

Date: Wednesday, January 22, 2020
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: January 2020 MTIP Formal Amendment & Approval Request of Resolution 20-5068

STAFF REPORT

FOR THE PURPOSE OF ADDING TWO NEW PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING RIDE CONNECTION IN SUPPORT OF SENIOR AND DISABLED PERSONS NEEDS AND ODOT IN SUPPORT OF THE COLUMBIA BOTTOMLANDS CONSERVATION PROJECT(JA20-07-JAN)

BACKGROUND

What This Is:

The January 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment proposes to add Ride Connection's Providence Health and Services Mobility Resource Desk project and ODOT's Columbia Bottomlands Mitigation/Conservation project to the MTIP through approval of Resolution 20-5068.

What is the requested action?

JPACT requests Metro Council approve the January 2020 formal amendment under Resolution 20-5068 for Ride Connection's Providence Health and Services Mobility Resource Desk and ODOT's Columbia Bottomlands Mitigation/Conservation new projects enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

Proposed January 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: JA20-07-JAN Total Number of Projects: 2					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 20274 New Project	TBD	Ride Connection	Providence Health and Services Mobility Resource Desk	Implement mobility management services focused at two Providence hospitals for senior and disabled persons, offering individual travel options, counseling and clinic support to integrate transportation referrals.	<u>ADD NEW PROJECT:</u> The formal amendment adds Ride Connection's new 5310 grant award project that will support senior, and Disabled needs as noted in the project description

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 22075 New Project	TBD	ODOT	Columbia Bottomlands Mitigation/Conservation	Develop a long term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species	<u>ADD NEW PROJECT:</u> The formal amendment adds ODOT's Columbia Bottomlands Mitigation/Conservation project to the 2018 MTIP. PE and ROW phases are added now. The entire project will be added to the new draft 2021-26 MTIP including the construction phase planned or FY 2022

A detailed summary of the new projects is provided below.

Project 1: Providence Health and Services Mobility Resource Desk (New Project)	
Lead Agency:	Ride Connection
ODOT Key Number:	20274
	MTIP ID Number: TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements – Implement mobility management services focused at two Providence hospitals for senior and disabled persons, offering individual travel options, counseling and clinic support to integrate transportation referrals. Source: New project to the MTIP Funding: Source of funding is a competitive discretionary grant from the Federal Transit Administration Access & Mobility Partnership Grants FY 2019 grant program Type: Transit Location: MPO regional area Cross Street Limits: N/A Overall Mile Post Limits: N/A Current Status Code: = Transit status "T21" = Identified in Transit Plan and approved by Board. Moving forward to program in MTIP STIP Amendment Number: 18-21-3391 MTIP Amendment Number: JA20-07-JAN
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds Ride Connection's Providence Health and Services Mobility Resource Desk new project to the 2018 MTIP. The project's originates from a competitive discretionary grant from FTA's Access and Mobility Partnership Grant Program, FY 2019 funding cycle.</p> <p><u>About the FTA Access & Mobility Partnership Grant Program</u></p>

Access and Mobility Partnership Grants seek to improve access to public transportation by building partnerships among health, transportation and other service providers. This

program provides competitive funding to support innovative projects for the transportation disadvantaged that will improve the coordination of transportation services and nonemergency medical transportation services.

State	Project Sponsor	Project Description	Funding Amount
AL	United Way of Central Alabama, Inc.	The United Way of Central Alabama will receive funding to serve as a centralized resource center, including provider referrals and a central call center, promoted through a public awareness campaign.	\$148,000
OR	Ride Connection, Inc.	Ride Connection, Inc. will receive funding to increase access to healthcare services by providing mobility management services focused on two hospitals and local social services, offering individual travel options, counseling and clinic support to integrate transportation referrals.	\$96,921

Eligible applicants are organizations that are eligible to be recipients and sub-recipients of the Enhanced Mobility for Seniors and Individuals with Disabilities Program, (defined under 49 U.S.C. 5310):

- Designated recipients
- States and local governmental authorities
- Private nonprofit organizations
- Operators of public transportation

About Ride Connection

Ride Connection is a non-profit organization that provides free transportation services to people with disabilities and older adults. In coordination with community partners, Ride Connection provides customer-focused, safe, reliable transportation options for individuals in Clackamas, Multnomah, and Washington counties of the State of Oregon, which include urban, suburban, exurban and rural areas.

In the mid-1980s a TriMet citizen committee recommended that a volunteer program could better meet the transportation needs of older adults and people with disabilities. The first rides were done in 1986 as a TriMet project. Ride Connection was then incorporated as a private nonprofit in May 1988 with a vision to serve this population with a more adaptable, accessible service than traditional public transit. The relationship between TriMet and Ride Connection represents a unique blending of public and private resources and serves as a model of effective regional cooperation and collaboration.

