

Metro is in receipt of the 2021-26 MTIP November #3 2021 (FFY 2022) Formal Amendment for Resolution 21-5219

FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD PORTLAND'S 82ND AVE SAFETY UPGRADE PROJECT FUNDED WITH \$80 MILLION FROM THE AMERICAN RESCUE PLAN ACT OF 2021 (NV22-04-NOV3)

**Public Notification Comment Opportunities for the November #3 2021 (FFY 2022) Formal MTIP Amendment for Resolution 21-5219
Portland 82nd Ave Safety Upgrade Project**

The public review period for this project amendment is **11/2/2021 and concludes on 12/1/2021, at 5:00 pm.**

Requests to submit comments or concerns about this amendment should be submitted to Summer Blackhorse, via email at summer.blackhorse@oregonmetro.gov. Subject to revisions to address comments received during the public comment period, the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.

Public comment also may occur by attending one of the two Metro approval committees required for the formal amendment to complete: (1) Transportation Policy Alternatives Committee (TPAC), or (2) at the Joint Policy Advisory Committee on Transportation (JPACT). Public comment can also occur at the Metro Council where the formal amendment receives final Metro approval. Please check the Metro website for the specific committee to see if the amendment is included on that month's agenda.

About MTIP Formal/Full Amendments:

Formal MTIP amendments represent a significant change to a project from the original funding or scope of improvement activities. The various required process steps are intended to demonstrate that as a result of the required changes, no impact upon air conformity is present, plus fiscal constraint is still maintained, and/or the priorities, policies, and goals established in the approved Regional Transportation Plan (RTP) have not changed. Formal MTIP amendments normally fall into one or more of the following categories: (1) Significantly adds, revises, reduces, or changes the project scope of improvement activities. (2) Requires a significant change to the project limits limit (greater than 0.25 miles). (3) Involves a significant cost change (increase or decrease normally 20% or greater). (4) Adds or cancels a project from the MTIP.

2021-2026 Metropolitan Transportation Improvement Program
 Exhibit A to Resolution 21-5219



Proposed November #3 2021 (FFY 2022) Formal Transition Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **NV22-04-NOV3**
 Total Number of Projects: 1

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Project #1 Key TBD NEW PROJECT	Portland	82nd Ave: NE Killingsworth St - SE Clatsop St (Portland)	Complete safety upgrades including enhance crossings, lighting, intersection left-turn pocket lanes and signal TSMO upgrades, sidewalk improvements, ADA compliance upgrades, and pavement rehabilitation for motorist and pedestrian/cyclist increased safety	<u>ADD NEW PROJECT</u> The formal amendment adds Portland’s 82nd Ave Safety Upgrade project funded from the American Rescue Plan Act of 2021 to the 2021-26 MTIP



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Add Portland's new ARPA funded
Safety project for 82nd Ave

Lead Agency: Portland		Project Type: Safety	ODOT Key: NEW TBD
Project Name: 82nd Ave: NE Killingsworth St - SE Clatsop St (Portland)	1	ODOT Work Type: Safety	MTIP ID: NEW TBD
		Performance Meas: Yes	Status: 2
		Capacity Enhancing: No	Comp Date: 9/30/2026
		Conformity Exempt: Yes	RTP ID: 11844
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: No
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2022	Past Amend: 0
		Years Active: 0	OTC Approval: Yes
		STIP Amend # TBD	MTIP Amnd: NV22-04-NOV3
		Detailed Description: In northeast to southeast Portland on 82nd Ave from NE Killingsworth St south to SE Clatsop St, complete safety upgrades to include enhance crossings, lighting, intersection left-turn pocket timing and signal TSMO upgrades, sidewalk improvements, ADA compliance upgrades, and pavement rehabilitation for motorist and pedestrian/cyclist increased safety (ARPA 2021 allocation and considered local funds, non federal delivery)	
STIP Description: TBD			

