

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-26	)	RESOLUTION NO. 21-5218
METROPOLITAN IMPROVEMENT PROGRAM	)	
(MTIP) TO AMEND THREE PROJECTS IMPACTING	)	Introduced by: Chief Operating Officer
GRESHAM AND ODOT ALLOWING FEDERAL	)	Marissa Madrigal in concurrence with
APPROVALS AND PHASE OBLIGATIONS TO BE	)	Council President Lynn Peterson
APPROVED (NV22-02-NOV1)	)	

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, the final design requirements for Gresham’s SE 242/Hogan NE Burnside to East Powell resulted in the need for \$1.83 million in additional local construction funds to complete the construction phase due to revised design elements, the inclusion stormwater quality management infrastructure replacement requirements, higher than expected pavement degradation, and inflation which must be addressed now before the project can move forward into the construction phase; and

WHEREAS, ODOT’s review of the OR99W North Schmeer Rd to SW Meinecke Pkwy and on US30B from Kerby to 165<sup>th</sup> Safety project that will upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety for motorist has sufficient funding allowing it to split \$25,000 from the current construction phase and commit the funds to ODOT’s OR99W I-5 to McDonald Street safety upgrade project which is undergoing a scope enhancement; and

WHEREAS, ODOT’s OR99W from I-5 to McDonald Street safety upgrade project which will provide repave the roadway, provide sidewalk/bicycle gap fill-ins, construct ADA ramps and access management upgrades, provide drainage upgrades, and a full signal upgrade at Johnson/Main, plus repair rutting and surface damage allowing safer travel will enhance its scope elements by adding a third site location to the project and add water quality facility resulting in a \$2,525,000 cost increase to the project; 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; and

WHEREAS, RTP consistency check areas included financial/fiscal constraint verification, an assessment of possible air quality impacts, consistency with regional approved RTP goals and strategies,


and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the November #1, MTIP Formal Amendment Bundle; 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 November 5, 2021; and

WHEREAS, JPACT approved Resolution 21-5218 consisting of the November #1 2021 Formal MTIP Amendment on November 18, 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 December 2, 2021 through Resolution 21-5218 to formally amend the 2021-26 MTIP to with the three projects included in the November #1 Formal MTIP Amendment Bundle.

ADOPTED by the Metro Council this 6th day of January 2021.



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Lynn Peterson, Council President

Approved as to Form:



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Carrie MacLaren, Metro Attorney

2021-2026 Metropolitan Transportation Improvement Program  
Exhibit A to Resolution 21-5218



Proposed November #1 2021 (FFY 2022) Formal Transition Amendment Bundle  
Amendment Type: **Formal/Full**  
Amendment #: **NV22-02-NOV1**  
Total Number of Projects: 3

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Project #1 Key 19120	Gresham	SE 242nd/Hogan: NE Burnside - E. Powell (Gresham)	Operational improvements, signal upgrades, bicycle and pedestrian improvements	<b><u>COST INCREASE:</u></b> Additional local overmatching funds are committed to the construction phase to address the updated construction cost estimate
Project #2 Key 21616	ODOT	OR99W:N Schmeer Rd– SW Meinecke Pkwy & US30B: Kerby–165th	Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.	<b><u>SPLIT FUNDS:</u></b> Split \$25k off the construction phase and commit to Key 20435.
Project #3 Key 20435	ODOT	OR99W: I-5 - McDonald St	<del>Repave roadway; upgrade ADA ramps to current standards; improve access management; pedestrian improvements and address drainage as needed. Includes full signal upgrade at Johnson/Main.</del> <b>Repave roadway, sidewalk/bicycle gap fill-ins, construct ADA ramps and access management upgrades, provide drainage upgrades, add water quality facility, full signal upgrade at Johnson/Main, plus repair rutting and surface damage allowing safer travel</b>	<b><u>SCOPE CHANGE</u></b> Project limits are extended, a third site location is added to the project, additional scope work elements are included resulting in a cost increase of 10.49% for a revised total project cost of \$26,585,468

November Formal Amendment # NV22-02-NOV1 (Regular Bundle)



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

**Formal Amendment  
COST INCREASE**  
Commit added local overmatch to  
the construction phase

<b>Lead Agency:</b> Gresham		Project Type:	Operations	<b>ODOT Key:</b>	<b>19120</b>
<b>Project Name:</b> SE 242nd/Hogan: NE Burnside - E. Powell (Gresham)	<b>1</b>	ODOT Type:	Modern	<b>MTIP ID:</b>	<b>70799</b>
		Performance Meas:	Yes	<b>Status:</b>	<b>5</b>
<b>Project Status:</b> 5 = (RW ) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.		Capacity Enhancing:	No	<b>Comp Date:</b>	<b>9/30/2026</b>
		Conformity Exempt:	Yes	RTP ID:	10512
<b>Short Description:</b> Operational improvements, signal upgrades, bicycle and pedestrian improvements		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:	2015	Past Amend:	7
		Years Active:	8	OTC Approval:	No
		STIP Amend #:	21-24-0993	MTIP Amnd:	<b>NV22-02-NOV1</b>

**Detailed Description:** Widen SE Hogan Road from NE Burnside St to E Powell Blvd to provide increased access for economic development and freight mobility. The project includes signals, bicycle and pedestrian improvements to provide safer and improved access for all road users

**STIP Description:** Widen NE Hogan Drive to provide increased access for economic development and freight mobility. The project includes signals, bicycle and pedestrian improvements to provide safer and improved access for all road users.

