# Memo



Date:	Tuesday, November 26, 2019
То:	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

## **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)

## BACKROUND

### 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: Formal/Full Amendment #: NV20-03-NOV Total Number of Projects: 8						
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes		
Project #1 Key <mark>21038</mark>	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	OR8 at River td & OR224 at Lake Rd OR8 at River Rd	Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro	SCOPE CHANGE: 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 <b>20208</b>	70938	ODOT	US30: KITTRIDGE- STJOHNS US30: NW Saltzman Rd - NW Bridge Ave	Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed.	SCOPE CHANGE: 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	ADD NEW PROJECT: 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.	CANCEL PROJECT: 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.	SCOPE CHANGE: 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.

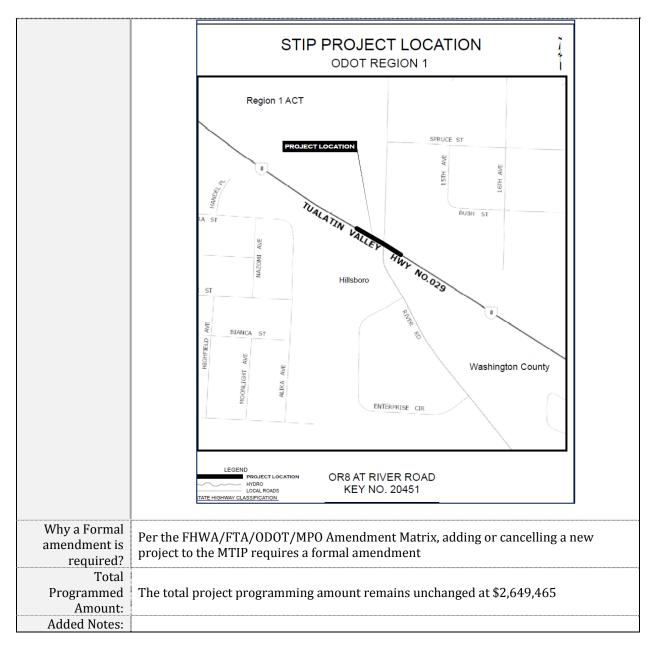
A detailed summary of the amended projects is provided in the tables on the following pages.

Project 1:	Regional TSMO Program	<del>2017</del>	
Lead Agency:	Metro		
ODOT Key Number:	21038	MTIP ID Number:	70677
Projects Description:	allocation that su and Operations ( implement Regio • While most of the new ITS projects • The funds are ind Program (UPWP • Source: Existing MTIP • Funding: FHWA Surface Metro and implement • Type: TSMO/ITS • Location: N/A. The fur	Regional Flexible Fund Allocation (R apports various Transportation Syst TSMO) planning activities by Metro onal Intelligent Transportation Syste e RFFA allocation for TSMO activitie , this allocation supports Metro staf corporated into the annual Unified H project ce Transportation Program (STP) fu ed through Metro's RFFA program. Inding supports staff planning activit arious locations recommended D =No activity nber: TBD	tem Management o staff to plan and em (ITS) projects es directly support if planning needs. Planning and Work

