to determine the feasibility of replacing the Interstate 5 Bridge across the Columbia River to Vancouver, Washington. ODOT has approved \$8,299,800 of federal Advance Construction funds plus match (total of \$9 million) The I-5 Bridge over the Columbia River is a major bottleneck for freight and the public traveling across the river. With WSDOT re-establishing this bridge as a priority, ODOT also needs to re-engage on this bi-state effort to improve traffic and mobility.
Project #5 Key 20809	70887	Portland	Central Eastside Intersection Improvements	Improve freight access and circulation at key choke points in the Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes.	<b>CANCEL PROJECT:</b> The project has been de-federalized through a fund exchange among TriMet and Metro. Now locally funded, the project does not have any federal approvals or requirements to be programmed in the MTIP. It is being removed from the MTIP through this formal amendment. The project will be delivered as a locally funded project monitored by Metro.
Project #6 Key 20817	70879	Portland	NE 72nd Ave: NE Killingsworth - NE Sandy Blvd	Develop a combined pedestrian and bike pathway along NE 72nd Ave and provide safe route for neighborhoods and area schools with concentrations of equity communities.	<b>CANCEL PROJECT:</b> The formal amendment cancels the project from the MTIP. The project was deemed a good candidate for a fund exchange among Metro and TriMet. The fund exchange has been completed and the Metro local Intergovernmental Agreement (IGA) has been developed and executed. The project does not require federal approvals requiring it to remain in the MTIP. As a result, NE 72nd Ave: NE Killingsworth - NE Sandy is being removed from the MTIP. It will be monitored by Metro and delivered as a locally funded project outside of the MTIP.


Project #7 Key 20334	70949	Portland	Systemic Signal and Illumination (Portland)	Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements.	<b>SCOPE CHANGE:</b> The formal amendment reduces the project scope to fit budget constraints. PE Consultant fees came in much higher than originally anticipated. After evaluating each location based on the benefit cost (B/C), ODOT decided to remove four locations from the project scope. These include: (1) ARTS ID #9: 92nd Ave: Powell - Woodstock, (2) ARTS ID #14: W Burnside Rd: Uptown Terrace - 48th Ave, (3) ARTS ID #20H: NE Halsey St at NE 122nd Ave, and (4) ARTS ID #34H: SE Stark St at SE 148th Ave. The removal of these locations results in a savings of \$494,894 in the CON phase. ODOT is shifting this to PE to address the PE phase shortfall.
Project #8 Key 19327	70690	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.	<b>COST INCREASE:</b> The latest update to the Project Specifications and Estimates (PS&E) indicated a revised construction cost of \$1.5 million to complete the project. As a result of the cost increase, additional PE time is required delaying Right of Way and Construction. Right of Way is pushed out to 2020 with Construction to 2021 along with the \$1.5 million of local funds added to the Construction phase as part of the formal amendment. The revised Construction phase cost increases to \$4,843.363 with the total project cost increasing to \$6,404,977.


A detailed summary of the amended projects is provided in the tables on the following pages.

<b>Project 1: Regional TSMO Program 2017</b>	
Lead Agency:	<b>Metro</b>
ODOT Key Number:	<b>21038</b>
	MTIP ID Number: 70677
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: <ul style="list-style-type: none"> <li>The project is a Regional Flexible Fund Allocation (RFFA) Step 1 annual allocation that supports various Transportation System Management and Operations (TSMO) planning activities by Metro staff to plan and implement Regional Intelligent Transportation System (ITS) projects</li> <li>While most of the RFFA allocation for TSMO activities directly support new ITS projects, this allocation supports Metro staff planning needs.</li> <li>The funds are incorporated into the annual Unified Planning and Work Program (UPWP)</li> </ul> </li> <li>Source: Existing MTIP project</li> <li>Funding: FHWA Surface Transportation Program (STP) funds allocated to Metro and implemented through Metro's RFFA program.</li> <li>Type: TSMO/ITS</li> <li>Location: N/A. The funding supports staff planning activities.</li> <li>Cross Streets: N/A – various locations recommended</li> <li>Mile Post Limits: N/A</li> <li>Current Status Code: 0 =No activity</li> <li>STIP Amendment Number: TBD</li> <li>MTIP Amendment Number: NV20-03-NOV</li> </ul>

