

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING EXISTING OR)	RESOLUTION NO. 22-5251
ADDING TO THE 2021-26 METROPOLITAN)	
TRANSPORTATION IMPROVEMENT PROGRAM)	Introduced by: Chief Operating Officer
(MTIP) NINE PROJECTS IN SUPPORT OF)	Marissa Madrigal in concurrence with
COMPLETING VARIOUS FEDERAL PROJECT)	Council President Lynn Peterson
DELIVERY REQUIREMENTS (MA22-09-MAR))	

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 city of Portland has identified required funding for transportation demand management (TDM) for their Washington and Stark Ave Safety improvement project, and secured additional local funds being added now to up-scope the project to include additional pedestrian, safety and paving improvements; and

WHEREAS, ODOT has determined that their OR224 and Monroe intersection improvement and signal upgrade project is overfunded and will split \$1.5 million from the intersection project to support additional pedestrian and safety improvements on Monroe St around the project limits with the city of Milwaukie acting as lead agency to complete the improvements; and

WHEREAS, ODOT requires a funding correction to their Interstate 5 Bridge, NB Electrical Components improvement project to reflect the total project cost with the WASHDOT portion which doubles the project cost from \$500,000 to \$1 million dollars; and

WHEREAS, ODOT’s OR47/OR8/US30 Curb Ramps project which will construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons requires a \$2 million funding increase to the Preliminary Engineering phase to address a funding shortfall for the phase and planned consultant; and

WHEREAS, development of Metro’s SFY 2023 Unified Planning Work Program (UPWP) has determined the preliminary budget requirements for possible regional corridor studies allowing the advancement and commitment of existing regional corridor project fund allocations from FFY 2020, FFY 2021, and FFY 2022 to be reprogrammed into FFY 2022 to support the SFY 2023 UPWP ; and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan to ensure the projects remain consistent with the goals and strategies identified in the Regional Transportation Plan; and

WHEREAS, Regional Transportation Plan consistency check areas included financial/fiscal constraint verification, an assessment of possible air quality impacts, consistency with regional approved goals and strategies, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the March, MTIP Formal Amendment bundle; and

WHEREAS, none of the nine projects includes capacity enhancing scope elements, or has an estimated total project cost which exceeds \$100 million dollars triggering the need to complete a special amendment performance evaluation against any of the nine 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 March 4, 2022; and

WHEREAS, JPACT approved Resolution 22-5251 consisting of the March 2022 Regular Formal MTIP Amendment on March 17, 2022 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on April 7, 2022 through Resolution 22-5251 to formally amend the 2021-26 MTIP to with the nine projects included in the March Formal MTIP Amendment Bundle.

ADOPTED by the Metro Council this **14th** day of April, 2022.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

2021-2026 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 22-5251



Proposed March 2022 Formal Transition Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **MA22-09-MAR**
Total Number of Projects: 9

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Project #1 ODOT Key 22138 MTIP ID 71091	Portland	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Construct protected bike lanes, protected signal phasing for peds and bikes, transit islands to improve transit operations and comfort, ped islands to shorten crossing distance, and signal controller upgrades to better manage speeds and traffic flow.	SCOPE CHANGE: The formal amendment transfers \$120k of STBG from the construction phase to Key TBD4 (MTIP ID: 71262), adds scope of work plus funding to cover the new scope.
Project #2 ODOT Key TBD4 MTIP ID 71262	Metro	Portland Transportation Demand Management Activities	Through the Metro Regional Travel Options program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA Award from Key 22134). Through the Regional Travel Options program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA from Key 22134 and 22138).	ADD FUNDING: The formal amendment transfers \$120k of STBG-U from Key 22138 to this project to allow required TDM activities to occur separate from the safety improvements planned for Key 22138.
Project #3 ODOT Key 21606 MTIP ID 71160	ODOT	OR224 at SE Monroe St	Full signal upgrade to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists.	SPLIT FUNDS: The formal amendment splits \$1,547,633 from the Construction phase enabling the creation of a new pedestrian/bicycle improvement project on Monroe St for the city of Milwaukie. See next project.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Project #4 ODOT Key 22576 MTIP ID TBD - New Project	Milwaukie	Monroe St: SE 21st Ave - 34th Ave (Milwaukie)	Construct local pedestrian/safety improvements on Monroe St from SE 21st to SE 34th. Project will tie in the ODOT intersection improvements ODOT at OR224 to other parts of the Milwaukie Greenway project being delivered by the City of Milwaukie.	ADD NEW PROJECT: The formal amendment adds the \$1,547,633 split from Key 21606 to create this new pedestrian & safety improvement project on Monroe St. The over funding in Key 21606 allows this split and the creation of the new project to occur
Project #5 ODOT Key 22316 MTIP ID 71235	ODOT	I-5: Interstate Bridge, NB Electrical Components (Portland)	Restore the electrical components to make the system permanent, rather than a temporary fix. (Bridge ID: 01377A)	COST INCREASE: The formal amendment increases the project cost from \$500,000 to \$1,000,000. The project estimate used for programming only provided the Oregon portion of the project costs and is being corrected through this amendment.
Project #6 ODOT Key 22435 MTIP ID 71257	ODOT	OR47/OR8/US30 Curb Ramps	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons	COST INCREASE: The amendment addresses a PE funding shortfall by adding \$2 million to the PE phase.
Project #7 ODOT Key 20888 MTIP ID 70871	Metro	Corridor and Systems Planning (2020)	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions, desired outcomes, performance measures, investment strategies.	INCREASE FUNDING: The formal amendment transfers \$136,871 of STBG plus match (\$152,536 total) from Key 21154 to support anticipated SFY 23 UPWP needs.
Project #8 ODOT Key 22154 MTIP ID 71111	Metro	Next Corridor Planning (FFY 2022)	Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2022 UPWP allocation year)	SPLIT FUNDING \$136,871 of STBG plus match (\$152,536 total) is being transferred to Key 20888 in FFY 2022 to support the SFY 2023 UPWP development

<p>Project #9 ODOT Key 20889 MTIP ID 70871</p>	<p>Metro</p>	<p>Corridor and Systems Planning (2021)</p>	<p>Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions and desired outcomes. (FY 2021 fund allocation year)</p>	<p><u>ADVANCE PROJECT:</u> The formal amendment. advances Key 20889 from FFY 2025 to FFY 2022 to support development of the SFY 2023 UPWP</p>
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Formal/Full MTIP Amendment MA22-09-MAR



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

Formal/Full Amendment
SCOPE CHANGE
Up-scope project actions which add
work and locations

Lead Agency: ODOT		Project Type:	Safety		ODOT Key: 22138
Project Name: Stark & Washington Safety: SE 92nd Ave – SE 109th Ave	1	ODOT Type	Operations		MTIP ID: 71091
		Performance Meas:	No		Status: 2
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		Capacity Enhancing:	No		Comp Date: 12/31/2028
		Conformity Exempt:	Yes		RTP ID: 10319
Short Description: Construct protected bike lanes, protected signal phasing for peds and bikes, transit islands to improve transit operations and comfort, ped islands to shorten crossing distance, and signal controller upgrades to better manage speeds and traffic flow.		On State Hwy Sys:	No		RFFA ID: 50376
		Mile Post Begin:	N/A		RFFA Cycle: 2022-24
		Mile Post End:	N/A		UPWP: No
		Length:	N/A		UPWP Cycle: N/A
		Flex Transfer to FTA	No		Transfer Code: N/A
		1st Year Program'd:	2022		Past Amend: 0
		Years Active:	1		OTC Approval: No
		STIP Amend #: TBD			MTIP #: MA22-09-MAR
Detailed Description: In Portland on SE Washington Ave and Stark between SE 92nd Ave to 109th Ave, construct various safety improvements including reconfiguring travel lanes, reallocating one travel lane in each direction (or narrow travel lanes in some sections) to add striped & designated on street parking, designated turn pockets and protected bike lanes, constructing pedestrian refuge islands between bike lane and travel lanes, striping pedestrian crossing locations and bike crossing locations along the couplet, constructing traffic signal modifications, installing bike signals, and installing pedestrian signal improvements, plus paving work					
STIP Description: Through the Metro Regional Transportation Options program, Portland will conduct outreach and education to connect residents on available bike/pedestrian/transit transportation alternatives and options.					

Last Amendment of Modification: None. First amendment to project

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	Z230	2022		\$ 585,040				\$ 585,040
STBG-U	Z230	2024			\$ 404,682			\$ 404,682
STBG-U	Z230	2024				\$ 44,865		\$ 44,865
STBG-U	Z230	2026					\$ 4,297,413	\$ 4,297,413
STBG-U	Z230	2026					\$ 4,177,413	\$ 4,177,413
Notes:							Federal Totals:	\$ 9,509,413
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2022		\$ 66,960				\$ 66,960
Other	OTH0	2022		\$ 1,348,000				\$ 1,348,000
Local	Match	2024			\$ 46,318			\$ 46,318
Other	OTH0	2024			\$ 349,000			\$ 349,000
Local	Match	2024				\$ 5,135		\$ 5,135
Other	OTH0	2024				\$ 50,000		\$ 50,000
Local	Match	2026					\$ 491,858	\$ -
Local	Match	2026					\$ 478,124	
Other	OTH0	2026					\$ 589,729	\$ -
Other	OTH0	2026					\$ 3,886,463	\$ 3,886,463
Note: Other local funds reflect required overmatch the lead agency is providing to the project							Local Total	\$ 5,751,876
Phase Totals Before Amend:			\$ -	\$ 652,000	\$ 451,000	\$ 50,000	\$ 5,379,000	\$ 6,532,000
Phase Totals After Amend:			\$ -	\$ 2,000,000	\$ 800,000	\$ 100,000	\$ 8,542,000	\$ 11,442,000
Year Of Expenditure (YOE):								\$ 11,442,000
Net Phase Funding Change:			\$ -	\$ 1,348,000	\$ 349,000	\$ 50,000	\$ 3,163,000	\$ 4,910,000
Phase Percent Change:			0.0%	206.7%	77.4%	100.0%	58.8%	75.2%

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 changing: Added scope elements plus added local funding with \$120k of STBG removed for TDM requirements. TDM is committed to Key 21593. Net increase to cost increases project to \$11,442,000.

Amendment Summary:

The formal amendment transfers \$120k of STBG from the construction phase to Key TBD4 (MTIP ID: 71262), adds scope of work plus funding to cover the new scope. The new added scope of work activities include pedestrian crossings at SE 105th at the Stark and Washington intersections that were not included in the RFFA application. PBOT also identified a need for paving on SE Washington from 102nd to 108th. PBOT secured additional local funds to cover the new scope. As a result, the project increases in cost from \$6,532,000 to \$11,442,000 which represents a cost increase of 75%.

- > Will Performance Measurements Apply: Safety

RTP References:

- > RTP ID: 10319 - Stark/Washington Multimodal Improvements
- > RTP Description: Build protected bike lanes, pedestrian crossings, and transit improvements in and around the Stark/Washington couplet in Gateway Regional Center, as identified in the Growing Transit Communities Plan.
- > Regional Significant Project: Yes. The project proposes improvements to the regional system. The project is located on the Motor Vehicle modeling network and the Pedestrian plus Bicycle networks. The project also has committed federal funds.
- > UPWP amendment: No
- > RTP Goals: Goal 5
- > Goal Objective: Safety and Security
- > Goal Description: Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
- > Proof of Funding Verification: Yes. RFFA awarded project
- > Scope changes included: Yes. None are capacity enhancing. Project remains exempt under 40 CFR 93.126, Table 2
- > Limit changes included: No. Easter project limits remain unchanged as a result of the scope additions.
- > Formal/full amendment requirement under Matrix: Cost change results from the scope additions totaling 75% which is above the 20% threshold
- > Add Special Performance Evaluation assessment required to be completed: No
- > Exempt or Capacity Project: No
- > Exemption reference: 20 CFR 93.126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = General local funds committed by the lead agency above the federal minimum match to the federal funds.

Other

- > On NHS: No
- > Metro Model: Yes - The project is located on defined Major Arterial in the Metro Motor Vehicle Network. It is also located on Metro defined Pedestrian Parkways and Regional Bicycle parkways in the Pedestrian and Bicycle modeling networks
- > TCM project: No

ADDED SCOPE:

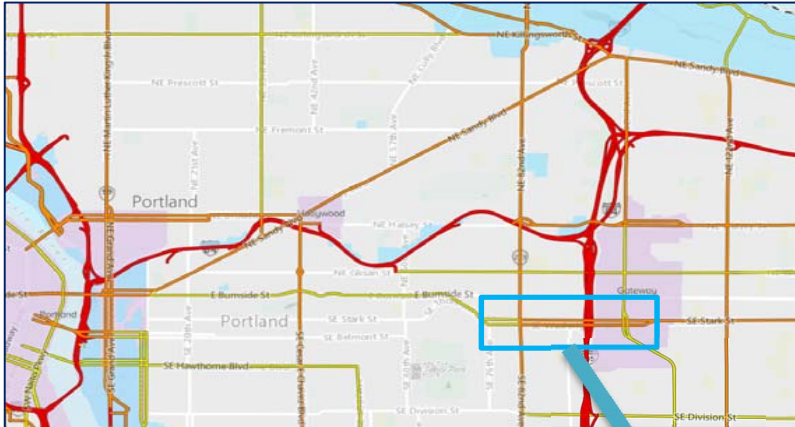
Include pedestrian crossings at SE 105th at the Stark and Washington intersections that were not included in the RFFA application. PBOT also identified a need for paving on SE Washington from 102nd to 108th.