Last Amendment of Modification: Administrative, August 2021 - AB21-22-AUG2 - Slip \$1,025,001 and matching funds of \$117,316 plus local overmatch of \$1,407,683 to FY 2022

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
REDIST	Z030	2015		\$ 150,000				\$ 150,000
REDIST	Z030	2018			\$ 325,000			\$ 325,000
AC-STBGS	Z240	2022					\$ 1,025,001	\$ 1,025,001
							<b>Federal Totals:</b>	<b>\$ 1,500,001</b>
<b>Federal Fund Obligations \$:</b>				\$ 150,000	\$ 325,000			Federal Aid ID
<b>EA Number:</b>				PE002538	R9443000			3125(055)
<b>Initial Obligation Date:</b>				9/16/2015	9/24/2018			
<b>EA End Date:</b>				1/31/2023	12/31/2025			
<b>Known Expenditures:</b>				N/A	N/A			
<b>State Funds</b>								
								\$ -
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
Local	Match	2015		\$ 17,168				\$ 17,168
Other	OTH0	2015		\$ 132,832				\$ 132,832
Local	Match	2018			\$ 37,198			\$ 37,198
Other	OTH0	2018			\$ 968,190			\$ 968,190
Local	Match	2022					\$ 117,316	\$ 117,316
<del>Other</del>	<del>OTH0</del>	<del>2022</del>					<del>\$ 1,407,683</del>	
<b>Other</b>	<b>OTH0</b>	<b>2022</b>					<b>\$ 3,239,683</b>	<b>\$ 3,239,683</b>
								\$ -
							<b>Local Total</b>	<b>\$ 4,512,387</b>
Phase Totals Before Amend:			\$ -	\$ 300,000	\$ 1,330,388	\$ -	<del>\$ 2,550,000</del>	<del>\$ 4,180,388</del>
Phase Totals After Amend:			\$ -	\$ 300,000	\$ 1,330,388	\$ -	<b>\$ 4,382,000</b>	<b>\$ 6,012,388</b>
Year Of Expenditure (YOE):								\$ 6,012,388

**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.
- > What are we doing?
- > Support Materials: STIP Summary Report, STIP Impacts Worksheet and Change Management Request (CMR)

**Amendment Summary:**

The formal amendment increases the local overmatch funding from \$1,407,683 to \$3,239,683 (an addition of \$1,832,000) in to the construction phase. The total project cost increases from \$4,180,388 to \$6,012,388 which represents a 43.82% increase to the project. The primary factors cited by Gresham for the cost increase include (1) the increase in construction cost are the level of complexity of several design elements including stormwater quality management, stormwater infrastructure replacement and (2) significant pavement degradation since 2015 when the project was introduced to the STIP. (3) Construction costs have been on the rise for the past 10 years with even higher escalations anticipated resulting from material demand, more costly materials production, increases in petroleum cost, labor shortages, and finally the COVID Pandemic.

- > Will Performance Measurements Apply: Yes - Safety, pavement also possible

**RTP References:**

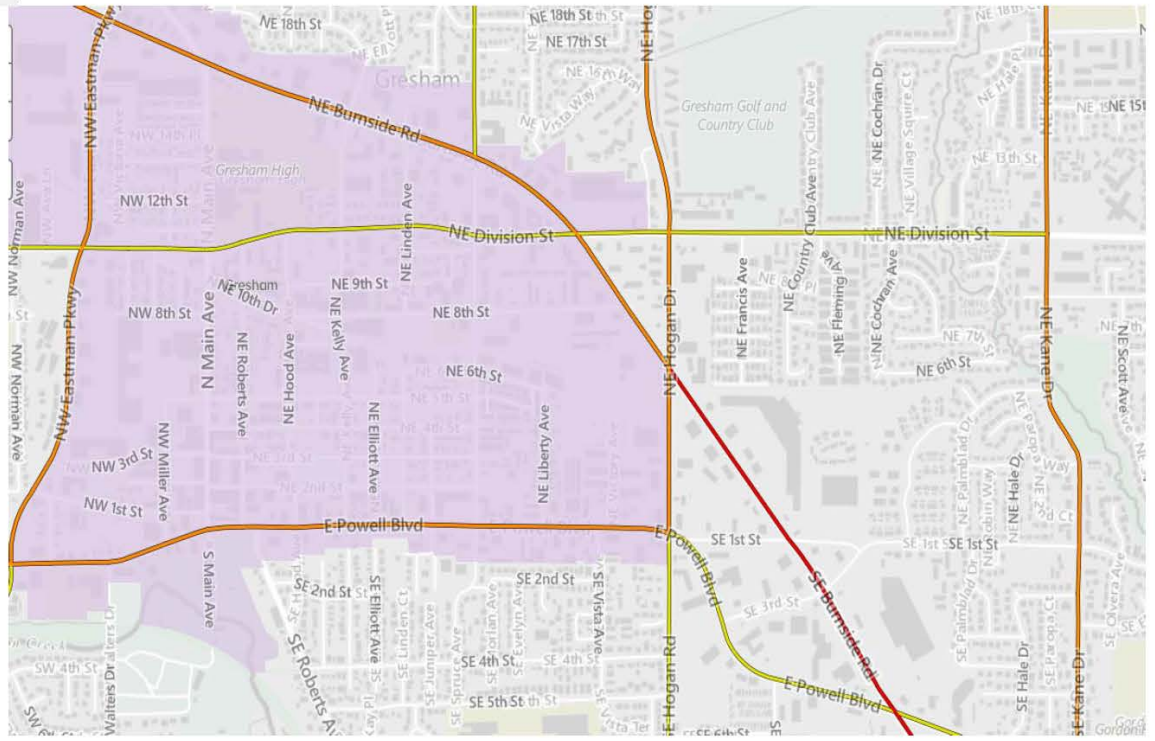
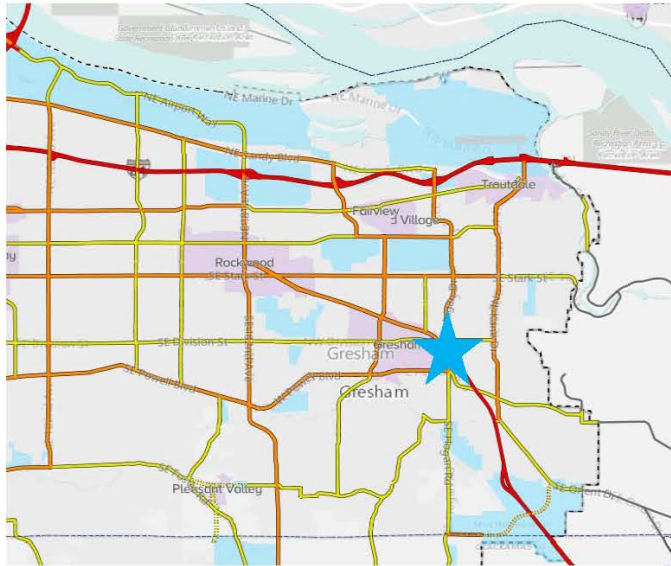
- > RTP ID: 10512 - Hogan - Powell to Burnside: Boulevard Design + Intersection Improvements
- > RTP Description: Improve to boulevard standards with center median, planter strip, and new sidewalk. Intersection improvements at Burnside and Powell. Multi-use path on west side from Wy'East Way path end to Powell Blvd. Bike lane east side between Powell and Burnside.
- > 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:**

- > REDIST = Federal Redistribution funds. These funds are allocated to states that meet their obligation targets. The funds are pulled from states that do not meet their obligation targets.
- > AC-STBGS = Federal Advance Construction also referred to as "AC funds". AC funds are used by ODOT as a placeholder until the actual federal fund type code is known. AC-STBGS reflects that the expected fund type code will be federal Surface Transportation Block Grant funds appropriated to ODOT.
- > Local = General local funds committed by the lead agency to the project and used as the required match against the federal funds.
- > Other = Additional local funds above the required match committed to the project.

