

Metro is in receipt of the 2021-24 MTIP July 2021 Formal Amendment for Resolution 21-5188

FOR THE PURPOSE OF AMENDING THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO AMEND OR ADD THREE PROJECTS IMPACTING GRESHAM AND ODOT ENSURING REQUIRED FEDERAL APPROVALS AND PHASE OBLIGATIONS CAN OCCUR BEFORE THE END OF THE FEDERAL FISCAL YEAR (JL21-12-JUL)

Public Notification Comment Opportunities for the July 2021 Formal MTIP Amendment for Resolution 21-5188

The public review period for this project amendment is **6/22/2021 and concludes on 7/21/2021, 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the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.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.



Proposed July 2021 Formal Transition Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **JL21-12-JUL**
 Total Number of Projects: 3

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
UPWP Project Reprogramming Actions				
Project #1 Key 20808 MTIP ID 70878	Gresham	NE Cleveland Ave.: SE Stark St - NE Burnside	<u>COST INCREASE:</u> The formal amendment adds local funding to the ROW phase to address a phase funding shortfall. The amendment also advances the ROW to FFY 2021 to be obligated before the ends of FFY 2021	The Right-of Way phase is now expected to obligate its funds before the end of FY 2021.
Project #2 Key 18841 MTIP ID 70782	ODOT	OR217: OR10 - OR99W	<u>LIMITS UPDATES:</u> The formal amendment updates the project limits prior to moving forward into construction.	The amendment s a pre-construction clean-up action ensuring the MTIP and TSIP match-up with the various ODOT delivery documents. There is no scope change or cost adjustment as a result.
Project #3 Key 20363 MTIP ID TBD NEW PROJECT	ODOT	I-84: Corbett Interchange - Multnomah Falls	<u>ADD NEW PROJECT:</u> The existing Non-MPO project expanded its limits to now cross into the Metro Planning Area boundary which requires MTIP programming	The project will rehabilitate and replace culverts to repair damage and prevent road deterioration on I-84



Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
COST INCREASE
Increase ROW phase funding and
advances to FFY 2021

Lead Agency: Gresham		Project Type: Capital	ODOT Key: 20808
Project Name: NE Cleveland Ave.: SE Stark St - NE Burnside	1	ODOT Type: Modern	MTIP ID: 70878
		Performance Meas: Yes	Status: 4
		Capacity Enhancing: No	Comp Date: 12/30/2023
		Conformity Exempt: Yes	RTP ID: 11096
		On State Hwy Sys: No	RFFA ID: 50316
		Mile Post Begin: N/A	RFFA Cycle: 2019-21
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2019	Past Amend: 5
		Years Active: 3	OTC Approval: No
		STIP Amend #: 21-24-0869	MTIP Amnd #: JL21-12-LUL
		Detailed Description: Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters.	
STIP Description: Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters to improve safety and accessibility.			

Last Amendment of Modification: None. Administrative - AB21-05-DEC2, December 2020 - Reprogram ROW to FY 2022

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	Z230	2019		\$ 451,491				\$ 451,491
CMAQ	Z400	2022		-	\$ 376,569			\$ -
CMAQ	Z230	2021			\$ 376,569			\$ 376,569
STBG-U	Z230	2022					\$ 2,313,096	
								\$ -
							Federal Totals:	\$ 828,060
Federal Fund Obligations \$:				\$ 451,491				Federal Aid ID
EA Number:				PE003058				
Initial Obligation Date:				12/11/2018				
EA End Date:				12/31/2025				
Known Expenditures:				\$ 117,925				
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2019		\$ 51,675				\$ 51,675
Local	Match	2022			\$ 43,100			\$ -
Local	Match	2021			\$ 43,100			\$ 43,100
Local	OTH0	2021			\$ 987,831			\$ 987,831
Local	Match	2022					\$ 264,744	\$ 264,744
Other	OTH0	2022					\$ 687,528	\$ 687,528
							Local Total	\$ 952,272
Phase Totals Before Amend:			\$ -	\$ 503,166	\$ 419,669	\$ -	\$ 3,265,368	\$ 4,188,203
Phase Totals After Amend:			\$ -	\$ 503,166	\$ 1,407,500	\$ -	\$ 3,265,368	\$ 5,176,034
Year Of Expenditure (YOE):								\$ 5,176,034

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.
- > ROW phase increase equals a \$987,831 cost increase to the project which equals a 23.59% increase and is above the 20% threshold