	<div>AMENDMENT ACTION: CANCEL PROJECT</div> <div>The RFFA allocation is committed to TSMO/ITS planning needs on an annual basis. Due to prior year accounting of UPWP allocated funds, Metro chose to program the TSMO planning funds as a stand-alone MTIP project (in Key 21038) rather than incorporate it into the Master Agreement project Key of 21271.</div> <table><tr><th colspan="2">LEAD AGENCY</th><td colspan="5">Metro</td></tr><tr><th colspan="2">PROJECT NAME</th><td colspan="5">Regional TSMO Program (2017)</td></tr><tr><th colspan="2">Project IDs</th><th colspan="4">Project Description</th><th>Project Type</th></tr><tr><td>ODOT KEY</td><td>21038</td><td colspan="4" rowspan="3">Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking</td><td rowspan="3">Transportation System Management Operations</td></tr><tr><td>MTIP ID</td><td>71010</td></tr><tr><td>RTP ID</td><td></td></tr><tr><th>Phase</th><th>Year</th><th>Fund Type</th><th>Federal Amount</th><th>Minimum Local Match</th><th>Other Amount</th><th>Total Amount</th></tr><tr><td>Other</td><td>2019</td><td>STP - Urban</td><td>\$65,454</td><td>\$7,492</td><td>\$0</td><td>\$72,946</td></tr><tr><td colspan="3">FY 18-21 Totals</td><td>\$65,454</td><td>\$7,492</td><td>\$0</td><td>\$72,946</td></tr><tr><td colspan="3"></td><td></td><td></td><td></td><td></td></tr><tr><td colspan="3">Estimated Project Cost (YOES)</td><td>\$65,454</td><td>\$7,492</td><td>\$0</td><td>\$72,946</td></tr></table> <table><tr><th colspan="2">LEAD AGENCY</th><td colspan="5">Metro</td></tr><tr><th colspan="2">PROJECT NAME</th><td colspan="5">Portland Metro Planning SFY19</td></tr><tr><th colspan="2">Project IDs</th><th colspan="4">Project Description</th><th>Project Type</th></tr><tr><td>ODOT KEY</td><td>21271</td><td colspan="4" rowspan="3">For Metro annual MPO planning funds for federal fiscal year 2019 in support of UPWP and other planning activities the MPO is required to complete</td><td rowspan="3">Other</td></tr><tr><td>MTIP ID</td><td>71053</td></tr><tr><td>RTP ID</td><td></td></tr><tr><th>Phase</th><th>Year</th><th>Fund Type</th><th>Federal Amount</th><th>Minimum Local Match</th><th>Other Amount</th><th>Total Amount</th></tr><tr><td>Planning</td><td>2018</td><td>STP - Urban</td><td>\$2,429,343</td><td>\$278,049</td><td>\$0</td><td>\$2,707,392</td></tr><tr><td>Planning</td><td>2018</td><td>5303</td><td>\$575,307</td><td>\$65,846</td><td>\$0</td><td>\$641,153</td></tr><tr><td>Planning</td><td>2018</td><td>Metro Planning (Z450)</td><td>\$2,192,877</td><td>\$250,985</td><td>\$0</td><td>\$2,443,862</td></tr><tr><td colspan="3">FY 18-21 Totals</td><td>\$5,197,527</td><td>\$594,880</td><td>\$0</td><td>\$5,792,407</td></tr><tr><td colspan="3"></td><td></td><td></td><td></td><td></td></tr><tr><td colspan="3">Estimated Project Cost (YOES)</td><td>\$5,197,527</td><td>\$594,880</td><td>\$0</td><td>\$5,792,407</td></tr></table>	LEAD AGENCY		Metro					PROJECT NAME		Regional TSMO Program (2017)					Project IDs		Project Description				Project Type	ODOT KEY	21038	Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking				Transportation System Management Operations	MTIP ID	71010	RTP ID		Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount	Other	2019	STP - Urban	\$65,454	\$7,492	\$0	\$72,946	FY 18-21 Totals			\$65,454	\$7,492	\$0	\$72,946								Estimated Project Cost (YOES)			\$65,454	\$7,492	\$0	\$72,946	LEAD AGENCY		Metro					PROJECT NAME		Portland Metro Planning SFY19					Project IDs		Project Description				Project Type	ODOT KEY	21271	For Metro annual MPO planning funds for federal fiscal year 2019 in support of UPWP and other planning activities the MPO is required to complete				Other	MTIP ID	71053	RTP ID		Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount	Planning	2018	STP - Urban	\$2,429,343	\$278,049	\$0	\$2,707,392	Planning	2018	5303	\$575,307	\$65,846	\$0	\$641,153	Planning	2018	Metro Planning (Z450)	\$2,192,877	\$250,985	\$0	\$2,443,862	FY 18-21 Totals			\$5,197,527	\$594,880	\$0	\$5,792,407								Estimated Project Cost (YOES)			\$5,197,527	\$594,880	\$0	\$5,792,407
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What is changing?	<div>However, the required STP was added to Key 21271 and obligated as part of the regular annual UPWP cycle. Unfortunately, Metro was not notified of this which resulted in confusion over the funding status. Finally resolved last June and re-confirmed during September that the appropriate expenditures were occurring under Key 21271, Key 21038 is now being removed from the MTIP to ensure double programming and obligation of the STP does not occur.</div>																																																																																																																																																				
Additional Details:	A multi-step verification process is now in place to help avoid similar situations for again occurring																																																																																																																																																				
Why a Formal amendment is required?	A formal/full amendment is required for any project that is removed/canceled from the MTIP																																																																																																																																																				
Total Programmed Amount:	The total project programming amount decreases from \$72,946 to \$0																																																																																																																																																				
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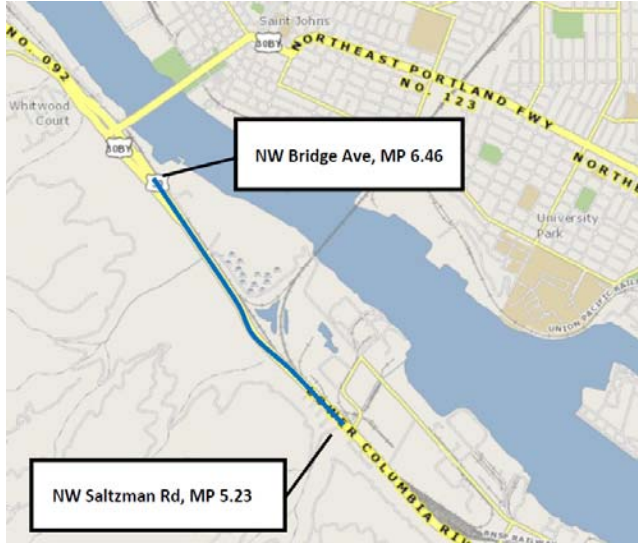
<b>Project 2:</b>	<b><del>OR8 at River Rd &amp; OR224 at Lake Rd</del> OR8 at River Road</b>		
Lead Agency:	ODOT		
ODOT Key Number:	20451	MTIP ID Number:	70996
Projects Description:	Project Snapshot: <ul style="list-style-type: none"> <li>Proposed improvements: Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro. <b>Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd in Clackamas County</b></li> </ul>		

