

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-)	RESOLUTION NO. 21-5188
24 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO AMEND)	Introduced by: Chief Operating Officer
OR ADD THREE PROJECTS IMPACTING)	Marissa Madrigal in concurrence with
GRESHAM AND ODOT ENSURING REQUIRED)	Council President Lynn Peterson
FEDERAL APPROVALS AND PHASE)	
OBLIGATIONS CAN OCCUR BEFORE THE END)	
OF THE FEDERAL FISCAL YEAR (JL21-12-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 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; 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, Metro is now under formal annual obligation targets resulting in additional accountability for Metro to commit, program, obligate, and expend allocated federal formula funds; and

WHEREAS, the city of Gresham is adding \$987,831 of local funds to their Cleveland project supporting right of way requirements through this amendment which will allow them move forward and obligate the federal Right-of-Way (ROW) funds before the end of federal fiscal year 2021; and

WHEREAS, ODOT’s OR 217 improvement project is ready to move into the Construction which first requires minor corrections and updates to the project milepost limits to ensure all project documents and the MTIP plus STIP match up, and

WHEREAS, project limit changes to ODOT’s I-84 culvert repair and replace project now crosses into the Metro Metropolitan Planning Agency boundaries which triggers inclusion in the MTIP 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 2021 MTIP Formal Amendment; and

WHEREAS, 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 2021 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 9, 2021; and

WHEREAS, JPACT approved Resolution 21-5188 consisting of the July 2021 Formal MTIP Amendment bundle on July 15, 2021 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 22, 2021 to formally amend the 2021-24 MTIP to include the required changes identified in the July 2021 Formal MTIP Amendment Bundle and Resolution 21-5188.

ADOPTED by the Metro Council this 3rd day of August 2021.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

2021-2024 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 21-5188



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
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated). Short 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.		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		Project Type:	Capacity	ODOT Key:	18841
Project Name: OR217: OR10 - OR99W	2	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:					
<p>1. OR99W: MP 8.56 to MP 8.70 = 0.14 miles</p> <p>2. 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</p> <p>3. 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</p> <p>4. I-5: MP 288.25 to MP 288.45 + MP 293.06 to MP 293.10 - Added update</p> <p>5. On Denny and Allen Blvd</p>					
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
		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	MTIP Amnd #: JL21-12-JUL
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



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: July 15, 2021
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: July 2021 MTIP Formal Amendment & Resolution 21-5188 Approval Request

FORMAL AMENDMENT STAFF REPORT

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)

BACKGROUND

What This Is:

The July 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 21-5188 and being processed under MTIP Amendment JL21-12-JUL.

What is the requested action?

JPACT approved Resolution 21-5188 on July 15, 2021 consisting of three projects requiring MTIP amendments impacting the city of Gresham and ODOT and now recommends Metro Council approve Resolution 21-5188 allowing the projects to then receive final approval from USDOT.

Proposed July 2021 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: JL21-12-JUL					
Total Number of Projects: 3					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 20808	70808	Gresham	NE Cleveland Ave.: SE Stark St - NE Burnside	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.	<u>COST INCREASE:</u> 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.

JULY 2021 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: JULY 15, 2021

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 18841	70782	ODOT	OR217: OR10 - OR99W	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)	LIMITS UPDATES: 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
Project #3 Key 20363 New Project	TBD	ODOT	I-84: Corbett Interchange - Multnomah Falls	Rehabilitation and replacement of culverts to repair damage and prevent road deterioration.	ADD NEW PROJECT: Changes in project limits from this original Non-Metropolitan Planning Area (MPA) project now cross into the MPA which triggers the need to be included in the MTIP

JULY 2021 FORMAL MTIP AMENDMENT AND FEDERAL FISCAL YEAR CLOSE-OUT ACTIONS

The July 2021 Formal MTIP Amendment represents the last formal amendment for federal fiscal year (FFY) 2021. Submitted amendments represent required changes to projects that either will be obligating a phase before the end of FFY 2021, or need a federal approval step to occur before the end of FY 2021. Final approval for this amendment should occur during early August 2021 allowing time to complete the phase obligation or federal approval action before the federal fiscal close-out occurs starting on September 1, 2021.