Project Budget Table

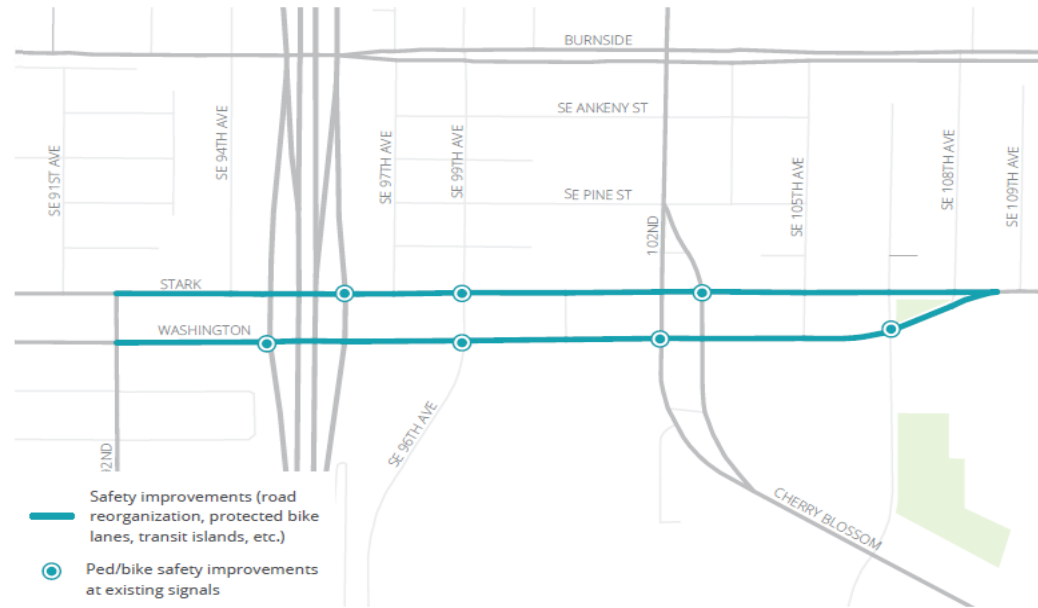
Actual expenditures should be entered in first column if available. The need column (last) auto calculates; to avoid confusion, please enter 'Current STIP' and 'Desired Total' numbers for all phases (even if they are the same) in both columns.

Budget Change Comments:					
Expended	Phase	FFY*	Current STIP Total	Desired Total	Need (Difference +/-)
	Planning (PL)				\$0.00
	Preliminary Engineering (PE)	2022	\$652,000.00	\$2,000,000.00	(\$1,348,000.00)
	Right-of-Way (RW)		\$451,000.00	\$800,000.00	(\$349,000.00)
	Utility Relocation (UR)	2024	\$50,000.00	\$100,000.00	(\$50,000.00)
	Construction (CN)	2026	\$8,662,000.00	\$8,542,000.00	\$120,000.00
	Other (OT)				\$0.00

**Federal Fiscal Year (FFY) is from Oct. 1 to Sept. 30 of each year. From Oct. 1 forward, the FFY is the following calendar year.*



Stark/Washington Corridor Improvements



Formal/Full MTIP Amendment MA22-09-MAR



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

**Formal/Full Amendment
ADD FUNDING**
\$120k of STBG and match for time
transferred from Key 22138

Lead Agency: Metro		Project Type:	TDM/Plan	ODOT Key:	TBD4
Project Name: Portland Transportation Demand Management Activities	2	ODOT Type	N/A	MTIP ID:	71262
		Performance Meas:	Transit	Status:	0
		Capacity Enhancing:	No	Comp Date:	12/31/2028
		Conformity Exempt:	Yes	RTP ID:	12078
		On State Hwy Sys:	No	RFFA ID:	50386 + 50376
		Mile Post Begin:	N/A	RFFA Cycle:	2022-24
		Mile Post End:	N/A	UPWP:	Yes
		Length:	N/A	UPWP Cycle:	SFY 22
		Flex Transfer to FTA	Yes	Transfer Code	5307
		1st Year Program'd:	2026	Past Amend:	0
Years Active:	0	OTC Approval:	No		
STIP Amend #:	TBD	MTIP #: MA-09-MAR			
Project Status: 0 = No activity.					
<p>Short Description: Through the Metro Regional Travel Options program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA Award from Key 22134). Through the Regional Travel Options program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA from Key 22134 and 22138).</p>					
<p>Detailed Description: In the city of Portland supporting Portland project Keys 22134 and 22138, implement TDM outreach and education to residents via Metro's RTO program advocating transportation options and alternatives in the NE 122nd Ave Beech to Wasco area. plus Washington and Stark Streets between 91st to 109th Aves (TDM funding component to a larger 2022-2024 RFFA safety award in Key 22134 and 22138) (contribution from Key 22138 also expected)</p>					
STIP Description: N/A					

Last Amendment of Modification: None. First amendment to project

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TDM)	Total
Federal Funds								
STBG-U	Z230	2026					\$ 53,838	\$ -
STBG-U	Z230	2026					\$ 173,838	\$ 173,838
								\$ -
Notes: Added STBG-U is from Key 22138							Federal Totals:	\$ 173,838
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2026					\$ 6,162	\$ -
Local	Match	2026					\$ 19,897	\$ 19,897
								\$ -
							Local Total	\$ 19,897
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 193,735	\$ 193,735
							Year Of Expenditure (YOE):	\$ 193,735
Net Phase Funding Change:			\$ -	\$ -	\$ -	\$ -	\$ 133,735	\$ 133,735
Phase Percent Change:			0.0%	0.0%	0.0%	0.0%	222.9%	222.9%

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 changing? The amendment adds \$120k of STBG and match as part of the scope adjustments being made to Key 22138,

Amendment Summary:

The formal amendment transfers \$120k of STBG-U from Key 22138 to this project to allow required TDM activities to occur separate from the safety improvements planned for Key 22138. The transfer and reprogramming action allows the funds for the time activities to move forward separately from the safety improvements planned for Keys 22134 and 22138 and not impact the IGAs. Overall, TBD4 will provide TDM activities supporting both Keys 22134 and 22138. Metro will obligate the funds through a FTA flex transfer process and Portland will complete the required TDM activities. The TDM activities will move forward about the same time as the construction phase for both Key 22134 and 22138 obligate their funds and commence. If construction is ready to begin earlier than 2026, the TDM activities will be advanced as well.

- > Will Performance Measurements Apply: Transit

RTP References:

- > RTP ID: 12078 - Portland Citywide TDM Strategy
- > RTP Description: Develop and implement a citywide Transportation Demand Management (TDM) strategy to reduce motor vehicle trip demand.
- > Regional Significant Project: Yes. The project contains federal funds and will occur on arterials identified in the Metro Motor Vehicle network. The TDM actions also support key Metro RTP goals to reduce congestion.
- > UPWP amendment: No
- > RTP Goals: Goal 3 -Transportation Choices
- > Goal Objective: Goal 3.4 - Access to Active Transportation Options
- > Goal Description: Increase household and job access to planned regional bike and walk networks.
- > Proof of Funding Verification: Yes Metro RFFA award
- > Scope changes included: No
- > Limit changes included: No
- > Formal/full amendment requirement under Matrix: Project changes are part of larger changes occurring to 22138
- > Add Special Performance Evaluation assessment required to be completed: No
- > Exempt or Capacity Project: Exempt per 40 CFR 93.126, Table 2 - Other
- > Exemption reference: Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
- . Flex transfer to FTA: Yes. Expected Flex code is 5307.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

Other

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

F: 122nd Ave

Safety, Access & Transit

Key 22134

Project context and background

Currently, 122nd Ave is a High Crash Corridor that does not adequately serve all modes. Five of the City's thirty highest crash intersections are along 122nd Ave. Since 2010, there have been over 400 people injured while traveling on 122nd, including 127 people walking and biking. Nine people have died in the past 8 years.

122nd Ave is a stressful environment to walk, bike, cross the street and access transit. The street is typically a five-lane arterial with on-street parking and narrow bike lanes that becomes turn lanes at major signalized intersection. The sidewalks are often narrow and substandard. Most of 122nd Avenue does not meet the City's new guidelines for marked crosswalk spacing. Buses experience delay, including slow average speeds, high dwell time at stops and significant travel speed variability during peak travel times.

PBOT is developing a plan to identify improvements on 122nd Ave, between SE Foster and NE Marine Dr., with the goal to increase safety for all, improve pedestrian & bicycle access and support better transit while balancing needs of freight & other modes, identify improvements to help eliminate serious injuries and fatalities, and remove 122nd Ave from the Vision Zero High Crash Corridor network.

Project details

PBOT's RFFA application scope draws from staff recommendations and public stakeholder feedback on elements of the draft 122nd Ave Plan: Safety, Access and Transit. The improvements proposed to be included in the RFFA project scope include new enhanced and marked crossings in the vicinity of **NE Beech, NE Sacramento/Brazees (dependent on funding/actual costs), NE Broadway/Hancock, and NE Wasco/Multnomah.**

Project Cost Estimate: \$6,491,000

Local Match: \$1,947,300; RFFA Grant Request: \$4,543,700

FOR MORE INFORMATION

April Bertelsen
 Portland Bureau of Transportation - Transit Coordinator
 April.Bertelsen@portlandoregon.gov | 503.823.6177



Key 22138

E: Stark/Washington Corridor Improvements



Formal/Full MTIP Amendment MA22-09-MAR



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

**Formal/Full Amendment
SPLIT FUNDS**
Split \$1,547,633 from Cons to create
child ped/bike project

Lead Agency: ODOT		Project Type:	Ops/Safety	ODOT Key:	21606
Project Name: OR224 at SE Monroe St	3	ODOT Type	Ops-Safety	MTIP ID:	71160
		Performance Meas:	Safety	Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	No	Comp Date:	12/31/2026
		Conformity Exempt:	Yes	RTP ID:	12095
		On State Hwy Sys:	OR224	RFFA ID:	N/A
		Mile Post Begin:	0.78	RFFA Cycle:	N/A
		Mile Post End:	0.78	UPWP:	No
		Length:	0.01	UPWP Cycle:	N/A
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2021	Past Amend:	1
		Years Active:	0	OTC Approval:	No
		STIP Amend #: 21-24-1928			MTIP #: MA22-09-MAR

Detailed Description: Full signal upgrade to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists.

STIP Description: Full signal upgrade to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists.

Last Amendment of Modification: Administrative - AM22-07-DEC1 - December 2021 - Slip ROW phase with \$13,801 of AC-HSIP plus match from FFY 2022 to FFY 2023

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP	Z001	2021		\$ 298,728				\$ -
AC-HSIP	ACP0	2021		\$ 553,161				\$ -
AC-HSIP	ACP0	2021		\$ 860,179				\$ 860,179
AC-HSIP	ACP0	2023			\$ 13,081			\$ -
HSIP (92.22%)	ZS30	2023			\$ 13,081			\$ 13,081
NHPP	Z001	2023				\$ 17,660		\$ 17,660
AC-HSIP (92.22%)	ACP0	2023				\$ 19,976		\$ 19,976
NHPP	Z001	2024					\$ 1,910,059	\$ 1,910,059
AC-HSIP	ACP0	2024					\$ 2,251,062	\$ -
AC-HSIP	ACP0	2024					\$ 823,834	\$ 823,834
								\$ -
Notes: PE now all AC HSIP at 92.22% federal							Federal Totals:	\$ 3,644,789
Federal Fund Obligations \$:								Federal Aid ID
EA Number:				PE003243				S171(050)
Initial Obligation Date:				10/16/2020				
EA End Date:				12/31/2024				
Known Expenditures:				N/A				
State Funds								
State	Match	2021		\$ 34,191				\$ -
State	Match	2021		\$ 46,667				\$ -
State	Match	2021		\$ 72,568				\$ 72,568
State	Match	2023			\$ 1,104			\$ 1,104
State	Match	2023				\$ 2,021		\$ 2,021
State	Match	2023				\$ 1,685		\$ 1,685
State	Match	2024					\$ 218,615	\$ 218,615
State	Match	2024					\$ 189,907	\$ -
State	Match	2024					\$ 69,502	\$ 69,502
								\$ -
							State Total:	\$ 365,495

Local Funds								
							\$ -	
							\$ -	
							Local Total	\$ -
Phase Totals Before Amend:	\$ -	\$ 932,747	\$ 14,185	\$ 41,342	\$ 4,569,643		\$ 5,557,917	
Phase Totals After Amend:	\$ -	\$ 932,747	\$ 14,185	\$ 41,342	\$ 3,022,010		\$ 4,010,284	
Year Of Expenditure (YOE):							\$ 4,010,284	
Net Phase Funding Change:	\$ -	\$ -	\$ -	\$ -	\$ (1,547,633)		\$ (1,547,633)	
Phase Percent Change:	0.0%	0.0%	0.0%	0.0%	-33.9%		-27.8%	

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 changing? The amendment splits \$1,547,633 to create a new separate pedestrian/bicycle improvement project on Monroe St along Segment A

Amendment Summary:

The formal amendment splits \$1,547,633 from the Construction phase enabling the creation of a new pedestrian/bicycle improvement project on Monroe St for the city of Milwaukie. Upon review of Key 21606 and the needed intersection/signal improvements, the project's updated cost estimate has been determined to be much lower than the existing committed and programmed funds. Rather than change the scope and environmental footprint to add the rehab/paving portion, a new separate project in Key 22576 is being created to contain and complete the rehab/paving portion. Milwaukie's Monroe St project is divided into five segments (A through E). Segments D and E is funded via a Metro RFFA award (project Key 22141) for pedestrian/bicycle active transportation improvements. At the intersection of OR224 and Monroe St, ODOT is completing an intersection improvement project with fill signal upgrade (Project Key 21606). ODOT's project overcommitted funds to Key 21606 which now is being split off to enable the pedestrian/bicycle improvements on Monroe St (in Segments A through C) to occur.

