

BEFORE THE METRO COUNCIL

| | | |
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| FOR THE PURPOSE OF ADDING OR |) | RESOLUTION NO. 20-5116 |
| AMENDING EXISTING PROJECTS TO THE |) | |
| 2018-21 METROPOLITAN TRANSPORTATION |) | Introduced by: Chief Operating Officer |
| IMPROVEMENT PROGRAM WHICH INVOLVES |) | Marissa Madrigal in concurrence with |
| CHANGES TO GRESHAM'S SANDY BLVD |) | Council President Lynn Peterson |
| RECONSTRUCTION PROJECT AND ADDING |) | |
| METRO'S TSMO/ITS PORTAL PROJECT (JL20- |) | |
| 14-JUL) | | |

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, MTIP amendments now must also include assessments for required performance measure compliance, expanded RTP consistency, and strive to meet annual Metro and statewide obligation targets resulting in additional MTIP amendment processing practices and procedures; and

WHEREAS, the city of Gresham’s Sandy Blvd reconstruction project has completed its Plans, Specifications, and Estimates (PS&E) package and now requires a commitment of additional local funds to fully fund the construction phase which is occurring through this amendment allowing the construction phase to be obligated before the end of federal fiscal year 2020; and

WHEREAS, Metro has awarded Portland State University \$600,000 of Regional Flexible Fund Allocation – Step 1 funds to continue data collection, integration, and management over a multi-year period of the Portland Oregon Regional Transportation Data Archive Listing (PORTAL) which is a critical data clearinghouse for the Metro Regional Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) program; and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan (RTP) to ensure the projects remain consistent with the goals and strategies identified in the RTP with the results confirming that no RTP inconsistencies exist as a result of the project changes from the July 2020 MTIP Formal Amendment; and

WHEREAS, the RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation assessment from approved regional RTP goals and strategies, a validation that the required changes have

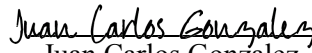
little or no impact upon regionally significant projects, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the July 2020 Formal Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on July 10, 2020; and

WHEREAS, JPACT received their notification and approved Resolution 20-5116 consisting of the July 2020 Formal MTIP Amendment bundle on July 16, 2020 and provided their approval recommendation to Metro Council; now therefore


BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on July 30, 2020 to formally amend the 2018-21 MTIP to include the required changes, advancements, or additions to the two identified projects as part of Resolution 20-5116.

ADOPTED by the Metro Council this 30th day of July 2020.



Juan Carlos Gonzalez, Deputy Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 20-5116**



| Proposed July 2020 Formal Amendment Bundle | | | | | |
|---|-----------|-------------|--|---|---|
| Amendment Type: Formal/Full | | | | | |
| Amendment #: JL20-14-JUL | | | | | |
| Total Number of Projects: 2 | | | | | |
| ODOT Key # | MTIP ID # | Lead Agency | Project Name | Project Description | Description of Changes |
| Project #1 Key 19279 | 70684 | Gresham | Sandy Blvd: NE 181st Ave to E Gresham City Limit | The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits. | <u>COST INCREASE:</u> The formal amendment increases the construction phase to address the 100% design final cost estimate for the project. The construction phase increases from \$2,662,821 to \$3,903,022. The total project cost is \$1,204,201 and equals a 29.8% increase to the project. The construction phase was programmed with a preliminary phase cost before final design and cost estimates were determined. |
| Project #2 Key TBD New Project | TBD | Metro | Multimodal Transportation Data Archive (PORTAL) | 2019-21 Metro TSMO allocation to maintain data feeds and internal system patches, network upgrades, etc. Maintain backup and storage of data archive. Provide PORTAL training to users. | <u>ADD NEW PROJECT:</u> The formal amendment adds the new 2019 TSMO awarded project to the 2018 MTIP allowing the STBG funds to be obligated before the end of the federal fiscal year (September 1, 2020) |