**Other**

- > On NHS: No
- > Does the project require transportation and air quality modeling: No
- > Is the project located on the Metro Modeling network: Yes - Motor Vehicle Network
- > Model category and type: Hogan is classified as a Major Arterial in the Motor Vehicle Networks
- > TCM project: No
- > Located on the CMP: Yes





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

**Formal Amendment**  
**SPLIT FUNDS**  
 Split \$25k from Construction and  
 commit to Key 20435

<b>Lead Agency:</b> ODOT		Project Type:	O&M	<b>ODOT Key:</b> 21616	
<b>Project Name:</b> OR99W:N Schmeer Rd– SW Meinecke Pkwy & US30B: Kerby–165th	2	ODOT Work Type	Safety	<b>MTIP ID:</b> 71170	
		Performance Meas:	Yes	<b>Status:</b> 4	
		Capacity Enhancing:	No	<b>Comp Date:</b> 9/30/2026	
		Conformity Exempt:	Yes	RTP ID:	12095
		On State Hwy Sys:	Various	RFFA ID:	N/A
		Mile Post Begin:	Various	RFFA Cycle:	N/A
		Mile Post End:	Various	UPWP:	No
		Length:	Multiple	UPWP Cycle:	No
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2021	Past Amend:	1
Years Active:	2	OTC Approval:	Yes		
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		STIP Amend #21-24-1535		MTIP Amnd #:NV22-02-NOV1	

**Short Description:** Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.

**Detailed Description:** On OR99W from -5.71 to 15.95 and on US30BY from 5.60 to 14.70, install various safety improvements including upgrading signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.

**STIP Description:** Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section

Last Amendment of Modification: Formal - JN21-11-JUN, June 2021 - LIMITS CORRECTION: The formal amendment updates the project name based on revised project limits MPs to match the approved charter when CMR00 was processed. The limits are adjusted significantly, but the scope remains unchanged.



**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
HSIP	ZS30	2021		\$ 429,860				\$ 429,860
HSIP	ZS30	2022			\$ 69,856			\$ 69,856
HSIP	ZS30	2023				\$ 11,685		\$ 11,685
<del>HSIP</del>	<del>ZS30</del>	<del>2023</del>					<del>\$ 1,790,224</del>	\$ -
HSIP	ZS30	2023					\$ 1,767,169	\$ 1,767,169
								\$ -
							<b>Federal Totals:</b>	<b>\$ 2,278,570</b>
<b>Federal Fund Obligations \$:</b>				\$ 429,860				Federal Aid ID
<b>EA Number:</b>				PE003252				SA00(385)
<b>Initial Obligation Date:</b>				12/4/2020				
<b>EA End Date:</b>				N/A				
<b>Known Expenditures:</b>				N/A				
<b>State Funds</b>								
State	Match	2021		\$ 36,264				\$ 36,264
State	Match	2022			\$ 5,893			\$ 5,893
State	Match	2023				\$ 986		\$ 986
<del>State</del>	<del>Match</del>	<del>2023</del>					<del>\$ 151,030</del>	\$ -
State	Match	2023					\$ 149,084	\$ 149,084
								\$ -
							<b>State Total:</b>	<b>\$ 192,227</b>
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
<b>Phase Totals Before Amend:</b>			\$ -	\$ 466,124	\$ 75,749	\$ 12,671	<del>\$ 1,941,254</del>	<del>\$ 2,495,798</del>
<b>Phase Totals After Amend:</b>			\$ -	\$ 466,124	\$ 75,749	\$ 12,671	\$ 1,916,253	\$ 2,470,797
<b>Year Of Expenditure (YOE):</b>								\$ 2,470,797
<b>Phase Change</b>			\$ -	\$ -	\$ -	\$ -	\$ (25,001)	\$ (25,001)
<b>Percent</b>			0.00%	0.00%	0.00%	0.00%	-1.29%	-1.00%

**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.
- > Approximately \$25k is split off the contraction phase and committed to Key 20435
- > Support Materials: STIP Summary Report

**Amendment Summary:**

- The formal amendment splits a small portion of construction funding (\$25k) and commits it to Key 20435 - also in this amendment bundle.
- > Will Performance Measurements Apply: Yes, Safety

**RTP References:**

- > RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
- > 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:**

- > HSIP = Federal Highway Safety Improvement Program funds appropriated to ODOT and then committed to eligible safety upgrade projects
- > State = General state funds provided by the lead agency as part of the required match to the federal funds.

**Other**

- > On NHS: Yes
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: Throughway
- > TCM project: No
- > Located on the CMP: Yes