- > 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.
- > Regional Significant Project: Yes. OR224 at Monroe is defined as a Throughway on the Metro Motor Vehicle Network. Part of the project is located within a defined Urban Center in the Metro Motor Vehicle, Bicycle, and Pedestrian Networks. Additionally, Monroe St in the project limits is defined as a "Bicycle Parkway" in the Metro Bicycle Modeling Network
- > UPWP amendment: No
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal Objective: Objective 3.2 - Objective 3.2 Active Transportation System Completion
- > Goal Description: Complete all gaps in regional bicycle and pedestrian networks
- > Proof of Funding Verification: Yes. Multiple reviews of the cost estimate for Key 21606 determine the project was overfunded.
- > Scope changes included: None. The OR224/Monroe St intersection improvements will move forward without change.
- > Limit changes included: None to Key 21606
- > Formal/full amendment requirement under Matrix: The action creates a completely new project on Monroe St with a different scope from the intersection improvements. Therefore, the child project in Key 22576 is considered a completely new project to the MTIP. New projects need a formal/full amendment to be added to the MTIP
- > Add Special Performance Evaluation assessment required to be completed: No. The project is exempt and is less than \$100 million
- > Exempt or Capacity Project: Yes, per 40 CFR 93.126, Table 2 - Safety plus 40 CFR 93.127, Table 3
- > Exemption reference: (Table 2) Projects that correct, improve, or eliminate a hazardous location or feature and (Table 3) Intersection signalization projects at individual locations

Fund Codes:

- > NHPP = Federal National Highway Performance Program funds appropriated to the State DOT .
- > HSIP = Federal Highway Safety Improvement Program funds appropriated to the State DOT
- > AC-HSIP = Federal Advance Construction fund type code which acts as "placeholder" fund code until the final fund type code is committed to the project. The use of AC-HSIP indicates that the conversion fund code will be HSIP in the future.
- > Local = General State funds provided by the lead agency as part of the required match.

Other

- > On NHS: Yes (OR224)
- > Metro Model: Yes - Motor Vehicle, Pedestrian, and Bicycle Modeling Networks
- > Model category and type: Throughways and Major Arterials
- > TCM project: No
- > Located on the CMP: No

STIP Programming Adjustment Concurrence

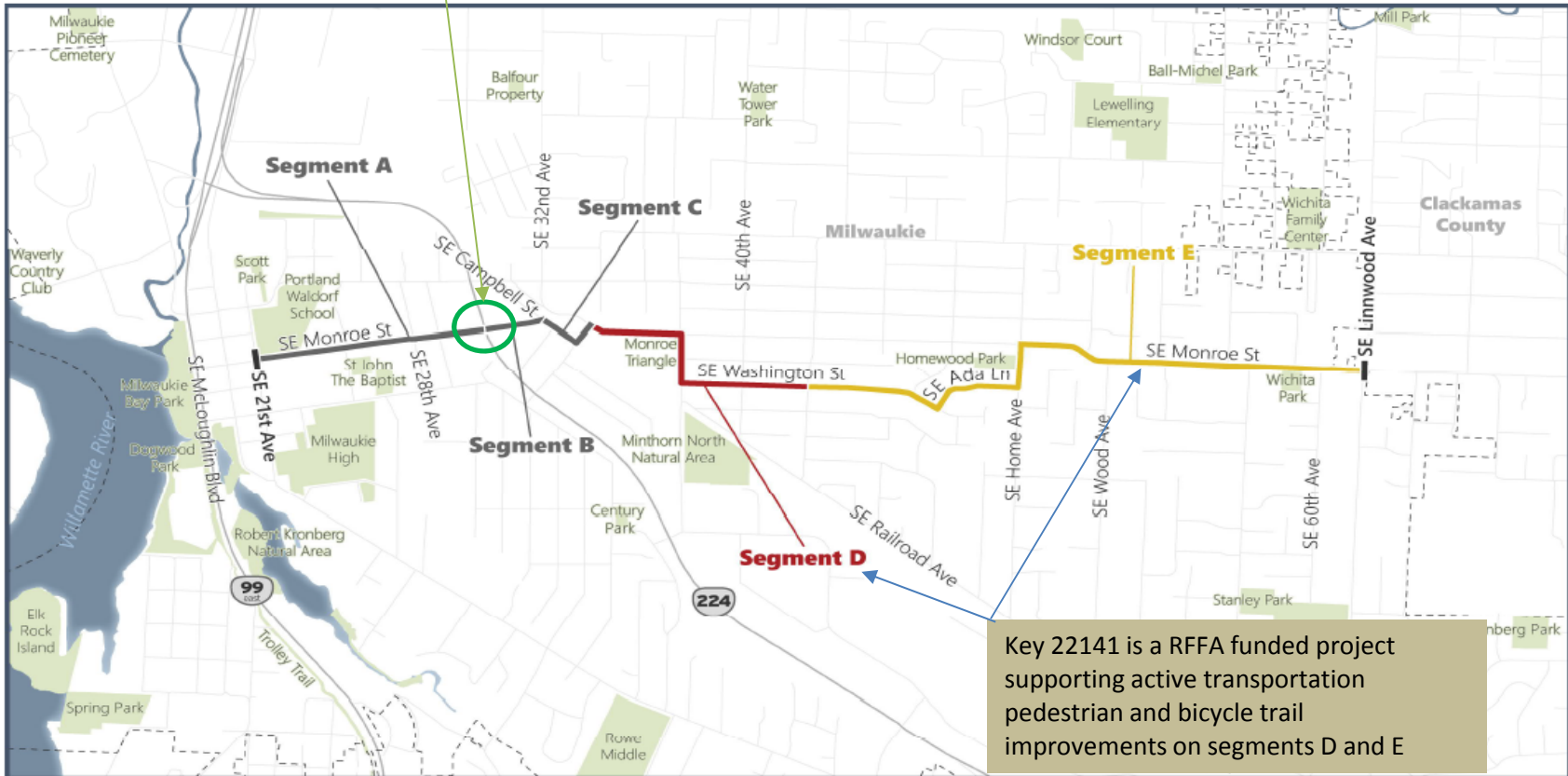
Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	Y	100.00%	932,747.00	92.22%	860,179.28	7.78%	72,567.72	0.00%	0.00
	PE Totals				100.00%	932,747.00		860,179.28		72,567.72	
RW	Z530	HIGHWAY SAFETY IMP PROG FAST		100.00%	14,185.00	92.22%	13,081.41	7.78%	1,103.59	0.00%	0.00
	RW Totals				100.00%	14,185.00		13,081.41		1,103.59	
UR	ACPO	ADVANCE CONSTRUCT PR		52.39%	21,661.00	92.22%	19,975.77	7.78%	1,685.23	0.00%	0.00
	Z001	NATIONAL HIGHWAY PERF FAST		47.61%	19,681.00	89.73%	17,659.76	10.27%	2,021.24	0.00%	0.00
	UR Totals				100.00%	41,342.00		37,635.53		3,706.47	
CN	ACPO	ADVANCE CONSTRUCT PR		29.56%	893,336.00	92.22%	823,834.46	7.78%	69,501.54	0.00%	0.00
	Z001	NATIONAL HIGHWAY PERF FAST		70.44%	2,128,674.00	89.73%	1,910,059.18	10.27%	218,614.82	0.00%	0.00
	CN Totals				100.00%	3,022,010.00		2,733,893.64		288,116.36	
Grand Totals							4,010,284.00		3,644,789.86		365,494.14

Project Change #1

OR224 at SE Monroe St (K21606)				
Current STIP Description	Full signal upgrade to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists.			
Summary of requested changes	<ul style="list-style-type: none"> Split \$1,547,633 HB2017 Safety funds off CN phase to create new state funded child project 			
Amendment Details	This will be a formal amendment for the STIP/MTIP because the funds from this project are for scope and termini not described in the current STIP/MTIP. ODOT is proposing this for Metro's March formal amendment bundle with expected final approvals in May 2022. Funds will be converted to state for transfer to City of Milwaukie to deliver via IGA.			
Justification	Splitting the funds off of this project will create a child project to be delivered by the City of Milwaukie that will connect City of Milwaukie Greenway improvements (on segments A-C) with the ODOT Signal Improvements project at the intersection of OR 224 and Monroe.			
RTP and other Plan(s)	RTP ID 10295 for K21606, RTP ID 10099 for Milwaukie Greenway, This is also in the TSP, Monroe ST Greenway plan, and has connections to Active Transportation Needs Inventory (ATNI).			
STIP/MTIP requirements	Formal STIP amendment process			
Phase	Federal Fiscal Year		STIP Estimated Cost	
	Current	Proposed	Current	Proposed
Preliminary Engineering	2021	2021	\$932,747	\$932,747
Right-of-Way	2023	2023	\$14,185	\$14,185
Utility Relocation	2023	2023	\$41,342	\$41,342
Construction	2024	2024	\$4,569,643	\$3,022,010
Totals			\$5,557,917	\$4,010,284
Summary of Expenditure Accounts (as of 02/11/2022)				
Phase	Authorized		Expended	
Preliminary Engineering	\$932,747		\$40,737	
			Remaining	
			\$892,010	

Figure: Project map

Key 21606 - ODOT's OR224 at Monroe St intersection improvement project



Monroe Street Neighborhood Greenway Project

Federal aid #: Pending Assignment
ODOT key #: 22141
City of Milwaukie
Clackamas County

Note: Segments A-C are part of a different phase of the Monroe St Neighborhood Greenway and are excluded from this prospectus

N

0 0.25 0.5
Miles

Oregon Department of Transportation



Formal/Full MTIP Amendment MA22-09-MAR



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

Formal/Full Amendment
ADD NEW PROJECT
 Add active project from 21606

Lead Agency: Milwaukie		Project Type:	Ops/Safety	ODOT Key:	22576
Project Name: Monroe St: SE 21st Ave - 34th Ave (Milwaukie)	4	ODOT Type	Ops-Safety	MTIP ID:	TBA
		Performance Meas:	Safety	Status:	0
Project Status:		Capacity Enhancing:	No	Comp Date:	12/31/2026
		Conformity Exempt:	Yes	RTP ID:	10099
Short Description: Construct local pedestrian/safety improvements on Monroe St from SE 21st to SE 34th. Project will tie in the ODOT intersection improvements ODOT at OR224 to other parts of the Milwaukie Greenway project being delivered by the City of Milwaukie.		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:	N/A
		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 #:	21-24-1928	MTIP #:	MA22-09-MAR

Detailed Description: Construct local pedestrian and safety improvements on Monroe St from SE 21st Ave to SE 34th Ave. The project will tie in the improvements ODOT makes at the intersection of OR224 @ Monroe to other parts of the Milwaukie Greenway project being delivered by the City of Milwaukie. This project address segments A & C, ODOT segment B in 21606, and RFFA award D and E in 22141.

STIP Description: Construct local pedestrian and safety improvements on Monroe St from SE 21st Ave to SE 34th Ave. Project will tie in the improvements ODOT makes at the intersection of OR224 @ Monroe to other parts of the Milwaukie Greenway project being delivered by the City of Milwaukie.

Last Amendment of Modification: None. Initial programming in the MTIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
								\$ -
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
HB2017	S070	2022					\$ 1,547,633	\$ 1,547,633
								\$ -
								\$ -
							State Total:	\$ 1,547,633
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,547,633	\$ 1,547,633
							Year Of Expenditure (YOE):	\$ 1,547,633
Net Phase Funding Change:			\$ -	\$ -	\$ -	\$ -	\$ 1,547,633	\$ 1,547,633
Phase Percent Change:			0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

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 changing? The amendment adds \$1,547,633 from Key 21606 (as state HB2017) to create a new separate pedestrian/bicycle & safety improvement project on Monroe St.

Amendment Summary:

The formal amendment adds the \$1,547,633 split from Key 21606 to create this new pedestrian & safety improvement project on Monroe St. The over funding in Key 21606 allows this split and the creation of the new project to occur. ODOT will use state HB2017 funds to support the new project. Milwaukie's Neighborhood Greenway project is divided into five total segments. This new project address pedestrian/bicycle & safety needs on Segment A up to Segment C. ODOT's intersection/signalization improvement project in Key 21606 addresses segment B. The Metro RFFA awarded pedestrian/bicycle & safety improvement project addresses segments D and in Key 22141.

