

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR)	RESOLUTION NO. 19-5001
AMENDING EXISTING PROJECTS TO THE)	
2018-21 METROPOLITAN TRANSPORTATION)	Introduced by: Interim Chief
IMPROVEMENT PROGRAM INVOLVING FOUR)	Operating Officer Andrew Scott in
PROJECTS IMPACTING PORTLAND, SMART)	concurrence with Council President
AND TRIMET (JN19-10-JUN))	Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, a final design and pre-construction phase obligation review by FHWA, ODOT, and Portland for Portland's active transportation class project, East Portland Access to Employment and Education, determined the project required the addition of an \$80,000 Utility Relocation phase and approximately \$5.2 million to support required additional American Disability Act (ADA) curb and ramp improvements conditioned to the project which will be covered by the city of Portland using local funds allowing the construction phase to be obligated and implemented in August 2019; and

WHEREAS, the annual transit project review conducted among SMART, ODOT, and Metro revealed two duplicate senior and disabled program funded projects under the FTA Section 5310 program one being the SMART ADA Stop Enhancements and the other being the SMART Mobility Management project which are now both being cancelled and removed from the MTIP as a technical correction; and

WHEREAS, the annual transit project review conducted among TriMet, ODOT, and Metro revealed a placeholder project, TriMet's FY 2019 Open Trip Planner project which will proceed via a different funding track resulting in the project becoming an unnecessary placeholder which is now being cancelled and removed from the MTIP through this amendment bundle; and

WHEREAS, all amended projects were evaluated against seven revised MTIP review factors to ensure all requested changes and additions can be accomplished legally through the MTIP amendment process; and

WHEREAS, the MTIP review factors included project eligibility/proof of funding, RTP consistency with the financially constrained element, consistency with RTP goals and strategies, determination of amendment type, inclusion in the Metro transportation regional models, determination of

Regional Significance, fiscal constraint verification, and compliance with MPO MTIP federal management responsibilities; and

WHEREAS, the MTIP's financial constraint finding is maintained as all projects proof of funding has been verified; and

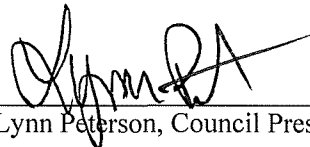
WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the June 2019 Formal MTIP Amendment; and

WHEREAS, all projects included in the June 2019 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, JPACT received their notification and requested approval recommendation to Metro Council and recommended approval to the Metro Council; now therefore

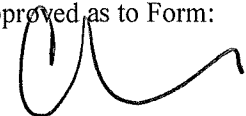
BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on June 20, 2019 to formally amend the 2018-21 MTIP to include the June 2019 Formal Amendment bundle consisting of four projects.

ADOPTED by the Metro Council this 11th day of July 2019.



Lynn Peterson, Council President

Approved as to Form:



for Nathan A.S. Sykes, Acting Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 19-5001



Proposed June 2019 Formal Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **JN19-10-JUN**
Total Number of Projects: 4

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
19297	70675	Portland	East Portland Access to Employment and Education	At various locations in east Portland build and improve sidewalks, crossings, bus stops, bike facilities and other safety facilities to provide improved access to jobs, businesses, and education opportunities	<u>COST INCREASE:</u> The formal amendment adds approximately \$80,000 in support of a required UR phase and \$5.2 million of local agency funds needed to address the adjusted construction phase scope of activities. The adjusted scope includes an increase in the number of curbs that will be rebuilt than originally estimated. Additionally, the scope includes additional ADA ramp improvements which were not part of the original scope of work. The updated scope of work also requires an adjustment to the project limits. The scope changes result in a construction phase increase from the original estimate of \$4,165,184 to \$9,370,185. The net cost increase to the project equals a 54.8% increase and is above the cost threshold of 20% for administrative modifications.
20865	70895	SMART	SMART ADA Stop Enhancements (2019)	Bus stop enhancements	<u>CANCELLED PROJECT:</u> Upon the completion of their annual project reviews, SMART identified key 20865 as a duplicate project in the MTIP. The MTIP Manager and Region 1 STIP Coordinator confirmed SMART's finding and authorized the project to be removed from the MTIP. There is no impact to SMART or the 5310 program as a result of the project cancellation in the MTIP.

