

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-26	)	RESOLUTION NO. 21-5230
METROPOLITAN TRANSPORTATION	)	
IMPROVEMENT PROGRAM (MTIP) TO AMEND	)	Introduced by: Chief Operating Officer
FOUR PROJECTS IMPACTING ODOT ALLOWING	)	Marissa Madrigal in concurrence with
FEDERAL APPROVALS AND PHASE OBLIGATIONS	)	Council President Lynn Peterson
TO BE APPROVED (DC22-05-DEC)	)	

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, ODOT’s review of their proposed Interstate 84 Culverts Repairs project east out to the NE Corbett Hill Road interchange determined that a second phase to the initial project now ready to move forward to construction during federal fiscal year 2022 is required and is being added through this formal amendment which will draw required funding from the phase one project in Key 20363, a separate culverts repair project on US26, and from savings from the HB2017 culvert repairs program; and

WHEREAS, ODOT’s review of their I-84 pavement rehabilitation improvement project from I-205 to Marine Drive requires extending the western limits beyond the administrative modification threshold limits to include required rehabilitation efforts and is being accomplished as part the formal amendment without an impact to the project cost and scope of work; and

WHEREAS, ODOT’s OR8 safety and signal improvement project from western Beaverton west to Forest Grove would end up being short funded is completing a scope change through the formal amendment to revise scope and funding to allow the project to move forward with the majority of scope elements still intact; 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 December, MTIP Formal Amendment bundle; and

WHEREAS, none of the four projects includes capacity enhancing scope elements, or has an estimated total project cost which exceeds \$100 million dollars negating the need to complete a special amendment performance evaluation against any of the four projects; 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 December 3, 2021; and

WHEREAS, JPACT approved Resolution 21-5230 consisting of the December 2021 Formal MTIP Amendment on December 16, 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 January 6, 2021 through Resolution 21-5230 to formally amend the 2021-26 MTIP to with the four projects included in the December Formal MTIP Amendment Bundle.

ADOPTED by the Metro Council this 13<sup>th</sup> day of January 2022.



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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 21-5230



Proposed December 2021 (FFY 2022) Formal Transition Amendment Bundle  
Amendment Type: **Formal/Full**  
Amendment #: **DC22-05-DEC**  
Total Number of Projects: 4

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Project #1 Key 20363	ODOT	I-84: Corbett Interchange - Multnomah Falls	Rehabilitation and replacement of culverts to repair damage and prevent road deterioration.	<b>SPLIT FUNDS:</b> Split \$1.8 million for the project and commit to I-84 Culverts Repairs Phase 2 project in Key 22504 (also included in this bundle)
Project #2 Key <b>22504</b> <b>New Project</b>	ODOT	<b>I-84: Corbett Interchange - Multnomah Falls Phase 2</b>	Rehabilitation and replacement of culverts to repair damage and prevent road deterioration.	<b>ADD NEW PROJECT:</b> The formal MTIP Amendments adds the I-84 culvert repairs phase 2 project to the 2021-26 MTIP
Project #3 Key 20410	ODOT	I-84: I-205 - Marine Drive	On I-84 remove/replace asphalt surface to repair rutted pavement & seal the driving surface of four bridges (#07088A, #07044A, #07043A, & #13514F) (HB2017 Project)	<b>LIMITS CHANGE:</b> Extend beginning limits from 6.80 to be 5.54 which equals an increase of 1.26 miles for the project. No scope or cost change results.
Project #4 Key 21608	ODOT	<del>OR8 at 174th Ave, Armco Ave, Main St and A&amp;B Row</del> <b>OR8 at Armco Ave, Main St and A&amp;B Row</b>	Full signal rebuild and sidewalk installations at the Main St intersection. Install flashing lights at the other intersections to increase safety at these locations.	<b>SCOPE CHANGE:</b> The amendment completes scope and funding adjustments to the project. The adjustments results from ODOT's funding review which indicated that there was not enough funds to cover all proposed scope deliverables. ODOT re-evaluated the project and updated the scope, schedule, and budget to move this project forward



**Metro**  
**20121-26 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**SPLIT FUNDS**  
 Split \$1.8 million from Cons to new I-84 Culverts Project in 22504

<b>Lead Agency:</b> ODOT		Project Type: Safety	ODOT Key: <b>20363</b>
<b>Project Name:</b> I-84: Corbett Interchange - Multnomah Falls	<b>1</b>	ODOT Type: Culvert	MTIP ID: <b>71250</b>
		Performance Meas: Yes	Status: <b>4</b>
		Capacity Enhancing: No	Comp Date: <b>9/30/2025</b>
		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: No
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2021	Past Amend: 0
Years Active: 4	OTC Approval: No		
STIP Amend #: 21-24-1404	MTIP Amnd #: <b>DC22-05-DEC</b>		
<b>Detailed Description:</b> 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.			
<b>STIP Description:</b> Rehabilitation and replacement of culverts to repair damage and prevent road deterioration.			
Last Amendment of Modification: None. First amendment to the project since adding it to the MTIP last July.			

## PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
IM	L01E	2019		\$ 237,374				\$ 237,374
<del>AC-NHPP</del>	<del>ACP0</del>	<del>2019</del>		<del>\$ 823,156</del>				\$ -
AC-NHPP	ACP0	2019		\$ 325,063				\$ 325,063
NHPP	ZOE1	2019		\$ 498,092				\$ 498,092
<del>AC-NHPP</del>	<del>ACP0</del>	<del>2022</del>					<del>\$ 2,314,095</del>	\$ -
AC-NHPP	ACP0	2022					\$ 597,765	\$ 597,765
							<b>Federal Totals:</b>	<b>\$ 1,658,294</b>
<b>Federal Fund Obligations \$:</b>				\$ 1,060,529				Federal Aid ID
<b>EA Number:</b>				PE003141				S002(237)
<b>Initial Obligation Date:</b>				9/11/2019				
<b>EA End Date:</b>				N/A				
<b>Known Expenditures:</b>				N/A				
<b>State Funds</b>								
State	Match	2019		\$ 20,026				\$ 20,026
<del>State</del>	<del>Match</del>	<del>2019</del>		<del>\$ 69,444</del>				\$ -
State	Match	2019		\$ 27,424				\$ 27,424
State	Match	2019		\$ 42,021				\$ 42,021
<del>State</del>	<del>Match</del>	<del>2022</del>					<del>\$ 195,225</del>	\$ -
State	Match	2022					\$ 50,429	\$ 50,429
							<b>State Total:</b>	<b>\$ 139,900</b>
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ 1,150,000	\$ -	\$ -	<del>\$ 2,509,320</del>	<del>\$ 3,659,320</del>
Phase Totals After Amend:			\$ -	\$ 1,150,000	\$ -	\$ -	\$ 648,194	\$ 1,798,194
							Year Of Expenditure (YOE):	\$ 1,798,194
Phase Change Amount:			\$ -	\$ -	\$ -	\$ -	\$ (1,861,126)	\$ (1,861,126)
Phase Change Percent:			0.00%	0.00%	0.00%	0.00%	-74.17%	-50.86%

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**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.
- > Fund split to support Key 22504
- > Support Materials: STIP Summary Report for Key 20363 supporting changes to Key 22504.

**Amendment Summary:**

The formal amendment splits \$1,861,126 from Key 20363 and commits it to Key 22504. Key 22504 (also part of this amendment bundle represents phase 2 for the Culvert program on I-84. Funds are being moved from this project and 20362 to fully fund phase 2 of project in Key 22504. Key 20362 is 100% outside of the Metro MPA boundary. No action is required in the MTIP for Key 20362. Applicable changes to Key 20362 were submitted to Metro as part of the overall amendment for 22504. This included a cost update for Keys 20363 and 20362 which indicate construction phase backfills are not required.