- > Will Performance Measurements Apply: Yes, safety.

RTP References:

- > RTP ID: 1 - 10099 - Group 1-Monroe St Neighborhood Greenway
- > RTP Description: Designate Monroe St as a Neighborhood Greenway and install traffic-calming improvements and fill sidewalk gaps on both sides of street. Traffic-calming improvements and completed sidewalk sections will increase bicycle and pedestrian safety. Intersection improvements to improve safety of crossing at Linwood Ave and Monroe St. Improves bicycle and pedestrian network in an equity priority area.
- > Regional Significant Project: Yes. OR224 at Monroe is defined as a Throughway on the Metro Motor Vehicle Network. Part of the project is located within a defined Urban Center in the Metro Motor Vehicle, Bicycle, and Pedestrian Networks. Additionally, Monroe St in the project limits is defined as a "Bicycle Parkway" in the Metro Bicycle Modeling Network
- > UPWP amendment: No
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal Objective: Objective 3.2 - Objective 3.2 Active Transportation System Completion
- > Goal Description: Complete all gaps in regional bicycle and pedestrian networks
- > Proof of Funding Verification: Yes. Multiple reviews of the cost estimate for Key 21606 determine the project was overfunded.
- > Scope changes included: None. This is a new project with the funding split from Key 21606.
- > Limit changes included: No. Proposed limits on Monroe are consistent with the original proposed project to be locally funded by Milwaukie.
- > Formal/full amendment requirement under Matrix: The action creates a completely new project on Monroe St with a different scope from the intersection improvements. Therefore, the child project in Key 22576 is considered a completely new project to the MTIP. New projects need a formal/full amendment to be added to the MTIP
- > Add Special Performance Evaluation assessment required to be completed: No. The project is exempt and is less than \$100 million
- > Exempt or Capacity Project: Yes, per 40 CFR 93.126, Table 2 - Air Quality
- > Exemption reference: (Table 2) Bicycle and pedestrian facilities

Fund Codes:

- > HB2017 = State funds appropriated from the Oregon Legislature under HB2017 to ODOT for various transportation improvements..

Other

- > On NHS: No
- > Metro Model: Yes - Motor Vehicle, Pedestrian, and Bicycle Modeling Networks
- > Model category and type: Throughways and Major Arterials plus bicycle parkways
- > TCM project: No

STIP Programming Adjustment Concurrence

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	S070	HB2017 Funding Package		100.00%	1,547,633.00	0.00%	0.00	100.00%	1,547,633.00	0.00%	0.00
	OT Totals			100.00%	1,547,633.00		0.00		1,547,633.00		0.00
	Grand Totals				1,547,633.00		0.00		1,547,633.00		0.00

Project Change #1

OR224 at SE Monroe St (K21606)				
Current STIP Description	Full signal upgrade to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists.			
Summary of requested changes	<ul style="list-style-type: none"> Split \$1,547,633 HB2017 Safety funds off CN phase to create new state funded child project 			
Amendment Details	This will be a formal amendment for the STIP/MTIP because the funds from this project are for scope and termini not described in the current STIP/MTIP. ODOT is proposing this for Metro's March formal amendment bundle with expected final approvals in May 2022. Funds will be converted to state for transfer to City of Milwaukie to deliver via IGA.			
Justification	Splitting the funds off of this project will create a child project to be delivered by the City of Milwaukie that will connect City of Milwaukie Greenway improvements (on segments A-C) with the ODOT Signal Improvements project at the intersection of OR 224 and Monroe.			
RTP and other Plan(s)	RTP ID 10295 for K21606, RTP ID 10099 for Milwaukie Greenway, This is also in the TSP, Monroe ST Greenway plan, and has connections to Active Transportation Needs Inventory (ATNI).			
STIP/MTIP requirements	Formal STIP amendment process			
Phase	Federal Fiscal Year		STIP Estimated Cost	
	Current	Proposed	Current	Proposed
Preliminary Engineering	2021	2021	\$932,747	\$932,747
Right-of-Way	2023	2023	\$14,185	\$14,185
Utility Relocation	2023	2023	\$41,342	\$41,342
Construction	2024	2024	\$4,569,643	\$3,022,010
	Totals		\$5,557,917	\$4,010,284
Summary of Expenditure Accounts (as of 02/11/2022)				
Phase	Authorized		Expended	
Preliminary Engineering	\$932,747		\$40,737	
			Remaining	
			\$892,010	

Figure: Project map

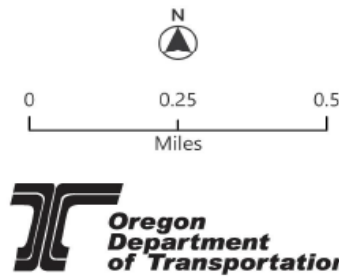
Key 21606 - ODOT's OR224 at Monroe St intersection improvement project



Monroe Street Neighborhood Greenway Project

Federal aid #: Pending Assignment
ODOT key #: 22141
City of Milwaukie
Clackamas County

Note: Segments A-C are part of a different phase of the Monroe St Neighborhood Greenway and are excluded from this prospectus



Formal/Full MTIP Amendment MA22-09-MAR



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

**Formal/Full Amendment
COST INCREASE**
Double ODOT and WASHDOT's
funding for the project

Lead Agency: ODOT		Project Type:	O&M	ODOT Key:	22316
Project Name: I-5: Interstate Bridge, NB Electrical Components (Portland)	5	ODOT Type	Bridge	MTIP ID:	71235
		Performance Meas:	O&M	Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Capacity Enhancing:	No	Comp Date:	12/31/2026
		Conformity Exempt:	Yes	RTP ID:	12092
Short Description: Restore the electrical components to make the system permanent, rather than a temporary fix. (Bridge ID: 01377A)		On State Hwy Sys:	I-5	RFFA ID:	N/A
		Mile Post Begin:	308.04	RFFA Cycle:	N/A
		Mile Post End:	308.72	UPWP:	No
		Length:	0.68	UPWP Cycle:	No
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2021	Past Amend:	2
		Years Active:	0	OTC Approval:	No
		STIP Amend #: 21-24-1929		MTIP #:	MA22-09-MAR1
Detailed Description: In northern Portland on I-5 from MP 308.04 to MP 308.72, Restore the electrical components to make the system permanent, rather than a temporary fix (Bridge ID: 01377A) (OTC Approval August 2020) (Planned Bid Let Date: 7/4/2021)					
STIP Description: Restore the electrical components to their original locations, so that they can be connected permanently. Washington Department of Transportation is paying 50% of the total project.					

Last Amendment of Modification: Administrative - August 2021 - AB21-22-AUG2 - Slip PE with \$40k total and Cons with \$460k total to FY 2022.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
								\$ -
								\$ -
								\$ -
Notes:							Federal Totals:	\$ -
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
HB2017	S070	2022		\$ 20,000				\$ -
HB2017	S070	2022		\$ 40,000				\$ 40,000
HB2017	S070	2022					\$ 230,000	\$ -
HB2017	S070	2022					\$ 460,000	\$ 460,000
								\$ -
							State Total:	\$ 500,000
Local Funds								
Other Local	OTH0	2022		\$ 20,000				\$ -
Other	OTH0	2022		\$ 40,000				\$ 40,000
Other Local	OTH0	2022					\$ 230,000	\$ -
Other	OTH0	2022					\$ 460,000	\$ 460,000
								\$ -
								\$ -
Note: Other local represents the contribution from WASHDOT to the project							Local Total	\$ 500,000
Phase Totals Before Amend:			\$ -	\$ 40,000	\$ -	\$ -	\$ 460,000	\$ 500,000
Phase Totals After Amend:			\$ -	\$ 80,000	\$ -	\$ -	\$ 920,000	\$ 1,000,000
Year Of Expenditure (YOE):								\$ 1,000,000
Net Phase Funding Change:			\$ -	\$ 40,000	\$ -	\$ -	\$ 460,000	\$ 500,000
Phase Percent Change:			0.0%	100.0%	0.0%	0.0%	100.0%	100.0%

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 changing?. Project contribution are doubled

Amendment Summary:

The formal amendment increases the project cost from \$500,000 to \$1,000,000. ODOT has the lead role on the two border bridges that carry I-5 over the Columbia River in Portland. The trunnion shaft on the Northbound Bridge was replaced in Key 19651. In order to provide access to the contractor to replace the trunnion shaft, it was necessary relocate key electrical control components. This was accomplished as a portion of work in Key 21158, the "pre-trunnion" project. The relocated electrical control components were of a temporary nature and are not suitable for long-term reliable operation of this moveable bridge. As a result, Key 22316 was added into the STIP in November 2020. The project estimate used for programming only provided the Oregon portion of the project costs. Now that this issue has been identified, the project funding needs to be doubled so that the project can continue as intended.

- > Will Performance Measurements Apply: Safety

RTP References:

- > RTP ID: 12092 - Bridge Rehabilitation & Repair
- > RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.
- > Regional Significant Project: Yes, the project is regionally significant. The project is located on a Metro define "Throughway" in the Metro Motor Vehicle network and provides O&M/preservation improvements to the defined regional system
- > UPWP amendment: No
- > RTP Goals: Goal 5: Safety and Security
- > Goal Objective: Objective 5.3 - Objective 5.3 Preparedness and Resiliency
- > Goal Description: Reduce the vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents.

> Proof of Funding Verification:

- > Scope changes included: No
- > Limit changes included: No
- > Formal/full amendment requirement under Matrix: Cost changes in excess of the 30% threshold
- > Add Special Performance Evaluation assessment required to be completed: No
- > Exempt or Capacity Project: Exempt under 40 CFR 92.126, Table 2
- > Exemption reference: Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.

Fund Codes:

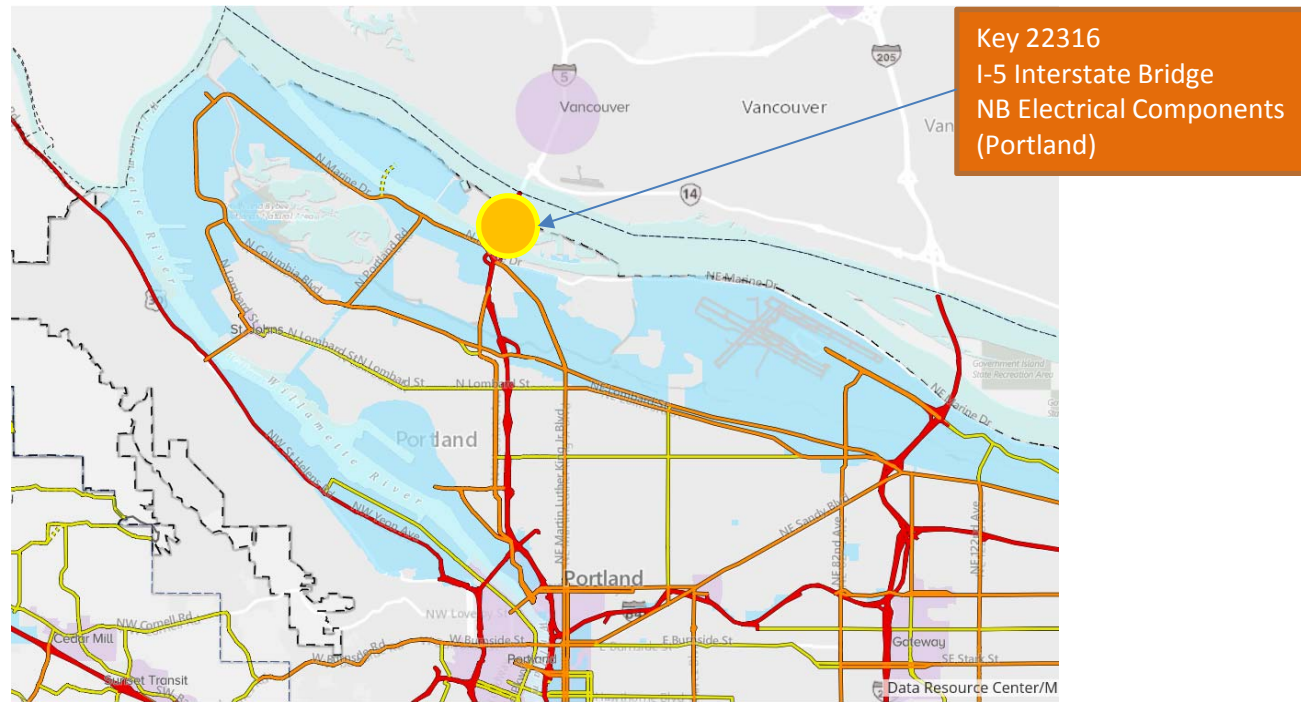
- > HB2017 = State funds allocated to ODOT under HB2017 from the Oregon Legislature for various transportation project improvements .
- > Other & Other Local = General funds being provided by WASHDOT to the project which represents their 50% contribution to the project.