20863	70893	SMART	SMART Mobility Management (2019)	Ride Wise Travel Trainer	<p><u>CANCELLED PROJECT:</u></p> <p>Upon the completion of their annual project reviews, SMART identified key 20863 as a duplicate project in the MTIP. The MTIP Manager and Region 1 STIP Coordinator confirmed SMART's finding and authorized the project to be removed from the MTIP. There is no impact to SMART or the 5310 program as a result of the project cancellation in the MTIP.</p>
20850	70893	TriMet	Open Trip Planner	<p>Add to current Open Trip Planner (OTP) other transit planning function to incorporate first/last mile connections by ride hailing and bike share. Already OTP supports connections to transit by bike</p>	<p><u>CANCELLED PROJECT:</u></p> <p>Upon the completion of their annual project reviews, TriMet identified Key 20850 as an unnecessary project they have not funded. Most likely, the project was included in the MTIP as a placeholder based on previous versions that was expected to carry-over into 2018 MTIP. However, upon developing their actual program of projects, Key 20850 was not included. The MTIP Manager and Region 1 STIP Coordinator confirmed TriMet's assessment and authorized the project to be removed from the MTIP.</p>

Project #1 - Key 19297

Metro

2018-21 Metropolitan Transportation Improvement Program (MTIP)

Exhibit A to Resolution 19-5001

PROJECT AMENDMENT DETAIL WORKSHEET



**Formal Amendment
Cost Increase
6th Amendment to Project**

Lead Agency: Portland	Project Type: Active Trns	ODOT Key: 19297
Project Name: East Portland Access to Employment and Education	ODOT Type: BikePed	MTIP ID: 70675
Project Status: 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).	Capacity Enhancing: No	Status: 6
Short Description: At various locations in east Portland build and improve sidewalks, crossings, bus stops, bike facilities and other safety facilities to provide improved access to jobs, businesses, and education opportunities	Conformity Exempt: Yes	RTP ID: 11196
	On State Hwy Sys: No	RFFA ID: 50216
	Mile Post Begin: N/A	RFFA Cycle: 2010-14
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2016	Past Amend: 5
	Years Active: 4	OTC Approval: No

Detailed Description: In east Portland on SE Cherry Blossom Dr, 102nd Ave & 103rd Ave between Washington Street and Market St, SE Market Street from
STIP Description: Build and improve sidewalks, crossings, bus stops, bike facilities and other safety facilities to provide improved access to jobs, businesses, and education opportunities

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP-U	Z230	2017		\$ 1,529,579				\$ 1,529,579
STP-U	Z230	2019					\$ 3,737,420	\$ 3,737,420
							Federal Totals:	\$ 5,266,999
Federal Fund Obligations:				\$ 1,529,579	\$ -			ROW phase obligated with local funds = \$613,298
EA Number:				PE002742	R9382000			
Initial Obligation Date:				11/3/2016	12/20/2018			
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								

Local Funds								
Local	Match	2017		\$ 175,067			\$ 175,067	
Other	OTH0	2019			\$ 630,000			
Other	OTH0	2019			\$ 613,298		\$ 613,298	
Other	OTH0	2019				\$ 80,000	\$ 80,000	
Local	Match	2019				\$ 427,764	\$ 427,764	
Other	OTH0	2019				\$ 5,205,001	\$ 5,205,001	
							\$ -	
							Local Total	\$ 6,501,130
Phase Totals Before Amend:	\$ -	\$ 1,704,646	\$ 630,000	\$ -	\$ 4,165,184	\$ 6,499,830		
Phase Totals After Amend:	\$ -	\$ 1,704,646	\$ 613,298	\$ 80,000	\$ 9,370,185	\$ 11,768,129		
							Year Of Expenditure (YOE):	\$ 11,768,129

Notes and Changes

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment adds approximately \$80,000 in support of a required UR phase and \$5.2 million of local agency funds needed to address the adjusted construction phase scope of activities. The adjusted scope includes an increase in the number of curbs that will be rebuilt than originally estimated. Additionally, the scope includes additional ADA ramp improvements which were not part of the original scope of work. The updated scope of work also requires an adjustment to the project limits. The scope changes result in a construction phase increase from the original estimate of \$4,165,184 to \$9,370,185. The net cost increase to the project equals a 54.8% increase and is above the cost threshold of 20% for administrative modifications.