- > Will Performance Measurements Apply: Yes: Safety

**RTP References:**

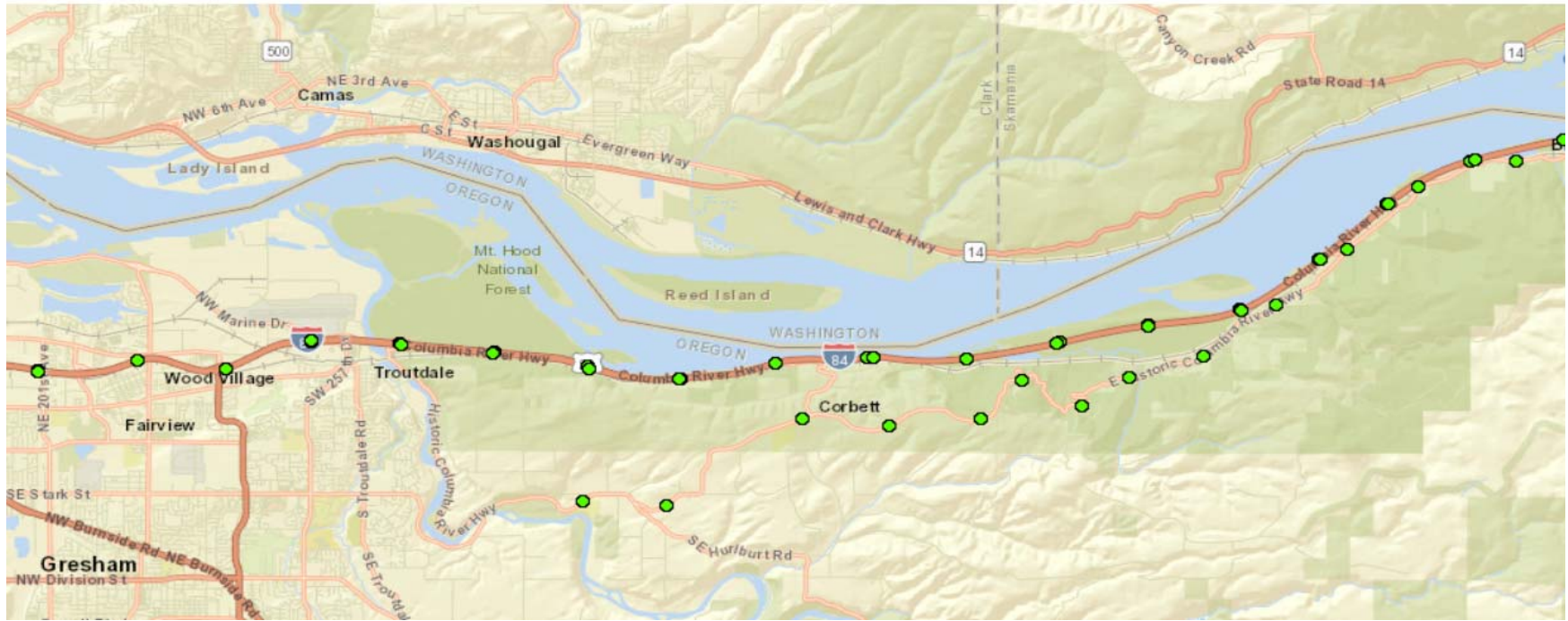
- > RTP ID: 12093 - Culvert Replacement & Repair
- > RTP Description: Repair and replacement of culverts that have or are in danger of failure, do not provide adequate drainage or are a habitat barrier to Threatened & Endangered species that do not add motor vehicle capacity.
- > Exemption status: Exempt 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:**

- > IM = Federal Interstate Maintenance funds appropriated to the State DOT and applied to eligible on-system projects.
- > AC-NHPP = 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-NHPP reflects that the expected fund type code will be federal National Highway Performance Program funds appropriated to ODOT.
- > NHPP = Federal National Highway Performance Program funds appropriated to the state DOT and applied to eligible projects.
- > State = General state funds provided by the lead agency as part of the required match to the federal funds.

**Other**

- > On NHS: Yes. I-84 is designated as part of the Eisenhower Interstate System
- > Metro Model: Yes - Motor Vehicle Networks
- > Model category and type: Throughway
- > TCM project: No
- > Located on the CMP: Yes





**Metro**  
**20121-26 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**ADD NEW PROJECT**  
 Add New I-84 Culvert Repair project  
 to MTIP

<b>Lead Agency:</b> ODOT		Project Type: Safety	ODOT Key: <b>22504</b>
<b>Project Name:</b> I-84: Corbett Interchange - Multnomah Falls Phase 2	2	ODOT Type: Culvert	MTIP ID: <b>TBD</b>
		Performance Meas: Yes	Status: <b>4</b>
		Capacity Enhancing: No	Comp Date: <b>9/30/2025</b>
		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: No
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2022	Past Amend: 0
Years Active: 0	OTC Approval: No		
STIP Amend #: 21-24-1404		MTIP Amnd #: <b>DC22-05-DEC</b>	
<b>Detailed Description:</b> 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.			
<b>STIP Description:</b> Rehabilitation and replacement of culverts to repair damage and prevent road deterioration			
Last Amendment of Modification: None. Initial programming. Companion project to Key 20363			



**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
AC-STBGS 92.22%	ACPO	2022		\$ 1,094,118				\$ 1,094,118
AC-STBGS 92.22%	ACPO	2023			\$ 122,653			\$ 122,653
AC-STBGS 92.22%	ACPO	2024					\$ 2,053,948	\$ 2,053,948
								\$ -
							<b>Federal Totals:</b>	<b>\$ 3,270,719</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
State	Match	2022		\$ 92,304				\$ 92,304
State	Match	2023			\$ 10,347			\$ 10,347
State	Match	2024					\$ 173,278	\$ 173,278
								\$ -
							<b>State Total:</b>	<b>\$ 275,929</b>
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 1,186,422	\$ 133,000	\$ -	\$ 2,227,226	\$ 3,546,648
							Year Of Expenditure (YOE):	\$ 3,546,648
Phase Change Amount:			\$ -	\$ 1,186,422	\$ 133,000	\$ -	\$ 2,227,226	\$ 3,546,648
Phase Change Percent:			0.00%	100.00%	100.00%	0.00%	100.00%	100.00%

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Fund split to support Key 22504
- > Support Materials: STIP Summary Report for Key 22504, STIP Impacts worksheet to 22504, updated cost estimates from 20363 and 20362..

**Amendment Summary:**

- The formal amendment adds the new phase 2 to the I-84: Corbett Interchange - Multnomah Falls culverts repair project.
- > Will Performance Measurements Apply:

**RTP References:**

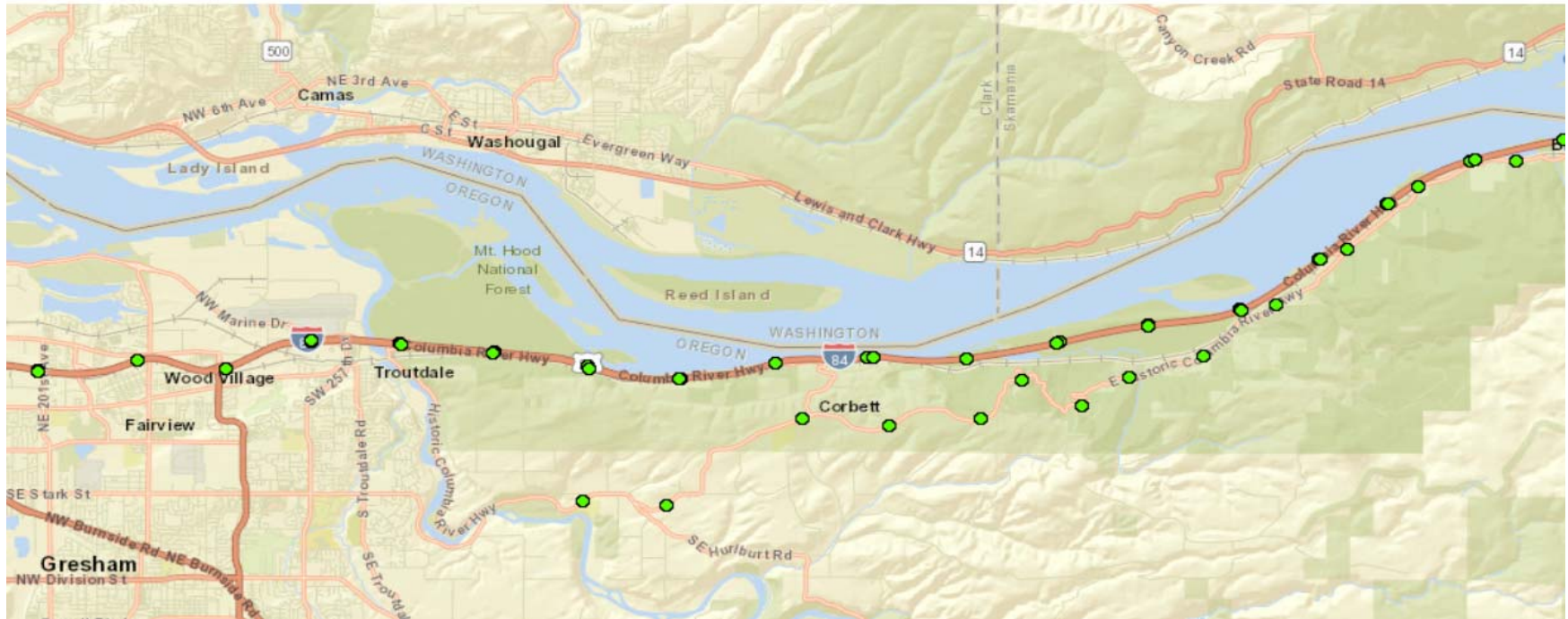
- > RTP ID: 12093 - Culvert Replacement & Repair
- > RTP Description: Repair and replacement of culverts that have or are in danger of failure, do not provide adequate drainage or are a habitat barrier to Threatened & Endangered species that do not add motor vehicle capacity.
- > Exemption status: Exempt 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:**

- > 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 Program funds appropriated to ODOT.
- > State = General state funds provided by the lead agency as part of the required match to the federal funds.

**Other**

- > On NHS: Yes. I-84 is designated as part of the Eisenhower Interstate System
- > Metro Model: Yes - Motor Vehicle Networks
- > Model category and type: Throughway
- > TCM project: No
- > Located on the CMP: Yes





**Metro**  
**20121-26 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**LIMITS CHANGE**  
 Beginning limits from 6.80 to be 5.54

<b>Lead Agency:</b> ODOT		Project Type: O&M	<b>ODOT Key:</b> 20410
<b>Project Name:</b> I-84: I-205 - Marine Drive	3	ODOT Type: Bridge	<b>MTIP ID:</b> 70967
		Performance Meas: Yes	<b>Status:</b> 4
		Capacity Enhancing: No	<b>Comp Date:</b> 9/30/2025
		Conformity Exempt: Yes	RTP ID: 12094
		On State Hwy Sys: I-84	RFFA ID: N/A
		Mile Post Begin: <del>6.80</del> 5.54	RFFA Cycle: N/A
		Mile Post End: 16.67	UPWP: No
		Length: <del>9.87</del> 11.13	UPWP Cycle: No
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2019	Past Amend: 6
		Years Active: 4	OTC Approval: Yes
		STIP Amend #: 21-24-1610	<b>MTIP Amnd #: DC22-05-DEC</b>
<b>Project Status: 4 = (PS&amp;E) Planning Specifications, &amp; Estimates (final design 30%, 60%,90% design activities initiated).</b>			
<b>Short Description:</b> On I-84 remove/replace asphalt surface to repair rutted pavement & seal the driving surface of four bridges (#07088A, #07044A, #07043A, & #13514F) (HB2017 Project)			
<b>Detailed Description:</b> In Northeastern Portland on I-84 from I-205 to 181st Ave ( <del>MP 6.90 to 12.52</del> ), remove and replace asphalt surface to repair rutted pavement. Repair the driving surface of four bridges (#07088A, #07044A, #07043A and #13514F). (HB2017 Awarded Project, \$3,100,000 awarded funding) Project			
<b>STIP Description:</b> Remove and replace asphalt surface to repair rutted pavement. Seal the driving surface of four bridges.			

Last Amendment of Modification: Administrative - August 2021 - AB21-21-AUG1 - COMBINE PROJECTS: Combine the construction phase from Key 20298 into Key 20410. Scope remains unchanged but overall limits are expanded for newly combined projects. Change name.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
IM	L01E	2019		\$ 435,861				\$ 435,861
NHPP	Z001	2022					\$ 3,749,418	\$ 3,749,418
State-STBG	Z240	2022					\$ 260,222	\$ 260,222
AC-NHPP (92.22%)	ACPO	2022					\$ 7,614,141	\$ 7,614,141
								\$ -
							<b>Federal Totals:</b>	<b>\$ 12,059,642</b>
<b>Federal Fund Obligations \$:</b>				\$ 435,861				Federal Aid ID
<b>EA Number:</b>				PE003083				S0032(234)
<b>Initial Obligation Date:</b>				\$ 43,516				
<b>EA End Date:</b>				12/31/2023				
<b>Known Expenditures:</b>				\$ 292,780				
<b>State Funds</b>								
State	Match	2019		\$ 36,771				\$ 36,771
State	Match	2022					\$ 429,138	\$ 429,138
State	Match	2022					\$ 29,784	\$ 29,784
							\$ 642,355	\$ 642,355
								\$ -
							<b>State Total:</b>	<b>\$ 1,138,048</b>
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
<b>Phase Totals Before Amend:</b>			\$ -	\$ 472,632	\$ -	\$ -	\$ 12,725,058	\$ 13,197,690
<b>Phase Totals After Amend:</b>			\$ -	\$ 472,632	\$ -	\$ -	\$ 12,725,058	\$ 13,197,690
<b>Year Of Expenditure (YOE):</b>								\$ 13,197,690
<b>Phase Amount Change:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Phase Change Percent:</b>			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

**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.
- > Adjusting project mile point limits
- > Support Materials: STIP Summary Report, STIP Impacts Worksheet.

**Amendment Summary:**

The formal amendment updates the project limits. The net change is 1.26 miles which is above the current threshold of 0.25 miles. There are no cost changes. No scope changes occur as a result.

- > Will Performance Measurements Apply: Yes - Pavement and Safety

**RTP References:**

- > RTP ID: 12094 - Highway Pavement Maintenance
- > RTP Description: Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) that do not add motor vehicle capacity.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Safety - Pavement resurfacing and/or rehabilitation.
- > 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:**

- > IM = Federal Interstate Maintenance funds appropriated to the state DOT and committed to eligible roadway improvement projects.
- > NHPP = Federal National Highway Performance Program funds appropriated to the State DOT and committed to eligible projects
- > AC-NHPP = 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-NHPP reflects that the expected fund type code will be federal NHPP funds appropriated to ODOT.
- > State STBG = Federal Surface Transportation Block Grant funds appropriated to the state DOT. A portion of the funds are maintained by ODOT and then committed to eligible projects.
- > State = General state funds provided by the lead agency as part of the required match to the federal funds.