Through August, ODOT staff will be busy preparing the various end of federal fiscal year close-out programming support actions which include:

- Preparing project phase obligation requests.
- Submitting project obligation requests to FHWA.
- Completing a flex transfer process for FHWA based funds over to FTA enabling the funds to be approved in FTA's grant/obligation approval system.
- Completing final FFY 2021 project administrative modifications to the MTIP and STIP
- Developing and reviewing actual project phase obligations against established obligation targets.
- Determining which project phases will not obligate their federal funds and need to slip to the next federal fiscal year.

As a result of the above actions, MTIP Formal Amendments cease after the July Formal Amendment due to lack of time to complete all review and processing actions. Administrative modifications will stop normally during early August. The emphasis for ODOT as of August is phase obligations, completing required FFY 2021 federal approval actions, and implementing end-of-year close-out processes.

As of September 1, 2021, ODOT is required to have completed all end of fiscal year obligation submissions to FHWA. During September, FHWA will approve the final obligations and complete their required fiscal year close-out actions. The federal transportation delivery process effectively shuts down for local agencies during September while FHWA and FTA complete their close-out responsibilities.

As of October 1st, the next federal fiscal year begins. The federal transportation project delivery process slowly comes alive again. By the beginning of November, the federal transportation delivery process is normally back up and operating at full capacity.

A detailed summary of the proposed amended projects is listed below. There are 3 projects impacted:

Project 1: NE Cleveland Ave.: SE Stark St - NE Burnside	
Lead Agency:	Gresham
ODOT Key Number:	20808 MTIP ID Number: 70878
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro SFY 2022 UPWP Project:</u> No • <u>Proposed improvements:</u> The NE Cleveland Ave improvement project will 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. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Increase funding to the Right-of- Way (ROW phase to address ROW phase costs and enable the project to obligate the ROW phase before the end of federal fiscal year (FFY) 2021. • <u>Funding:</u> The NE Cleveland Ave.: SE Stark St - NE Burnside improvement project is a 2019-21 Metro Regional Flexible Funds Allocation (RFFA) awarded project containing federal Surface Transportation Block Grant (STBG) and Congestion Mitigation Air Quality (CMAQ) improvement funds along with local matching and overmatching funds. • <u>FTA Conversion Code:</u> N/A • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: In Gresham on Cleveland Ave ○ Cross Street Limits: Stark Street to Burnside Rd ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Projects that correct, improve, or eliminate a hazardous location or feature. • <u>Regional Significance Status:</u> The project is regionally significant. Includes federal funds and provides transportation improvements to a facility which is identified as a “Minor Arterial” in the Metro Motor Vehicle modeling network

- **Amendment ID and Approval Estimates:**
 - STIP Amendment Number: 21-24-0869
 - MTIP Amendment Number: JL21-12-JUL
 - OTC approval required: No.
 - Metro approval date: Tentatively scheduled for July 22nd, or July 29th, 2021
 - Other required approvals: Gresham submitted a required Project Change Request (PCR) which was reviewed and approved by ODOT and Metro.

AMENDMENT ACTION: COST INCREASE:

The formal amendment adds \$987,831 of local funds to support the updated ROW phase costs and advances the ROW phase to FFY 2021. Early scoping for the project did not fully evaluate the ROW needs and underestimated the phase costs. Updated Preliminary Engineering (PE) design and delivery cost estimates now call out the added ROW requirements for the project. Through this amendment, the ROW will be able to move forward and be obligated before the end of FFY 2021.

What is changing?