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	AMENDM	AMENDMENT ACTION: CANCEL PROJECT						
	The RFFA	allocatio	on is c	committed to TSM	0/ITS pla	inning ne	eds on ar	n annual basis
				nting of UPWP allo				
		-		a stand-alone MT				
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	Incorporat	e it into	the N	laster Agreement	ргојест к	ey of 212	./1.	
		AGENCY	Metr	-				
		CT NAME	Regio	nal TSMO Program (2017) Project	t Description			Project Type
	ODOT KEY	21038	Facilita	te implementation of Regional		ant coordinatio	n and	Transportation
	MTIP ID	71010	manag	ement; performance data deve	lopment and tr	acking		System Management
	RTP ID	h	Veee	fund Turc	Code and	A 41-1	<u>Aub au</u>	Operations Total Amount
	P	hase	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
				stimated Project Cost (YOE\$)	\$65,454	\$7,492	\$0	\$72,946
				stimated Project Cost (TOES)	303 <sub>1</sub> 434	<i>31,432</i>	<b>Ş</b> U	312,340
What is changing?	LEAD A	AGENCY	Metro	>				
what is changing.		TNAME	ME Portland Metro Planning SFY19					2. 2. 12
	ODOT KEY	21271	For Me	Projec tro annual MPO planning fund	t Description s for federal fis	cal year 2019 in	support of	Project Type Other
				nd other planning activities the				other
	MTIP ID	71053	-	11		A.		
	RTP ID							
	Ph	lase	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
			E	stimated Project Cost (YOE\$)	\$5,197,527	\$594,880	\$0	\$5,792,407
	regular an resulted in confirmed under Key double pro	nual UP confus during 21271, ogramm	WP cy ion ov Septe Key 2 ing ar	STP was added to ycle. Unfortunately yer the funding sta mber that the app 1038 is now being nd obligation of the	7, Metro v tus. Final ropriate g remove e STP doe	vas not n ly resolve expenditu d from th es not occ	otified of ed last Ju ures were e MTIP to ur.	this which ne and re- e occurring o ensure
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							
Added Notes:								

Project 2:	OR8 at River Rd & OR22 OR8 at River Road	4 at Lake Rd	
Lead Agency:	ODOT		
ODOT Key Number:	20451	MTIP ID Number:	70996
Projects Description:	improvements at the in Replace overhead flash	ts: Full signal upgrade with illuminat itersection of OR8 and River Rd in th <del>er with ground mounted advance fla and Lake Rd in Clackamas County</del>	e City of Hillsboro.

Source: Existing MTIP project. Funding: Combination of multiple federal funds including Advance Construction 0 Railroad Highway Crossing Hazards Elimination 0 State Surface transportation Block Grant (STBG) 0 National Highway Performance Program (NHPP) 0 Type: 0&M – operations/safety – signalization project Location: On OR8 Cross Streets: At River Rd intersection Overall Mile Post Limits: 11.70 to 11.75 (0.05 miles) Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). STIP Amendment Number: 18-21-3218 MTIP Amendment Number: NV20-03-NOV **AMENDMENT ACTION: SCOPE CHANGE** 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 What is intersection. The latest construction cost analysis for this project revealed that the cost of changing? 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. Additional Details:



Project 3:		<del>US30: KITTRIDGE - ST JOHNS</del> US30: NW Saltzman Rd - NW Bridge Ave					
Lead Agency:	ODOT						
ODOT Key Number:	20208	MTIP ID Number:	70938				
Projects Description:	<ul> <li>20208 MTIP ID Number: 70938</li> <li>Project Snapshot: <ul> <li>Proposed improvements - Roadway rehabilitation:</li> <li>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> </li> </ul>						

What is changing?	<ul> <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> <b>AMENDMENT ACTION: 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
Additional Details:	saint Johns See 20 R In Ends Poor In Ends P
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:	

Project 4:	•	I-5 Columbia River (Interstate) Bridge (New MTIP Planning Project)					
Lead Agency:	ODOT						
ODOT Key Number:	21570	MTIP ID Number:	TBD				
Projects Description:	Interstate 5 bridge bef Source: New MTIP pro Funding: Federal Adva Type: Planning study Location: I-5 across th Cross Street Limits: Po Overall Mile Post Limi	l planning assessment activities for tween Oregon and Washington oject ance Construction funds and matchi e Columbia Rover ortland, Oregon to Vancouver, Wash ts: MP 306,70 to 308.72 (2.02 miles = A = Programming in progress or in ligate funds	ing funds nington s total)				

	MTIP Amendment Number: NV20-03-NOV
	MTIP Amendment Number: NV20-03-NOV
What is changing?	AMENDMENT ACTION: ADD NEW PROJECT 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.
Additional Details:	<ul> <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 https://www.oregonmetro.gov/regional-transportation-plan</li> </ul>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment
Total Programmed Amount:	The total project programming amount is \$9 million dollars.