**Other**

- > On NHS: Yes. I-84 is identified as part of the Eisenhower Interstate System on the NHS system
- > Metro Model: Yes - Motor Vehicle network
- > Model category and type: Throughway
- > TCM project: No
- > Located on the CMP: Yes





**Metro**  
**20121-26 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**SCOPE CHANGE**  
 Adjust and increase phase funding,  
 scope and name

<b>Lead Agency: ODOT</b>		Project Type: Safety	<b>ODOT Key: 21608</b>
<b>Project Name:</b> <del>OR8 at 174th Ave, Armco Ave, Main St and A&amp;B Row</del> <b>OR8 at Armco Ave, Main St and A&amp;B Row</b>	<b>4</b>	ODOT Type: Safety	<b>MTIP ID: 71162</b>
		Performance Meas: Yes	<b>Status: 4</b>
		Capacity Enhancing: No	<b>Comp Date: 9/30/2025</b>
		Conformity Exempt: Yes	RTP ID: 12095
		On State Hwy Sys: OR8	RFFA ID: N/A
		Mile Post Begin: 6.09	RFFA Cycle: N/A
		Mile Post End: 17.66	UPWP: No
		Length: 11.57	UPWP Cycle: No
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2021	Past Amend: 0
		Years Active: 2	OTC Approval: No
		STIP Amend #: 21-24-1404	<b>MTIP Amnd #: DC22-05-DEC</b>
<b>Detailed Description:</b> Full signal rebuild and sidewalk installations at the Main St intersection. Install flashing lights at the other intersections to increase safety at these locations.			
<b>STIP Description:</b> Full signal rebuild and sidewalk installations at the Main St intersection. Install flashing lights at the other intersections to increase safety at these locations.			
Last Amendment of Modification: None. This action represents the amendment to the project.			



**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>NHPP</del>	<del>Z001</del>	<del>2021</del>	-	<del>\$ 452,448</del>				\$ -
NHPP	Z001	2021		\$ 843,538				\$ 843,538
AC-HSIP	ACP0	2021		\$ 293,635				\$ 293,635
HSIP (92.22%)	ZS3E	2021		\$ 465,004				\$ 465,004
<del>NHPP</del>	<del>Z001</del>	<del>2022</del>			<del>\$ 161,621</del>			\$ -
<del>AC-HSIP</del>	<del>ACP0</del>	<del>2022</del>			<del>\$ 117,735</del>			\$ -
NHPP	Z001	2023			\$ 161,621			\$ 161,621
AC-HSIP	ACP0	2023			\$ 117,735			\$ 117,735
NHPP	Z001	2022				\$ 59,455		\$ 59,455
AC-HSIP	ACP0	2022				\$ 13,081		\$ 13,081
<del>NHPP</del>	<del>Z001</del>	<del>2023</del>					<del>\$ 2,267,849</del>	\$ -
NHPP	Z001	2024					\$ 1,823,190	\$ 1,823,190
<del>AC-HSIP</del>	<del>ACP0</del>	<del>2023</del>					<del>\$ 1,338,111</del>	\$ -
AC-HSIP	ACP0	2024					\$ 1,338,111	\$ 1,338,111
							<b>Federal Totals:</b>	<b>\$ 5,115,370</b>
<b>Federal Fund Obligations \$:</b>				\$ 1,602,177				Federal Aid ID
<b>EA Number:</b>				PE003247				S029(035)
<b>Initial Obligation Date:</b>				11/6/2020				
<b>EA End Date:</b>				N/A				
<b>Known Expenditures:</b>				N/A				

State Funds							
State	Match	2021		<del>\$ 51,785</del>			\$ -
State	Match	2021		\$ 96,547			\$ 96,547
State	Match	2021		\$ 24,772			\$ 24,772
State	Match	2021		\$ 39,229			\$ 39,229
Bikeways	S080	2021		\$ 500,000			\$ 500,000
State	Match	2022			<del>\$ 18,498</del>		\$ -
State	Match	2022			<del>\$ 9,932</del>		\$ -
State	Match	2023			\$ 18,498		\$ 18,498
State	Match	2023			\$ 9,932		\$ 9,932
Bikeways	S080	2023			\$ 150,000		\$ 150,000
State	Match	2022			\$ 6,805		\$ 6,805
State	Match	2022			\$ 1,104		\$ 1,104
State	Match	2023				<del>\$ 259,565</del>	\$ -
State	Match	2024				\$ 208,672	\$ 208,672
State	Match	2023				<del>\$ 112,888</del>	\$ -
State	Match	2024				\$ 112,888	\$ 112,888
<b>State Total:</b>							<b>\$ 1,168,447</b>
Local Funds							
							\$ -
							\$ -
<b>Local Total</b>							<b>\$ -</b>
Phase Totals Before Amend:	\$ -	<del>\$ 822,640</del>	<del>\$ 307,786</del>	\$ 80,445	<del>\$ 3,978,413</del>	<del>\$ 5,189,284</del>	
Phase Totals After Amend:	\$ -	\$ 2,262,725	\$ 457,786	\$ 80,445	\$ 3,482,861	\$ 6,283,817	
Year Of Expenditure (YOE):							\$ 6,283,817
Phase Change Amount:	\$ -	\$ 1,440,085	\$ 150,000	\$ -	\$ (495,552)	\$ 1,094,533	
Phase Change Percent:	0.00%	175.06%	48.74%	0.00%	-12.46%	21.09%	

**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.
- > Shift funding from Cons to PE and adjust name to reflect scope update
- > Support Materials: STIP Summary Report, STIP Impacts Worksheet, plus project cost updates.

**Amendment Summary:**

The formal amendment completes scope and funding adjustments to the project. As a result, the total project cost increases by 21% from \$5,184,284 to \$6,283,817. The adjustments are occurring from ODOT's funding review which indicated that there was not enough funds to cover all proposed scope deliverables. ODOT re-evaluated the project and updated the scope, schedule and budget to move this project forward. The original intent of the project was to include illumination at Armco, not a pedestrian enhancement, so the 74th RRFB scope element is being dropped it from the name of the project. The construction phase also slips to FFY 2024 due to the scope adjustments and funding changes.

The summary of changes includes the following: (1) Remove pedestrian crossing scope for OR8 at 174th, and Armco Rd. (2) Do not design pedestrian crossing at OR8 and 214th. (3) Add Illumination at OR8 and Armco Rd. (4) Change project name to reflect changed scope. New name: OR8 at Armco Ave, Main St and A&B Row (5) Update locations. Remove 6.07 and add 16.68-13.82; 13.84-13.87, 13.95-13.95, and 13.89-13.9. MPs .19 difference. (6) Slip CN to FFY24. (7) Add \$444,532 from HB2017 Safety Leverage funds to PE funds, transfer \$495,553 from CN to PE, Add \$500,000 to PE from SWIP funds, Add \$150,000 to ROW from SWIP funds.

The total changes produce a sufficient scope change and cost increase to proceed as a formal amendment.

- > 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:**

- > NHPP = Federal National Highway Performance Program funds appropriated to the state DOT and committed to eligible projects
- > AC-NHPP = Federal Advance Construction fund type codes used as placeholder for a future federal fund code to be committed to the project. In this case, AC-NHPP infers that federal NHPP will be the future fund code to be committed to the project.
- > HSIP = Federal Highway Safety Improvement Program funds appropriated to the state DOT and committed to eligible projects
- > AC-HSIP = Federal Advance Construction fund type code placeholder. In this case, the future expected federal funds are expected to be HSIP.
- > Bikeways = State funds specifically supporting pedestrian and bicycle improvements for eligible projects..
- > State = General state funds provided by the lead agency as part of the required match to the federal funds.