	<ul style="list-style-type: none"> <li>• Source: Existing MTIP project.</li> <li>• Funding: Combination of multiple federal funds including <ul style="list-style-type: none"> <li>○ Advance Construction</li> <li>○ Railroad Highway Crossing Hazards Elimination</li> <li>○ State Surface transportation Block Grant (STBG)</li> <li>○ National Highway Performance Program (NHPP)</li> </ul> </li> <li>• Type: O&amp;M – operations/safety – signalization project</li> <li>• Location: On OR8</li> <li>• Cross Streets: At River Rd intersection</li> <li>• Overall Mile Post Limits: 11.70 to 11.75 (0.05 miles)</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: 18-21-3218</li> <li>• MTIP Amendment Number: NV20-03-NOV</li> </ul>
What is changing?	<p><b>AMENDMENT ACTION: SCOPE CHANGE</b></p> <p>The formal amendment drops the planned OR 224 at Lake Rd scope activities from the project. The project remains a signalization improvement project at the OR8/River Rd intersection. The latest construction cost analysis for this project revealed that the cost of delivering both the OR8 and OR224 locations will exceed the available funding. The overages are resulting from inflation as well as a new contingency calculation methodology that was not used during original scoping. In order to deliver the project within budget, ODOT decided to remove the OR224 location from the project scope. ODOT Maintenance will consider constructing the improvements at that location using non-federal funds.</p>
Additional Details:	



	
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or cancelling a new project to the MTIP requires a formal amendment
Total Programmed Amount:	The total project programming amount remains unchanged at \$2,649,465
Added Notes:	

<b>Project 3:</b>		<del><b>US30: KITTRIDGE - ST JOHNS</b></del> <b>US30: NW Saltzman Rd - NW Bridge Ave</b>	
Lead Agency:	<b>ODOT</b>		
ODOT Key Number:	<b>20208</b>	MTIP ID Number:	70938
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements - Roadway rehabilitation: Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed.</li> <li>Source: Existing MTIP project</li> <li>Funding: Federal NHPP plus Advance Construction funds</li> <li>Type: Roadway rehabilitation</li> <li>Location: In NW Portland on US30</li> <li>Cross Street Limits: NW Saltzman Rd to NW Bridge Ave</li> <li>Overall Mile Post Limits: MP 5.23 to 6.46 (1.23 miles total)</li> </ul>		