Added Notes: Approval for the funding was required from the Oregon Transportation Commission which occurred during their August 2019 meeting

Project 5:	Central Eastside Intersection Improvements
Lead Agency:	Portland
ODOT Key Number:	<b>20809</b> MTIP ID Number: 70887
Projects Description:	<ul> <li>Project Snapshot:</li> <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> <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?	<ul> <li>AMENDMENT ACTION: CANCEL PROJECT</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>

		Current	Approv	ed Project list with Appro	oved Amend	ments	Ę	函 Metro
		AGENCY	Portla					
		TNAME	Centra	al Eastside Intersection Improv				
	ODOT KEY	20809	Improv	Projec e freight access and circulation	t Description	oints in Portlar	nds Central	Project Type Roadway and
	MTIP ID	70887		Industrial District while levera				bridge
	RTP ID	10302	bikeway	s through the district enhancir	ng safety for all	modes.		1.5 1.42.272.42
		ase	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		2019	Local (COP)	\$0	\$0	\$64,517	\$64,517
	Construction		2020	TriMet - General Funds	\$0	\$0	\$2,032,190	\$2,032,190
	Construction	n	2020	Local (COP)	\$0	\$0	\$2,742,037	\$2,742,037
				FY 18-21 Totals	\$0	\$0	\$5,402,433	\$5,402,433
			E	stimated Project Cost (YOE\$)	\$0	\$0	\$5,402,433	\$5,402,433
Additional Details:		SE Stark and G	//Grand F I I I I I I I I I I I I I I I I I I	Map 1 SE Ankeny and Sandy/11th SE Ankeny and Sandy/11th H = 1 = 1 = 1 = 1 = 1 = 1 = 1 = 1 = 1 =	oject Elements : Signal :ted left Project Elements		plication	
Why a Formal								
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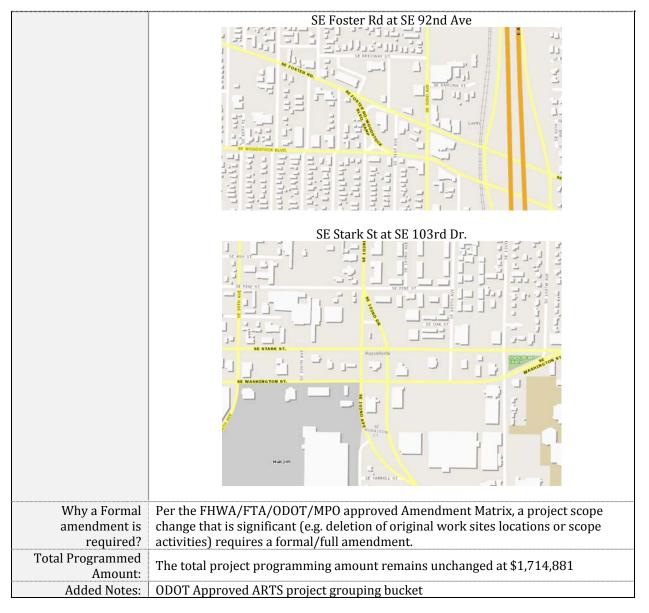
Project 6:	NE 72nd Ave: NE Killingsworth - NE Sandy Blvd						
Lead Agency:	Portland						
ODOT Key Number:	20817	MTIP ID Number:	70879				
Projects Description:	along NE 72nd Ave an	nts: Develop a combined pedestrian d provide safe route for neighborho ations of equity communities.	1 P				