**Other**

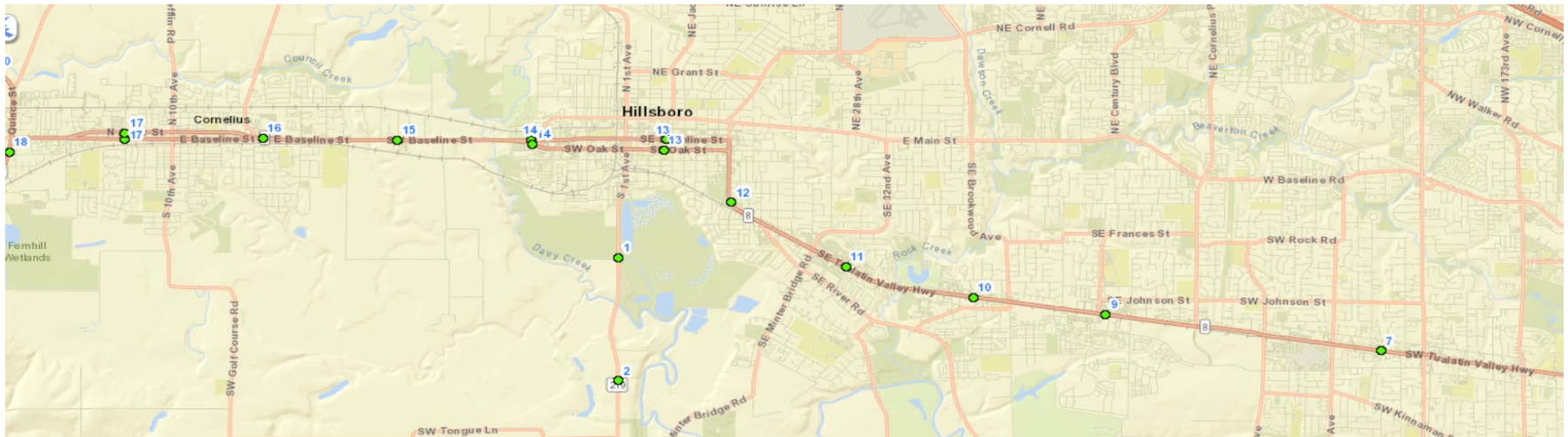
- > On NHS: Yes. OR8 is designated as an "Other NHS Routes" on the NHS system
- > Metro Model: Yes - Motor Vehicle Networks and Bicycle Network
- > Model category and type: Major Arterial (Motor Vehicle Network) and Bicycle Parkway (Bicycle Network)
- > TCM project: No
- > Located on the CMP: Yes

Locations													
Route	Highway	MP Begin	MP End	Length	Street	City	County	ACT	Bridge	Reg	State Repr Dist	State Sen Dist	US Cngr Dist
OR-8	029 TUALATIN VALLEY HIGHWAY	6.07	6.07	0.00	OR-8 at 174th Ave		WASHINGTON	R1ACT		1	28	14	1
OR-8	029 TUALATIN VALLEY HIGHWAY	13.74	13.74	0.00	SW Oak St at Armco Ave	HILLSBORO	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	13.91	13.93	0.02	SW Baseline at SW Main St	HILLSBORO	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	17.66	17.66	0.00	Pacific Ave at A and B Row	FOREST GROVE	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	13.68	13.82	0.14		HILLSBORO	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	13.95	13.95	0.00		HILLSBORO	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	13.84	13.87	0.03		HILLSBORO	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	13.89	13.91	0.02		HILLSBORO	WASHINGTON	R1ACT		1	29	15	1

Best Map  COMMUNITY

on [Milepost Map](#)

which contains mileposts on state owned highways.





**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: December 16, 2021  
 To: Metro Council and Interested Parties  
 From: Ken Lobeck, Funding Programs Lead  
 Subject: November 2021 (FFY 2022) MTIP Formal Amendment & Resolution 21-5230 Approval Request

## FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO AMEND FOUR PROJECTS IMPACTING ODOT ALLOWING FEDERAL APPROVALS AND PHASE OBLIGATIONS TO BE APPROVED (DC22-05-DEC)

## BACKGROUND

### What This Is:

The December 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment regular bundle which is contained in Resolution 21-5230 and being processed under MTIP Amendment DC22-05-DEC. The bundle contains a total of four project amendments.

### What is the requested action?

**JPACT approved Resolution 21-5230 on December 16, 2021 and now recommends Metro Council approve Resolution 21-5230 consisting of four projects which impact ODOT allowing the required adjustments to and enable their next federal approval step and/or phase obligation to occur.**

Proposed December 2021 (FFY 2022) Formal Amendment Bundle					
Amendment Type: <b>Formal/Full</b>					
Amendment #: <b>DC22-05-DEC</b>					
Total Number of Projects: 4					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key <b>20363</b>	71250	ODOT	I-84: Corbett Interchange - Multnomah Falls	Rehabilitation and replacement of culverts to repair damage and prevent road deterioration.	<b>SPLIT FUNDS:</b> Split \$1.8 million for the project and commit to I-84 Culverts Repairs Phase 2 project in Key 22504 (also included in this bundle)

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 22504 New Project	New TBD	ODOT	I-84: Corbett Interchange - Multnomah Falls Phase 2	Rehabilitation and replacement of culverts to repair damage and prevent road deterioration.	<b>ADD NEW PROJECT:</b> The formal MTIP Amendments adds the I-84 culvert repairs phase 2 project to the 2021-26 MTIP
Project #3 Key 20410	70967	ODOT	I-84: I-205 - Marine Drive	On I-84 remove/replace asphalt surface to repair rutted pavement & seal the driving surface of four bridges (#07088A, #07044A, #07043A, & #13514F) (HB2017 Project)	<b>LIMITS CHANGE:</b> Extend beginning limits from 6.80 to be 5.54 which equals an increase of 1.26 miles for the project. No scope or cost change results.
Project #4 Key 21608	71162	ODOT	OR8 at 174th Ave, Armco Ave, Main St and A&B Row OR8 at Armco Ave, Main St and A&B Row	Full signal rebuild and sidewalk installations at the Main St intersection. Install flashing lights at the other intersections to increase safety at these locations.	<b>SCOPE CHANGE:</b> The amendment completes scope and funding adjustments to the project. The adjustments results from ODOT's funding review which indicated that there was not enough funds to cover all proposed scope deliverables. ODOT re-evaluated the project and updated the scope, schedule ,and budget to move this project forward

**AMENDMENT BUNDLE SUMMARY:**JPACT 12/16/2021 Meeting Summary:

Prior to the meeting, ODOT submitted a clarifying comment concerning MTIP project Key 21608, OR8 at Armco Ave, Main St and A&B Row. The project will:

- Provide full signal rebuild and sidewalk installations at the Main St intersection.
- Install flashing lights at the other intersections to increase safety at these locations.

A review of the submitted changes for the project revealed a small discrepancy concerning the right-of way (ROW) phase. The schedule review indicates the ROW phase needs to be shown in federal fiscal year (FFY) 2023. As submitted, the ROW phase was programmed in FFY 2022. Per ODOT's comment, the ROW phase has been changed to be programmed in FFY 2023 which is now consistent with their delivery schedule. Other than ODOT's comment, no additional comments concerning any of the four projects within the December 2021 Formal MTIP Amendment bundle were received as of December 16, 2021. The public comment period is open until January 4, 2022. Staff will advise Council members if any significant comments are received from mid-December through January 4, 2022 that require further discussion.

The December Formal MTIP Amendment bundle is contained under Resolution 21-5230. The item proceeded through JPACT as a consent item. JPACT passed the consent calendar on December 16, 2021 with discussion.

DECEMBER 2021 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: DECEMBER 16, 2021

TPAC 12/3/2021 Meeting Summary:

TPAC met on December 3, 2021 and received their MTIP Amendment notification and overview for the December 2021 Formal MTIP Amendment bundle under draft Resolution 21-5230. Metro staff provided an overview of the four projects in the bundle. A couple of questions were raised to ODOT about project changes and the lack of notification to the local agencies. The concern was not directed at the MTIP amendment process, but project delivery and timely local agency notification when ODOT changes scope to their projects. After comments on this topic were completed, TPAC moved and recommended JPACT approval of the December 2021 Formal MTIP Amendment under Resolution 21-5230.

The December 2021 (FFY 2022) Formal MTIP Amendment bundle initiates project programming adjustments needed for federal fiscal Year (FFY) 2022. The amendment bundle contains 4 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

**DECEMBER 2021 MTIP FORMAL AMENDMENT PREVIEW**

The December 2021 formal amendment bundle contains two culvert repair projects on I-84. The split funding to Key 20363 and adding Key 22504 represents adding phase 2 to the I-84 Corbett Interchange - Multnomah Falls culvert repairs project.