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
COST INCREASE
 7th Amendment to Project

| | | | |
|--|---|--------------------------|------------------------------|
| Lead Agency: Gresham | | Project Type: Reconst | ODOT Key: 19279 |
| Project Name: Sandy Blvd: NE 181st Ave to E Gresham City Limit | 1 | ODOT Type: Operations | MTIP ID: 70684 |
| | | Performance Meas: Yes | Status: 4 |
| | | Capacity Enhancing: No | Comp Date: 12/31/2021 |
| | | Conformity Exempt: Yes | RTP ID: 10443 |
| | | On State Hwy Sys: No | RFFA ID: 50237 |
| | | Mile Post Begin: N/A | RFFA Cycle: 2016-18 |
| | | Mile Post End: N/A | UPWP: No |
| | | Length: N/A | UPWP Cycle: N/A |
| | | 1st Year Program'd: 2015 | Past Amend: 6 |
| | | Years Active: 6 | OTC Approval: Yes |
| STIP Amend #: TBD | | MTIP Amnd #: JL20-14-JUL | |
| Detailed Description: The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits. | | | |
| STIP Description: Construction of multimodal, freight access and mobility facilities | | | |

Last Amendment of Modification: July 2019, AB19-18-JUL2 - STIP Re-Balancing Amendment - Cons Slip to 2020: Increase PE phase adding local Other funds of \$36k increasing PE from \$664,605 to \$700,605. Slip UR phase to from 2019 to 2020. No change in phase cost. Slip Cons from 2019 to 2020. No change in phase cost. TPC increases to \$4,029,202. - KL

| PROJECT FUNDING DETAILS | | | | | | | | |
|----------------------------------|-----------------|-----------------|----------|-------------------------|--------------|----------------------------|----------------------------|---------------------|
| Fund Type | Fund Code | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
| Federal Funds | | | | | | | | |
| STP-U | M23E | 2015 | | \$ 596,350 | | | | \$ 596,350 |
| STP-U | Z230 | 2018 | | | \$ 462,806 | | | \$ 462,806 |
| STP-U | Z230 | 2020 | | | | \$ 134,595 | | \$ 134,595 |
| STP-U | Z230 | 2020 | | | | | \$ 2,091,000 | \$ 2,091,000 |
| ADVCON | ACPO | 2020 | | | | | \$ 298,350 | |
| | | | | | | | Federal Totals: | \$ 3,284,751 |
| Federal Fund Obligations: | | | | \$ 596,350 | \$ 462,806 | | | Federal Aid ID |
| EA Number: | | | | PE002559 | R9384000 | | | 3125(056) |
| Initial Obligation Date: | | | | 9/17/2015 | 7/24/2018 | | | |
| State Funds | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | State Total: | \$ - |
| State Fund Obligations: | | | | | | | | |
| EA Number: | | | | | | | | |
| Initial Obligation Date: | | | | | | | | |
| Local Funds | | | | | | | | |
| Local | Match | 2015 | | \$ 68,255 | | | | \$ 68,255 |
| Other | OTH0 | 2015 | | \$ 36,000 | | | | |
| Local | Match | 2018 | | | \$ 52,970 | | | \$ 52,970 |
| Local | Match | 2020 | | | | \$ 15,405 | | \$ 15,405 |
| Local | Match | 2020 | | | | | \$ 239,324 | \$ 239,324 |
| Local | Match | 2020 | | | | | \$ 34,147 | \$ 34,147 |
| Other | OVM | 2020 | | | | | \$ 1,240,201 | \$ 1,240,201 |
| | | | | | | | Local Total | \$ 1,240,201 |
| Phase Totals Before Amend: | | | \$ - | \$ 700,605 | \$ 515,776 | \$ 150,000 | \$ 2,662,821 | \$ 4,029,202 |
| Phase Totals After Amend: | | | \$ - | \$ 664,605 | \$ 515,776 | \$ 150,000 | \$ 3,903,022 | \$ 5,233,403 |
| | | | | | | | Year Of Expenditure (YOE): | \$ 5,233,403 |

Notes and Summary of 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 increases the construction phase to address the 100% design final cost estimate for the project. The construction phase increases from \$2,662,821 to \$3,903,022. The total project cost increases from \$4,029,202 to \$5,233,403 which equals a \$1,204,201 increase to the project or 29.8% increase to the project. The construction phase was programmed with a preliminary phase cost before final design and cost estimates were determined. Contributing to the construction phase cost increase includes the required culvert replacement, traffic signal modifications, aggregate base work, earthwork, and stormwater planters which were not part of the initial scoping effort.