• 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 existide section of Portland         • Cross Street Limits: Multiple         • Overall Mile Post Limits: NA         • STIP Amendment Number: TBO         • 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 determine that the project was a good candidate for de-federalization allowing for a fund exchange among Metro, TiMet, and Portland. De-federalizing the project and exchange among Metro, TiMet, and Portland. De-federalizing the project and exchange and exceuted a local Intergovernmental Agreement (ICA) with Portland and TriMet, and will monitor the delivery of the project as a locally funded project.         Vehat is changing?       203-2021 Metropolian Transportation delivery process.         What is changing?       203-2021 Metropolian Transportation inprovement Frequen (MTP)         Vehat is changing?       203-2021 Metropolian Transportation inprovement Frequent (MTP)         Correct as a locally funded project.       5 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 pro	• 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: TV20-03-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 determine that the project was a good candidate for de-federalization allowing for a fund exchange among Metro, TriMet, and Portland. De-federalizing the project enable: it to be locally delivered faster and possibly with a lower cost than the through tf federal transportation delivery process.         De-federalizing the programming in the MTIP was completed in through an earli amendment. Metro has developed and executed a local Intergovernmental Agreement (IGA) with Portland s NE 72nd Ave: NE Killingsworth - NE Sandy Blvd project is being removed from the MTIP and STIP. Through this amendment the project is being removed from the MTIP and STIP. Through this amendment the project is being removed from the MTIP and STIP. Through this amendment the project is being removed from the MTIP and STIP. Through this amendment the project is being removed from the MTIP and STIP. Through this amendment the role is made the m			<b>г</b> .		MTTD				
• 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: TV20-03-NOV <b>AMENDMENT ACTION: CANCEL PROJECT</b> 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 determine that the project was a good candidate for de-federalization allowing for a fund exchange among Metro, TriMet, and Portland. De-federalizating the progret 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 earlia mendment. 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.         Vhat is changing? <b>2019-221 Metropolitan Transportation Improvement Program (MTIP)</b> Current Approved Project ist with Approved Amendments <b>Export Transportation Improvement Program (MTIP) 2013-2021 Metropolitan Transportation Improvement Program (MTIP) Exporediver Export Transportation Improvement Program </b>	• 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: TBD         • MTIP Amendment Number: TBD         • MTIP Amendment Number: NV20-03-NOV <b>AMENDMENT ACTION: CANCEL PROJECT</b> 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 determine that the project was a good candidate for de-federalization allowing for a fund exchange among Metro, TiTMet, and Portland. De-federalizating the progreet 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 earlia mendment. Metro has developed and executed a local Intergovernmental Agreement (IGA) with Portland and TiMet, 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 maintiend in the MTIP and STIP. <b>2013-2021 Metropolitan Transportation Improvement Program (MTIP)</b>		o F	Funding	: Orig	inally federal Regi	onal Flex	ible Fund	ls Allocati	ion (STBG)
What is changing?         • Type: Active Transportation         • Location: In the central eastside section of Portland         • Cross Street Limits: Multiple         • Overall Mile Post Limits: N/A         • MTIP Amendment Number: TBD         • MTIP Amendment Number: NV20-03-NOV <b>AMENDMENT ACTION: CANCEL PROJECT</b> 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 determine that the project mas a good candidate for de-federalizing the project enables it to be locally delivered faster and possibly with a lower cost than the through th federal transportation delivery process.         De-federalizing the programming in the MTIP was completed in through an earlia 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.       As a locally funded project list with Approval, or is required to be maintained in the MTIP and STIP.         Vhat is changing? <b>D132-2021 Metropolian Transportation Improvement Program (MTIP)</b> Curre	What is changing?         • Type: Active Transportation         • Location: In the central eastside section of Portland         • Cross Street Limits: Multiple         • Overall Mile Post Limits: N/A         • MTIP Amendment Number: TBD         • MTIP Amendment Number: NV20-03-NOV <b>AMENDMENT ACTION: CANCEL PROJECT</b> 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 determine that the project as a good candidate for de-federalizing the project enable: it to be locally delivered faster and possibly with a lower cost than the through th federal transportation delivery process.         De-federalizing the programming in the MTIP was completed in through an earliand and tribet, and will monitor the delivery of the project as a locally funded project.         As a locally funded project.       As a locally funded project list with Approval, or is required to be maintained in the MTIP and STIP. <b>Deli</b>		0	<ul> <li>Now through a completed fund exchange, the project is 100% locally</li> </ul>						
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Estimated Project Cost (YOE\$)         \$0         \$5,996,306         \$5,996,306	Estimated Project Cost (YOE\$)         \$0         \$0,996,306         \$5,996,306	What is changing?	Agreeme project as As a local Blvd proj maintain removed 201 201 201 201 201 201 201 201	nt (IGA) s a local ly funde ect does ed in the from th <b>8-2021 Me</b> Current <b>8-2021 Me</b> Current <b>8-2021 Me</b> Current <b>8-2021 Me</b> current <b>3-20817</b> 70879 ase engineering engineering ht of way	with ly fun ed pro- s not : e MTI e MTI e MT tropoli Appro- Develo safe rou- commu Year 2019 2020 2020 2021 2021	Portland and TriM ded project. oject, Portland's NI require any federa P and STIP. Throu IP and STIP. Throu IP and STIP. tan Transportation Impro- red Project list with Appro- and nd Ave: NE Killingsworth - NE Projec p a combined pedestrian and b te for neighborhoods and area nities. Fund Type Local (COP) TriMet - General Funds Local (COP) TriMet - General Funds Local (COP) TriMet - General Funds Local (COP)	Tet, and we be a schools with a school	vill monit ve: NE Kil ils, or is r nendmen gram (MTIP) ments ong NE 72nd A oncentrations Minimum Local Match \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	ve and provide of equired t it the proj ve and provide of equity Other Amount \$884,446 \$294,815 \$294,815 \$50,000 \$50,000 \$50,000	livery of the th - NE Sandy o be ject is being <b>Metro</b> Project Type Active Transportation Total Amount \$884,446 \$294,815 \$294,815 \$294,815 \$294,815 \$294,815 \$294,815
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		What is changing?	Agreeme project as As a local Blvd proj maintain removed 201 201 201 201 201 201 201 201	nt (IGA) s a local ly funde ect does ed in the from th <b>8-2021 Me</b> Current <b>8-2021 Me</b> Current <b>8-2021 Me</b> Current <b>8-2021 Me</b> current <b>3-20817</b> 70879 ase engineering engineering ht of way	with ly fun ed pro- s not : e MTI e MTI e MT tropoli Appro- Develo safe rou commu Year 2019 2020 2020 2020 2021 2021 2021	Portland and TriM ded project. oject, Portland's NI require any federa P and STIP. Throu IP and STIP. Throu IP and STIP. tan Transportation Impro- red Project list with Appro- and nd Ave: NE Killingsworth - NE Projec p a combined pedestrian and b te for neighborhoods and area nities. Fund Type Local (COP) TriMet - General Funds Local (COP) TriMet - General Funds	Tet, and we be a schools with a school wit	vill monit ve: NE Kil ils, or is r nendmen gram (MTIP) ments ong NE 72nd A oncentrations Minimum Local Match \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	or the de lingswort equired t it the proj ve and provide of equity Other Amount \$884,446 \$884,446 \$294,815 \$59,000 \$50,000 \$50,000 \$50,000 \$59,07,39 \$2,567,045 \$5,996,306	livery of the th - NE Sandy o be ject is being Metro Project Type Active Transportation Total Amount \$884,446 \$884,446 \$884,446 \$884,446 \$294,815 \$294,815 \$294,815 \$294,815 \$294,815