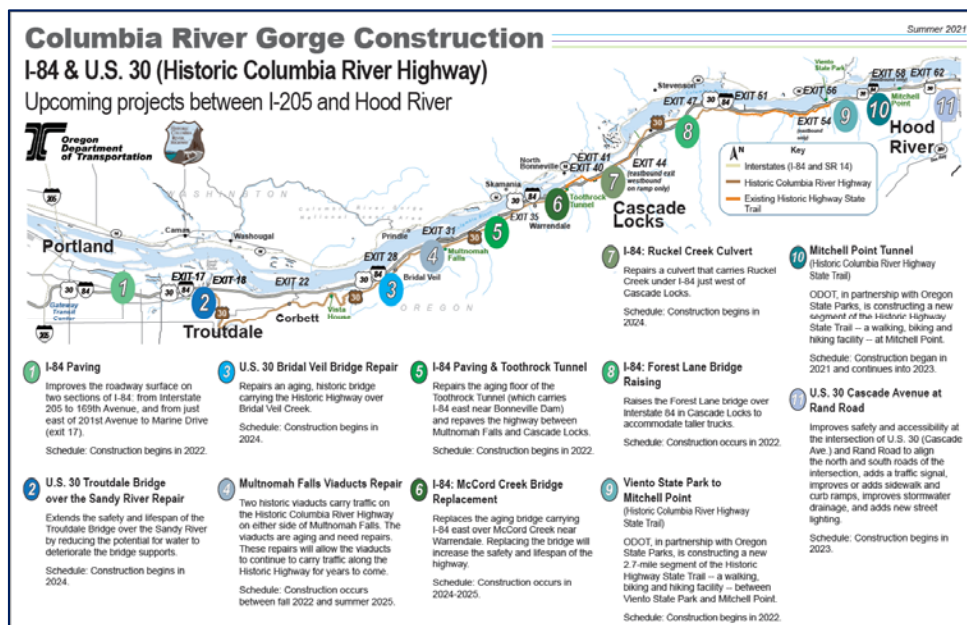
This section of highway is designated as an ODOT Priority Route and culverts along this section of highway and culverts need to be repaired or replaced to extend the lifespan of the culvert, and maintain safety and operations of the highway. The culverts will likely be lined using a cured-in place method to minimize construction impact. This technique avoids excavation of the road.

The culvert repair projects offer several operations and maintenance benefits to I-84 and the regional highway network. First, the repairs maintain and extend the life of infrastructure. This



work will extend the life of the transportation system by repairing and conducting maintenance activities on culverts that run under the existing roads. Second, the projects offer safety improvements to the transportation system. Properly operating culverts manage water flow, minimizing flooding and erosion near roads. This improves safety for the traveling public.

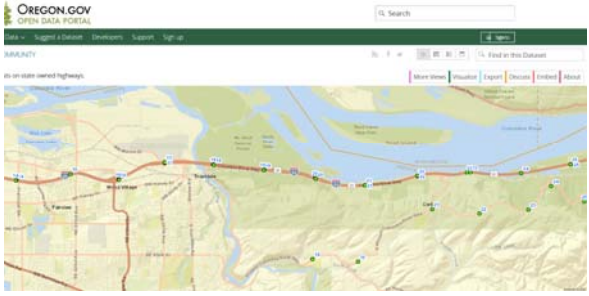
As the repair design and scope for the culverts are refined, costs are updated and limits adjusted to reflect optimal delivery based on the available funding. The delivery options now support added funding from Key 22504 which is being shifted from Key 20363, 20362, and savings from HB2017 Culvert Program. Note: Key 20362 is located on US 26, but outside of the MPA boundary and no action to this project needs to be completed to the MTIP. Key 20363 is splitting \$1.86 million from the project with \$998k coming from Key 20362 and the remaining amount from HB2017 Culvert Program savings. Overall, the I-84 culverts repairs are one part of ongoing preservation and maintenance to I-84 out to Hood River as shown below:



Key 20410 is ODOT's I-84 pavement repair and rehabilitation project from I-205 to Marine Dr. The project adds pavement grind and inlay at west end of project. Eastbound paving at the west end will extend to MP 6.53 and WB paving will extend to MP 5.54. There is no scope or cost change as a result of the limits expansion.

The four project is ODOT's Key 21608. The amendment completes scope and funding adjustments to the project. As a result, the total project cost increases by 21% from \$5,184,284 to \$6,283,817. The adjustments result from ODOT's funding review which indicated that there was not enough funds to cover all proposed scope deliverables. ODOT re-evaluated the project and updated the scope, schedule and budget to move this project forward. The project name is also updated as a result of the scope change.

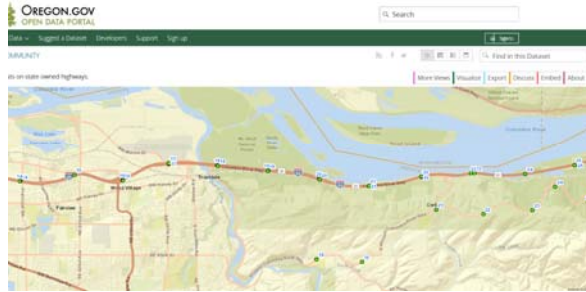
A detailed overview of each project amendment in the bundle is provided on the next pages.

Project 1		I-84: Corbett Interchange - Multnomah Falls	
Lead Agency:	ODOT		
ODOT Key Number:	20363	MTIP ID Number:	71250
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li> <b><u>Quick Amendment Summary:</u></b> The amendment splits \$1.86 million from the project and commits the funding to new Key 22504 also being added as part of this amendment bundle.                     </li> <li> <u>Metro UPWP Project:</u> No                     </li> <li> <u>Proposed improvements:</u>                      Key 20363 was first of two culverts repair projects now being added to the MTIP that cross into the Metropolitan Planning Area Boundary. The second project is new Key 22504 (next project in this bundle)                     </li> <li> <u>Source:</u> Existing project.                     </li> <li> <u>Amendment Action:</u> Splits \$1.86 million from the project and commits the funds to key 22504 for increased delivery efficiencies. Note: Key 20363 was added to the MTIP last July when the project limits were extended and now crossed into the Metro MPA boundary. An updated cost assessment revealed that the funds could be transferred to Key 22504 without a negative impact to Key 20363.                     </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 National Highway Performance Program (NHPP) funds.                     </li> <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: On I-84 in northeast Portland</li> <li>Cross Street Limits: N/A</li> <li>Overall Mile Post Limits: MP 32.00 to MP 20.00</li> </ul> </li> </ul> 		

	<ul style="list-style-type: none"> <li>• <b>Current Status Code:</b> 4 = (PS&amp;E) Planning Specifications, &amp; Estimates (final design 30%, 60%, 90% design activities initiated).</li> <li>• <b>Air Conformity/Capacity Status:</b> Key 20363 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>• <b>Regional Significance Status:</b> The project is regionally significant as it contains federal funds and is located on a defined Throughway in the Metro Motor Vehicle Modeling Network</li> <li>• <b>Amendment ID and Approval Estimates:</b> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: 21-24-1404</li> <li>○ MTIP Amendment Number: DC22-05-DEC</li> <li>○ OTC approval required: No.</li> <li>○ Metro approval date: Tentatively scheduled for January 6, 2022.</li> </ul> </li> </ul>
<p>What is changing?</p>	<p><b>AMENDMENT ACTION: SPLIT FUNDS</b></p> <p>Key 20363 is one two culvert repair projects on I-84 from east of Troutdale out to Hood River. Key 22504 is the other project. Key 20362 is located on US26 and splitting funds and committing them to new Key 22504. Key 20362 is located is outside of the Metro MPA boundary, no action in the MTIP is required.</p> <p>ODOT’s review of the projects indicates the funding split from Key 20363 and 20362 can occur without negative impacts to either project. Key 22504 receives the funding for increased delivery efficiencies.</p>
<p>Additional Details:</p>	<p style="text-align: center;">Summary of Actions to create Key 22504</p> <pre> graph LR     K20363["Key 20363 I-84: Corbett Interchange - Multnomah Falls Splits \$1.86 million and commits to new Key 22504 Inside MPA = MTIP Action Required for 20363"] --&gt; K22504["Key 22504 I-84: Corbett Interchange- Multnomah Falls Phase 2 Adds funds from both projects for culvert repairs"]     K20362["Key 20362 US26: SE Kelso Rd - Frog Lake Sno Park Splits \$998,392 and commits to new Key 22504 Outside of MPA = No action to MTIP for Key 20362"] --&gt; K22504     HB2017["Added HB2017 Culvert Program Savings"] --&gt; K22504     </pre>
<p>Why a Formal amendment is required?</p>	<p>The project fund shift is tied to the action of adding a new project to the MTIP. Adding a new project to the MTIP requires a formal amendment</p>