	<ul style="list-style-type: none"> <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: 18-21-3220</li> <li>MTIP Amendment Number: NV20-03-NOV</li> </ul>
What is changing?	<p><b>AMENDMENT ACTION: SCOPE CHANGE</b></p> <p>The formal amendment reduces project limits and eliminates Bridge Avenue from the approved scope. ADA upgrades will require signal rebuilds at both Bridge Ave and Front Ave. These signal replacements were not anticipated. In order to fund them, the paving limit will be reduced from 3.92-6.46 to 5.23-6.46 and the paving of Bridge Ave will no longer occur. The total project cost remains unchanged at \$8,518,704</p>
Additional Details:	
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, significant scope changes where the project limits are adjusted by more 0.25 miles require a formal MTIP amendment to explain the change
Total Programmed Amount:	The total project programming amount remains unchanged at \$8,518,704
Added Notes:	


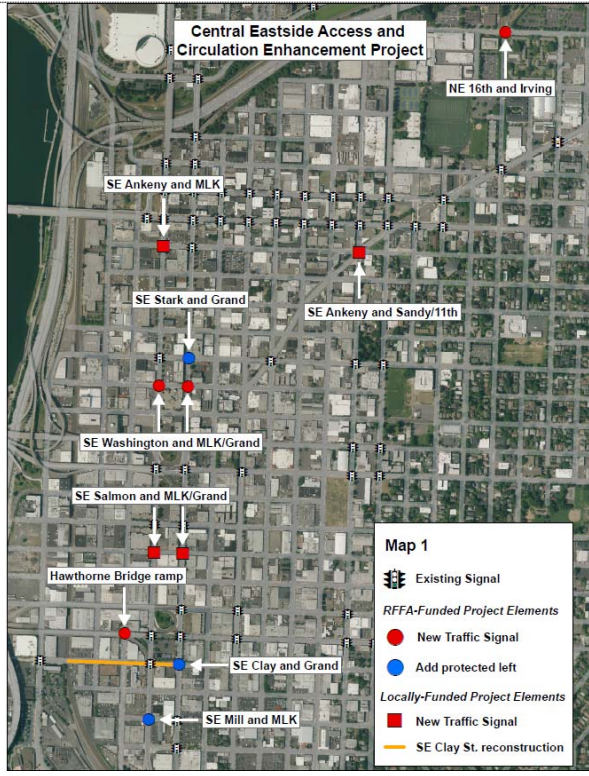
<b>Project 4:</b>	<b>I-5 Columbia River (Interstate) Bridge (New MTIP Planning Project)</b>		
Lead Agency:	<b>ODOT</b>		
ODOT Key Number:	<b>21570</b>	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: Complete multi-modal planning assessment activities for a replacement Interstate 5 bridge between Oregon and Washington</li> <li>Source: New MTIP project</li> <li>Funding: Federal Advance Construction funds and matching funds</li> <li>Type: Planning study</li> <li>Location: I-5 across the Columbia River</li> <li>Cross Street Limits: Portland, Oregon to Vancouver, Washington</li> <li>Overall Mile Post Limits: MP 306.70 to 308.72 (2.02 miles total)</li> <li>Current Status Code: = A = Programming in progress or in approved MTIP moving forward to obligate funds</li> <li>STIP Amendment Number: 18-21-3214</li> </ul>		

<p>What is changing?</p>	<ul style="list-style-type: none"> <li>• MTIP Amendment Number: NV20-03-NOV</li> </ul> <p><b>AMENDMENT ACTION: ADD NEW PROJECT</b></p> <p>The formal amendment adds the new planning study to the MTIP to complete various planning assessments to determine the feasibility of replacing the Interstate 5 Bridge across the Columbia River to Vancouver, Washington. ODOT has approved \$8,299,800 of federal Advance Construction funds plus match (total of \$9 million) in support of the planning effort. The funding originates from the annual nationwide FHWA federal fund redistribution action (Redistribution funds) which Oregon will receive a share. The Oregon Transportation Commission approved the funding for the study during their August 2019 meeting. The I-5 Bridge over the Columbia River is a major bottleneck for freight and the public traveling across the river. With WSDOT re-establishing this bridge as a priority, ODOT also needs to re-engage on this bi-state effort to improve traffic and mobility.</p>
<p>Additional Details:</p>	<ul style="list-style-type: none"> <li>• The very preliminary estimated project cost as included in the 2018 RTP for the project is \$3,169,866,000.</li> <li>• The bridge replacement project is included on the RTP as a specific project line item under ID # 10893</li> <li>• Appendix S to the 2018 RTP devotes the entire appendix to the project. Appendix S to the 2018 RTO can be downloaded from the Metro website at <a href="https://www.oregonmetro.gov/regional-transportation-plan">https://www.oregonmetro.gov/regional-transportation-plan</a></li> </ul>  
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount is \$9 million dollars.</p>