Key 20808 ROW Funding Adjustments			
Key 20808 Existing ROW phase funding	Additional Local Funds Required for ROW Phase	Type of Funds Added to ROW Phase	Revised ROW Total Phase Cost
\$419,669	\$987,831	Local Funds	\$1,407,500

Additional Details:

Project Location Map

NE Cleveland Ave SE Stark St-NE Burnside
Vicinity Map

JULY 2021 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: JULY 15, 2021

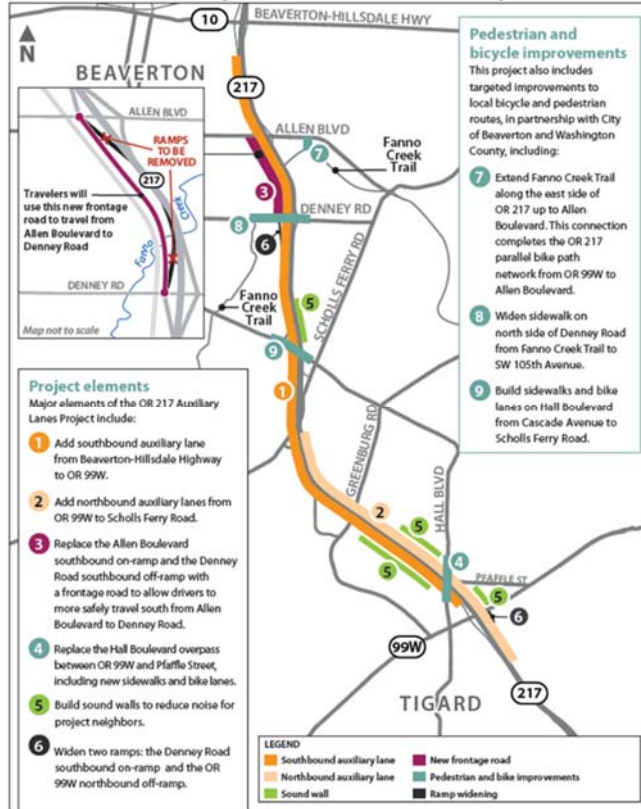
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, cost increases above 20% for \$1 million dollar and above total project costs require a formal/full amendment to complete.
Total Programmed Amount:	The project's total programmed amount increases from \$4,188,203 to \$5,176,034
Added Notes:	N/A

Project 2: OR217: OR10 - OR99W	
Lead Agency:	ODOT
ODOT Key Number:	18841 MTIP ID Number: 70782
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro SFY 2022 UPWP Project:</u> No • <u>Proposed improvements:</u> The propose project in the OR217 corridor will 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) • <u>Source:</u> Existing project. • <u>Amendment Action:</u> providing final project limit updates to the MTIP and STIP ensuring all project limits are identified for the project. • <u>Funding:</u> The funding is primarily federal and state funds appropriated to ODOT. Committed federal and state funds include <ul style="list-style-type: none"> ○ Highway Safety Improvement Program (HSIP) ○ State Surface Transportation Block Grant Funds (STBG) ○ Repurposed Earmark ○ State HB2017 allocated funds ○ State Bikeways funds • <u>FTA Conversion Code:</u> N/A • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Through the OR 217 Corridor ○ Cross Street Limits: Various ○ Overall Mile Post Limits: Multiple that include: <ul style="list-style-type: none"> ▪ OR 217: MP 1.77 to MP 7.24 ▪ OR99W: MP 8.56 to MP 8.70 ▪ OR 141: MP 2.60 to MP 4.80 ▪ OR 210: MP 9.13 to MP 9.38 ▪ I-5: MP 288.25 to MP 288.45 + MP 293.06 to MP 293.10 ▪ On Denny and Allen Blvd at OR 217 • <u>Current Status Code:</u> 5 (ROW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.