Total Programmed Amount:	Key 20363 decreases in the programmed amount from \$3,659,320 to \$1,798,194 as a result of the split fund action.
Added Notes:	See added references to project Key 22504

<b>Project 2</b>	<b>I-84: Corbett Interchange - Multnomah Falls Phase 2 (New Project)</b>		
Lead Agency:	ODOT		
ODOT Key Number:	22504	MTIP ID Number:	New TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• <b><u>Quick Amendment Summary:</u> The amendment adds the I-84 culverts repairs – phase 2 project which follows on the efforts that will be completed in Key 20363.</b></li> <li>• <u>Metro UPWP Project:</u> No</li> <li>• <u>Proposed improvements:</u> Key 22504 is the second of two culvert repair projects along I-84 that now cross into the Metro Planning Area Boundary which now requires MTIP programming. Key 22504 will also complete needed culvert repairs along the same project limits as for Key 20363. The main difference is the construction timing for phase 2 will not begin until FFY 2024 while construction for Key 20363 is scheduled to obligate before the end of FFY 2022.</li> <li>• <u>Source:</u> New project.</li> <li>• <u>Amendment Action:</u> Adds the new phase 2 project as a follow-on project to Key 20363 to the 2021-26 MTIP.</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 originates from three sources: \$1.86 million is split off from Key 20363. \$998k is split off from Key 20362. Remaining funding is sourced from the HB2017 Culverts Repair program reserves. Federal Advance Construction is being used to program the phase costs until the specific federal fund type code is known.</li> <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: On I-84 in northeast Portland</li> <li>○ Cross Street Limits: N/A</li> <li>○ Overall Mile Post Limits: MP 32.00 to MP 20.00</li> </ul> </li> </ul>		



- **Current Status Code:** 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).
- **Air Conformity/Capacity Status:**  
Key 22504 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 a defined Throughway in the Metro Motor Vehicle Modeling Network
- **Amendment ID and Approval Estimates:**
  - STIP Amendment Number: 21-24-1404
  - MTIP Amendment Number: DC22-05-DEC
  - OTC approval required: No.
  - Metro approval date: Tentatively scheduled for January 6, 2022.

**AMENDMENT ACTION: ADD NEW PROJECT**

Key 22504 is one two culvert repair projects on I-84 from east of Troutdale out to Hood River. Key 20363 is the other project. Key 22504 contains the same basic project limits and is considered a follow-on project to Key 20363. While the construction phase obligation is planned to occur before the end of FFY 2022 (September 30, 2022), the construction phase for Key 22054 is not scheduled until FFY 2024. Key 20362 is the third project impacting Key 22504 and outside the MPA boundary. ODOT’s review determined \$998k could be split off Key 20362 and committed to Key 22504. No MTIP action is required

What is changing?

2021-2024 Active STIP		CLACKAMAS		2021-2024 Active STIP			
Name: US26: SE Kelso Rd - Frog Lake Sno Park		Key: 20362		Region: 1			
Description: Rehabilitation and replacement of culverts to repair damage and prevent road deterioration.							
MPO: Non-MPO		Work Type: CULVRT		Status: PROJECT SCHEDULED FOR CONSTRUCTION			
Applicant: ODOT							
Location(s)							
Mileposts	Length	Route	Highway	ACT	County(s)		
21.10 to 27.60	36.50	US-26	MT HOOD	REGION 1 ACT	CLACKAMAS		
27.60 to 42.15	4.55	US-26	WARM SPRINGS	REGION 1 ACT	CLACKAMAS		
27.70 to 27.80	0.10	US-26	MT HOOD	REGION 1 ACT	CLACKAMAS		
Current Project Estimate							
Year	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
2019							
Total		\$1,000,003.00			\$1,946,018.00		\$2,946,018.00
Fund 1		ACPD \$628,112.69			ACPD \$1,746,159.26		
Match		\$71,890.31			\$199,855.74		
Fund 2		2001 \$299,190.00					
Match		\$30,810.00					
Footnote: \$300,000 Culvert and \$2,646,018 HB2017 funds							
Most Recent Approved Amendment							
Amendment No: 21-24-0875		Approval Date: 6/9/2021					
Requested Action: Reduce the Construction phase estimate by \$300,000 and move to the Preliminary Engineering phase. Stop Construction to Federal fiscal year 2022 for delivery.							

Summary of Actions to create Key 22504	
Additional Details:	<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="border: 1px solid black; padding: 5px; width: 30%;"> <p><b>Key 20363</b>  <b>I-84: Corbett Interchange - Multnomah Falls</b>                      Splits \$1.86 million and commits to new Key 22504                      Inside MPA = MTIP Action                      Required for 20363</p> </div> <div style="border: 1px solid black; padding: 5px; width: 30%;"> <p><b>Key 20362</b>  <b>US26: SE Kelso Rd - Frog Lake Sno Park</b>                      Splits \$998,392 and commits to new Key 22504                      Outside of MPA = No action to MTIP for Key 20362</p> </div> <div style="border: 1px solid black; padding: 5px; width: 30%; background-color: #d9ead3;"> <p><b>Key 22504</b>  <b>I-84: Corbett Interchange- Multnomah Falls Phase 2</b>                      Adds funds from both projects for culvert repairs</p> </div> </div> <p style="margin-top: 10px; color: green; font-weight: bold;">Added HB2017 Culvert Program Savings</p>
Why a Formal amendment is required?	Adding a new project to the MTIP requires a formal amendment. The contributions from Key 20363 requires it to be part of the formal amendment
Total Programmed Amount:	Total programming for Key 22504 is \$3,546,648
Added Notes:	ODOT provided cost updates for both 20363 and 20362 as part of the support material providing clear justification that the funding adjustments could occur without negatively impacting either project.

Project 3	I-84: I-205 - Marine Drive		
Lead Agency:	ODOT		
ODOT Key Number:	20410	MTIP ID Number:	70967
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• <b>Quick Amendment Summary:</b> The amendment extends the western limits for the project to include an additional area of I-84 that requires paving. There is no scope or cost change as a result. The limits change exceed the maximum allowable for administrative actions which triggers the need for the formal amendment</li> <li>• <u>Metro UPWP Project:</u> No</li> <li>• <u>Proposed improvements:</u> Key 20410 will remove/replace asphalt surface to repair rutted pavement &amp; seal the driving surface of four bridges (#07088A, #07044A, #07043A, &amp; #13514F) on I-84. (HB2017 Project)</li> <li>• <u>Source:</u> Existing project.</li> <li>• <u>Amendment Action:</u> Adjusts extends the western limits for the project from MP 6.80 to be MP 5.54 out to 16.67. No scope change or cost adjustments are required as a result of the limits extension.</li> </ul>		

- **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 contains a combination of federal funds and include Interstate Maintenance, National Highway Performance Program funds, ODOT committed Surface Transportation Block (State STBG), and general state funds covering the required match.
- **FTA Conversion Code:** Not applicable. No transit funds are involved.
- **Location, Limits and Mile Posts:**
  - Location: On I-84 in northeast Portland
  - Cross Street Limits: N/A
  - Overall Mile Post Limits: MP 5.4 to MP16.67