Added Notes:	Approval for the funding was required from the Oregon Transportation Commission which occurred during their August 2019 meeting
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<b>Project 5: Central Eastside Intersection Improvements</b>	
Lead Agency:	<b>Portland</b>
ODOT Key Number:	<b>20809</b> MTIP ID Number: 70887
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: Improve freight access and circulation at key choke points in Portland's Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes.</li> <li>Source: Existing MTIP project <ul style="list-style-type: none"> <li>Funding: Originally federal Regional Flexible Funds Allocation (STBG) Federal funds</li> <li>Now through a completed fund exchange, the project is 100% locally funded</li> </ul> </li> <li>Type: Operations &amp; Safety</li> <li>Location: In the central eastside section of Portland</li> <li>Cross Street Limits: Multiple</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: NV20-03-NOV</li> </ul>
What is changing?	<p><b>AMENDMENT ACTION: CANCEL PROJECT</b></p> <p>Portland's Central Eastside Intersection Improvements project is a 2019-21 RFFA funded project. Upon review of the project, Metro, and Portland determined that the project was a good candidate for de-federalization allowing for a fund exchange among Metro, TriMet, and Portland. De-federalizing the project enables it to be locally delivered faster and possibly with a lower cost than the through the federal transportation delivery process.</p> <p>De-federalizing the programming in the MTIP was completed in through an earlier amendment. Metro has developed and executed a local Intergovernmental Agreement (IGA) with Portland and TriMet, and will monitor the delivery of the project as a locally funded project.</p> <p>As a locally funded project, Portland's Central Eastside Intersection Improvements project does not require any federal approvals, or is required to be maintained in the MTIP and STIP. Through this amendment the project is being removed from the MTIP and STIP.</p>

	<div>2018-2021 Metropolitan Transportation Improvement Program (MTIP) Current Approved Project list with Approved Amendments</div> <div></div> <table><tr><td colspan="2">LEAD AGENCY</td><td colspan="5">Portland</td></tr><tr><td colspan="2">PROJECT NAME</td><td colspan="5">Central Eastside Intersection Improvements</td></tr><tr><td colspan="2">Project IDs</td><td colspan="4">Project Description</td><td>Project Type</td></tr><tr><td>ODOT KEY</td><td>20809</td><td colspan="4">Improve freight access and circulation at key choke points in Portland's Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes.</td><td>Roadway and bridge</td></tr><tr><td>MTIP ID</td><td>70887</td><td colspan="5"></td></tr><tr><td>RTP ID</td><td>10302</td><td colspan="5"></td></tr><tr><td>Phase</td><td>Year</td><td>Fund Type</td><td>Federal Amount</td><td>Minimum Local Match</td><td>Other Amount</td><td>Total Amount</td></tr><tr><td>Preliminary engineering</td><td>2019</td><td>TriMet - General Funds</td><td>\$0</td><td>\$0</td><td>\$563,689</td><td>\$563,689</td></tr><tr><td>Preliminary engineering</td><td>2019</td><td>Local (COP)</td><td>\$0</td><td>\$0</td><td>\$64,517</td><td>\$64,517</td></tr><tr><td>Construction</td><td>2020</td><td>TriMet - General Funds</td><td>\$0</td><td>\$0</td><td>\$2,032,190</td><td>\$2,032,190</td></tr><tr><td>Construction</td><td>2020</td><td>Local (COP)</td><td>\$0</td><td>\$0</td><td>\$2,742,037</td><td>\$2,742,037</td></tr><tr><td colspan="3">FY 18-21 Totals</td><td>\$0</td><td>\$0</td><td>\$5,402,433</td><td>\$5,402,433</td></tr><tr><td colspan="3">Estimated Project Cost (YOES)</td><td>\$0</td><td>\$0</td><td>\$5,402,433</td><td>\$5,402,433</td></tr></table>	LEAD AGENCY		Portland					PROJECT NAME		Central Eastside Intersection Improvements					Project IDs		Project Description				Project Type	ODOT KEY	20809	Improve freight access and circulation at key choke points in Portland's Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes.				Roadway and bridge	MTIP ID	70887						RTP ID	10302						Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount	Preliminary engineering	2019	TriMet - General Funds	\$0	\$0	\$563,689	\$563,689	Preliminary engineering	2019	Local (COP)	\$0	\$0	\$64,517	\$64,517	Construction	2020	TriMet - General Funds	\$0	\$0	\$2,032,190	\$2,032,190	Construction	2020	Local (COP)	\$0	\$0	\$2,742,037	\$2,742,037	FY 18-21 Totals			\$0	\$0	\$5,402,433	\$5,402,433	Estimated Project Cost (YOES)			\$0	\$0	\$5,402,433	\$5,402,433
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Additional Details:	<div></div> <div>Original project site locations as submitted in Portland's 2019-21 RFFA funding application</div>																																																																																											
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, cancelling a project from the MTIP requires a formal/full amendment to the MTIP																																																																																											
Total Programmed Amount:	The total project programming amount decreases from \$5,402,433 to \$0																																																																																											
Added Notes:																																																																																												