Other

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

Project Name: I-5: Interstate Bridge, NB electrical components (Portland) (DRAFT AMENDMENT PROJECT)

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	OTH0	OTHER THAN STATE OR		50.00%	40,000.00	0.00%	0.00	0.00%	0.00	100.00%	40,000.00
	S070	HB2017 Funding Package		50.00%	40,000.00	0.00%	0.00	100.00%	40,000.00	0.00%	0.00
	PE Totals				100.00%	80,000.00		0.00		40,000.00	
CN	OTH0	OTHER THAN STATE OR		50.00%	460,000.00	0.00%	0.00	0.00%	0.00	100.00%	460,000.00
	S070	HB2017 Funding Package		50.00%	460,000.00	0.00%	0.00	100.00%	460,000.00	0.00%	0.00
	CN Totals				100.00%	920,000.00		0.00		460,000.00	
Grand Totals							0.00		500,000.00		500,000.00



Formal/Full MTIP Amendment MA22-09-MAR



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

**Formal/Full Amendment
COST INCREASE**
Increase programming to reflect updated consultant costs

Lead Agency: ODOT		Project Type:	O&M	ODOT Key:	22435
Project Name: OR47/OR8/US30 Curb Ramps	6	ODOT Type	ADA	MTIP ID:	71257
		Performance Meas:	No	Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Capacity Enhancing:	No	Comp Date:	12/31/2026
		Conformity Exempt:	Yes	RTP ID:	12095
Short Description: Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons		On State Hwy Sys:	Multiple	RFFA ID:	N/A
		Mile Post Begin:	Various	RFFA Cycle:	N/A
		Mile Post End:	Various	UPWP:	No
		Length:	Various	UPWP Cycle:	N/A
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2022	Past Amend:	1
		Years Active:	0	OTC Approval:	No
		STIP Amend #:	21-24-1903	MTIP #:	MA22-09-MAR1
Detailed Description: At approximately 22 locations on OR47, OR8, and US30, construct to ADA standards curbs and ramps as part of the ODOT/AOCIL settlement to help reduce mobility barriers and make state highways more accessible to disable persons (RTP ID: 12095), (PGB = Yes, Safety & Ops) (OTC approval: March 2021, Item G), (Exempt 40 CFR93.126, Table 2, Air Quality - Bicycle and Pedestrian Improvements)					
STIP Description: Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.					

Last Amendment of Modification: Administrative - PROJECT SLIP . December 2021 - Ken sent an email on 12/6/21 requesting the PE phase of this project slip from 2021 to 2022.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
AC-STBGS	ACP0	2022		\$ 1,969,369				\$ -
AC-STBGS	ACP0	2022		\$ 1,799,291				\$ 1,799,291
State STBGS	Z24E	2022		\$ 1,969,369				\$ 1,969,369
AC-STBGS	ACP0	2022			\$ 692,952			\$ 692,952
AC-STBGS	ACP0	2023					\$ 3,017,855	
AC-STBGS	ACP0	2024					\$ 3,017,855	\$ 3,017,855
							Federal Totals:	\$ 7,479,467
Federal Fund Obligations \$:				\$ 3,768,660				Federal Aid ID
EA Number:				PE003364				SA00(466)
Initial Obligation Date:				12/22/2021				
EA End Date:				N/A				
Known Expenditures:				N/A				
State Funds								
State (AC)	Match	2022		\$ 225,403				\$ -
State (AC)	Match	2022		\$ 205,937				\$ 205,937
State	Match	2022		\$ 225,403				\$ 225,403
State	Match	2022			\$ 79,312			\$ 79,312
State	Match	2023					\$ 345,407	\$ -
State	Match	2024					\$ 345,407	\$ 345,407
							State Total:	\$ 856,059
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 2,194,772	\$ 772,264	\$ -	\$ 3,363,262	\$ 6,330,298
Phase Totals After Amend:			\$ -	\$ 4,200,000	\$ 772,264	\$ -	\$ 3,363,262	\$ 8,335,526
							Year Of Expenditure (YOE):	\$ 8,335,526
Net Phase Funding Change:			\$ -	\$ 2,005,228	\$ -	\$ -	\$ -	\$ 2,005,228
Phase Percent Change:			0.0%	91.4%	0.0%	#DIV/0!	0.0%	31.7%

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 changing? Adding funds to PE to address funding shortfall.

Amendment Summary:

The formal amendment adds \$2,005,228 to the PE phase to address the phase funding shortfall. The consultant contract was much higher than anticipated for the work due to market conditions.

- > Will Performance Measurements Apply: 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
- > Regional Significant Project: Yes. The project is regionally significant. Several of the identified site locations are within the Metro boundary and in the modeling network.
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: Objective 5.1 - Transportation System
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.
- > Proof of Funding Verification: Summary submitted.
- > Scope changes included: No
- > Limit changes included: No
- > Formal/full amendment requirement under Matrix: Cost change exceeds 20%
- > Add Special Performance Evaluation assessment required to be completed: No
- > Exempt or Capacity Project: Exempt project per 40 CFR 93.126, Table 2
- > Exemption reference: Projects that correct, improve, or eliminate a hazardous location or feature.

Fund Codes:

- > State STBG = Federal Surface Transportation Block Grant funds appropriated to ODOT which they maintain a portion for eligible projects .
- > AC-STBGS = Federal Advance Construction funds which act as a placeholder until the final fund type code is known The use of AC-STBGS refers to the expectation that the final fund type code will be federal STBG.
- > State = General state funds provided by the lead agency normally as part of the required match.

Other

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

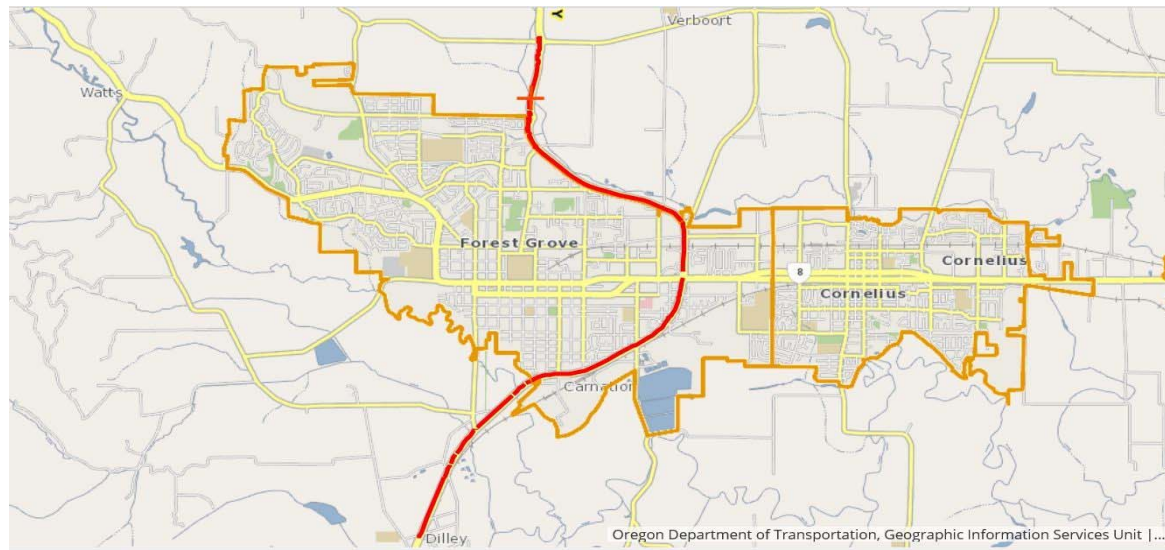
Key Number: 22435

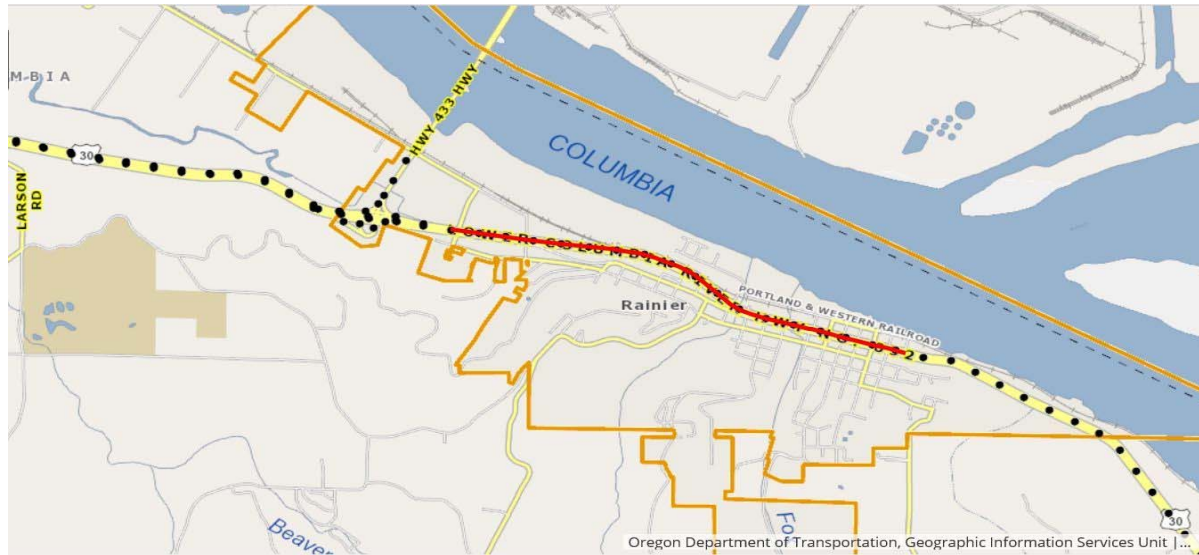
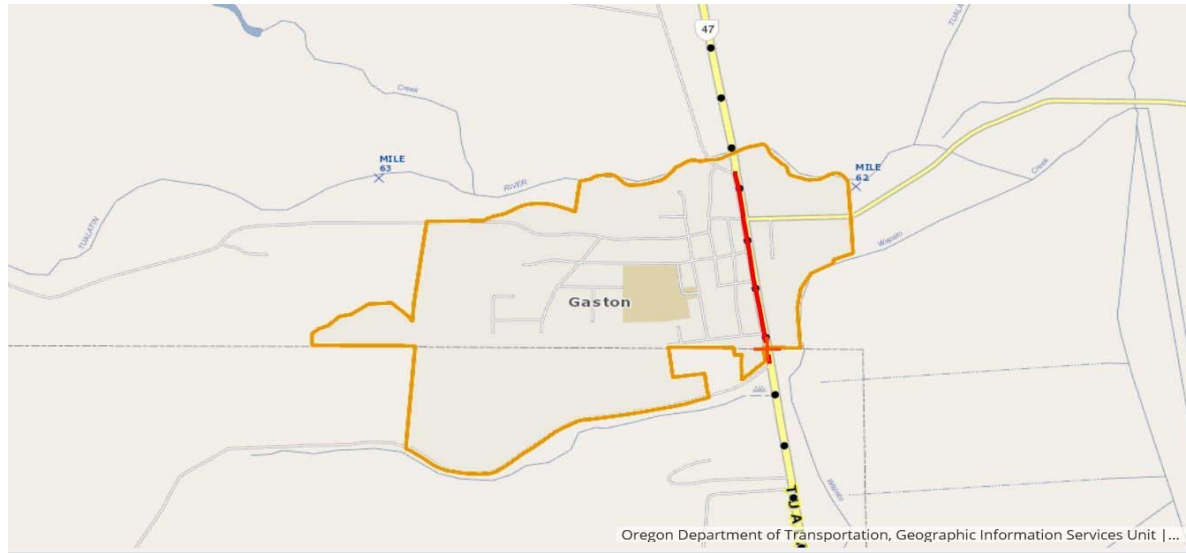
2021-2024 STIP

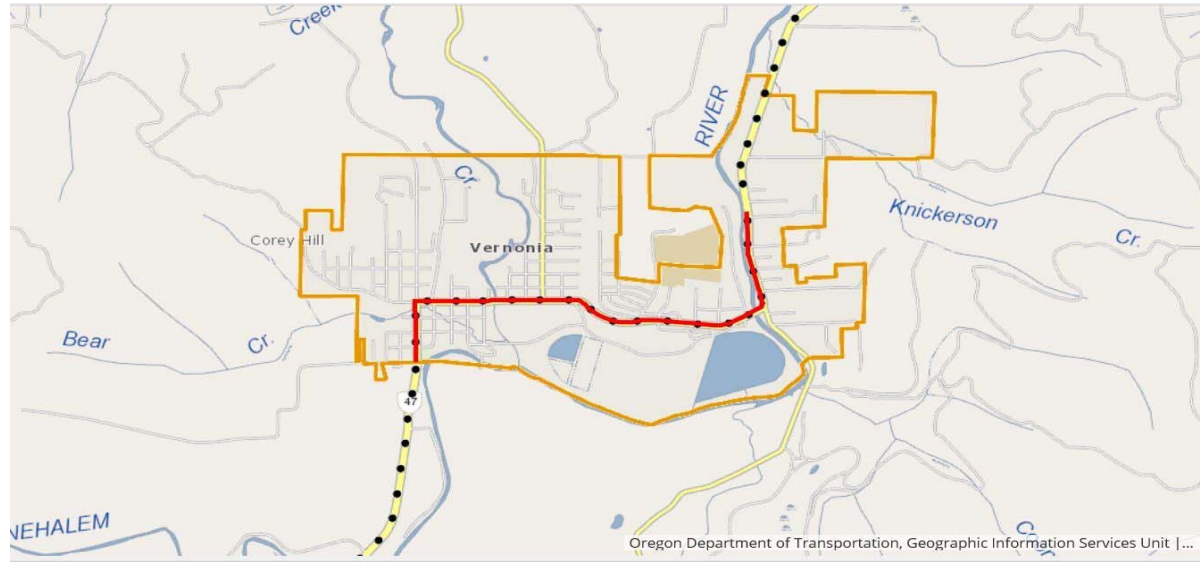
Project Name: OR47/OR8/US30 curb ramps

(DRAFT AMENDMENT PROJECT)