RTP References:

- > RTP ID: 11196 (2014 RTP)
- > RTP Name: East Portland Advisory Bicycle Lane Network

Fund Codes:

- > STP-U = Surface Transportation Program for Urbanized Areas. The funds are allocated to Metro on a annual formula basis. Metro then awards some of the funding through the Regional Flexible Funding Allocation (RFFFA) Program through a competitive discretionary call for projects.
- > Local = General local funds the agency provides in support of the required match.
- > Other = another general type of local funds committed to the project that is beyond the local matching funds.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2, Air Quality - Pedestrian and Bicycle Facilities
- > Project is located on the NHS: Several site locations identified which do fall on the NHS system
- > ODOT LAL: Justin Bernt
- > Project Manager or Agency Contact: Timur Endur
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
Exhibit A to Resolution 19-5001
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
 Cancelled Project
 1st Amendment to Project**

Lead Agency: SMART		Project Type:	Transit		ODOT Key:	20865
Project Name: SMART ADA Stop Enhancements (2019)		ODOT Type:	Transit		MTIP ID:	70895
Project Status: N/A - duplicate project		Capacity Enhancing:	No		Status:	N/A
Short Description: Bus stop enhancements		Conformity Exempt:	Yes		RTP ID:	11343
		On State Hwy Sys:	No		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	N/A
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2019		Past Amend:	0
		Years Active:	1		OTC Approval:	No
Detailed Description: None	Duplicate Project in the MTIP Project is being cancelled and removed from the MTIP					
STIP Description: Bus stop enhancements						

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5310	F160	2019		-			\$ 57,045	\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								

Local Funds								
Local	Match	2019					\$ 11,409	
							\$ -	
							Local Total	\$ -
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68,454	\$ 68,454	
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
							Year Of Expenditure (YOE):	\$ -

Notes and Changes

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

Upon the completion of their annual project reviews, SMART identified key 20865 as a duplicate project in the MTIP. The MTIP Manager and Region 1 STIP Coordinator confirmed SMART's finding and authorized the project to be removed from the MTIP. There is no impact to SMART or the 5310 program as a result of the project cancellation in the MTIP.

RTP References:

- > RTP ID: 11343 - Bus Stop Access Improvements
- > RTP Name: Design & construct a variety of improvements to enhance access to transit including bus stops, bus shelters (with solar or conventional lighting), bus pull-outs, ADA improvements at stops, interactive kiosks, etc.

Fund Codes:

- > 5310 = FTA formula based allocation of federal funds supporting transit improvements for seniors and disabled populations
- > Local = General local funds the agency provides in support of the required match.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2, Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- > Project is located on the NHS: Yes
- > ODOT LAL: N/A
- > Project Manager or Agency Contact: Elli Work
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro
 2018-21 Metropolitan Transportation Improvement Program (MTIP)
 Exhibit A to Resolution 19-5001
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
 Cancelled Project
 1st Amendment to Project**

Lead Agency: SMART	Project Type: Transit	ODOT Key: 20863
Project Name: SMART Mobility Management (2019)	ODOT Type: Transit	MTIP ID: 70893
Project Status: N/A - duplicate project	Capacity Enhancing: No	Status: N/A
Short Description: Ride Wise Travel Trainer	Conformity Exempt: Yes	RTP ID: 11327
	On State Hwy Sys: No	RFFA ID: N/A
	Mile Post Begin: N/A	RFFA Cycle: N/A
	Mile Post End: N/A	UPWP: N/A
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2019	Past Amend: 0
	Years Active: 1	OTC Approval: No
Detailed Description: None	Duplicate Project in the MTIP Project is being cancelled and removed from the MTIP	
STIP Description: Ride Wise Travel Trainer		

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5310	F160	2019		-			\$ 31,686	\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
							\$	-
							\$	-
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								

Local Funds								
Local	Match	2019						
								\$ 7,922
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,608	\$ 39,608
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -

Notes and Changes

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Amendment Summary:

Upon the completion of their annual project reviews, SMART identified key 20863 as a duplicate project in the MTIP. The MTIP Manager and Region 1 STIP Coordinator confirmed SMART's finding and authorized the project to be removed from the MTIP. There is no impact to SMART or the 5310 program as a result of the project cancellation in the MTIP.