Last Amendment of Modification: None - Initial programming action

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
								\$ -
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Other	OTH0	2022					\$ 80,000,000	\$ 80,000,000
								\$ -
							Local Total	\$ 80,000,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 80,000,000	\$ 80,000,000
							Year Of Expenditure (YOE):	\$ 80,000,000
Phase Change			\$ -	\$ -	\$ -	\$ -	\$ 80,000,000	\$ 80,000,000
Percent			0.00%	0.00%	0.00%	0.00%	100.00%	100.00%

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.
- > The amendment adds the allocated ARPA of Portland which were allocated to DAS with ODOT acting as oversight manager. Since the allocation was to DAS, the funds are considered "Local" and not federal.
- > Support Materials: 82nd Ave Exhibit, project allocation overview, and meetings between Salem, Portland, and Metro

Amendment Summary:

The formal amendment adds \$80 million of American Rescue Plan Act of 2021 funding for Portland to complete various safety improvements on 82nd Ave. The ARPA funds were allocated to the Oregon Department of Administrative Services (DAS) and approved for Portland's 82nd Ave Safety Upgrade project. ODOT will act as oversight manager to ensure the project is properly delivered. Because of the ARPA funds appropriation format to the Oregon DAS, they now are considered local funds. The funds will not obligate through FHWA's FMIS system or complete the regular federal transportation delivery process. As a result, the funds are being programmed as local "Other" funds.

Since the regular federal approval steps will not apply to this project, programming in the MTIP is for information purposes only. With a total project cost of \$80 million dollars, the project is considered regionally significant. Final allocation of the funds will require OTC approval. The OTC is expected to address the item during their December 2021 meeting. Programming in the MTIP is occurring contingent on OTC approval in December which is expected to occur without issue.

- > Will Performance Measurements Apply: Yes, Safety

RTP References:

- > RTP ID: 11844 - 82nd Ave Corridor Safety Improvements: Local Contribution to State-owned Arterial
- > RTP Description: Design and implement multimodal improvements to sidewalks, crossings, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Project will coordinate with ODOT to identify locations and design treatments.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > Other = Normally additional local funds committed to the project above the minimum required federal match. In this specific case, the Other funds are considered local, but trace their origin back to the federal ARPA Act of 2021..

Other

- > On NHS: Yes. 82nd Ave is designated as a MAP-21 NHS Principal Arterial on the NHS.
- > Metro Model. Yes to the following Metro networks: Motor Vehicle, Transit, and Pedestrian
- > Model category and type: Major Arterial in the Motor Vehicle Network, Frequent Bus route in the Transit Network, and Pedestrian Parkway in the Pedestrian Network
- > TCM project: No
- > Located on the CMP: Yes

FIGURE 2. 82ND AVENUE PROPOSED \$80M INITIAL SAFETY INVESTMENT

PBOT and ODOT will take near-term action to invest in urgent safety improvements.

- 1. Potential crossing location
- 2. Add lighting where missing
- 2 & 3. Corridor-wide improved lighting and systemic safety
- 3. Identified intersection safety upgrades

	DELIVERY TIMEFRAME	BUDGET
1. Additional new or enhanced crossings (6 to 10) Locations to be determined, drawing on unfunded locations identified in PBOT's 82nd Avenue Plan.	1-2 years	\$10-12M
2. Lighting for safety throughout the corridor Fill in lighting where it is missing on one side, add pedestrian lighting at crossings and intersections, and upgrade existing lighting to meet standards.	1-2 years	\$10-12M
3. Intersection safety enhancements Systemic safety and intelligent transportation system investments, including treatments such as leading pedestrian intervals, protected left turn phasing, high visibility crossings, etc.	1-4 years	\$8-10M
4. Cross Section Planning and Project Development PBOT-led project development and implementation planning to develop envisioned cross section and transit investment approach.	0-4 years	\$2-3M
5. Sidewalk improvements, ADA, signals, and pavement investments Depending on the outcome of the cross section planning, invest in pavement, sidewalks, ADA ramps, signals, and safety upgrades on a portion of 82nd Ave.	2-4 years	\$43-50M
TOTAL		\$80M