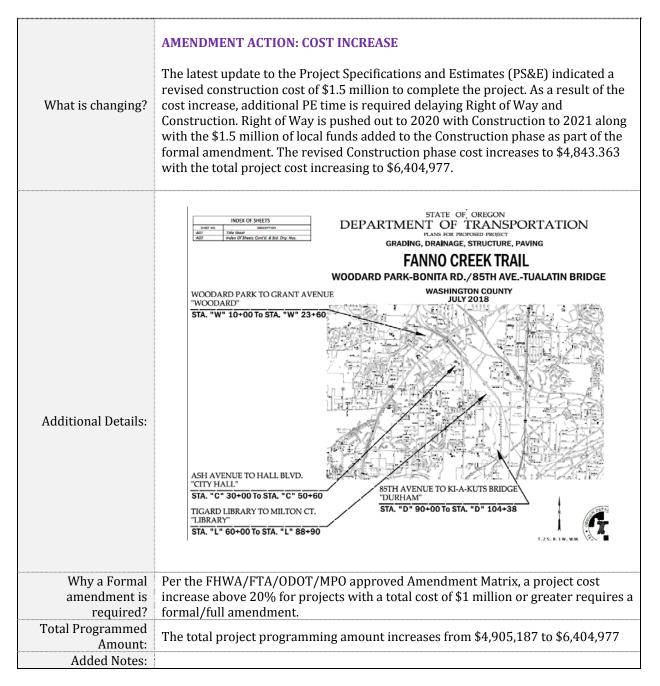
Additional Details:	<complex-block></complex-block>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, canceling a project from the MTIP requires a formal/full amendment.
Total Programmed Amount:	The total project programming amount decreases from \$5,996,306 to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