About the Providence Health and Services Mobility Resource Desk Project

This project will benefit older adults, people with disabilities and low-income individuals by embedding a Mobility Specialist within the established Providence Health and Services Resource Desks located at

	<p>Providence Professional Plaza and Providence Milwaukie Hospital. Providing mobility management services at these locations will improve access to the transportation system for the purpose of healthcare and extend the established partnerships of Ride Connection, Providence and Impact Northwest from exclusively direct transportation service provision, to site specific mobility management activities including:</p> <ul style="list-style-type: none"> • Individualized Options Counseling that connects older adults, people with disabilities and low-income persons with transportation resources to help them access healthcare services at Providence locations and life activities that are social determinants of health. • Location specific travel needs analysis and information and referral data resource that integrates with the Resource Desk system, documents the available public and private transportation resources and their effectiveness in providing transportation based on attributes including Medicaid eligibility, Income /cost, geographic travel sheds and connectivity. • Clinic level relationship building, needs assessment, work flow analysis and development of process recommendations to create successful referrals. Collaboration to establish processes to reduce missed appointment rates at clinics. • Providence staff will cross train the Mobility Specialist in the use of the Providence Epic Electronic Medical Records system to assist in patient referral processes and data gathering for evaluation of project outcomes. Epic is the most widely used Electronic Medical/Health Record system in hospitals in the US and the cross training and policy documentation for Mobility Management use for the Epic system will provide replicable uses across additional locations. • Provision of an option to provide immediate need, non-emergency transportation using available public and private transportation resources. • Distribution of transit fare to include more individuals with incomes under 150% of the FPL. Integration of fare assistance with options counseling and referral to fixed route travel training programs. • Services will be provided in both English and Spanish with options to provide additional languages through translation services.
Additional Details:	<p>The FTA competitive grant award falls under the larger FTA Section 5310 funding program that has a purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.</p>

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/full amendment.
Total Programmed Amount:	The FTA grant award is \$96,921. The grant requires a minimum local match of 20%. Ride Connection is providing slightly above the 20% match requirement. The total project cost estimate is \$121,891.
Added Notes:	The project is expected to last about a year. The point of contact for additional projects is Emily Motter, Chief Development Officer, tel; 503-528-1766, email - emotter@rideconnection.org

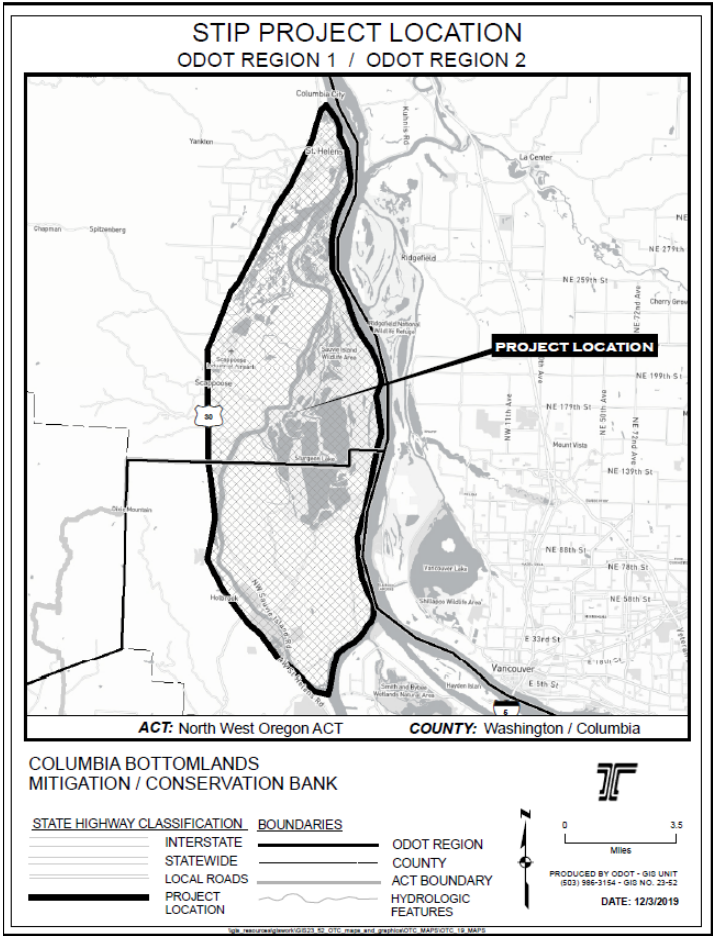
Project 2:	Columbia Bottomlands Mitigation/Conservation (New Project)		
Lead Agency:	ODOT		
ODOT Key Number:	22075	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Develop a long term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species Source: New project to the MTIP Funding: Source of funding is State funds approved by OTC during their December 2019 meeting Type: Other Location: In NW Portland area on the Columbia River watershed which covers ODOT Regions 1 and into 2 Cross Street Limits: West to US 30 and the St Helens area in the north and then south to NW ST Helens Rd just north of the Smith and Bybee Wetlands area Overall Mile Post Limits: N/A Current Status Code: = 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) STIP Amendment Number: 18-21-3403 MTIP Amendment Number: JA20-07-JAN 		
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds ODOT's Columbia Bottomlands Mitigation/Conservation project to the 2018 MTIP.</p> <p>From the OTC Staff Report:</p> <p>ODOT has identified a need in the Lower Willamette watershed area for a compensatory mitigation bank to generate conservation credits that compensate for future ODOT projects impacts to aquatic resources and Endangered Species Act (ESA) listed fish species.</p> <p>The Columbia Bottomlands mitigation bank site identified in this proposal will meet long-term mitigation needs for STIP projects in the Lower Willamette watershed that spans much of Region 1 and a portion of Region 2. There are currently limited aquatic resource banks in the watershed and banked aquatic resource mitigation credits are an identified critical path item for project delivery in this area. The proposed bank at Columbia</p>		