	<ul style="list-style-type: none"> • <u>Air Conformity/Capacity Status:</u> The project is a capacity enhancing project. It is not exempt from air quality conformity analysis per 40 CFR 93.126, Table 2. The project completed the required transportation and air quality modeling analysis as part of the 2018 Regional Transportation Plan (RTP) update. It is identified in the constrained RTIP under IDs 11986, 11987, and 12019. • <u>Regional Significance Status:</u> The project is regionally significant • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: 21-24-0877 ○ MTIP Amendment Number: JL21-16-JUL ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for Early August, 2021
What is changing?	<p><u>AMENDMENT ACTION: LIMITS UPDATES</u></p> <p>The formal amendment provides the final project limits update corrections to the project. The limits updates do not reflect a scope or cost change. As the project completes Plans Specifications and Estimates (PS&E) and finishes up the Preliminary Engineering phase, the final minor limit corrections are being updated in the MTIP and STIP. The OR 217 Improvement project intends to move forward and obligate the construction phase by the end of FFY 2021 (September 30, 2021). The corrections to the MTIP and STIP are needed to ensure the PS&E documents match up with the MTIP and STIP. The adjustments include various mitigation requirements that are part of the project.</p>
Additional Details:	<p style="text-align: center;"><u>Project Limit Updates to Key 18841</u></p> <ul style="list-style-type: none"> * I-5 / OR217 Pond – Hwy 144 (OR217) MP 7.14-7.24 - ADDED * OR217 sign bridge – replace sign on existing structure at Hwy 144 (OR217) MP 1.10 - ADDED * 72nd Ave – add ITS signs to the existing structure – Hwy 144 (OR217 Connection 2) MP 2C6.69-6.72 - ADDED * Haines Rd Interchange – add a pond – Hwy 001 (I-5 Connection 2) 2C 293.00 –293.10 - ADDED * Greenburg Rd – ADA ramps at the NB on/off ramp, add protective screening and add ITS signs This is a city street Lat/Long * 45.44431, -122.77704 to 45.444372, -122.777006 - ADDED

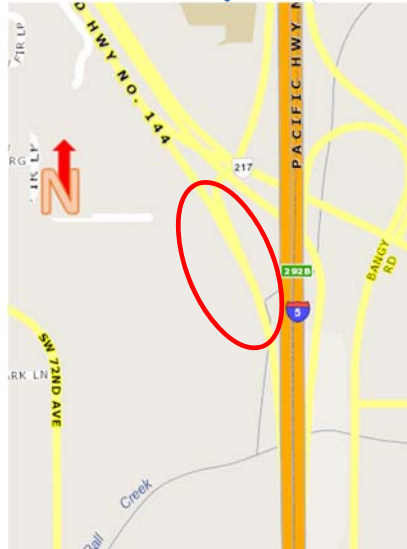
	<p>* I-5/I-205 Mandatory Disposal Site – Hwy 001 (I-5) MP 288.25 – 288.45 - ADDED</p> <p>* Hall Blvd Bridge Replacement – Hwy 141 (Hall Blvd) MP 4.60 – 4.80 - ADDED</p> <p>* Pfaffle Street 150 ft due to tie in to Hall Blvd Structure replacement – Lat/Long 45.43805, - 122.76541 to 45.43805, - 122.76477 - ADDED</p> <p>* OR99W illumination/ ADA ramps and installation of new ITS equipment on OR99W structure – Hwy 091 (OR99W) MP 8.56 – 8.70 ADDED</p> <p>* Scholls Hwy – Extend limits to include ramp terminal, ADA ramp and Guardrail (New mile points) – Hwy 143 (Scholls Hwy) MP 9.13 – 9.38 ADDED</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, limits changes greater than 0.25 miles require a formal/full amendment</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount remains unchanged at \$138,676,138</p>
<p>Added Notes:</p>	<p>Project Location Maps reflecting updated and corrections are shown below</p>