Project 6:	NE 72nd Ave: NE Killingsworth - NE Sandy Blvd			
Lead Agency:	Portland			
ODOT Key Number:	20817	MTIP ID Number:	70879	
Projects Description:	<div>Project Snapshot:</div> <ul style="list-style-type: none"><li>Proposed improvements: Develop a combined pedestrian and bike pathway along NE 72nd Ave and provide safe route for neighborhoods and area schools with concentrations of equity communities.</li></ul>			

- Source: Existing MTIP project
  - Funding: Originally federal Regional Flexible Funds Allocation (STBG) Federal funds
  - Now through a completed fund exchange, the project is 100% locally funded
- Type: Active Transportation
- Location: In the central eastside section of Portland
- Cross Street Limits: Multiple
- Overall Mile Post Limits: N/A
- Current Status Code: = 4 (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).
- STIP Amendment Number: TBD
- MTIP Amendment Number: NV20-03-NOV

### AMENDMENT ACTION: CANCEL PROJECT

Portland's NE 72nd Ave: NE Killingsworth - NE Sandy Blvd project is a 2019-21 RFFA funded project. Upon review of the project, Metro, and Portland determined that the project was a good candidate for de-federalization allowing for a fund exchange among Metro, TriMet, and Portland. De-federalizing the project enables it to be locally delivered faster and possibly with a lower cost than the through the federal transportation delivery process.

De-federalizing the programming in the MTIP was completed in through an earlier amendment. Metro has developed and executed a local Intergovernmental Agreement (IGA) with Portland and TriMet, and will monitor the delivery of the project as a locally funded project.

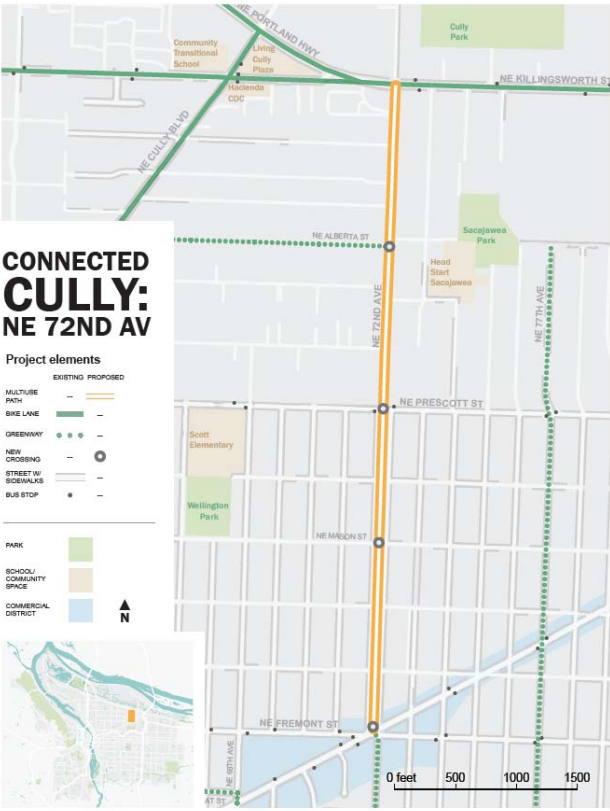
As a locally funded project, Portland's NE 72nd Ave: NE Killingsworth - NE Sandy Blvd project does not require any federal approvals, or is required to be maintained in the MTIP and STIP. Through this amendment the project is being removed from the MTIP and STIP.

What is changing?