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR		47.74%	2,005,228.00	89.73%	1,799,291.08	10.27%	205,936.92	0.00%	0.00
	Z24E	Surface transportation block grants - flex FAST ext	Y	52.26%	2,194,772.00	89.73%	1,969,368.92	10.27%	225,403.08	0.00%	0.00
	PE Totals			100.00%	4,200,000.00		3,768,660.00		431,340.00		0.00
RW	ACPO	ADVANCE CONSTRUCT PR		100.00%	772,264.00	89.73%	692,952.49	10.27%	79,311.51	0.00%	0.00
	RW Totals			100.00%	772,264.00		692,952.49		79,311.51		0.00
CN	ACPO	ADVANCE CONSTRUCT PR		100.00%	3,363,262.00	89.73%	3,017,854.99	10.27%	345,407.01	0.00%	0.00
	CN Totals			100.00%	3,363,262.00		3,017,854.99		345,407.01		0.00
Grand Totals					8,335,526.00		7,479,467.48		856,058.52		0.00







Formal/Full MTIP Amendment MA22-09-MAR



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

**Formal/Full Amendment
INCREASE FUNDING**
Advance \$136,871 of STBG from Key
22154 for SFY 23 UPWP

Lead Agency: Metro		Project Type:	Planning	ODOT Key:	20888
Project Name: Corridor and Systems Planning (2020)	7	ODOT Type	Planning	MTIP ID:	70871
		Performance Meas:	No	Status:	N/A
Project Status: N/A - Project Grouping Bucket for approved annual UPWP Studies		Capacity Enhancing:	No	Comp Date:	12/31/2023
		Conformity Exempt:	Yes	RTP ID:	11103
Short Description: Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions, desired outcomes, performance measures, investment strategies.		On State Hwy Sys:	No	RFFA ID:	50364
		Mile Post Begin:	N/A	RFFA Cycle:	2019-21
		Mile Post End:	N/A	UPWP:	Yes
		Length:	N/A	UPWP Cycle:	SFY 23
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2020	Past Amend:	5
		Years Active:	3	OTC Approval:	No
		STIP Amend #:	TBD	MTIP #:	MA22-09-MAR1
Detailed Description: The Corridor and Systems Planning program focuses on completing planning level work in corridors that emphasizes the integration of land use and transportation in determining regional system needs, functions, desired outcomes, performance measures, and investment strategies. This work enables jurisdictions and other regional agencies to prioritize investments in the transportation system. The program evaluates priority corridors in the region and identifying investments to improve mobility of all travel modes in these areas.					
STIP Description: Conduct planning level work that emphasizes the integration of land use and transportation in corridors. The Corridors and Systems Planning Program determines regional system needs, functions, desired outcomes, performance measures, and investment strategies.					

Last Amendment of Modification: Formal - May 2021 - SPLIT FUNDS: The amendment splits off \$12,175 of STBG-U plus required match and commits the funds to Key 20597 to support the Corridor Refinement and Project Development (Investment Areas) planning project in the SFY 2022 UPWP Master Agreement list of projects

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Z230	2022	\$ 392,059					\$ -
STBG-U	Z230	2022	\$ 528,930					\$ 528,930
								\$ -
								\$ -
Notes:							Federal Totals:	\$ 528,930
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2022	\$ 44,873					\$ -
Local	Match	2022	\$ 60,538					\$ 60,538
								\$ -
								\$ -
							Local Total	\$ 60,538
Phase Totals Before Amend:			\$ 436,932	\$ -	\$ -	\$ -	\$ -	\$ 436,932
Phase Totals After Amend:			\$ 589,468	\$ -	\$ -	\$ -	\$ -	\$ 589,468
Year Of Expenditure (YOE):								\$ 589,468
Net Phase Funding Change:			\$ 152,536	\$ -	\$ -	\$ -	\$ -	\$ 152,536
Phase Percent Change:			34.9%	0.0%	0.0%	0.0%	0.0%	34.9%

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 changing? Adding \$136,871 total from Key 22154 to cover SFY 23 UPWP needs.

Amendment Summary:

The formal amendment transfers \$136,871 of STBG plus match (\$152,536 total) from Key 22154 to support anticipated SFY 23 UPWP study needs. The Covid-19 pandemic has slowed the implementation of various needed regional corridor studies over the last two years. As a result three years of unobligated RFFA Step 1 UPWP Corridor Study allocations remain available for the SFY 23 UPWP. The remaining unobligated STBG funds are from Keys 20888, 20889, and 22154. These three project grouping buckets represent preliminary corridor study funds allocated from FFY 2020, FFY 2021, and FFY 2022. Updated SFY 23 UPWP funding needs indicate additional STBG planning are needed beyond the existing total in Key 20888. The remaining FFY 2021 UPWP in Key 21154 will remain in FFY 2025 to avoid conflicts with the annual obligation targets. Unobligated fund left in Key 21154 will then be applied to next year's SFY 24 UPWP Studies. As part of the corridor funding needs for SFY 2023, Key 20889 is being advanced to FFY 2022 to support the SFY 23 UPWP. The advancement for Key 20889 is also part of the March Formal Amendment bundle. The amended Keys 20888 and 20889 will then provide the estimated STBG to support the corridor study needs.

- > Will Performance Measurements Apply: No - Funds will be used for required UPWP studies.

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Regional Significant Project: Yes. Although a planning project, the studies address identified problems, achievement of RTP goals, and regional solutions in support of the RTP.
- > UPWP amendment: Yes. The SFY 23 UPWP will be amended to include the final approved corridor studies.
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal Objective: Objective 11.2 Performance-Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.
- > Proof of Funding Verification: Yes. Reallocation memo included
- > Scope changes included: N/A
- > Limit changes included: N/A
- > Formal/full amendment requirement under Matrix: Cost change is greater than 30% and funds are being advanced from non-constrained years.
- > Add Special Performance Evaluation assessment required to be completed: No
- > Exempt or Capacity Project: Yes
- > Exemption Reference: 40 CFR 93.126, Table 2 - Other - Planning and technical studies.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion allocated to the MPOs for use in various eligible projects.
- > Local = General local funds provided by the lead agency as part of the required match

> Local – General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: N/A
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No

UPWP Regional Corridor Study MTIP Current Programming (FFY 2020-2022 allocations)							
Key	Lead Agency	Name	Allocation Year	Current STBG Programming	Current Local Match Programming	Total Programming	Current Programming Year
20888	Metro	Corridor and Systems Planning (2020)	2020	\$392,059	\$44,873	\$436,932	2022
20889	Metro	Corridor and Systems Planning (2021)	2021	\$571,070	\$65,362	\$636,432	2025
22154	Metro	Next Corridor Planning (FFY 2022)	2022	\$588,202	\$67,322	\$655,524	2025
Total STBG that can be accessed for the SFY 2023 UPWP:				\$1,551,331			

Discussions about the SFY 2023 regional corridor funding needs are not finished and may change. Currently, only Key 20888 with \$392,059 of STBG is in FFY 2022 and can be accessed to support the SFY 2023 UPWP regional corridor planning needs. Reprogramming actions will need to occur to Keys 20889 and 22154 to increase the amount of anticipated STBG required as part of the SFY 2023 UPWP. Additionally, in order to have all required funding positioned in FFY 2022 to allow for final administrative corrections to occur in early April, the regional corridor funding corrections need to occur now. Without completing these actions, the required STBG to fund the final approved regional corridor studies will not be available in June 2022 when the first obligations will begin.

Based on earlier discussions about the funding needs, Key 20888 will be increased with funds from Key 22154 and Key 20889 is being advanced from FFY 2025 to FFY 2022. These adjustments are anticipated to meet the SFY 2023 UPWP funding requirements. The below table summarizes the required reprogramming actions:

UPWP Regional Corridor Study MTIP Revised Programming							
Key	Lead Agency	Name	Allocation Year	Current STBG Programming	Current Local Match Programming	Total Programming	Current Programming Year
20888	Metro	Corridor and Systems Planning (2020)	2020	\$392,059 \$528,930	\$44,873 \$60,538	\$436,932 \$589,436	2022
Reprogramming actions: <ul style="list-style-type: none"> • Transfer \$136,871 of STBG plus match from Key 21154 and increase Key 20888. Funds stay in FFY 2022. 							
20889	Metro	Corridor and Systems Planning (2021)	2021	\$571,070	\$65,362	\$636,432	2025 2022
Reprogramming actions: <ul style="list-style-type: none"> • Advance Key 20889 from FFY 2025 to FFY 2022. No changes to programming 							
22154	Metro	Next Corridor Planning (FFY 2022)	2022	\$588,202 \$451,331	\$67,322 \$51,657	\$655,524 \$502,988	2025
Reprogramming Actions: <ul style="list-style-type: none"> • Split \$136,871 of STBG plus match and transfer to Key 20888 in FFY 2022. • Leave Key 22154 in FFY 2025 with remaining unobligated STBG available for next year's SFY 24 UPWP. 							

Available STBG for SFY 2023 UPWP (programmed for obligation in FFY 2022) regional corridor planning needs will be \$1,100,000.

Formal/Full MTIP Amendment MA22-09-MAR



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

**Formal/Full Amendment
SPLIT FUNDING**
Split \$136,871 of STBG plus match
for Key 20888 & SFY 23 UPWP

Lead Agency: Metro			Project Type:	Planning	ODOT Key:	22154
Project Name: Next Corridor Planning (FFY 2022)		8	ODOT Type	Planning	MTIP ID:	71111
Project Status: N/A - Project Grouping Bucket for approved annual UPWP Studies			Performance Meas:	No	Status:	N/A
Short Description: Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2022 UPWP allocation year)			Capacity Enhancing:	No	Comp Date:	12/31/2026
			Conformity Exempt:	Yes	RTP ID:	11103
			On State Hwy Sys:	No	RFFA ID:	50402
			Mile Post Begin:	N/A	RFFA Cycle:	2022-24
			Mile Post End:	N/A	UPWP:	Yes
			Length:	N/A	UPWP Cycle:	SFY 23
			Flex Transfer to FTA	No	Transfer Code	N/A
			1st Year Program'd:	2022	Past Amend:	1
			Years Active:	1	OTC Approval:	No
			STIP Amend #:	TBD	MTIP #:	MA22-09-MAR1
Detailed Description: Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (UPWP RFFA Step 1 STBG Allocation)						
STIP Description: N/A - Programming years are in the illustrative, non-constrained (years 5 & 6) of the MTIP which do not exist in the 4-year STIP.						

Last Amendment of Modification: Formal - May 2021 - MA21-10-MAY - REPROGRAM FUNDS: Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Z230	2025	\$ 588,202					\$ -
STBG-U	Z230	2025	\$ 451,331					\$ 451,331
								\$ -
								\$ -
Notes:							Federal Totals:	\$ 451,331
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
								\$ -
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	\$ 67,322					\$ -
Local	Match	2025	\$ 51,657					\$ 51,657
								\$ -
								\$ -
							Local Total	\$ 51,657
Phase Totals Before Amend:			\$ 655,524	\$ -	\$ -	\$ -	\$ -	\$ 655,524
Phase Totals After Amend:			\$ 502,988	\$ -	\$ -	\$ -	\$ -	\$ 502,988
Year Of Expenditure (YOE):								\$ 502,988
Net Phase Funding Change:			\$ (152,536)	\$ -	\$ -	\$ -	\$ -	\$ (152,536)
Phase Percent Change:			-23.3%	0.0%	0.0%	0.0%	0.0%	-23.3%

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 changing? Adding \$136,871 total from Key 21154 to cover SFY 23 UPWP needs.

Amendment Summary:

The formal amendment transfers \$136,871 of STBG plus match (\$152,536 total) from Key 21154 to support anticipated SFY 23 UPWP study needs. The Covid-19 pandemic has slowed the implementation of various needed regional corridor studies over the last two years. As a result three years of unobligated RFFA Step 1 UPWP Corridor Study allocations remain available for the SFY 23 UPWP. The remaining unobligated STBG funds are from Keys 20888, 20889, and 21154. These three project grouping buckets represent preliminary corridor study funds allocated from FFY 2020, FFY 2021, and FFY 2022. Updated SFY 23 UPWP funding needs indicate additional STBG planning are needed beyond the existing total in Key 20888. The remaining FFY 2021 UPWP in Key 21154 will remain in FFY 2025 to avoid conflicts with the annual obligation targets. Unobligated fund left in Key 21154 will then be applied to next year's SFY 24 UPWP Studies. As part of the corridor funding needs for SFY 2023, Key 20889 is being advanced to FFY 2022 to support the SFY 23 UPWP. The advancement for Key 20889 is also part of the March Formal Amendment bundle. The amended Keys 20888 and 20889 will then provide the estimated STBG to support the corridor study needs.