Overall Project Location for Key 18841

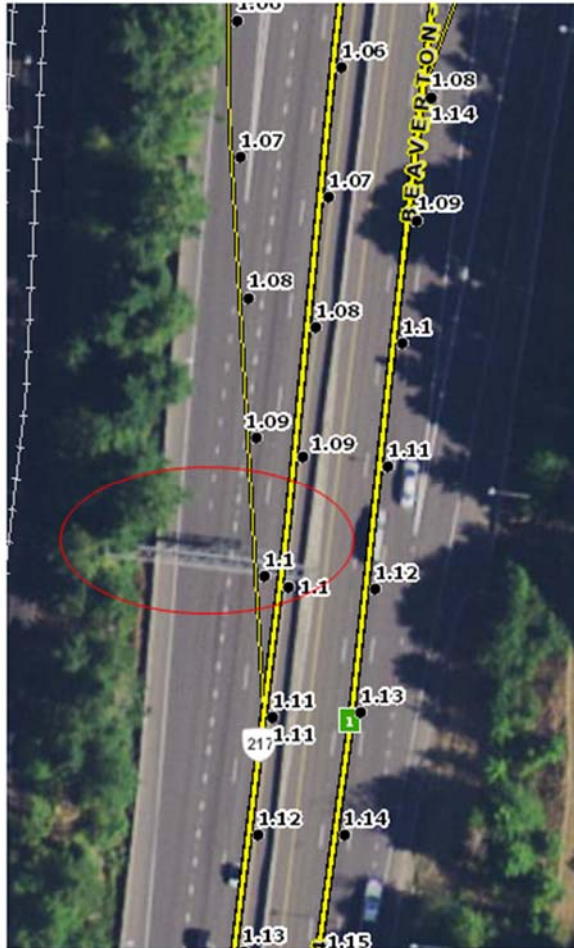


Main Adjusted/Added Project Limits as part of the Amendment Clean-up

I-5 / OR217 Pond – Hwy 144 (OR217) MP 7.14-7.24



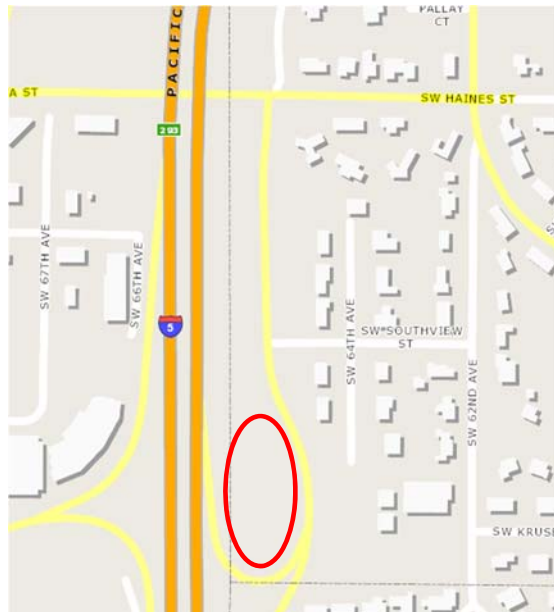
OR217 sign bridge – replace sign on existing structure at Hwy 144 (OR217) MP 1.10



72nd Ave – add ITS signs to the existing structure – Hwy 144 (OR217 Connection 2) MP 2C6.69-6.72