RTP References:

- > RTP ID: 11327 - SMART Commuter Bus Services to Neighboring Communities
- > RTP Name: Additional service hours for new services and related bus stop and ROW improvements to neighboring communities; such as, Salem, Tigard, Tualatin, Sherwood, Woodburn, Portland, etc.

Fund Codes:

- > 5310 = FTA formula based allocation of federal funds supporting transit improvements for seniors and disabled populations
- > Local = General local funds the agency provides in support of the required match.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2, Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- > Project is located on the NHS: Yes
- > ODOT LAL: N/A
- > Project Manager or Agency Contact: Elli Work
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro
 2018-21 Metropolitan Transportation Improvement Program (MTIP)
 Exhibit A to Resolution 19-5001
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
 Cancelled Project
 1st Amendment to Project**

Lead Agency: TriMet	Project Type: Transit	ODOT Key: 20850
Project Name: Open Trip Planner	ODOT Type: Transit	MTIP ID: 70893
Project Status: N/A - Placeholder project entry	Capacity Enhancing: No	Status: N/A
Short Description: Add to current Open Trip Planner (OTP) other transit planning function to incorporate first/last mile connections by ride hailing and bike share. Already OTP supports connections to transit by bike	Conformity Exempt: Yes	RTP ID: 10927
	On State Hwy Sys: No	RFFA ID: N/A
	Mile Post Begin: N/A	RFFA Cycle: N/A
	Mile Post End: N/A	UPWP: N/A
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2019	Past Amend: 0
	Years Active: 1	OTC Approval: No
	Detailed Description: None	Unnecessary Placeholder Project in the MTIP Project is being cancelled and removed from the MTIP
STIP Description: Add to current Open Trip Planner (OTP) other transit p... share. Already OTP supports connections to transit by bike.		

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5312	FF12	2019		-			\$ 10,000	\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
							\$	-
							\$	-
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								

Local Funds										
Local	Match	2019						\$ 2,500		
Other	OVM	2019						\$ 2,279		
								\$ -		
								Local Total	\$ -	
Phase Totals Before Amend:	\$	-	\$	-	\$	-	\$	-	\$ 14,779	\$ 14,779
Phase Totals After Amend:	\$	-	\$	-	\$	-	\$	-	\$ -	\$ -
Year Of Expenditure (YOE):									\$	-

Notes and Changes

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Amendment Summary:

Upon the completion of their annual project reviews, TriMet identified Key 20850 as an unnecessary project they have not funded. Most likely, the project was included in the MTIP as a placeholder based on previous versions that was expected to carry-over into 2018 MTIP. However, upon developing their actual program of projects, Key 20850 was not included. The MTIP Manager and Region 1 STIP Coordinator confirmed TriMet's assessment and authorized the project to be removed from the MTIP.

RTP References:

- > RTP ID: 10927 - Operating Capital: Information Technology Phase 1
- > RTP Name: Communication Systems

Fund Codes:

- > 5310 = FTA formula based allocation of federal funds supporting transit improvements for seniors and disabled populations
- > Local = General local funds the agency provides in support of the required match.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2, Mass Transit - Operating assistance to transit agencies.
- > Project is located on the NHS: N/A
- > ODOT LAL: N/A
- > Project Manager or Agency Contact: Alison Langton
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia

Memo

Date: Friday, June 21, 2019
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: June 2019 MTIP Formal Amendment plus Approval Request of Resolution 19-5001

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING FOUR PROJECTS IMPACTING PORTLAND, SMART, AND TRIMET (JN19-10-JUN)

BACKGROUND

What This Is:

The June 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle (for FFY 2019) contains required changes and updates impacting Portland, SMART, and TriMet. Four projects comprise the amendment bundle.

What is the requested action?

JPACT recommends Metro Council approval of the June 2019 formal MTIP amendment for Resolution 19-5001 to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT.