> Will Performance Measurements Apply: Yes

RTP References:

> RTP ID: 10443 - Sandy - 181st to 202nd - Multimodal Improvements

> RTP Description: Widens Sandy Blvd. to 5 lanes and adds new sidewalk, multi-use path, bike lanes from 181st to 202nd Ave.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 10 - Fiscal Stewardship

> Goal Objective 10.1 Infrastructure Condition

> Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

Fund Codes:

> STP-U = Federal Surface Transportation Program funds appropriated to the states with a portion allocated directly to the MPOs.

> ADVCON = Federal Advance Construction p=funds which are used as a placeholder and covered by ODOT until the final federal fund code is determined.

> Local = General local funds provided by the lead agency as part of the required match.

> Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

> On NHS: Yes - Sand/US30 is identified as a MAP-21 NHS Principal Arterial

> Metro Model: Yes - Sandy Blvd is identified as a Major Arterial in the Metro Motor Vehicle modeling network

> Model category and type: Pedestrian - Pedestrian Parkway

> TCM project: No

> Located on the CMP: Yes



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
NEW PROJECT
 Initial MTIP Programming

| | | | | |
|---|---|--|---------|------------------------------|
| Lead Agency: Portland State University | | Project Type: | TSMO | ODOT Key: NEW |
| Project Name: Multimodal Transportation Data Archive (PORTAL) | 2 | ODOT Type | Ops/ITS | MTIP ID: NEW |
| | | Performance Meas: | Yes | Status: 1 |
| Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). | | Capacity Enhancing: | No | Comp Date: 12/31/2022 |
| | | Conformity Exempt: | Yes | RTP ID: 11104 |
| Short Description: 2019-21 Metro TSMO allocation to maintain data feeds and internal system patches, network upgrades, etc. Maintain backup and storage of data archive. Provide PORTAL training to users. | | On State Hwy Sys: | N/A | RFFA ID: N/A |
| | | Mile Post Begin: | N/A | RFFA Cycle: 2019-21 |
| | | Mile Post End: | N/A | UPWP: No |
| | | Length: | N/A | UPWP Cycle: N/A |
| | | 1st Year Program'd: | 2020 | Past Amend: 0 |
| | | Years Active: | 0 | OTC Approval: Yes |
| | | STIP Amend #: | TBD | MTIP Amnd #: JL20-14-JUL |
| | | Detailed Description: Maintain data feeds, handle any changes to data feeds, outages. Internal system patches, network upgrades, etc. Maintain backup and storage of data archive. Code maintenance and upgrades as necessary. Provide training or workshop opportunities open to PORTAL users, planners, researchers, and students; provide regular updates on PORTAL to TransPort and via the documentation website. Includes the Portal User Group which meets monthly. Disseminate results of this project through conference presentations, papers, and digital communications. (2019 Metro TSMO-RFFA Funding Award) | | |
| STIP Description: TBD | | | | |
| Last Amendment of Modification: None. New project being added to the MTIP | | | | |

| PROJECT FUNDING DETAILS | | | | | | | | |
|--|-----------|------|----------|-------------------------|--------------|--------------|----------------------------|-------------------|
| Fund Type | Fund Code | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other (TMO/ITS) | Total |
| Federal Funds | | | | | | | | |
| STBG-U | 2230 | 2020 | | | | | \$ 600,000 | \$ 600,000 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | Federal Totals: | \$ 600,000 |
| Federal Fund Obligations: | | | | | | | | Federal Aid ID |
| EA Number: | | | | | | | | |
| Initial Obligation Date: | | | | | | | | |
| <hr/> | | | | | | | | |
| State Funds | | | | | | | | |
| State | S010 | 2020 | | | | | \$ 11,145 | \$ 11,145 |
| | | | | | | | | \$ - |
| ODOT State funds are committed as part of the required match | | | | | | | State Total: | \$ - |
| State Fund Obligations: | | | | | | | | |
| EA Number: | | | | | | | | |
| Initial Obligation Date: | | | | | | | | |
| <hr/> | | | | | | | | |
| Local Funds | | | | | | | | |
| Local | Match | 2020 | | | | | \$ 57,527 | \$ 57,527 |
| | | | | | | | | \$ - |
| | | | | | | | Local Total | \$ - |
| Phase Totals Before Amend: | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Phase Totals After Amend: | | | \$ - | \$ - | \$ - | \$ - | \$ 668,672 | \$ 668,672 |
| | | | | | | | Year Of Expenditure (YOE): | \$ 668,672 |

Notes and Summary of 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 the new 2019 TSMO awarded project to the 2018 MTIP allowing the STBG funds to be obligated before the end of the federal fiscal year (September 1, 2020). The PORTAL project is a technical data maintenance, upgrade and storage project in support of the regional Intelligent Transportation System/Transportation Systems Management and Operations program. Portland State University is the lead agency that will complete the required project tasks.