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

**Formal Amendment**  
**SCOPE CHANGE**  
 Add scope upgrades , extend project limits and increase funds

<b>Lead Agency:</b> ODOT	3	Project Type: O&M	<b>ODOT Key:</b> 20435
<b>Project Name:</b> OR99W: I-5 - McDonald St		ODOT Work Type: Preserve	<b>MTIP ID:</b> 70988
		Performance Meas: Yes	<b>Status:</b> 5
<b>Project Status:</b> 5 = (RW ) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.		Capacity Enhancing: No	<b>Comp Date:</b> 9/30/2025
		Conformity Exempt: Yes	RTP ID: 12095
		On State Hwy Sys: OR99W	RFFA ID: N/A
		Mile Post Begin: 7.47	RFFA Cycle: N/A
		Mile Post End: <del>10.29</del> 13.74	UPWP: No
		Length: <del>2.82</del> (total linear distance) 6.27	UPWP Cycle: No
		Flex Transfer to FTA: No	Transfer Code: N/A
	1st Year Program'd: 2018	Past Amend: 7	
	Years Active: 5	OTC Approval: No	
	STIP Amend #21-24-1535	MTIP Amnd:NV22-02-NOV1	
<b>Detailed Description:</b> <del>On OR99W from I-5 to McDonald St (MP 7.47 to 10.29) north of King City, repave roadway, fill in sidewalk and bike lane gaps, upgrade ADA ramps to current standards, improve access management, and address drainage as needed. Includes full signal upgrade at Johnson/Main. This project will repair rutting and surface damage from vehicles and allow safer travel for motor vehicle operators, bicycle riders and pedestrians.</del> <b>On OR99W from I-5 to McDonald St at three site locations (at MP 7.47 to MP 10.29 and MP 13.54 to MP 13.74) north of King City, repave roadway, fill in sidewalk and bike lane gaps, upgrade curb ramps to current standards, improve access management, and address drainage as needed. Includes full signal upgrade at Johnson/Main. The project will repair rutting and surface damage from vehicles and allow safer travel for motor vehicle operators, bicycle riders and pedestrians</b>			
<b>STIP Description:</b> Repave roadway, fill in sidewalk and bike lane gaps, upgrade curb ramps to current standards, improve access management, and address drainage as needed. Includes full signal upgrade at Johnson/Main. This project will repair rutting and surface damage from vehicles and allow safer travel for motor vehicle operators, bicycle riders and pedestrians.			
Last Amendment of Modification: Administrative - January 2021 - AB21-08-JAN3 - PHASE FUND SHIFT The admin mod shifts construction to PE to address a PE funding need. No construction phase backfill required. There is no change the total project cost or scope.			

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
NHPP	Z001	2018		\$ 1,725,435				\$ 1,725,435
AC-NHPP	ACPO	2018		\$ 2,592,267				\$ 2,592,267
<b>HSIP (92.22%)</b>	<b>ZS30</b>	<b>2018</b>		<b>\$ 4,611</b>				<b>\$ 4,611</b>
NHPP	Z001	2020			\$ 360,715			\$ 360,715
AC-NHPP	ACPO	2020			\$ 3,154,332			\$ 3,154,332
<del>AC-NHPP</del>	<del>ACPO</del>	<del>2022</del>					<del>\$ 10,990,655</del>	<del>\$ -</del>
<b>AC-NHPP</b>	<b>ACPO</b>	<b>2022</b>					<b>\$ 13,233,905</b>	<b>\$ 13,233,905</b>
<b>HSIP (92.22%)</b>	<b>ZS30</b>	<b>2022</b>					<b>\$ 18,444</b>	<b>\$ 18,444</b>
							\$ -	\$ -
							<b>Federal Totals:</b>	<b>\$ 21,089,709</b>
<b>Federal Fund Obligations \$:</b>				\$ 4,322,313				Federal Aid ID
<b>EA Number:</b>				PE002905	R9599000			S091(090)
<b>Initial Obligation Date:</b>				2/21/18	9/18/2020			
<b>EA End Date:</b>				N/A	N/A			
<b>Known Expenditures:</b>				N/A	N/A			
<b>State Funds</b>								
State	Match	2018		\$ 197,484				\$ 197,484
State	Match	2018		\$ 296,697				\$ 296,697
<b>State</b>	<b>Match</b>	<b>2018</b>		<b>\$ 389</b>				<b>\$ 389</b>
State	Match	2020			\$ 41,285			\$ 41,285
State	Match	2020			\$ 361,027			\$ 361,027
HB2017	S017	2020			\$ 82,641			\$ 82,641
<del>State</del>	<del>Match</del>	<del>2022</del>					<del>\$ 1,257,930</del>	<del>\$ -</del>
<b>State</b>	<b>Match</b>	<b>2022</b>					<b>\$ 1,514,680</b>	<b>\$ 1,514,680</b>
<b>State (HSIP)</b>	<b>Match</b>	<b>2022</b>					<b>\$ 1,556</b>	<b>\$ 1,556</b>
Bikeways	S080	2022					\$ 3,000,000	\$ 3,000,000
							<b>State Total:</b>	<b>\$ 5,495,759</b>

Local Funds									
							\$	-	
							\$	-	
							<b>Local Total</b>	<b>\$</b>	<b>-</b>
Phase Totals Before Amend:	\$	-	<del>\$ 4,811,883</del>	\$ 4,000,000	\$	-	<del>\$ 15,248,585</del>	<del>\$ 24,060,468</del>	
Phase Totals After Amend:	\$	-	<b>\$ 4,816,883</b>	\$ 4,000,000	\$	-	<b>\$ 17,768,585</b>	<b>\$ 26,585,468</b>	
							Year Of Expenditure (YOE):	\$	26,585,468
Phase Change	\$	-	\$ 5,000	\$ -	\$ -	\$ -	\$ 2,520,000	\$ 2,525,000	
Percent		0.00%	0.10%	0.00%	0.00%	0.00%	16.53%	10.49%	

**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.
- > Approximately \$25k is split off the contraction phase and committed to Key 20435
- > Support Materials: STIP Summary Report, STIP Impacts Worksheet, and Location Map

**Amendment Summary:**

- The formal amendment completes a scope change, limits expansion, and cost increase to the project. As a result, the added scope elements increase the project cost by 10.49% to \$26,585,468. A third site location is also added to the project scope which extends the project limits. The site location expansion is only 0.2 miles. The linear addition from the begin and end MP points increases to 6.27 miles.
- > Will Performance Measurements Apply: Yes, Safety & Pavement