Added Notes:

- The June 7, 2019 Transportation Policy Alternatives Committee (TPAC) was cancelled. The June 2019 Formal Amendment bundle is proceeding directly to JPACT as a result. All other processing requirements are being completed in compliance with the MPO and USDOT MTIP amendment approved processes (e.g. 30-day public notice, development of staff report, supporting resolution, etc.). The four projects contained in the June 2019 Formal MTIP Amendment Bundle represent major technical corrections.
- Portland's East Portland Access to Employment and Education requires a construction phase increase to address ADA requirements and inclusion of a small Utility Relocation phase. Completion of the finding increase to the project needs to occur now to enable the construction phase the ability to obligate during mid-August.
- SMART's two projects are duplicates and are being removed from the MTIP as a correction. There is no FTA Section 5310 funding loss to SMART as a result.
- TriMet's Open Trip Planner project was included in the MTIP as a placeholder based on follow-on funding assumptions to their FFY 2017 Open Trip Planner project. However, funding is not directly required for FFY 2019 through this project allowing it to be cancelled now in the MTIP.

- Both SMART and TriMet’s project cancellation were determine through an annual project review during May with both agencies to update project grant approvals by FTA, required project slips and any needed project cancellations for the year.

The summary of the four projects is shown in the below table:

Proposed June 2019 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: JN19-10-JUN					
Total Number of Projects: 4					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
19297	70675	Portland	East Portland Access to Employment and Education	At various locations in east Portland build and improve sidewalks, crossings, bus stops, bike facilities and other safety facilities to provide improved access to jobs, businesses, and education opportunities	COST INCREASE: The formal amendment adds approximately \$80,000 in support of a required UR phase and \$5.2 million of local agency funds needed to address the adjusted construction phase scope of activities. The adjusted scope includes an increase in the number of curbs that will be rebuilt than originally estimated. Additionally, the scope includes additional ADA ramp improvements which were not part of the original scope of work. The updated scope of work also requires an adjustment to the project limits. The scope changes result in a construction phase increase from the original estimate of \$4,165,184 to \$9,370,185. The net cost increase to the project equals a 54.8% increase and is above the cost threshold of 20% for administrative modifications.
20865	70895	SMART	SMART ADA Stop Enhancements (2019)	Bus stop enhancements	CANCELLED PROJECT: Upon the completion of their annual project reviews, SMART identified key 20865 as a duplicate project in the MTIP. The MTIP Manager and Region 1 STIP Coordinator confirmed SMART's finding and authorized the project to be removed from the MTIP. There is no impact to SMART or the 5310 program as a result of the project cancellation in the MTIP.
20863	70893	SMART	SMART Mobility Management (2019)	Ride Wise Travel Trainer	CANCELLED PROJECT: Upon the completion of their annual project reviews, SMART identified key 20863 as a duplicate project in the MTIP. The MTIP Manager and Region 1 STIP Coordinator confirmed SMART's finding and authorized the project to be removed from the MTIP. There is no impact to SMART or the 5310 program as a result of the project cancellation in the MTIP.
20850	70893	TriMet	Open Trip Planner	Add to current Open Trip Planner (OTP) other transit planning function to incorporate first/last mile connections by ride hailing and bike share. Already OTP supports connections to transit by bike	CANCELLED PROJECT: Upon the completion of their annual project reviews, TriMet identified Key 20850 as an unnecessary project they have not funded. Most likely, the project was included in the MTIP as a placeholder based on previous versions that was expected to carry-over into 2018 MTIP. However, upon developing their actual program of projects, Key 20850 was not included. The MTIP Manager and Region 1 STIP Coordinator confirmed TriMet's assessment and authorized the project to be removed from the MTIP.

Supplement Guidance as of June 4, 2019: Impact of ODOT's STIP Re-balancing Effort.

The four projects included in the June 2019 Formal MTIP Amendment are proceeding separately from the STIP project Re-balancing Effort. An annual transit project review occurred around the same time as the STIP Re-balancing Effort focusing on transit fund/grant approvals in FTA's Transit Award Management System (TrAMS) system, required project slips, delays implementing transit projects, and other issue such as inadvertent project programming duplications.

ODOT's STIP Re-balancing Effort is focusing on ODOT funded projects and Metro funded projects managed by ODOT's Local Delivery program. The focus on this review is to determine if project funding is sufficient, delivery schedules are accurate, determine and confirm which phase obligations will occur before the end of FFY 2019 (before September 30, 2019), and identify what project phases unfortunately must be slipped from 2019 to 2020. The STIP Re-balancing Effort is a corrective action due to the initial discovery of several ODOT projects were severely underfunded. The review then spread to include the Metro funded projects.