> Will Performance Measurements Apply: Yes

RTP References:

> RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027

> RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 -Safety - Traffic control devices and operating assistance other than signalization projects

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 4 - Reliability and Efficiency

> Goal 4.2 - Travel Management

> Goal Description: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Fund Codes:

> STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion allocated to the MPOs for various transportation system improvements

> State = General state funds provided in support of the required match or overmatch.

> Local = General local funds provided by the lead agency as part of the required match.

Other

> On NHS: N/A

> Metro Model:N/A

> Model category and type: N/A

> TCM project: No

> Located on the CMP: N/A



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: July 16, 2020
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: July 2020 MTIP Formal Amendment & Resolution 20-5116 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM WHICH INVOLVES CHANGES TO GRESHAM'S SANDY BLVD RECONSTRUCTION PROJECT AND ADDING METRO'S TSMO/ITS PORTAL PROJECT (JL20-14-JUL)

BACKGROUND

What This Is:

The July 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 20-5116 and being processed under MTIP Amendment JL20-14-JUL.

What is the requested action?

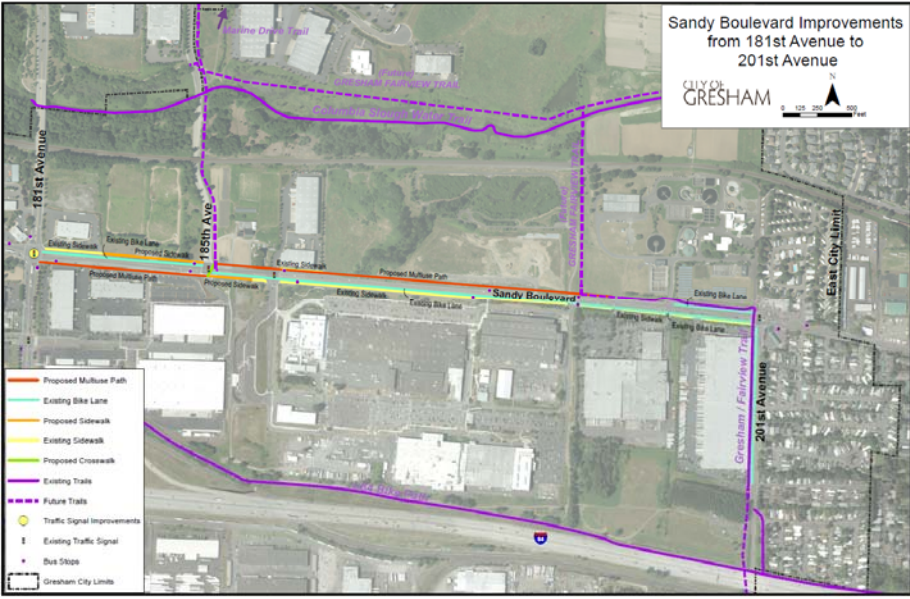
JPACT approved Resolution 20-5116 consisting of two projects in the July 2020 Formal Amendment Bundle recommends Metro Council approve Resolution 20-5116 enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

| Proposed July 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: JL20-14-JUL Total Number of Projects: 2 | | | | | |
|--|-----------|-------------|--|---|---|
| ODOT Key # | MTIP ID # | Lead Agency | Project Name | Project Description | Description of Changes |
| Project #1 Key 19279 | 70684 | Gresham | Sandy Blvd: NE 181st Ave to E Gresham City Limit | The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits. | <u>COST INCREASE:</u> The formal amendment increases the construction phase to address the 100% design final cost estimate for the project. The construction phase increases from \$2,662,821 to \$3,903,022. The total project cost is \$1,204,201 and equals a 29.8% increase to the project. The construction phase was programmed with a preliminary phase cost before final design and cost estimates were determined. |

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|--------------------------------|-----|-------|--|---|---|
| Project #2 Key TBD New Project | TBD | Metro | Multimodal Transportation Data Archive (PORTAL) | 2019-21 Metro TSMO allocation to maintain data feeds and internal system patches, network upgrades, etc. Maintain backup and storage of data archive. Provide PORTAL training to users. | ADD NEW PROJECT: The formal amendment adds the new 2019 TSMO awarded project to the 2018 MTIP allowing the STBG funds to be obligated before the end of the federal fiscal year (September 1, 2020) |
|--------------------------------|-----|-------|--|---|---|