**RTP References:**

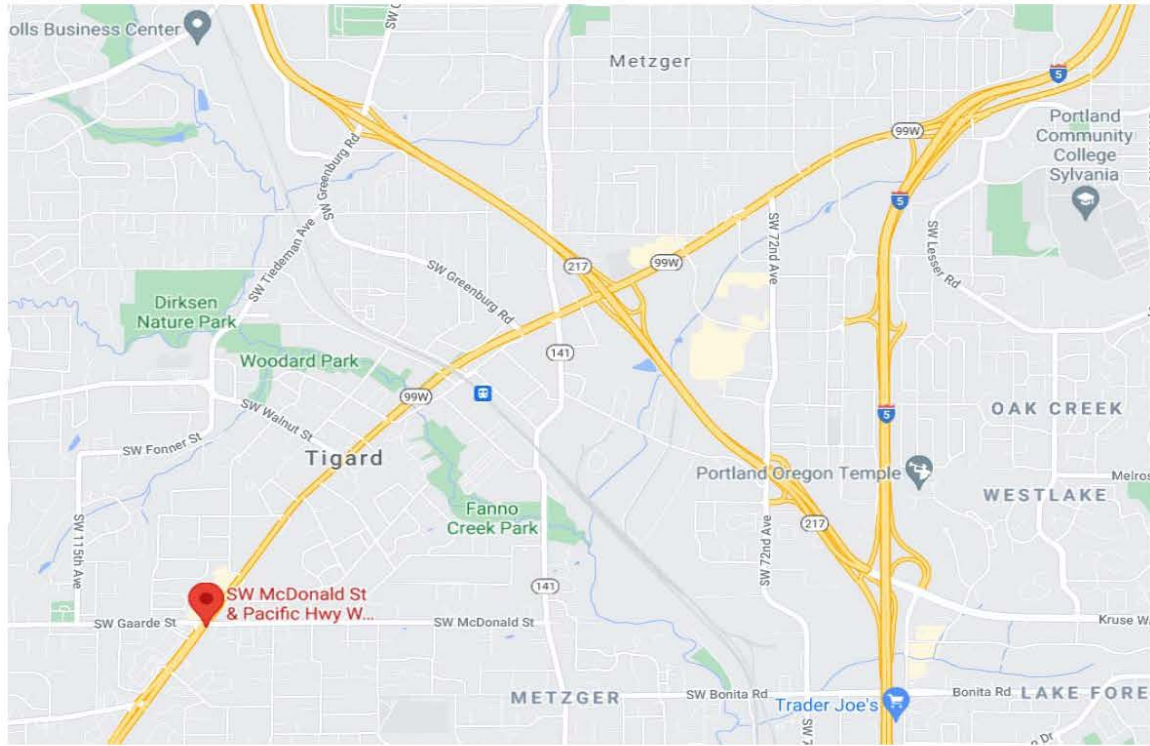
- > RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
- > 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:**

- > NHPP = Federal National Highway Performance Program funds appropriated to ODOT and committed to eligible projects.
- > AC-NHPP = Federal Advance Construction fund code placeholder with projection that the final federal fund type code will be NHPP
- > HSIP = Federal Highway Safety Improvement Program funds appropriated to ODOT and then committed to eligible safety upgrade projects
- > HB2017 = State allocated funds from HB2017 to various projects
- > Bikeways = State funds dedicated to ped/bicycle upgrades
- > State = General state funds provided by the lead agency as part of the required match to the federal funds.

**Other**

- > On NHS: Yes
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: Throughway





**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: November 18, 2021  
 To: Metro Council and Interested Parties  
 From: Ken Lobeck, Funding Programs Lead  
 Subject: November 2021 (FFY 2022) MTIP Formal Amendment & Resolution 21-5218 Approval Request

## FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN IMPROVEMENT PROGRAM (MTIP) TO AMEND THREE PROJECTS IMPACTING GRESHAM AND ODOT ALLOWING FEDERAL APPROVALS AND PHASE OBLIGATIONS TO BE APPROVED (NV22-02-NOV1)

## BACKGROUND

### What This Is:

The November 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment regular bundle which is contained in Resolution 21-5218 and being processed under MTIP Amendment NV22-02-NOV1. The bundle contains a total of 3 project amendments.

### What is the requested action?

**JPACT approved Resolution 21-5218 on November 18, 2021 and now is providing their approval recommendation to Metro Council to approve Resolution 21-5218 consisting of three projects which impacts the city of Gresham and ODOT allowing the required adjustments to occur to obtain their next federal approval step and/or phase obligation.**

Proposed November 2021 (FFY 2022) Formal Amendment Bundle					
Amendment Type: <b>Formal/Full</b>					
Amendment #: <b>NV22-02-NOV1</b>					
Total Number of Projects: 3					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key <b>19120</b>	70799	Gresham	SE 242nd/Hogan: NE Burnside - E. Powell (Gresham)	Operational improvements, signal upgrades, bicycle and pedestrian improvements	<b>COST INCREASE:</b> Additional local overmatching funds are committed to the construction phase to address the updated construction cost estimate

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 21616	71170	ODOT	OR99W:N Schmeer Rd– SW Meinecke Pkwy & US30B: Kerby–165th	Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.	<b>SPLIT FUNDS:</b> Split \$25k off the construction phase and commit to Key 20435.
Project #3 Key 20435	70988	ODOT	OR99W: I-5 - McDonald St	<del>Repave roadway; upgrade ADA ramps to current standards; improve access management; pedestrian improvements and address drainage as needed. Includes full signal upgrade at Johnson/Main.</del> <b>Repave roadway, sidewalk/bicycle gap fill-ins, construct ADA ramps and access management upgrades, provide drainage upgrades, add water quality facility, full signal upgrade at Johnson/Main, plus repair rutting and surface damage allowing safer travel</b>	<b>SCOPE CHANGE</b> Project limits are extended, a third site location is added to the project, additional scope work elements are included resulting in a cost increase of 10.49% for a revised total project cost of \$26,585,468

**AMENDMENT BUNDLE SUMMARY:**

## JPACT Meeting Summary:

JPACT approved Resolution 21-5218 on November 18, 2021. The three project regular amendment bundle in Resolution 21-5218 was passed without comment on the JPACT Consent agenda. There was no discussion.

## TPAC Overview (11-5-2021):

TPAC members received an overview of the amendment bundle during their November 5, 2021 meeting. The amendment bundle of three projects contained the “regular” type of project changes they normally see as part of the MTIP Formal amendment process. Staff covered the summary changes to the three projects in the bundle. TPAC members had no discussion of the amendment bundle and provided a unanimous approval recommendation to JPACT.

The November 2021 (FFY 2022) Formal MTIP Amendment bundle initiates project programming adjustments needed for federal fiscal Year (FFY) 2022. The amendment bundle contains 3 projects.