Currently one Metro project (Portland's East Portland Access to Employment and Education included this amendment bundle). If time permitted, ODOT Region 1 decided to allow the Metro funded projects to move forward separately through the normal amendment process.

Why ODOT identified the need for a STIP Re-balancing Effort: The period of May through June represents final project reviews and staging period for end of year phase obligations. During preliminary reviews of several bridge improvement projects, scoping and funding issues were identified for a few projects. The review then expanded to other ODOT funded projects to determine if similar funding issues or scoping problems were present. Two core reasons have been identified contributing to the scoping and funding issues. They include:

- **The Hot Economy:** The building and construction industry is still considered "hot" resulting in short-term inflationary cost increases on transportation projects. This has resulted in construction bids for major capital projects coming in above 30% of the project engineer's estimate. Some of the construction bid estimates have come in well over 50% of the engineer's estimate further exacerbating the funding shortfalls.
- **Project Scoping Issues:** As projects work through the National Environmental Protection Act (NEPA), they include the identification of required scope of work activities and the projection of cost estimates to assist in developing the final design and scope elements for the project. This portion of the federal delivery process is often simply referred to project development activities. The intent of project development is to identify the estimated project scope of work, potential barriers to delivery, possible mitigation requirements to offset delivery barriers, offer alternatives in alignment and construction, and determine project phase costs for delivery that can be five to six years in the future. Unfortunately, the project scoping/project development efforts applied to current ODOT STIP projects has not resulted in accurate cost estimates or complete scope of work requirements for numerous projects.

Where are we now?

As of June 4, 2019, ODOT regions have submitted the impacted projects requiring scope adjustments or cost increases to ODOT Salem for review and final actions. ODOT senior management will determine final decisions to cannibalize projects in order salvage other existing

projects and which projects are required to be slipped into the next STIP cycle. The review also includes FHWA who will provide additional conditions for the final approval changes. The final recommend changes are planned to proceed to the Oregon Transportation Commission (OTC) at their June 20, 2019 meeting.



The MPOs will need to complete a summary verification that RTP consistency still exists and no major impacts to fiscal constraint or conformity/air quality will result. The level of review will depend upon FHWA direction to the MPOs. A second issue needing additional FHWA guidance is the process for the MPOs complete the required project amendments or administrative modifications, or both to ensure the MTIP and STIP maintain programming consistency and the proper documentation trail exists. Because of volume of project changes, both ODOT and the MPOs expect FHWA to grant a simplified amendment/administrative modification process to update the MTIP and STIP.

Assuming OTC approves the re-balanced 2018 STIP and no RTP consistency or fiscal constraint issues are present, plus the required amendment/administrative modification requirements are completed, Metro staff will bring forward the final project list to TPAC and JPACT at their July 2019 meetings as an information item for their review and discussion.

June 2019 Formal Amendment Project Summaries:

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

Project 1:	East Portland Access to Employment and Education		
Lead Agency:	Portland		
ODOT Key Number:	19297	MTIP ID Number:	70675
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: At various locations in east Portland build and improve sidewalks, crossings, bus stops, bike facilities and other safety facilities to provide improved access to jobs, businesses, and education opportunities. • Source: Existing MTIP project. • Funding: Metro RFFA awarded Surface Transportation Program federal funds plus local matching and local overmatching funds • Type: Active Transportation (Pedestrian and bicycle improvements) • Location: In east Portland - multiple sites for project improvements • Cross Streets: <ul style="list-style-type: none"> ○ 100s Neighborhood Greenway Alignment- Generally on 106th and 108th Ave from NE Tillamook St in the north south to Franklin St about 400 yards north of SW Powell Blvd along the 100s Neighborhood Greenway Alignment ○ Along the 150s Neighborhood Greenway Alignment from NE Halsey St south to Powell Blvd • Mile Post Limits: N/A - local arterials • Current Status Code: 6 = Pre-construction activities (pre-bid, construction management oversight, etc.). • STIP Amendment Number: TBD • MTIP Amendment Number: JN19-20-JUN 		
What is changing?	<p>AMENDMENT ACTION: COST INCREASE & ADD UR PHASE:</p> <ul style="list-style-type: none"> • The amendment adds a new \$80,000 Utility Relocation phase to address utility issues not originally identified as part of the scope of work 		