A detailed summary of the two projects is provided below:

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|--|---|
| Project 1: Sandy Blvd: NE 181st Ave to E Gresham City Limit | |
| Lead Agency: | Gresham |
| ODOT Key Number: | 19279 MTIP ID Number: 70684 |
| Projects Description: | <p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits. Source: Existing project. Funding: The project’s federal funding originates from the Metro 2016-18 Regional Flexible Funds Allocation(RFFA) program Project Type: Highway reconstruction Location: On Sandy Blvd Cross Street Limits: 181st Ave to East Gresham city Limits (201st Ave) 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: JL20-14-JUL |
| What is changing? | <p>AMENDMENT ACTION: COST INCREASE</p> <p>The formal amendment provides the required cost increase to the Construction phase based on the project now at 100% design. As the project progressed through the Plans, Specifications, and Estimates (PS&E) portion of Preliminary Engineering, detailed costs were applied to the associated scope deliverables.</p> <p>As projects progress through (PS&E), additional scope elements and/or updated element costs are refined. The final design package increases the construction phase cost from \$2,662,821 to \$3,903,022.</p> <p>A preliminary cost increase to the project was identified last year, but the actual programming correction was held-off until confidence in the</p> |

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| | <p>Construction phase cost estimate accuracy was ready. Now that PS&E is wrapping up and the project moving towards the construction phase, the MTIP is being updated with the revised construction costs. This will enable the construction phase to obligate its federal funds before the ned of FY 2020.</p> |
| <p>Additional Details:</p> | <p style="text-align: center;">Project Location</p>  |
| <p>Why a Formal amendment is required?</p> | <p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the cost increase represents a 29.8% change to the project which is greater than the 20% threshold for cost increases resulting in the need for a formal amendment.</p> |
| <p>Total Programmed Amount:</p> | <p>The programming increases the total project cost from \$4,029,202 to \$5,233,403</p> |
| <p>Added Notes:</p> | <p>The formal amendment needs to occur now as a condition to obligate the construction phase before the end of FY 2020.</p> |

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| <p>Project 2:</p> | <p>Multimodal Transportation Data Archive (PORTAL) (New Project)</p> | | |
| <p>Lead Agency:</p> | <p>Metro</p> | | |
| <p>ODOT Key Number:</p> | <p>TBD</p> | <p>MTIP ID Number:</p> | <p>TBD</p> |
| <p>Projects Description:</p> | <p>Project Snapshot:</p> <ul style="list-style-type: none"> • PORTAL = Portland Oregon Regional Transportation Data Archive Listing • Description: PORTAL is a component of Metro’s Transportation System Management and Operations (TSMO)/Intelligent Transportation System (ITS) Program. The Metro TSMO/ITS program provides centralized real-time and forecast traveler information is one | | |

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| | <p>of the main goals of this TSMO plan. Accurate and comprehensive real-time traveler information allows system users to make informed decisions about their route, mode of transportation and time of day they travel. Ideally this will lead to optimal roadway usage, less unnecessary traveler delay more walking, biking, transit and carpool trips, reduction in vehicle miles traveled and an improved traveler experience, which benefits all modes of travel.</p> <p>In other words, through the use of various high technology components, improvements in the management and use of the regional transportation system can occur to help motorists, commuters, and pedestrian/bicyclists.</p> <ul style="list-style-type: none"> • Proposed improvements: PORTAL provides the collection, analysis, management, and interpretation of the ITS data. The program is an on-going annual effort to help us better manage the regional transportation system. PORTAL is managed by Portland State University. The project Source: New project. • Funding: The awarded source of funding for the project is from Metro’s 2019-2021 Regional Flexible Fund Allocation (RFFA) - Step 1 funding bucket. • Project Type: Planning • Location: Region 1 • Cross Street Limits: N/A • Overall Mile Post Limits: N/A • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc. • STIP Amendment Number: TBD • MTIP Amendment Number: JL20-14-JUL |
| <p>What is changing?</p> | <p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment add this multi-year funding for the PORTAL requirements supporting the Metro Regional TSMO/ITS program needs. A description of the scope activities includes the following:</p> <ul style="list-style-type: none"> • Maintain data feeds, handle any changes to data feeds, outages. Internal system patches, network upgrades, etc. Maintain backup and storage of data archive. Code maintenance and upgrades as necessary. • Provide training or workshop opportunities open to PORTAL users, planners, researchers, and students; provide regular updates on PORTAL to TransPort and via the documentation website. Includes the Portal User Group which meets monthly. • Propose and develop enhancements which are determined on an annual basis by the PORTAL TAC and TransPort. Examples include providing standardized data sets, updating the travel time page to connect freeways and arterials, adding an API and expanding coverage of data collection to additional roadways in the region as new detection is put in place. |