Below is a summary list of key acronyms used in the report:

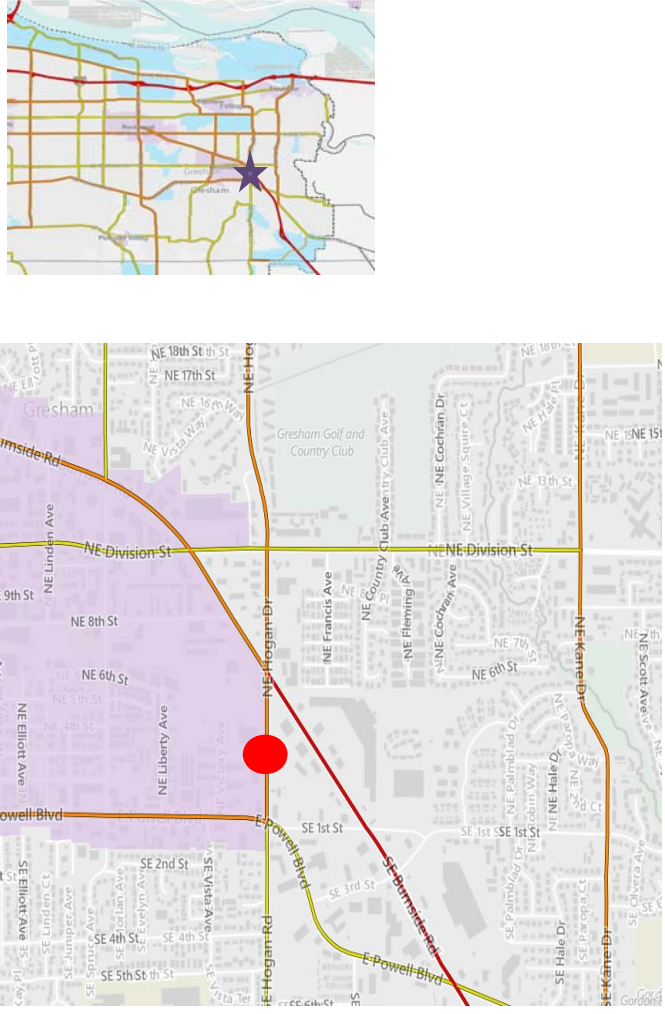
- AC-STBG = “AC” = Federal Advance Construction programmatic fund type code used as placeholder. The “STBGS” tag represents the expected federal fund type code of State allocated Surface Transportation Block Grant funds that will become the final federal fund for the project.
- ADVCON = Generic Advance Construction fund type code where the future federal fund code is not yet known.
- AC-NHPP = Federal Advance Construction fund type code used with the expectation that the final federal fund code will be National Highway Performance Program funds.
- ADA = Americans with Disabilities Act



- Cons = Construction phase
- FFY = Federal Fiscal Year (e.g. October 1 through September 30)
- FHWA = Federal Highways Administration
- FMIS = FHWA's Financial Management Information System
- HSIP = Federal Highway Safety Improvement Program funds
- ITS = Intelligent Transportation System
- LAL = ODOT Local Agency Liaison staff member
- LPA = Locally Preferred Alternative
- MP = Mile Post limit markers on the State Highway system
- NHPP = Federal National Highway Performance Program funds appropriated to ODOT
- ODOT = Oregon Department of Transportation
- OTC = Oregon Transportation Commission
- PE = Preliminary Engineering
- ROW/RW = Right of Way phase

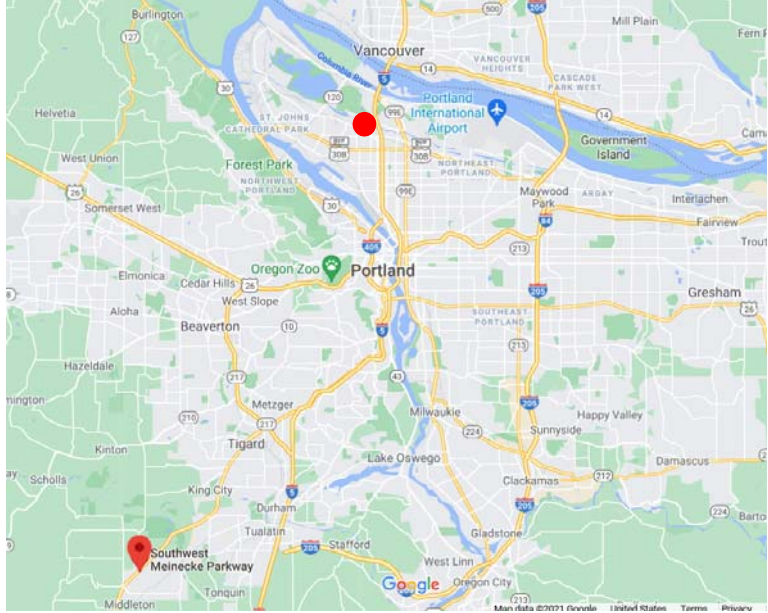
Project 1		SE 242nd/Hogan: NE Burnside - E. Powell (Gresham)	
Lead Agency:	Gresham		
ODOT Key Number:	19120	MTIP ID Number:	70
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• <b><u>Quick Amendment Summary:</u> The amendment commits \$1,832,000 of additional local overmatch funds to the construction phase. The increase is due to design and cost updates, plus additional requirements to complete the project. The cost increase equals a 43% increase to the project which triggered the formal amendment.</b></li> <li>• <u>Metro UPWP Project:</u> No</li> <li>• <u>Proposed improvements:</u> Key 19120 will widen SE Hogan Road from NE Burnside St to E Powell Blvd to provide increased access for economic development and freight mobility. The project includes signals, bicycle and pedestrian improvements to provide safer and improved access for all road user. The widening does not provide add capacity through lanes.</li> <li>• <u>Source:</u> Existing project.</li> <li>• <u>Amendment Action:</u> Add \$1,832,000 of extra local overmatch to the construction to address updated cost estimates</li> <li>• <u>Additional Amendment Evaluation Required:</u> No. The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million.</li> <li>• <u>Funding:</u> The funding for the project consists of federal Redistribution funds and Advance Construction funds. The final federal funds for the construction are estimated to be State STBG.</li> </ul>		