- > Will Performance Measurements Apply: No - Funds will be used for required UPWP studies.

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Regional Significant Project: Yes. Although a planning project, the studies address identified problems, achievement of RTP goals, and regional solutions in support of the RTP.
- > UPWP amendment: Yes. The SFY 23 UPWP will be amended to include the final approved corridor studies.
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal Objective: Objective 11.2 Performance-Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.
- > Proof of Funding Verification: Yes. Reallocation memo included
- > Scope changes included: N/A
- > Limit changes included: N/A
- > Formal/full amendment requirement under Matrix: Cost change is greater than 30% and funds are being advanced from non-constrained years.
- > Add Special Performance Evaluation assessment required to be completed: No
- > Exempt or Capacity Project: Yes
- > Exemption Reference: 40 CFR 93.126, Table 2 - Other - Planning and technical studies.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion allocated to the MPOs for use in various eligible projects.
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: N/A
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A

UPWP Regional Corridor Study MTIP Current Programming (FFY 2020-2022 allocations)							
Key	Lead Agency	Name	Allocation Year	Current STBG Programming	Current Local/ Match Programming	Total Programming	Current Programming Year
20888	Metro	Corridor and Systems Planning (2020)	2020	\$392,059	\$44,873	\$436,932	2022
20889	Metro	Corridor and Systems Planning (2021)	2021	\$571,070	\$65,362	\$636,432	2025
22154	Metro	Next Corridor Planning (FFY 2022)	2022	\$588,202	\$67,322	\$655,524	2025
Total STBG that can be accessed for the SFY 2023 UPWP:				\$1,551,331			

Discussions about the SFY 2023 regional corridor funding needs are not finished and may change. Currently, only Key 20888 with \$392,059 of STBG is in FFY 2022 and can be accessed to support the SFY 2023 UPWP regional corridor planning needs. Reprogramming actions will need to occur to Keys 20889 and 22154 to increase the amount of anticipated STBG required as part of the SFY 2023 UPWP. Additionally, in order to have all required funding positioned in FFY 2022 to allow for final administrative corrections to occur in early April, the regional corridor funding corrections need to occur now. Without completing these actions, the required STBG to fund the final approved regional corridor studies will not be available in June 2022 when the first obligations will begin.

Based on earlier discussions about the funding needs, Key 20888 will be increased with funds from Key 22154 and Key 20889 is being advanced from FFY 2025 to FFY 2022. These adjustments are anticipated to meet the SFY 2023 UPWP funding requirements. The below table summarizes the required reprogramming actions:

UPWP Regional Corridor Study MTIP Revised Programming							
Key	Lead Agency	Name	Allocation Year	Current STBG Programming	Current Local/ Match Programming	Total Programming	Current Programming Year
20888	Metro	Corridor and Systems Planning (2020)	2020	\$392,059 \$528,930	\$44,873 \$60,538	\$436,932 \$589,436	2022
Reprogramming actions:							
<ul style="list-style-type: none"> • Transfer \$136,871 of STBG plus match from Key 21154 and increase Key 20888. Funds stay in FFY 2022. 							

20889	Metro	Corridor and Systems Planning (2021)	2021	\$571,070	\$65,362	\$636,432	2025 2022
Reprogramming actions:							
<ul style="list-style-type: none"> • Advance Key 20889 from FFY 2025 to FFY 2022. No changes to programming 							

22154	Metro	Next Corridor Planning (FFY 2022)	2022	\$588,202 \$451,331	\$67,322 \$51,657	\$655,524 \$502,988	2025
Reprogramming Actions:							
<ul style="list-style-type: none"> • Split \$136,871 of STBG plus match and transfer to Key 20888 in FFY 2022. • Leave Key 22154 in FFY 2025 with remaining unobligated STBG available for next year's SFY 24 UPWP. 							

Formal/Full MTIP Amendment MA22-09-MAR



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

Formal/Full Amendment
ADVANCE PROJECT
Advance Key 20889 to FFY 22 to support SFY 23 UPWP

Lead Agency: Metro		Project Type:	Planning	ODOT Key:	20889
Project Name: Corridor and Systems Planning (2021)	9	ODOT Type	Planning	MTIP ID:	70871
		Performance Meas:	No	Status:	N/A
Project Status: N/A - Project Grouping Bucket for approved annual UPWP Studies		Capacity Enhancing:	No	Comp Date:	12/31/2023
		Conformity Exempt:	Yes	RTP ID:	11103
Short Description: Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions and desired outcomes. (FY 2021 fund allocation year)		On State Hwy Sys:	No	RFFA ID:	50364
		Mile Post Begin:	N/A	RFFA Cycle:	2019-21
		Mile Post End:	N/A	UPWP:	Yes
		Length:	N/A	UPWP Cycle:	SFY 23
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2021	Past Amend:	2
		Years Active:	2	OTC Approval:	No
		STIP Amend #:	TBD	MTIP #:	MA22-09-MAR1
Detailed Description: The Corridor and Systems Planning program focuses on completing planning level work in corridors that emphasizes the integration of land use and transportation in determining regional system needs, functions, desired outcomes, performance measures, and investment strategies. This work enables jurisdictions and other regional agencies to prioritize investments in the transportation system. The program evaluates priority corridors in the region and identifying investments to improve mobility of all travel modes in these areas.					
STIP Description: N/A - Programming years are in the illustrative, non-constrained (years 5 & 6) of the MTIP which do not exist in the 4-year STIP.					

Last Amendment of Modification: Formal - May 2021 - MA21-10-MAY - REPROGRAM FUNDS: Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Z230	2025	\$ 571,070					\$ -
STBG-U	Z230	2022	\$ 571,070					\$ 571,070
								\$ -
								\$ -
Notes:							Federal Totals:	\$ 571,070
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
								\$ -
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	\$ 65,362					\$ -
Local	Match	2022	\$ 65,362					\$ 65,362
								\$ -
								\$ -
							Local Total	\$ 65,362
Phase Totals Before Amend:			\$ 636,432	\$ -	\$ -	\$ -	\$ -	\$ 636,432
Phase Totals After Amend:			\$ 636,432	\$ -	\$ -	\$ -	\$ -	\$ 636,432
Year Of Expenditure (YOE):								\$ 636,432
Net Phase Funding Change:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Percent Change:			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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 changing? Advancing Key 20889 from FFY 2025 forward to FFY 2022 to support the SFY 2023 UPWP.

Amendment Summary:

The formal amendment advances Key 20889 from FFY 2025 to FFY 2022 to support development of the SFY 2023 UPWP. The Covid-19 pandemic has slowed the implementation of various needed regional corridor studies over the last two years. As a result three years of unobligated RFFA Step 1 UPWP Corridor Study allocations remain available for the SFY 23 UPWP. The remaining unobligated STBG funds are from Keys 20888, 20889, and 21154. These three project grouping buckets represent preliminary corridor study funds allocated from FFY 2020, FFY 2021, and FFY 2022. Updated SFY 23 UPWP funding needs indicate additional STBG planning are needed beyond the existing total in Key 20888. The remaining All STBG funds programmed in Key 20889 appear will be needed as part of the SFY 2023 UPWP and are being advanced into FFY 2022 as a result.

- > Will Performance Measurements Apply: No - Funds will be used for required UPWP studies.

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Regional Significant Project: Yes. Although a planning project, the studies address identified problems, achievement of RTP goals, and regional solutions in support of the RTP.
- > UPWP amendment: Yes. The SFY 23 UPWP will be amended to include the final approved corridor studies.
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal Objective: Objective 11.2 Performance-Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.
- > Proof of Funding Verification: Yes. Reallocation memo included
- > Scope changes included: N/A
- > Limit changes included: N/A
- > Formal/full amendment requirement under Matrix: Cost change is greater than 30% and funds are being advanced from non-constrained years.
- > Add Special Performance Evaluation assessment required to be completed: No
- > Exempt or Capacity Project: Yes
- > Exemption Reference: 40 CFR 93.126, Table 2 - Other - Planning and technical studies.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion allocated to the MPOs for use in various eligible projects.
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: N/A
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A

SFY 23 UPWP REGIONAL CORRIDOR FUNDING FROM: KEN LOBECK DATE: FEBRUARY 15, 2021

UPWP Regional Corridor Study MTIP Current Programming (FFY 2020-2022 allocations)							
Key	Lead Agency	Name	Allocation Year	Current STBG Programming	Current Local/Match Programming	Total Programming	Current Programming Year
20888	Metro	Corridor and Systems Planning (2020)	2020	\$392,059	\$44,873	\$436,932	2022
20889	Metro	Corridor and Systems Planning (2021)	2021	\$571,070	\$65,362	\$636,432	2025
22154	Metro	Next Corridor Planning (FFY 2022)	2022	\$588,202	\$67,322	\$655,524	2025
Total STBG that can be accessed for the SFY 2023 UPWP:				\$1,551,331			

Discussions about the SFY 2023 regional corridor funding needs are not finished and may change. Currently, only Key 20888 with \$392,059 of STBG is in FFY 2022 and can be accessed to support the SFY 2023 UPWP regional corridor planning needs. Reprogramming actions will need to occur to Keys 20889 and 22154 to increase the amount of anticipated STBG required as part of the SFY 2023 UPWP. Additionally, in order to have all required funding positioned in FFY 2022 to allow for final administrative corrections to occur in early April, the regional corridor funding corrections need to occur now. Without completing these actions, the required STBG to fund the final approved regional corridor studies will not be available in June 2022 when the first obligations will begin.

Based on earlier discussions about the funding needs, Key 20888 will be increased with funds from Key 22154 and Key 20889 is being advanced from FFY 2025 to FFY 2022. These adjustments are anticipated to meet the SFY 2023 UPWP funding requirements. The below table summarizes the required reprogramming actions:

UPWP Regional Corridor Study MTIP Revised Programming							
Key	Lead Agency	Name	Allocation Year	Current STBG Programming	Current Local/Match Programming	Total Programming	Current Programming Year
20888	Metro	Corridor and Systems Planning (2020)	2020	\$392,059 \$528,930	\$44,873 \$60,538	\$436,932 \$589,436	2022
Reprogramming actions: <ul style="list-style-type: none"> • Transfer \$136,871 of STBG plus match from Key 21154 and increase Key 20888. Funds stay in FFY 2022. 							
20889	Metro	Corridor and Systems Planning (2021)	2021	\$571,070	\$65,362	\$636,432	2025 2022
Reprogramming actions: <ul style="list-style-type: none"> • Advance Key 20889 from FFY 2025 to FFY 2022. No change to programming 							
22154	Metro	Next Corridor Planning (FFY 2022)	2022	\$588,202 \$451,331	\$67,322 \$51,657	\$655,524 \$502,988	2025
Reprogramming Actions: <ul style="list-style-type: none"> • Split \$136,871 of STBG plus match and transfer to Key 20888 in FFY 2022. • Leave Key 22154 in FFY 2025 with remaining unobligated STBG available for next year's SFY 24 UPWP. 							

Available STBG for SFY 2023 UPWP (programmed for obligation in FFY 2022) regional corridor planning needs will be \$1,100,000.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: March 22, 2022
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead
 Subject: March 2022 MTIP Formal Amendment & Resolution 21-5251 Approval Request
 (Regular Bundle)

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING EXISTING OR ADDING TO THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) NINE PROJECTS IN SUPPORT OF COMPLETING VARIOUS FEDERAL PROJECT DELIVERY REQUIREMENTS (MA22-09-MAR)

BACKGROUND

What This Is:

The March 2022 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment regular bundle is contained in Resolution 22-5251 and being processed under MTIP Amendment MA22-09-MAR. The bundle contains a total of nine project amendments.

What is the requested action?

JPACT approved the March Formal MTIP Amendment under Resolution 22-5251 on March 17, 2022, and now recommends Metro Council approve Resolution 22-2251 consisting of nine projects which require the needed changes to complete various federal delivery approval steps.

Proposed March 2022 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: MA22-09-MAR					
Total Number of Projects: 9					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 22138	71091	Portland	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Construct protected bike lanes, protected signal phasing for peds and bikes, transit islands to improve transit operations and comfort, ped islands to shorten crossing distance, and signal controller upgrades to better manage speeds and traffic flow.	SCOPE CHANGE: The formal amendment transfers \$120k of STBG from the construction phase to Key TBD4 (MTIP ID: 71262), adds scope of work plus funding to cover the new scope.