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| | <ul style="list-style-type: none"> Disseminate results of this project through conference presentations, papers, and digital communication, including conferences such as the Transportation Research Board, the North American Traffic Monitoring Exposition and Conference (NATMEC), ITS America, Regional ITE and IMSA Conferences, the Northwest Transportation Conference. Provide Quarterly progress reports and a final report at the project's conclusion; quarterly progress briefings to TAC; monthly updates to TransPort. |
| <p>Additional Details:</p> | <p>The PORTAL project will cover the entire Region 1 area.</p> <div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: right; font-size: small;"> <p>600 NE Grand Ave. Portland, OR 97232-2736 oregonmetro.gov</p> </div> </div> <p style="text-align: center; margin-top: 20px;">June 9, 2020</p> <p style="margin-left: 40px;">Caleb Winter Metro 600 NE Grand Ave. Portland, OR 97232</p> <p style="margin-left: 40px;">Dear Kristin,</p> <p style="margin-left: 40px;">Congratulations, your agency's proposal to the 2019 Transportation System Management and Operations Solicitation was awarded funds. The proposed project, Multimodal Transportation Data Archive, was awarded funds by a recommendation at TransPort December 11, 2019 and TPAC was informed of that recommendation January 2, 2020.</p> <p style="margin-left: 40px;">The award is a suballocation from the Metro's Regional Flexible Funds for the TSMO Program for years 2019-2021:</p> <div style="margin-left: 80px;"> <p>\$600,000 Federal (FAST Act STBG) \$68,672 local funding is required to match, proposed to be broken down between ODOT and PSU: <i>\$11,145 ODOT</i> <i>\$57,527 PSU TREC</i> \$668,672 is the total project amount</p> </div> <p style="margin-left: 40px;">The project manager and lead agency for this project is Kristin Tufte, Portland State University (PSU). Please let us know immediately if you have any updates on project manager or lead agency.</p> <p style="margin-left: 40px;">Completed steps:</p> <ul style="list-style-type: none"> ✓ Scheduling a project kick-off meeting in spring 2020; communicate your team's availability within two weeks to Caleb Winter, caleb.winter@oregonmetro.gov ✓ Confirming ODOT administrative liaison will be Chi Mai, supported by Kerrie Franey. ✓ Reviewing scope, schedule and budget from the application and incorporating subsequent adjustments. |
| <p>Why a Formal amendment is required?</p> | <p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment.</p> |
| <p>Total Programmed Amount:</p> | <p>The programming for the scoping effort totals \$668,672.</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.
- 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

| 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. |

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.
- 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 July 2020 Formal MTIP amendment (JL20-14-JUL) will include the following:

| <u>Action</u> | <u>Target Date</u> |
|---|----------------------|
| • Initiate the required 30-day public notification process..... | June 30, 2020 |
| • TPAC notification and approval recommendation..... | July 10, 2020 |
| • JPACT approval and recommendation to Council..... | July 16, 2020 |
| • Completion of Public Notification Process..... | July 29, 2020 |
| • Metro Council approval..... | July 30, 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> |
|--|--------------------|
| • Amendment bundle submission to ODOT for review..... | August 4, 2020 |
| • Submission of the final amendment package to USDOT | August 4, 2020 |
| • ODOT clarification and approval..... | August 21, 2020 |
| • USDOT clarification and final amendment approval..... | August 21, 2020 |

Note: The above assumes a July 30, 2020 for Metro Council Approval

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 approved Resolution 20-5116 consisting of two projects in the July 2020 Formal Amendment Bundle recommends Metro Council approve Resolution 20-5116 enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT

- TPAC approval recommendation: July 10, 2020
- JPACT approval: July 16, 2020

Attachments: None