**2018-2021 Metropolitan Transportation Improvement Program (MTIP)**  
Current Approved Project list with Approved Amendments



LEAD AGENCY		Portland				
PROJECT NAME		NE 72nd Ave: NE Killingsworth - NE Sandy Blvd				
Project IDs		Project Description				Project Type
ODOT KEY	20817	Develop a combined pedestrian and bike pathway along NE 72nd Ave and provide safe route for neighborhoods and area schools with concentrations of equity communities.				Active Transportation
MTIP ID	70879					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2019	Local (COP)	\$0	\$0	\$884,446	\$884,446
Preliminary engineering	2019	TriMet - General Funds	\$0	\$0	\$884,446	\$884,446
Purchase right of way	2020	Local (COP)	\$0	\$0	\$294,815	\$294,815
Purchase right of way	2020	TriMet - General Funds	\$0	\$0	\$294,815	\$294,815
Other	2021	TriMet - General Funds	\$0	\$0	\$50,000	\$50,000
Other	2021	Local (COP)	\$0	\$0	\$50,000	\$50,000
Construction	2021	TriMet - General Funds	\$0	\$0	\$970,739	\$970,739
Construction	2021	Local (COP)	\$0	\$0	\$2,567,045	\$2,567,045
FY 18-21 Totals			\$0	\$0	\$5,996,306	\$5,996,306
Estimated Project Cost (YOE\$)			\$0	\$0	\$5,996,306	\$5,996,306

Additional Details:	 <p>Project Location map from the original RFFA application for the project</p>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, canceling a project from the MTIP requires a formal/full amendment.
Total Programmed Amount:	The total project programming amount decreases from \$5,996,306 to \$0
Added Notes:	

Project 7:	Central Systemic Signals and Illumination (Portland)		
Lead Agency:	Portland		
ODOT Key Number:	20334	MTIP ID Number:	70949
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements..</li> <li>Source: Existing MTIP project</li> <li>Funding: Programming is Primarily with Advance Construction</li> <li>Type: O&amp;M/Safety</li> <li>Location: In Portland at multiple site locations.</li> <li>Cross Street Limits: Multiple</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: 18-21-3290</li> <li>MTIP Amendment Number: NV20-03-NOV</li> </ul>		
What is changing?	<b>AMENDMENT ACTION: SCOPE CHANGE</b>		



The formal amendment reduces the project scope to fit budget constraints. PE Consultant fees came in much higher than originally anticipated. After evaluating each location based on the benefit cost (B/C), ODOT decided to remove four locations from the project scope. These include:

- ARTS ID #9: 92nd Ave: Powell – Woodstock
- ARTS ID #14: W Burnside Rd: Uptown Terrace - 48th Ave
- ARTS ID #20H: NE Halsey St at NE 122nd Ave
- ARTS ID #34H: SE Stark St at SE 148th Ave.

The removal of these locations results in a savings of \$494,894 in the CON phase. ODOT is shifting this to PE to address the PE phase shortfall. The scope change does not result in a change to the total project cost

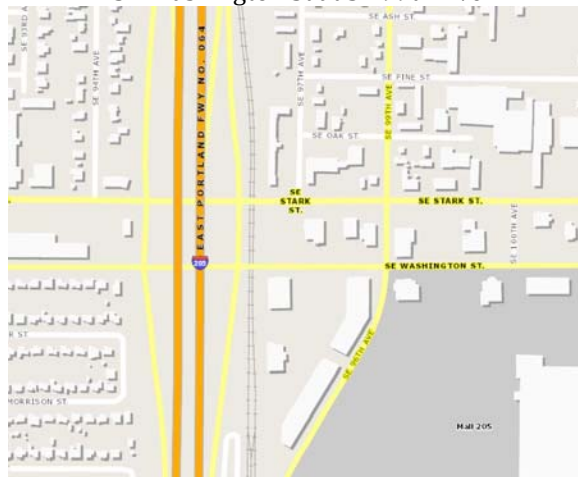
Remaining project site locations include the following:

- SE Hawthorne Blvd at SE Grand Ave
- SE Washington St at SE 99th Ave
- SE Foster Rd at SE 92nd Ave
- SE Stark St at SE 103rd Dr.