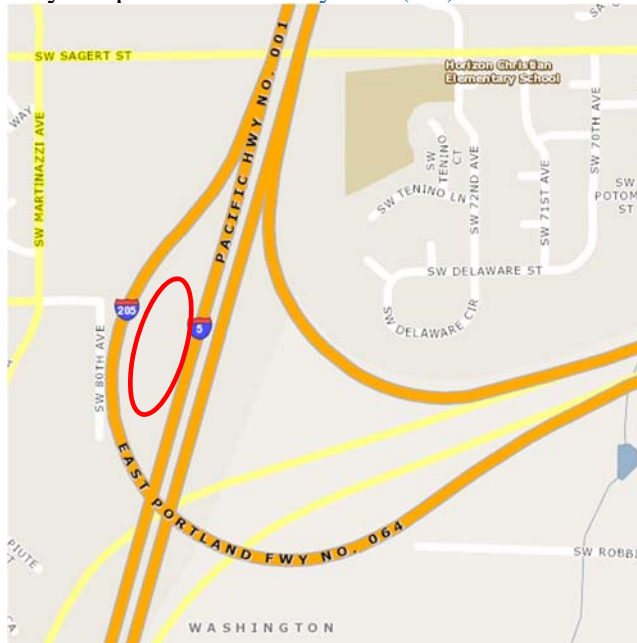
Haines Rd Interchange – add a pond – Hwy 001 (I-5 Connection 2) 2C 293.00 –293.10



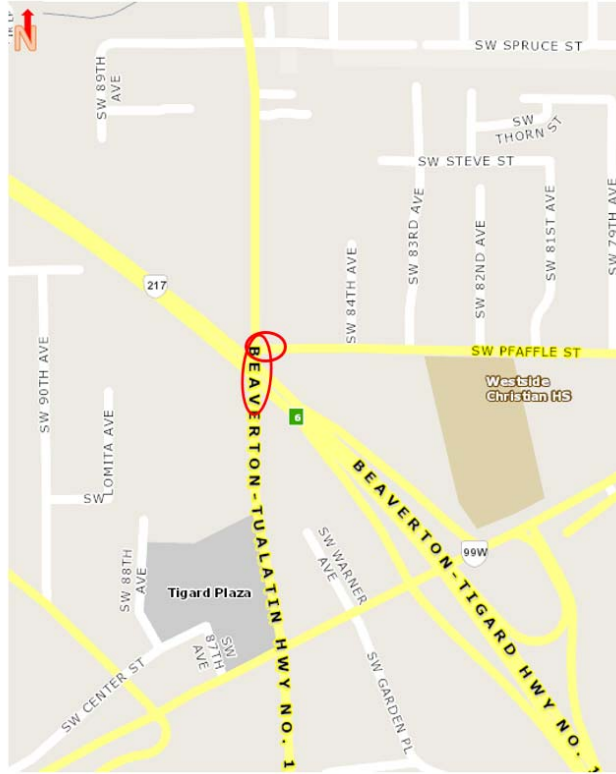
Greenburg Rd – ADA ramps at the NB on/off ramp, add protective screening and add ITS signs This is a city street [Lat/Long 45.44431, -122.77704 to 45.444372, -122.777006](#)



I-5/I-205 Mandatory Disposal Site – [Hwy 001 \(I-5\) MP 288.25 – 288.45](#)



Hall Blvd Bridge Replacement – Hwy 141 (Hall Blvd) MP 4.60 – 4.80 and Pfaffle Street 150 ft due to tie in to Hall Blvd Structure replacement – Lat/Long 45.43805, -122.76541 to 45.43805, -122.76477



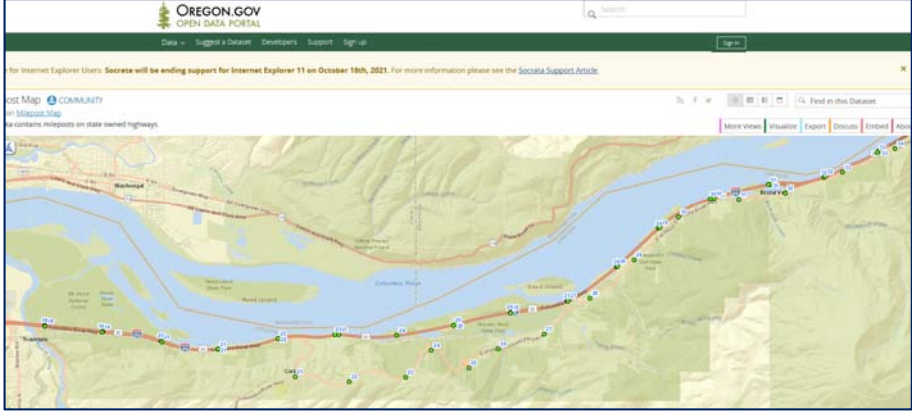
OR99W illumination/ ADA ramps and installation of new ITS equipment on OR99W structure – Hwy 091 (OR99W) MP 8.56 – 8.70