Amendment Summary:

- The formal amendment adds local funding to the ROW phase to address the full costs for the phase. The amendment also advances the ROW to FFY 2021 to be obligated before the ends of FFY 2021. Full ROW requirements were not anticipated at initial programming. As they emerged through PS&E, the additional costs are now known. Local funds are being committed through this amendment to address the costs.
- > Will Performance Measurements Apply: Yes, Safety

RTP References:

- > RTP ID: 11096 - Cleveland - Burnside to Stark: Complete Build out
- > RTP Description: Reconstructs street from Stark to Burnside, with two travel lanes, center turn lane, bike lane, and sidewalk.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > CMAQ = Federal Congestion Mitigation Air Quality Improvement program funds. CMAQ funds are allocated to Metro for projects that clearly demonstrate air quality emission reductions.
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = Local funds committed above the required minimum match to the federal funds in support of the project phase. Often referred to as "overmatch funds"

Other

- > On NHS: No
- > Is the project modeled? - No, the project is not capacity enhancing and does not require air quality and transportation system modeling.
- > Is the project located on a modeled facility: Yes - Motor Vehicle Network
- > Model category and type: Cleveland Ave is identified as Minor Arterial in the network.
- > TCM project: No
- > Located on the CMP: No



Metro

2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT ADMINISTRATIVE MODIFICATION DETAIL WORKSHEET

Formal Amendment
LIMITS UPDATES
Additional Project Limits references
updated for STIP

Lead Agency: ODOT		2	Project Type:	Capacity	ODOT Key:	18841
Project Name: OR217: OR10 - OR99W			ODOT Type	Multiple	MTIP ID:	70782
			Capacity Enhancing:	No	Status:	5
Project Status: 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.			Conformity Exempt:	Yes	Comp Date	6/30/2023
			Performance Meas:	Yes	RTP ID:	12083
Short Description: On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB & SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening. (Combines Key 21179, 20473 and 20474 into Key 18841) (HB2017 \$44 million award)			On State Hwy Sys:	OR217	RFFA ID:	N/A
			Mile Post Begin:	1.77	RFFA Cycle:	N/A
			Mile Post End:	6.32 7.24	UPWP:	No
			Length:	4.55 5.47	UPWP Cycle:	N/A
			1st Year Program'd:	2014	Past Amend:	12
		Years Active:	8	OTC Approval:	No	
		STIP Amend#: 21-24-0877	MTIP Amend#: JL-16-JUL			
Summary of Additional Project Limits Updates:						
<ol style="list-style-type: none"> OR99W: MP 8.56 to MP 8.70 = 0.14 miles OR 141: MP 2.60 to MP 2.84 = 0.24 miles.... Updated to be MP 2.60 to MP 4.80 = 2.20 miles OR 210: MP 9.16 to MP 9.24 = 0.08 miles.....Updated to be MP 9.13 to MP 9.38 = 0.25 miles I-5: MP 288.25 to MP 288.45 + MP 293.06 to MP 293.10 - Added update On Denny and Allen Blvd 						
Detailed Description: On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210). Driving surface overlay, protective screening, and rail retrofit on Allen Blvd and Denny Rd structures (bridge #16134, #16143) . Driving surface overlay, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure (bridge #09672). Widen the Hall Blvd (OR141) over OR217 overcrossing to allow for the addition of a sidewalk and bike lanes. Add bridge rail that meets current standards. Install signs and technology to capture traffic statistics and improve operations. (HB2017 \$44 million award)(Combines Keys 21179, 20473 and 20474 into Key 18841).						

STIP Description: On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210) to improve safety and traffic reliability. Pave road, add protective screening, and bridge updates on Allen Blvd and Denny Rd structures. Pave road, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure. Add sidewalks and bike lanes to the Hall Blvd (OR141) over OR217 overcrossing to improve bicycle and pedestrian connectivity. Add bridge rail that meets the current standards to the Fanno Creek Bridge. Install signs and technology to capture traffic statistics and improve operations. Add a signal pole base and conduit to the design of the Hall Blvd Bridge replacement.