	<ul style="list-style-type: none"> <li>• <u>FTA Conversion Code</u>: Not applicable. No transit funds are involved.</li> <li>• <u>Location, Limits and Mile Posts</u>: <ul style="list-style-type: none"> <li>○ Location: In the city of Gresham on SE 242<sup>nd</sup> Ave/Hogan</li> <li>○ Cross Street Limits: Burnside to Powell Blvd</li> <li>○ Overall Mile Post Limits: N/A</li> </ul> </li> <li>• <u>Current Status Code</u>: 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.</li> <li>• <u>Air Conformity/Capacity Status</u>: Key 19120 is a non-capacity enhancing project. It is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety, Projects that correct, improve, or eliminate a hazardous location or feature.</li> <li>• <u>Regional Significance Status</u>: The is regionally significant as it contains federal funds and is located on a defined Major Arterial in the Metro Motor Vehicle Modeling Network</li> <li>• <u>Amendment ID and Approval Estimates</u>: <ul style="list-style-type: none"> <li>○ STIP Amendment Number: 21-24-0993</li> <li>○ MTIP Amendment Number: NV22-02-NOV1</li> <li>○ OTC approval required: No.</li> <li>○ Metro approval date: Tentatively scheduled for December 9, 2021.</li> </ul> </li> </ul>
What is changing?	<p><b><u>AMENDMENT ACTION: COST INCREASE</u></b></p> <p>Key 19120 is a safety and operational improvement project on Hogan Dr. that will provide arterial widening, signal upgrades, bicycle and pedestrian improvements. The arterial widening does not add capacity through lanes.</p> <p>The amendment commits additional local funding overmatch to the construction phase to address a cost increase to the phase. The formal amendment increases the local overmatch funding from \$1,407,683 to \$3,229,683 (an addition of \$1,883,000) in to the construction phase. The total project cost increases from \$4,180,398 to \$6,012,398 which represents a 43.82% increase to the project.</p> <p>The primary factors cited by Gresham for the cost increase include (1) the increase in construction cost are the level of complexity of several design elements including stormwater quality management, stormwater infrastructure replacement and (2) significant pavement degradation since 2015 when the project was introduced to the STIP. (3) Construction costs have been on the rise for the past 10 years with even higher escalations anticipated resulting from material demand, more costly materials production, increases in petroleum cost, labor shortages, and finally the COVID pandemic.</p>

<p>Additional Details:</p>	<p style="text-align: center;"><b>Project Location Maps</b></p> 
<p>Why a Formal amendment is required?</p>	<p>The project cost increase at 43% exceeds the maximum administrative threshold of 20% for projects costing \$1million or greater which triggers the need for a formal amendment</p>
<p>Total Programmed Amount:</p>	<p>The construction phase increases from \$2,550,010 to \$4,382,010. The total project cost increases from \$4,180,392 to \$6,012,398</p>
<p>Added Notes:</p>	

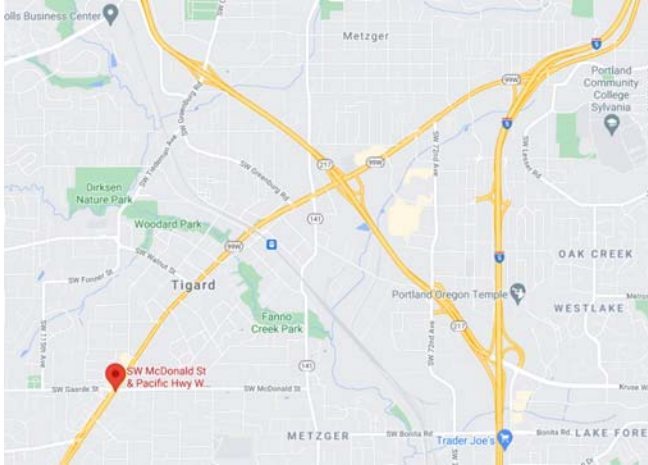
<p><b>Project 2</b></p>	<p><b>OR99W:N Schmeer Rd- SW Meinecke Pkwy &amp; US30B: Kerby-165th</b></p>		
<p>Lead Agency:</p>	<p><b>ODOT</b></p>		
<p>ODOT Key Number:</p>	<p><b>21616</b></p>	<p>MTIP ID Number:</p>	<p>71170</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li><b>Quick Amendment Summary: The amendment splits \$25,000 off the construction phase and commits it to Key 20435 (also part of this bundle)</b></li> </ul>		

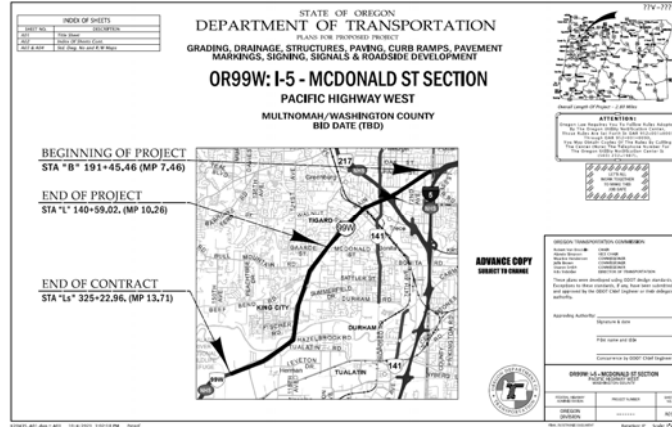
- Metro UPWP Project: No
- Proposed improvements:  
Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.
- Source: Existing project.
- Amendment Action: Split \$25k and commit it to key 20435.
- Additional Amendment Evaluation Required: No.  
The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million.
- Funding:  
The funding for the project consists of federal Highway Safety Improvement Program (HSIP) funds and state matching funds.
- FTA Conversion Code: Not applicable. No transit funds are involved.
- Location, Limits and Mile Posts:
  - Location: On OR99E and US30BY
  - Cross Street Limits: Multiple
  - Overall Mile Post Limits:
    - OR99E = MP -5.71 to MP 15.95
    - US30BY = MP 5.60 to MP 14.70
- Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).
- Air Conformity/Capacity Status:  
Key 21616 is a non-capacity enhancing project. It is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety, Projects that correct, improve, or eliminate a hazardous location or feature.
- Regional Significance Status: The project is regionally significant as it contains federal funds and is located on the Metro Motor Vehicle Modeling Network
- Amendment ID and Approval Estimates:
  - STIP Amendment Number: 21-24-1535
  - MTIP Amendment Number: NV22-02-NOV1
  - OTC approval required: No.
  - Metro approval date: Tentatively scheduled for December 9, 2021.