	<ul style="list-style-type: none"> • Adds approximately \$5.2 million of local funds to the construction phase to address additional ADA requirements (construction of additional ramps to ADA specification) not originally identified as part of the scope of work.
<p>Additional Details:</p>	<p>With the additional local funding commitment, pedestrian and bikeway improvements will continue as the existing approved scope activities identified in the 100s and 150s Neighborhood Greenway Alignment areas.</p> <div style="display: flex; justify-content: space-around;">   </div>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO Amendment Matrix, cost changes beyond the administrative modification threshold require a formal/full amendment. The additional \$5+ million results in a net cost change of 54.8% and is well above the 20% administrative threshold for cost changes.</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount increases from \$6,499,830 to \$11,768,129</p>
<p>Added Notes:</p>	<p>The addition of the UR phase and construction phase cost increase needs to first occur as a condition for the project to obligate the construction phase by mid-August 2019.</p>


<p>Project 2: SMART ADA Stop Enhancements (2019)</p>	
<p>Lead Agency:</p>	<p>SMART</p>
<p>ODOT Key Number:</p>	<p>20865 MTIP ID Number: 70895</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: ADA related bus stop enhancements and improvements • Source: Existing MTIP project. • Funding: FTA Section 5310 federal funds

	<ul style="list-style-type: none"> • Type: Transit project. • Location: Various transit bus stops in and around the Wilsonville area • Cross Streets: N/A • Overall Mile Post Limits: N/A • Current Status Code: N/A – Project is a duplicate project. • STIP Amendment Number: TBD • MTIP Amendment Number: JN19-10-JUN
What is changing?	<p>AMENDMENT ACTION: CANCELLED PROJECT</p> <p>Each year Metro and ODOT complete a transit project review and status update concerning their current year programmed projects. The review asks SMART and TriMet:</p> <ul style="list-style-type: none"> • Identify which projects have been submitted for their Federal Transit Administration (FTA) grant approval in the FTA Transit Award Management System (TrAMS) • Identify which projects and how much grant funding was awarded via their TrAMS grant award which allows the federal funds to be considered obligated and also allows the agency to begin expending their FTA funds. • Identify which projects received only partial awards and need to carry-over their unobligated funds into the next federal fiscal year. • Identify project programming issues or needed clean-up actions • Identify any problems or trends involving the obligation of federal funds through the FTA. <p>Upon completion of their annual projects review, SMART identified two projects that appeared to be duplicate 5310 funded projects programmed in 2019. SMART requested the two projects be removed from the MTIP to avoid confusion over obligations and TrAMS grant approvals. Metro and ODOT’s review concurred with SMART assessment and Key 20865 and 20863 are being cancelled from the MTIP through this amendment. The project cancellation acts as a required technical correction to the MTIP</p>
Additional Details:	SMART’s authorized FTA section 5310 formula funds for FY 2019 is programmed in Key 19316 5310 FY 2018 Senior and Disabled: For Services and facility improvements for elderly and disabled customers
Why a Formal amendment is required?	Per FHWA/FTA/ODOT & the MPOs Amendment Matrix, cancelling and removing a project from the MTIP requires a formal/full amendment
Total Programmed Amount:	The total project programming amount decreases from \$68,454 to \$0
Added Notes:	

Project 3: SMART Mobility Management (2019)	
Lead Agency:	SMART
ODOT Key Number:	20863 MTIP ID Number: 70893
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Ride Wise Travel Trainer • Source: Existing MTIP project. • Funding: Federal FTA Section 5310 funds • Type: Transit • Location: N/A