LAST Amendment or Admin Mod:

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other	Construction	Total
Federal Funds								
HSIP	MS30	2014		\$ 758,254				\$ 758,254
HSIP 100%	ZS30	2014		\$ 1,934,451				\$ 1,934,451
State STBG	Z240	2014		\$ 4,312,696				\$ 4,312,696
Repurposed Earmark	RPF0	2014		\$ 80,610				\$ 80,610
AC-STBGS	ACPO	2014		\$ 9,285,444				\$ 9,285,444
AC-STBGS	ACPO	2020			\$ 2,691,900			\$ 2,691,900
AC-STBGS	ACPO	2019				\$ 717,840		\$ 717,840
State STBG	Z240	2021					\$ 21,194,979	\$ 21,194,979
AC-HB2017	ACPO	2021					\$ 76,654,104	\$ 76,654,104
Note:							Federal Totals:	\$ 117,630,278
Fund Obligations Amount:				\$ 16,371,455	\$ 2,691,900	\$ 717,840		Federal Aid ID
EA Number:				PE002386	R9465000	C1341504		S144(026)
Initial Obligation Date:				5/15/2014	11/21/2019	5/2/2019		
Known Expenditures:				N/A	N/A	N/A		
EA End Date:				N/A	N/A	N/A		

State Funds								
State (STBG)	Match	2014		\$ 493,607			\$ 493,607	
State (RFPO)	Match	2014		\$ 9,226			\$ 9,226	
State (AC)	Match	2014		\$ 1,015,586			\$ 1,015,586	
State (AC)	Match	2020			\$ 308,100		\$ 308,100	
HB2017	S070	2019				\$ 800,000	\$ 800,000	
State (AC)	Match	2019				\$ 82,160	\$ 82,160	
State (STBG)	Match	2021				\$ 2,425,860	\$ 2,425,860	
State (AC)	Match	2021				\$ 8,773,405	\$ 8,773,405	
BIKEWAYS	S080	2021				\$ 1,968,019	\$ 1,968,019	
							State Total:	\$ 15,875,963
Local Funds								
Local (HSIP)	Match	2014		\$ 63,969			\$ 63,969	
Other	OTH0	2014		\$ 3,046,158			\$ 3,046,158	
Other	OTH0	2021				\$ 2,059,770	\$ 2,059,770	
							\$ -	
							Local Total	\$ 5,169,897
Phase Totals Before Amend:			\$ -	\$ 21,000,001	\$ 3,000,000	\$ 1,600,000	\$ 113,076,137	\$ 138,676,138
Phase Totals After Amend:			\$ -	\$ 21,000,001	\$ 3,000,000	\$ 1,600,000	\$ 113,076,137	\$ 138,676,138
							Year Of Expenditure (YOE):	\$ 138,676,138

Notes and Changes

> Exempt Status: The project is not exempt and a capacity enhancing project and has completed required air conformity analysis. Transportation modeling an air quality analysis was completed as part of the 2018 RTP Update.

Reason for Modification and Summary of Changes plus Impacts:

The formal amendment updates the project limits prior to moving forward into construction. There is no scope change or cost adjustment required. The MP limit updates ensure the project limits are completely identified. The net result of the project limit changes exceed 0.25 miles which triggers the formal MTIP Amendment.

References and Additional Notes:

- > 2018 RTP ID: 11986 - OR 217 Northbound Auxiliary Lane 99W to Scholls Ferry (CON)
- > RTP Description: Extend OR 217 Northbound (NB) auxiliary lane from OR 99W to Scholls Ferry. Construction (CON) phase.
- > Modeling network: Yes, Motor Vehicle Network
- > Model Type: The project is modeled as a capacity enhancing project on OR 217. OR217 is identified as Throughway in the network

Fund Type Codes:

- > HSIP = Federal Highway Safety Improvement Program funds appropriated to ODOT and intended to support safety related improvements
- > Repurposed Earmark: Federal funds initially awarded under a specific earmark identification and purpose. Periodically, if the earmark is not completely obligated and expended, FHWA or Congress will authorize a change in eligibility for the funds resulting in re-designating the remaining earmark as a "Repurposed Earmark"
- > AC-STBGS = A federal fund placeholder referred to as Advance Construction The AC fund code allows the project to continue obligating and expending funds until the final federal fund code is determined. "AC-STBGS" refers to the expected conversion will be State STBG (Federal State Surface Transportation Block Grant funds that will replace the Advance Construction designation).
- > AC-HB2017 = A federal placeholder fund type code used as described above for the AC-STBGS fund type code.
- > State = General State funds provided by the lead agency as part of the required match.
- > BIKEWAYS: State funds reserved for bicycle lane/safety related improvements.
- > HB2017 - State allocated funds from HB 2017 normally for specifically identified HB2017 eligible projects.
- > Other (Local) funds = Local funds to support the project phase which are above the require match.
- > Local = General local funds used in support of the require match to the federal funds.