#### Removed Site Locations through the Scope Change: SE Hawthorne Blvd at SE Grand Ave



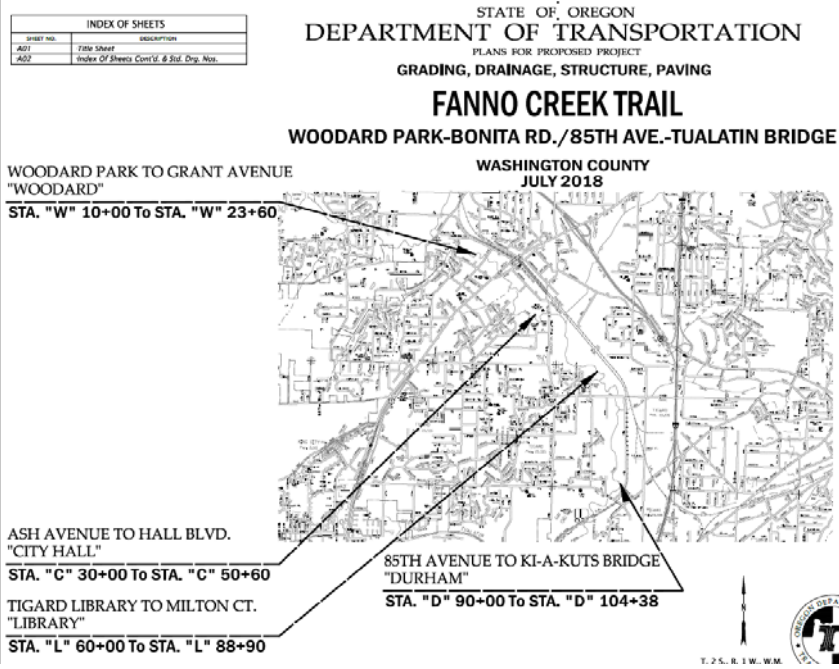
#### SE Washington St at SE 99th Ave



Additional Details:





What is changing?	<p><b>AMENDMENT ACTION: COST INCREASE</b></p> <p>The latest update to the Project Specifications and Estimates (PS&amp;E) indicated a revised construction cost of \$1.5 million to complete the project. As a result of the cost increase, additional PE time is required delaying Right of Way and Construction. Right of Way is pushed out to 2020 with Construction to 2021 along with the \$1.5 million of local funds added to the Construction phase as part of the formal amendment. The revised Construction phase cost increases to \$4,843.363 with the total project cost increasing to \$6,404,977.</p>
Additional Details:	 <p>STATE OF OREGON DEPARTMENT OF TRANSPORTATION PLANS FOR PROPOSED PROJECT GRADING, DRAINAGE, STRUCTURE, PAVING <b>FANNO CREEK TRAIL</b> WOODARD PARK-BONITA RD./85TH AVE.-TUALATIN BRIDGE WASHINGTON COUNTY JULY 2018</p> <p>WOODARD PARK TO GRANT AVENUE "WOODARD" STA. "W" 10+00 To STA. "W" 23+60</p> <p>ASH AVENUE TO HALL BLVD. "CITY HALL" STA. "C" 30+00 To STA. "C" 50+60</p> <p>TIGARD LIBRARY TO MILTON CT. "LIBRARY" STA. "L" 60+00 To STA. "L" 88+90</p> <p>85TH AVENUE TO KI-A-KUTS BRIDGE "DURHAM" STA. "D" 90+00 To STA. "D" 104+38</p> <p>T.S. R. I. W. W.M.</p>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, a project cost increase above 20% for projects with a total cost of \$1 million or greater requires a formal/full amendment.
Total Programmed Amount:	The total project programming amount increases from \$4,905,187 to \$6,404,977
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.
- 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.
- 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

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
FULL AMENDMENTS	
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:	
• Change in project termini - greater than .25 mile in any direction	
• Changes to the approved environmental footprint	
• Impacts to AQ conformity	
• Adding capacity per FHWA Standards	
• Adding or deleting worktype	
3. Changes in Fiscal Constraint by the following criteria:	
• FHWA project cost increase/decrease:	
• Projects under \$500K – increase/decrease over 50%	
• Projects \$500K to \$1M – increase/decrease over 30%	
• Projects \$1M and over – increase/decrease over 20%	
• All FTA project changes – increase/decrease over 30%	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
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.	

- 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 November 2019 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	October 25, 2019
● TPAC notification and approval recommendation.....	November 1, 2019
● JPACT approval and recommendation to Council.....	November 21, 2019*
● Completion of public notification process.....	November 25, 2019
● <b>Metro Council approval.....</b>	<b>December 5, 2019</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>
● Metro development of amendment narrative package .....	December 10, 2019
● Amendment bundle submission to ODOT for review.....	December 11, 2019
● Submission of the final amendment package to USDOT.....	December 11, 2019
● ODOT clarification and approval.....	Late December, 2019
● USDOT clarification and final amendment approval.....	Early to mid-January 2020

## ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
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 recommends the approval of Resolution 19-5046.**

- TPAC approval date: November 1, 2019
- JPACT approval date: November 21, 2019

Note: No attachments