Scholls Hwy – Extend limits to include ramp terminal, ADA ramp and Guardrail (New mile points) – [Hwy 143 \(Scholls Hwy\) MP 9.13 – 9.38](#)



Project 3:	I-84: Corbett Interchange - Multnomah Falls (New Project)		
Lead Agency:	ODOT		
ODOT Key Number:	20363	MTIP ID Number:	New - TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Metro SFY 2022 UPWP Project:</u> No • <u>Proposed improvements:</u> The project will provide rehabilitation and replacement of culverts to repair damage and prevent road deterioration. • <u>Source:</u> New project. • <u>Amendment Action:</u> Add new project to the 2021-24 MTIP • <u>Funding:</u> The funding is primarily federal that will utilize a combination of Nation Highway Performance Program (NHPP) and Interstate Maintenance (IM) funds. The federal fund code, Advance Construction is being used as a placeholder for the NHPP. It is designated as AC-NHPP. • <u>FTA Conversion Code:</u> N/A • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: On I-84 in northeastern Multnomah County ○ Cross Street Limits: Well east of the Sand River to the Corbett Interchange ○ Overall Mile Post Limits: MP 20.00 to MP 32.00 • <u>Current Status Code:</u> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Projects that correct, improve, or eliminate a hazardous location or feature. • <u>Regional Significance Status:</u> The project is regionally significant for being funded with federal funds and located in a designated “Eisenhower Intestate System” facility in the Metro Motor Vehicle modeling network. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JL21-16-JUL ○ OTC approval required: No. 		

	<ul style="list-style-type: none"> ○ Metro approval date: Tentatively scheduled for July 22nd or July 29th, 2021
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the new I-84 Culverts Repair and Replacement project to the 2021-24 MTIP. The project already is programmed in the 2021-24 STIP. The project limits were outside of the Metropolitan planning Area (MPA) boundary. A requested STIP amendment expanded the project limits west which now cross into the Metro MPA. With the revised project limits now in the Metro MPA, the project requires programming in the 2021-24 MTIP. The project is being programmed per requested amendment updates which includes an engineer's cost update.</p>
<p>Additional Details:</p>	<p style="text-align: center;">Approximate Project Location and limits: MP Limits on I-84 are MP 20.0 to 32.0 in both directions</p> 
<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/full amendment complete.</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount is \$3,659,320</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 regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.

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.

JULY 2021 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: JULY 15, 2021

- 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.
 - 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.
- 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 2021 Formal MTIP amendment (JL21-12-JUL) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	June 22, 2021
• TPAC notification and approval recommendation.....	July 9, 2021
• JPACT approval and recommendation to Council.....	July 15, 2021
• Completion of public notification process.....	July 21, 2021
• Metro Council approval.....	July 22 or July 29, 2021

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 (The below time line is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Amendment bundle submission to ODOT for review.....	July 27 or August 5, 2021
• Submission of the final amendment package to USDOT.....	July 28 or August 5, 2021
• ODOT clarification and approval.....	Mid to late August 2021
• USDOT clarification and final amendment approval.....	Mid to late August 2021

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020

JULY 2021 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: JULY 15, 2021

- c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

JPACT approved Resolution 21-5188 on July 15, 2021 consisting of three projects requiring MTIP amendments impacting the city of Gresham and ODOT and now recommends Metro Council approve Resolution 21-5188 allowing the projects to then receive final approval from USDOT.

No Attachments