- **Current Status Code:** 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).
- **Air Conformity/Capacity Status:**  
Key 20410 is a non-capacity enhancing project. It is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Pavement resurfacing and/or rehabilitation
- **Regional Significance Status:** The project is regionally significant as it contains federal funds and is located on a defined Throughway in the Metro Motor Vehicle Modeling Network
- **Amendment ID and Approval Estimates:**
  - STIP Amendment Number: 21-24-1404
  - MTIP Amendment Number: DC22-05-DEC
  - OTC approval required: No.
  - Metro approval date: Tentatively scheduled for January 6, 2022

<p>What is changing?</p>	<p><b><u>AMENDMENT ACTION: LIMITS CHANGE</u></b></p> <p>Key 20410n is a pavement rehabilitation project on I-84. The pavement in this area was last paved in 2010 and was in relatively good condition in 2015 when the original project scoping was initially done. Even in 2020, there was only minor cracking and no potholes. This pavement is within the limits of the 2024-2027 IM scoping project MLK to I-205 but can't wait until then. Therefore, the project limits are being extended now to include the added area allowing added pavement grind and inlay at west end of project. EB paving will extend to MP 6.53 and WB paving will extend to MP 5.54. Updated MPs: 5.54 - 16.67 (previous MPs in STIP: 6.8 - 16.67).</p> <p>There is no major change in scope or cost changes as a result of the limits change.</p>
<p>Additional Details:</p>	<p>N/A</p>
<p>Why a Formal amendment is required?</p>	<p>The limits extension is over a mile and goes beyond the changes allowed for administrative modifications. As a result, a formal amendment is required.</p>
<p>Total Programmed Amount:</p>	<p>Total programming for Key 20410 remains unchanged at \$13,197,690.</p>
<p>Added Notes:</p>	<p>N/A</p>

<p><b>Project 4</b></p>	<p><del>OR8 at 174th Ave, Armco Ave, Main St and A&amp;B Row</del>  <b>OR8 at Armco Ave, Main St and A&amp;B Row</b></p>		
<p>Lead Agency:</p>	<p><b>ODOT</b></p>		
<p>ODOT Key Number:</p>	<p><b>21608</b></p>	<p>MTIP ID Number:</p>	<p>71162</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 and funding updates to the following areas:</b> <ul style="list-style-type: none"> <li>○ Remove pedestrian crossing scope for OR8 at 174th, and Armco Rd.</li> <li>○ Do not design pedestrian crossing at OR8 and 214th.</li> <li>○ Add Illumination at OR8 and Armco Rd.</li> <li>○ Change project name to reflect changed scope. New name: OR8 at Armco Ave, Main St and A&amp;B Row</li> <li>○ Update locations.</li> <li>○ Slip CN to FFY24.</li> <li>○ Add and update funding for the project.</li> </ul> </li> <li>• <u>Metro UPWP Project:</u> No</li> <li>• <u>Proposed improvements:</u>                      The improvements involve various safety related deliverables including signal rebuild and sidewalk installations at the Main St intersection. Install flashing lights at the other intersections to increase safety at these locations.</li> </ul>		



	<ul style="list-style-type: none"> <li>• <b>Source:</b> Existing project</li> <li>• <b>Amendment Action:</b> Update the project scope, and funding.</li> <li>• <b>Funding:</b> The funding consists of federal National Highway Performance Program (NHPP) and Advance Construction funds. The cost updates results in a 21% increase to the project.</li> <li>• <b>FTA Conversion Code:</b> Not applicable. No transit funds are committed to the project.</li> <li>• <b>Location, Limits and Mile Posts:</b> <ul style="list-style-type: none"> <li>○ Location: On OR8 between western Beaverton to Forest Grove</li> <li>○ Cross Street Limits: N/A</li> <li>○ Overall Mile Post Limits: MP 6.09 to MP 17.66</li> </ul> </li> </ul> <div data-bbox="500 779 1390 1188" style="text-align: center;"> <p>The screenshot shows the Oregon.gov Open Data Portal interface. At the top, there is a search bar and navigation links for 'Data', 'Suggest a Dataset', 'Developers', 'Support', and 'Sign up'. Below the header, the page title is '1st Map COMMUNITY Milepost Map'. The main content is a map of the Beaverton to Forest Grove area in Oregon, with a red line indicating the project route and green dots marking mileposts. The map includes labels for 'Cananda', 'Hillsboro', and 'Forest Grove'. Navigation and interaction options like 'More Views', 'Visualize', 'Export', 'Discuss', and 'Embed' are visible at the bottom of the map area.</p> </div> <ul style="list-style-type: none"> <li>• <b>Current Status Code:</b> 4 = (PS&amp;E) Planning Specifications, &amp; Estimates (final design 30%, 60%, 90% design activities initiated).</li> <li>• <b>Air Conformity/Capacity Status:</b> 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>• <b>Regional Significance Status:</b> Yes. The project is regionally significant as it is located on a Major Arterial in the Motor Vehicle Network and contains federal funds.</li> <li>• <b>Amendment ID and Approval Estimates:</b> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: 21-24-1404</li> <li>○ MTIP Amendment Number: DC22-05-DEC</li> <li>○ OTC approval required: No.</li> <li>○ Metro approval date: Tentatively scheduled for January 6, 2022.</li> </ul> </li> </ul>
<p>What is changing?</p>	<p><b><u>AMENDMENT SCOPE CHANGE</u></b></p> <p>The formal amendment completes required scope and funding</p>

	<p>adjustments to the project. As a result, the total project cost increases by 21% from \$5,184,284 to \$6,283,817. The adjustments result from ODOT's funding review which indicated that there was not enough funds to cover all proposed scope deliverables. ODOT re-evaluated the project and updated the scope, schedule and budget to move this project forward.</p> <p>The original intent of the project was to include illumination at Armco, not a pedestrian enhancement, so the 74th RRFB scope element is being dropped from the name of the project. The construction phase also slips to FFY 2024 due to the scope adjustments and funding changes.</p> <p>The summary of changes includes the following:</p> <ul style="list-style-type: none"> <li>• Remove pedestrian crossing scope for OR8 at 174th, and Armco Rd.</li> <li>• Do not design pedestrian crossing at OR8 and 214th.</li> <li>• Add Illumination at OR8 and Armco Rd.</li> <li>• Change project name to reflect changed scope. New name: OR8 at Armco Ave, Main St and A&amp;B Row.</li> <li>• Update locations.</li> <li>• Slip CN to FFY24.</li> <li>• Adjust funding to include: <ul style="list-style-type: none"> <li>○ Add \$444,532 from HB2017 Safety Leverage funds to PE funds</li> <li>○ Transfer \$495,553 from CN to PE</li> <li>○ Add \$500,000 to PE from SWIP funds</li> <li>○ Add \$150,000 to ROW from SWIP funds.</li> </ul> </li> </ul>
Additional Details:	N/A
Why a Formal amendment is required?	The scope changes together with the funding changes result in a total project cost that exceeds the 20% cost change threshold and triggers the formal amendment.
Total Programmed Amount:	The total programmed amount increases from \$5,189,284 to \$6,283,817 and represents a 21.09% increase to the project
Added Notes:	N/A

Note: The Amendment Matrix located on the next page 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.

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.

- 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.
- 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.

DECEMBER 2021 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: DECEMBER 16, 2021

- 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 December 2021 Formal MTIP amendment (DC22-05-DEC) will include the following:

- | <u>Action</u>   | <u>Target Date</u>     |
|---|------------------------|
| • Initiate the required 30-day public notification process..... | December 1, 2021       |
| • TPAC notification and approval recommendation.....            | December 3, 2021       |
| • JPACT approval and recommendation to Council.....             | December 16, 2021      |
| • Completion of public notification process.....                | January 4, 2022        |
| • <b>Metro Council approval.....</b>                            | <b>January 6, 2022</b> |

Notes:

\* The above dates are estimates. JPACT and Council meeting dates 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..... | January 14, 2022     |
| • USDOT clarification and final amendment approval.....   | Early February, 2022 |

### 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 21-5230 on December 16, 2021 and now recommends Metro Council approve Resolution 21-5230 consisting of four projects which impact ODOT allowing the required adjustments to and enable their next federal approval step and/or phase obligation to occur.**

(No Attachments)