<p>What is changing?</p>	<p><b><u>AMENDMENT ACTION: SPLIT FUNDS</u></b></p> <p>The amendment splits off \$25k from the construction phase and commits the funds to Key 20435 (next project) as the scope for Key 20435 is being adjusted.</p>
<p>Additional Details:</p>	<p align="center"><b>Project Location Map</b> (Multiple site locations on OR99W and US30BY from northwest Portland south to past King City)</p> 
<p>Why a Formal amendment is required?</p>	<p>The project cost change is only 1%, but it is tied to the scope changes to Key 20435. Therefore, it is being processed as part of the formal change to Key 20435.</p>
<p>Total Programmed Amount:</p>	<p>The total project cost decreases from \$2,495,798 to \$2,470,797</p>
<p>Added Notes:</p>	

<p><b>Project 3</b></p>	<p><b>OR99W: I-5 - McDonald St</b></p>		
<p>Lead Agency:</p>	<p><b>ODOT</b></p>		
<p>ODOT Key Number:</p>	<p><b>20435</b></p>	<p>MTIP ID Number:</p>	<p>70988</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• <b><u>Quick Amendment Summary:</u> The formal amendment completes required scope updates to three areas: (1) adds and expands scope activities, (2) extends project limits, and (3) increases the total project cost to address the revised project scope.</b></li> <li>• <u>Metro UPWP Project:</u> No</li> </ul>		

	<ul style="list-style-type: none"> <li>• <u>Proposed improvements:</u> The revised overall project scope will now repave roadway, complete sidewalk/bicycle gap fill-ins, construct ADA ramps and access management upgrades, provide drainage upgrades, add water quality facility, include a full signal upgrade at Johnson/Main, plus repair rutting and surface damage allowing safer travel .</li> <li>• <u>Source:</u> Existing project</li> <li>• <u>Amendment Action:</u> Update the project sort and detailed descriptions based on the revised scope and update the project PE and construction phase costs.</li> <li>• <u>Funding:</u> The funding for the project consists of federal National Highway Performance Program (NHPP) funds, federal Highway Safety Improvement Program (HSIP) funds, federal Advance Construction funds, state HB2017 funds and state Bikeways funds along with required state matching funds</li> <li>• <u>FTA Conversion Code:</u> Not applicable. No transit funds are committed to the project.</li> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: ON OR 99W near King City</li> <li>○ Cross Street Limits: N/A</li> <li>○ Overall Mile Post Limits: Overall with the three site locations – MP 10.47 to MP 13.74</li> </ul> </li> <li>• <u>Current Status Code:</u> 5 = (ROW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.</li> <li>• <u>Air Conformity/Capacity Status:</u> The is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety - Projects that correct, improve, or eliminate a hazardous location or feature.</li> <li>• <u>Regional Significance Status:</u> Yes.</li> <li>• <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: 21-24-1535</li> <li>○ MTIP Amendment Number: NV22-02-NOV1</li> <li>○ OTC approval required: No.</li> <li>○ Metro approval date: Tentatively scheduled for December 9, 2021.</li> </ul> </li> </ul>
What is changing?	<p><b><u>AMENDMENT ACTION: SCOPE CHANGE</u></b></p> <p>The required changes to ODOT’s OR99W: I-5 - McDonald St project reflect more of a scope enhancement than an actual scope change. The project adjustments involve four areas: (1) adjustment in scope, (2)</p>

	<p>adding a third site location to the project, (3) extending the project limits, and (4) the resulting cost increase from the other changes. Overall, the project scope remains basically the same.</p> <p>The adjusted scope elements include added striping, signing, and tree cutting work is within the adjusted K20435 project limits. The project does continue as an overall safety improvement project Safety work type. The scope work now includes adding a water quality facility due to FAHP triggers. The third site location is on OR99W at MP 13.54 to MP 13.74.</p> <p>The updated description for the project is now the following:</p> <p>On OR99W from I-5 to McDonald St at three site locations (at MP 7.47 to MP 10.29 and MP 13.54 to MP 13.74) north of King City, repave roadway, fill in sidewalk and bike lane gaps, upgrade curb ramps to current standards, improve access management, and address drainage as needed. Includes full signal upgrade at Johnson/Main. The project will repair rutting and surface damage from vehicles and allow safer travel for motor vehicle operators, bicycle riders and pedestrians</p> <p>The scope adjustment triggers a cost increase of \$2,525,000 to the project which equals a 10.49% change and primarily impacts the construction phase. Although the overall scope of work for the project basically remains the same, the complexity of all the changes together, cost increase + third site location + added scope element pushed the project outside of the Administrative modification threshold and triggered the formal amendment.</p>
<p>Additional Details:</p>	<p style="text-align: center;"><b>Project Location</b></p> 
<p>Why a Formal amendment is required?</p>	<p>The multiple changes to the project including adding a third site location and scope elements pushed the project into the formal/full amendment category to complete the required changes</p>
<p>Total Programmed Amount:</p>	<p>The programmed increases from \$24,060,468 to \$26,585,468 which represent an increase of \$2,525,000 or 10.49%.</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

ODOT-FTA-FHWA Amendment Matrix	
<b>Type of Change</b>	
<b>FULL AMENDMENTS</b>	
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"> <li>• Change in project termini - greater than .25 mile in any direction</li> <li>• Changes to the approved environmental footprint</li> <li>• Impacts to AQ conformity</li> <li>• Adding capacity per FHWA Standards</li> <li>• Adding or deleting worktype</li> </ul>
3.	Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> <li>• FHWA project cost increase/decrease:                             <ul style="list-style-type: none"> <li>• Projects under \$500K – increase/decrease over 50%</li> <li>• Projects \$500K to \$1M – increase/decrease over 30%</li> <li>• Projects \$1M and over – increase/decrease over 20%</li> </ul> </li> <li>• All FTA project changes – increase/decrease over 30%</li> </ul>
4.	Adding an emergency relief permanent repair project that involves substantial change in function and location.
<b>ADMINISTRATIVE/TECHNICAL ADJUSTMENTS</b>	
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.



- 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.
- 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 November 2021 Formal MTIP amendment (regular bundle) (NV22-02-NOV1) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	November 2, 2021
● TPAC notification and approval recommendation.....	November 5, 2021
● JPACT approval and recommendation to Council.....	November 18, 2021
● Completion of public notification process.....	December 1, 2021
● <b>Metro Council approval.....</b>	<b>December 2, 2021</b>

Notes:

- \* The above dates are estimates. JPACT and Council could change
- \*\* 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>
● Final amendment package submission to ODOT & USDOT.....	December 17, 2021
● USDOT clarification and final amendment approval.....	Early to mid-January, 2022

NOVEMBER #1 2021 FORMAL MTIP AMENDMENT FROM: KEN LOBECK DATE: NOVEMBER 18, 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
  - 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 21-5218 on November 18, 2021 and now is providing their approval recommendation to Metro Council to approve Resolution 21-5218 consisting of three projects which impacts the city of Gresham and ODOT allowing the required adjustments to occur to obtain their next federal approval step and/or phase obligation.**

- JPACT Approval; November 18, 2021
- TPAC Approval: November 5, 2021

No Attachments