	<ul style="list-style-type: none"> • Cross Streets: N/A • Overall Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: TBD • MTIP Amendment Number: JN19-10-JUN
What is changing?	<p>AMENDMENT ACTION: CANCELLED PROJECT (Duplicate Project)</p> <p>Project is consider a duplicate project and is being removed from the MTIP</p> <p>RideWise is an information program designed for senior adults (60+) or a person with a disability and live within the SMART area of service (primarily Wilsonville) that provides the “ropes of public transportation” to provide seniors and the disabled with a greater share of mobility and freedom.</p> <p>Participants in our RideWise program receive access to information, public transportation training, and support centered on the safe and independent use of public transportation which includes:</p> <ul style="list-style-type: none"> • Public transit info: Information is sometimes all it takes to get someone traveling independently on transit. We are at the ready to provide support and knowledge over the phone • Group transit trips: Group trips are designed to help people feel comfortable with the transit system in a social, relaxed environment • One-on-one travel training: Personalized, hands-on experience using our regional transit system • Support for educators: We provide technical assistance and support, which may include fare for staff, for those providing transit training in the classroom. <p>SMART delegates the RideWise travel training to Ride Connection who currently provides the bulk of the RideWise training. Ride Connection also provides the RideWise travel training program throughout the entire three county Metro region. Funding to Ride Connection is passed on from SMART’s regular FTA Section 5310 project in Key 19316. As a result, Key 20863 became an unnecessary duplicate project.</p>
Additional Details:	SMART’s authorized FTA section 5310 formula funds for FY 2019 is programmed in Key 19316 5310 FY 2018 Senior and Disabled: For Services and facility improvements for elderly and disabled customers
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, cancelling a project requires a formal/full amendment
Total Programmed Amount:	The total project programming amount decreases from \$39,607 to \$0
Added Notes:	

Project 4:	
Lead Agency:	TriMet
ODOT Key Number:	20850 MTIP ID Number: 70936
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Open Trip Planner • Source: Existing MTIP project.

	<ul style="list-style-type: none"> • Funding: Federal FTA Section 5312 funds • Type: Transit • Location: N/A • Cross Streets: N/A • Overall Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: TBD • MTIP Amendment Number: JN19-10-JUN
<p>What is changing?</p>	<p>AMENDMENT ACTION: CANCELLED PROJECT (Unnecessary Placeholder)</p> <p>Key 20850 was added to the 2018 MTIP with the intent for possible follow-on activities. However, TriMet’s annual project review determined the placeholder was not required and has requested the project removed from the MTIP</p> <p>OpenTripPlanner (OTP) is an open source, multimodal trip planning system that is collaboratively developed by a team from across the world. Initially coordinated by OpenPlans and TriMet, the OTP Project was first funded through a Metro 2009–2011 Regional Travel Options Grant.</p>
<p>Additional Details:</p>	<p>TriMet was one of eleven grant recipients of the Federal Transit Administration’s (FTA) Mobility on Demand (MOD) Sandbox Project. The program is designed to provide the public transportation industry with a better understanding of how to adapt to the rapidly changing mobility marketplace. TriMet proposed to extend our existing multimodal trip planner to include private mobility service providers. As a result, TriMet is the first US transit agency to release a multimodal trip planner that incorporates shared-use mobility service providers, including BIKETOWN, car2go, Lyft (pilot only participation), Uber and Zipcar. This is a fundamental step towards providing our customers with convenient, personalized door-to-door travel options.</p>  <p>The new trip planner is designed to be easily replicated by transit agencies in other cities. Because it uses open source technology and open data, including OpenStreetMap, other transit agencies can quickly adjust the trip planner for their system. TriMet can then benefit from improvements other agencies make and incorporate them into our trip planner.</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO Amendment Matrix, cancelling a project requires a full/formal amendment to the MTIP</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount decreases from \$14,779 to \$0</p>
<p>Added Notes:</p>	

Note: The Amendment Matrix located below 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.

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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • 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.

- 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.
- 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 June 2019 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	June 4, 2019
● TPAC notification and approval recommendation.....	N/A (June meeting cancelled)
● JPACT approval and recommendation to Council.....	June 18, 2019*
● Completion of public notification process.....	July 3, 2019
● Metro Council approval.....	July 11, 2019

Notes:

- * Final amendment composition is dependent upon upcoming direction from FHWA concerning the ODOT STIP Re-balancing Amendment processing instructions

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
● Metro development of amendment narrative package	July 15, 2019
● Amendment bundle submission to ODOT for review.....	July 16, 2019
● Submission of the final amendment package to USDOT.....	July 16, 2019
● ODOT & USDOT and approval.....	Early August, 2019

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 19-5001 to enable submission to USDOT for final approval and programming updates to the 2018-21 MTIP.

- JPACT approval date: June 20, 2019
- TPAC approval date: N/A – The June 2019 TPAC meeting was cancelled

Attachments: None