Project 7:	<b>Central Systemic Signal</b>	s and Illumination (Portland)	
Lead Agency:	Portland		
ODOT Key Number:	20334	MTIP ID Number:	70949
Projects Description:	upgrades; signal work and other safety impre Source: Existing MTIP Funding: Programmin Type: O&M/Safety Location: In Portland a Cross Street Limits: M Overall Mile Post Limi Current Status Code:	tion work; bike and pedestrian impr ; signs; warnings; striping; medians ovements project g is Primarily with Advance Constru- at multiple site locations. ultiple ts: N/A = 4 (PS&E) Planning Specifications, 4 6 design activities initiated). nber: 18-21-3290	; utility relocation; ıction
What is changing?	AMENDMENT ACTION: SC	OPE CHANGE	

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 Ч SE Washington St at SE 99th Ave Additional Details: al day and the و و د ل و ل و ل



Project 8:	Fanno Crk Trail: Wooda	ard Pk to Bonita Rd/85th Ave - Tualatin BR
Lead Agency:	Tigard	
ODOT Key Number:	19327	MTIP ID Number: 70690
Projects Description:	<ul> <li>Fanno Creek Trail from Tualatin River Bridge</li> <li>Source: Existing MTIP</li> <li>Funding: Metro RFFA</li> <li>Type: Active Transpor</li> <li>Location: In Tigard alc</li> <li>Cross Street Limits: W</li> <li>Overall Mile Post Limit</li> <li>Current Status Code:</li> </ul>	project awarded CMAQ funds tation ong Fanno Creek Goodard Pk to Bonita Rd/85 <sup>th</sup> Ave ts: N/A = 4 (PS&E) Planning Specifications, & Estimates (final 6 design activities initiated). hber: 18-21-2605



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.

	ODOT-FTA-FRWA Amenament Matrix
т.,,,	be of Change
	LL AMENDMENTS
	Adding or cancelling a federally funded, and regionally significant project to the STIP and state
	ded projects which will potentially be federalized
	Agor change in project scope. Major scope change includes:
	hange in project termini - greater than .25 mile in any direction
	hanges to the approved environmental footprint
	anges to the approved environmental hospinit
	dding capacity per FHWA Standards
	dding or deleting worktype
	Changes in Fiscal Constraint by the following criteria:
	HWA project cost increase/decrease:
	Project sunder \$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. <i>I</i>	Adding an emergency relief permanent repair project that involves substantial change in
fune	ction and location.
AD	MINISTRATIVE/TECHNICAL ADJUSTMENTS
1. /	Advancing or Slipping an approved project/phase within the current STIP (If slipping outside
cun	rent STIP, see Full Amendments #2)
2. <i>I</i>	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
mo	re, or splitting part of an approved project to a new one.
4. 8	Splitting a new project out of an approved program-specific pool of funds (but not reserves fo
futu	re projects) or adding funds to an existing project from a bucket or reserve if the project was
	ected through a specific process (i.e. ARTS, Local Bridge)
5. I	Ainor technical corrections to make the printed STIP consistent with prior approvals, such as
<u> </u>	os or missing data.
	Changing name of project due to change in scope, combining or splitting of projects, or to
_	ter conform to naming convention. (For major change in scope, see Full Amendments #2)
	Adding a temporary emergency repair and relief project that does not involve substantial
cha	nge in function and location.

ODOT-FTA-FHWA Amendment Matrix

- 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:
  - o Safety
  - o Asset Management Pavement
  - Asset Management Bridge
  - o National Highway System Performance Targets
  - Freight Movement: On Interstate System
  - o Congestion Mitigation Air Quality (CMAQ) impacts

- o Transit Asset Management impacts
- RTP Priority Investment Areas support
- o 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:

	Action	Target Date
•	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
•	Metro Council approval	December 5, 2019

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:

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y 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