Bottomlands will also increase the speed of permit approvals by avoiding compensatory mitigation design for individual projects, at the same time providing economies of scale that reduce environmental mitigation costs.

Compensatory mitigation is the use of off-site restoration activities to mitigate unavoidable disturbance that occurs during the construction phase of a project. The currency for offsetting this disturbance is a conservation credit which is a unit measure of ecological benefit generated by a restoration project for a specific ecological need (water quality, wildlife habitat). Credits are considered banked when they're certified and ready for use.

The requested funds would establish a large scale aquatic resource restoration site at the Columbia Bottomlands location (along Highway 30 near Scappoose). Once restoration activities have achieved a healthy, stable level of measureable benefit conservation credits could be certified. These credits would be then available to offset unavoidable disturbance by future projects in the same watershed. Such projects could include a future Interstate 5 bridge replacement project over the Columbia River. The Columbia Bottomlands is the identified highest ecological priority area (Attachment 1) within the Lower Willamette Watershed and is where we will locate the bank.

Additional Details:



	With approval, the agency will initiate a Request for Proposals (RFP) for a full-outsourced “Turnkey” compensatory mitigation/conservation bank project. The project will include site selection planning, acquisition, preliminary engineering and construction. Our target restoration goal is to generate a minimum of 10 acre-credits of aquatic resources usable by the greatest number of ESA listed fish species practicable.																													
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/full amendment.																													
Total Programmed Amount:	OTC approved a total of \$2,950,000 of State funds for the project. In the 2018-21 MTIP, the PE and ROW phases will be programmed. The entire project will be programmed in the 2021-2026 MTIP including the construction phase which will be programmed in 2022.																													
	STIP Amendment Funding Summary																													
	<table><tr><th>Project</th><th>Current Funding</th><th>Proposed Funding</th></tr><tr><td>Site Mitigation and Repair 2020 (KN 20291)</td><td>\$1,006,977</td><td>\$0</td></tr><tr><td>Mitigation Banking Program</td><td>\$1,943,023</td><td></td></tr><tr><td>Columbia Bottomlands Mitigation/Conservation Bank</td><td></td><td>\$2,950,000</td></tr><tr><td>TOTAL</td><td>\$2,950,000</td><td>\$2,950,000</td></tr></table>	Project	Current Funding	Proposed Funding	Site Mitigation and Repair 2020 (KN 20291)	\$1,006,977	\$0	Mitigation Banking Program	\$1,943,023		Columbia Bottomlands Mitigation/Conservation Bank		\$2,950,000	TOTAL	\$2,950,000	\$2,950,000														
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Added Notes:	OTC approval was required and occurred during their December 2019 meeting.																													

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.
- 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.
 - 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.

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.	

- 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
 - 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 January 2020 Formal MTIP amendment (JA20-07-JAN) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	January 7, 2020
• TPAC notification and approval recommendation.....	January 10, 2020
• JPACT approval and recommendation to Council.....	January 16, 2020
• Completion of public notification process.....	February 5, 2020
• Metro Council approval.....	February 6, 2020

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	February 11, 2020
• Amendment bundle submission to ODOT for review.....	February 12, 2020
• Submission of the final amendment package to USDOT.....	February 12, 2020
• ODOT clarification and approval.....	Late February, 2020
• USDOT clarification and final amendment approval.....	Early to mid-March 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 Metro Council approve Resolution 20-5068 under MTIP Amendment JA20-07-JAN allowing the MTIP to add Ride Connection's Providence Health and Services Mobility Resource Desk new project and ODOT's Columbia Bottomlands Mitigation/Conservation new project

Approval Summary:

- TPAC approval: January 10, 2020
- JPACT approval: January 16, 2020

Note: No attachments