Other:

- > NHS: Yes
- > TCM Project: No
- > On CMP: Yes
- > Performance Measurements Apply: Yes - subcategory = Multiple including safety
- > RTP Goal(s): Goal 5 - Safety and Security
- > RTP Goal Description: Objective 5.1 - Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
- > ODOT Local Agency Liaison: N/A
- > Project Manager: N/A
- > Added Remarks: N/A



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

Formal Amendment
ADD NEW PROJECT
 Add ODOT I-84 culvert repair project
 to MTIP

Lead Agency: ODOT		Project Type:	Safety	ODOT Key: 20363
Project Name: I-84: Corbett Interchange - Multnomah Falls	3	ODOT Type	Structures	MTIP ID: TBD
		Performance Meas:	No	Status: 4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	No	Comp Date: 6/30/2023
		Conformity Exempt:	Yes	RTP ID: 12093
		On State Hwy Sys:	I-84	RFFA ID: N/A
		Mile Post Begin:	20.00	RFFA Cycle: N/A
		Mile Post End:	32.00	UPWP: No
		Length:	12.00	UPWP Cycle: N/A
		Flex Transfer to FTA	No	Transfer Code: N/A
		1st Year Program'd:	2021	Past Amend: 0
		Years Active:	0	OTC Approval: No
		STIP Amend #: 21-24-0874		
Detailed Description: In the northeastern Metro area on I-84 from MP 20.00 to MP 32.00, reconstruct, rehabilitate, and replace culverts to prevent road deterioration				
STIP Description: Rehabilitation and replacement of culverts to repair damage and prevent road deterioration.				

Last Amendment of Modification: None. Initial MTIP programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
AC-NHPP (92.22%)	ACPO	2019		\$ 823,156				\$ 823,156
IM	L01E	2019		\$ 237,374				\$ 237,374
AC-NHPP (92.22%)	ACPO	2022					\$ 2,314,095	\$ 2,314,095
								\$ -
							Federal Totals:	\$ 3,374,625
Federal Fund Obligations \$:				\$ 1,060,530				Federal Aid ID
EA Number:				PE003141				S002(237)
Initial Obligation Date:				9/11/2019				
EA End Date:				N/A				
Known Expenditures:				N/A				
State Funds								
State	Match	2019		\$ 69,444				\$ 69,444
State	Match	2019		\$ 20,026				\$ 20,026
State	Match	2022					\$ 195,225	\$ 195,225
								\$ -
							State Total:	\$ 284,695
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 1,150,000	\$ -	\$ -	\$ 2,509,320	\$ 3,659,320
							Year Of Expenditure (YOE):	\$ 3,659,320

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.
- > Add ODOT culvert repair project to the MTIP now that it crosses into the Metro MPA.

Amendment Summary:

The formal amendment adds the existing non-MPO STIP project for ODOT into the MTIP. The project's limits were expanded to the west on I-84 and now cross into the Metro Planning Area boundary. This project now requires MTIP programming.

- > Will Performance Measurements Apply: Yes, Safety

RTP References:

- > RTP ID: 12093 - Culvert Replacement and Repair
- > RTP Description: Repair and replacement of culverts that have or are in danger of failure, do not provide adequate drainage or are a habitat barrier to Threatened & Endangered species that do not add motor vehicle capacity.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: Objective 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > AC-NHPP = A federal fund type placeholder referred to as Advance Construction allows a phase to be obligated and move when the federal funds are not yet determined. AC-NHPP refers to the expectation that the final federal fund type code will be National Highway Performance Program funds. A fund conversion will occur later.
- > IM = Federal Interstate Maintenance funds. IM funds are appropriated to ODOT for use on the highway system in support of various upgrades and maintenance needs.
- > State = General state funds provided by the lead agency as part of the required match.

Other

- > On NHS: Yes. I-84 is designated part of the Eisenhower Interstate System
- > Does the project require transportation and air quality analysis modeling? - No. The project is exempt.
- . Is the project located on a Metro modeled facility? - Yes.
- > Metro Model: Motor Vehicle Network
- > Model category and type: I-84 is designated as a "Throughway"
- > TCM project: No
- > Located on the CMP: Yes