MARCH 2022 REGULAR FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: MARCH 22, 2022

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key TBD4	71262	Metro	Portland Transportation Demand Management Activities	Through the Metro Regional Travel Options program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA Award from Key 22134). Through the Regional Travel Options program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA from Key 22134 and 22138).	ADD FUNDING: The formal amendment transfers \$120k of STBG-U from Key 22138 to this project to allow required TDM activities to occur separate from the safety improvements planned for Key 22138.
Project #3 Key 21606	71160	ODOT	OR224 at SE Monroe St	Full signal upgrade to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists.	SPLIT FUNDS: The formal amendment splits \$1,547,633 from the Construction phase enabling the creation of a new pedestrian/bicycle improvement project on Monroe St for the city of Milwaukie
Project #4 Key 22576 New Project	TBD New	Milwaukie	Monroe St: SE 21st Ave - 34th Ave (Milwaukie)	Construct local pedestrian/safety improvements on Monroe St from SE 21st to SE 34th. Project will tie in the ODOT intersection improvements ODOT at OR224 to other parts of the Milwaukie Greenway project being delivered by the City of Milwaukie.	ADD NEW PROJECT The formal amendment adds the \$1,547,633 split from Key 21606 to create this new pedestrian & safety improvement project on Monroe St. The over funding in Key 21606 allows this split and the creation of the new project to occur
Project #5 Key 22316	71235	ODOT	I-5: Interstate Bridge, NB Electrical Components (Portland)	Restore the electrical components to make the system permanent, rather than a temporary fix. (Bridge ID: 01377A)	COST INCREASE: The formal amendment increases the project cost from \$500,000 to \$1,000,000. The project estimate used for programming only provided the Oregon portion of the project costs and is being corrected through this amendment.
Project #6 Key 22435	71257	ODOT	OR47/OR8/US30 Curb Ramps	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons	COST INCREASE: The formal amendment adds \$2 million to the PE phase to address a phase funding shortfall.
Project #7 Key 20888	70871	Metro	Corridor and Systems Planning (2020)	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions, desired outcomes, performance measures, investment strategies.	INCREASE FUNDING: The formal amendment transfers \$136,871 of STBG plus match (\$152,536 total) from Key 22154 to support anticipated SFY 23 UPWP needs

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #8 Key 22154	71111	Metro	Next Corridor Planning (FFY 2022)	Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2022 UPWP allocation year)	SPLIT FUNDING: \$136,871 of STBG plus match (\$152,536 total) is being transferred to Key 20888 in FFY 2022 to support the SFY 2023 UPWP development
Project #9 Key 20889	70871	Metro	Corridor and Systems Planning (2021)	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions and desired outcomes. (FY 2021 fund allocation year)	ADVANCE PROJECT: The formal amendment advances the project and funding to FFY 2022 to support SFY 2023 UPWP development needs.

AMENDMENT BUNDLE SUMMARY:

The March 2022 Formal MTIP Amendment bundle involves primarily technical and budgetary programming adjustments needed for upcoming federal reviews and required approvals. The amendment bundle contains nine projects. Here is a short summary of the amendment bundle:

- **Keys 22138 and TBD4:** The first two projects involve removing funding supporting Transportation Demand Management (TDM) from Portland's Washington/Stark safety improvement project in Key 22138. Portland will utilize approximately \$120,000 to support the completion of TDM activities per the RFFA award conditions for the project. The funding is being transferred to Key TBD4 (Temporary ID) and combined with required TDM activities supporting Portland's safety improvement project in Key 22134. The TDM activities will occur about the same time the construction phase moves forward for both projects. For Key 22138, Portland also was able to secure additional local funding increase the project scope up to the original submission concept. The "up-scope" action includes pedestrian crossings at SE 105th at the Stark and Washington intersections that were not included in the RFFA application. PBOT also identified a need for paving on SE Washington from 102nd to 108th. The added scope elements are within the existing project limits. As a result the project's estimated revised cost increases from \$6,532,000 to \$11,442,000
- **Keys 21606 and 22575:** Key 21606 is an intersection improvement project by ODOT that includes a signal upgrade at the intersection of OR224 and Monroe St in Milwaukie. The project was initially considered to include additional safety improvements along Monroe Street. However, they were not included due to possible budget issues.

At the same time Milwaukie is proposing a Monroe Street Neighborhood Greenway project consisting of five segments that will provide pedestrian/bicyclist and safety improvements along the alignment. The five segments begin with Segment A at SE 21st St and proceed east along Monroe and Washington Streets out to Linwood Ave. Segments D and E are RFFA awarded improvements. ODOT's OR224 intersection improvement project acts as Segment B. The city of Milwaukie will provide funding supporting the pedestrian and safety improvements along segments A and C, but not B.

MARCH 2022 REGULAR FORMAL MTIP AMENDMENT FROM: KEN LOBECK DATE: MARCH 22, 2022

Upon additional cost reviews for segment B (Key 21606), the project has been determined to be overfunded. ODOT and Milwaukie determined a portion of the funding (approximately \$1.5 million) could be split from the intersection safety improvement project in Key 21606 and applied to pedestrian/bicycle and safety improvements along Monroe St (segment A). MTIP amendment actions are splitting the \$1.5 million from key 21606 and applying it to the new child project on Monroe St for the pedestrian/bicyclist and safety improvements. Together, Key 21606, Key 22576, and the RFFA funded project in Key 22141 will should provide the needed funding to complete all five segments proposed by the city of Milwaukie.

- **Keys 22316 and 22435:** Both projects are ODOT projects that experienced cost increases. The amendments are addressing the funding shortfalls. For Key 22316, the programming costs only captured the Oregon cost for the project and not the Washington portion. The correction results in the project doubling in cost. WASHDOT still is providing 50% of the project cost. For Key 22435, inflation appears to be the villain here. The PE phase consultant contract cost was not correctly estimated. As a result, \$2 million of additional ODOT funds are being to address the PE phase shortfall.
- **Keys 20888, 22154, and 20889:** These three keys function as annual UPWP regional corridor study buckets. During last December, Metro began repositioning the UPWP buckets to be programmed as needed in FFY 2022. The Regional Corridor/Next Corridor UPWP buckets were not addressed at that time due the annual SFY 2023 study needs not being determined yet. Presently, the SFY 2023 Corridor Study needs are becoming clearer allowing the required programming adjustments to occur. They are occurring now to allow the final adjustments needed to occur in April administratively.

JPACT – March 17, 2022 Meeting Summary Notes:

The March 2022 Formal MTIP Amendment (regular bundle) was included as part of the Consent agenda. JPACT members passed the Consent agenda without comment or discussion.

TPAC - March 4, 2022 Meeting Summary Notes:

TPAC members received their official notification and over view of the March 2022 Formal/Full MTIP Amendment. There were a few minor clarification questions from about a couple of the projects. However discussion about the amendment was brief. TPAC did provide a unanimous approval recommendation to JPACT.

The majority of the MTIP amendment discussion concerned the Metro approval process. Chris Ford, ODOT staff stated that ODOT is disappointed with the time Formal Amendments take to receive Metro approval. Ken Lobeck, Metro Funding Program Lead, explained that the standard formal amendment approval process now utilizes a compressed processing approach which has cut-down the processing and approval time for formal amendments.

Under the old process, all formal amendments were presented as a discussion item to JPACT the following month after TPAC received their notification. Upon JPACT approval, the formal amendment proceeded to Metro Council the next month. The entire approval process took up to three full months from TPAC notification to Metro Council approval. Up through the end of 2015, this approach was considered acceptable as Metro followed a more liberal amendment exception process that resulted in a small number of formal amendments.

However, starting in 2016, FHWA imposed the new Amendment Matrix upon ODOT and the MPOs. Around the same time, FHWA included a finding upon Metro that our Amendment process was

MARCH 2022 REGULAR FORMAL MTIP AMENDMENT FROM: KEN LOBECK DATE: MARCH 22, 2022

unacceptable and extremely poor. As a result, Metro adopted the new amendment matrix and revamped the amendment process. Per discussion with JPACT and Council, staff was approved to implement a compressed timing approach that would incorporate the 30-day public notification/opportunity to comment period concurrently with the approval steps. Second, JPACT authorized the use of a consent calendar enabling the formal amendment to be submitted and approved by JPACT during the same month as TPAC. Finally, unless requested for discussion, the amendment bundle would normally proceed as a consent item to Metro Council.

JPACT and Metro's Legislative Section included several conditions for this new compressed timing approach to be enacted. They included:

- Use of the compressed timing and consent approach required a more detailed staff report explaining the formal amendments within the bundle. For each project amendment, the staff report would include a detailed overview of the specific changes occurring, a sufficient explanation for the project changes, why they are occurring, plus the consequences if not approved. In other words the staff report and other support documentation is expected to "tell the story" sufficiently for JPACT and Metro Council's satisfaction for the item to move forward as a consent item.
- Staff would incorporate any further legal requirements the Metro Legislative Section identified as needed to process and approve the formal amendment to ensure legal requirements are satisfied.
- JPACT and Metro Council members may pull for discussion any project amendment if they chose. They are authorized to adjust the approval schedule as required as well.
- JPACT and Metro Council members retain the privilege and the right to question, challenge, or seek additional details about any project amendment submitted to them for approval.

As a result of the changes and the use of the compressed processing approach, the time to process and approve a formal amendment bundle (TPAC to Metro Council) has been reduced from three months about 6-7 weeks.

However, the ODOT TPAC representative stated that Metro's formal amendment process even under the compressed timing approach is still not satisfactory resulting in unacceptable delays to ODOT projects. Further discussion between Metro management and ODOT staff most likely will occur. Additionally, to help TPAC members understanding the various Code of Federal Regulation (CFR) requirements Metro must satisfy when completing formal/full amendments, staff will provide TPAC at a later date with a more detail breakdown of the formal/full amendment process.

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

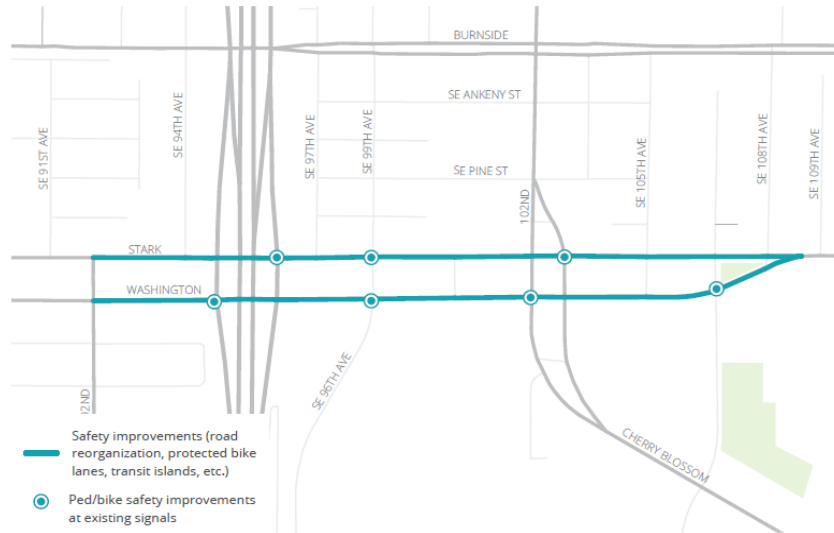
- AC-STBG = "AC" = Federal Advance Construction programmatic fund type code used as placeholder. The "STBGS" tag represents the expected federal fund type code of State allocated Surface Transportation Block Grant funds that will become the final federal fund for the project.
- ADVCON = Generic Advance Construction fund type code where the future federal fund code is not yet known.
- ADA = Americans with Disabilities Act
- CMAQ = Federal Congestion Mitigation Air Quality funds
- Cons or CN = Construction phase
- ConOps = Concept of Operations. Used to evaluate project needs for ITS projects
- FFY = Federal Fiscal Year (e.g. October 1 through September 30)
- FHWA = Federal Highways Administration

- FMIS = FHWA's Financial Management Information System
- HB2017 = State funds from HB2017 allocated to ODOT
- IGA = Intergovernmental Agreement
- 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
- ODOT = Oregon Department of Transportation
- OTC = Oregon Transportation Commission
- PE = Preliminary Engineering
- RTP (Oregon Parks) = Recreational Trails Program
- RFFA (Step 1 or Step 2) = Refers to a particular funding portion to the Regional Flexible Funding Allocation program
- ROW/RW = Right of Way phase
- RRFB = Rectangular Rapid Flashing Beacon (RRFP)
- SFY = State Fiscal Year (July 1 through June 30 of each calendar year)
- State = General state funds used as the match requirement for federal funds committed to a project. Also may be committed as stand-alone funding (state only funds) for a project.
- STBG-U = Federal Surface Transportation Block Grant allocated to Metro and committed to eligible projects in the defined urban area.
- TA-U = Federal Transportation Alternatives funds
- TDM = Transportation Demand Management
- UPWP = Metro Unified Planning Work Program

A detailed overview of each project amendment in the bundle begins on the next page.

Project 1		Stark & Washington Safety: SE 92nd Ave – SE 109th Ave	
Lead Agency:	Portland		
ODOT Key Number:	22138	MTIP ID Number:	71091
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment Transfers \$120k for TDM activities to Key TBD4 and adds “up-scope” activities and funding to support the revised scope change. • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> Key 22138 will construct protected bike lanes, protected signal phasing for pedestrian needs and bikes, transit islands to improve transit operations and comfort, pedestrian islands to shorten crossing distance, and signal controller upgrades to better manage speeds and traffic flow. Paving work is also being added to the project as part of this amendment. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> The amendment: <ul style="list-style-type: none"> ○ Transfers \$120,000 to project Key TBD4 to complete later TDM activities ○ Adds approximately \$4.9 million of local funds to increase the project scope ○ Adds the revised increased scope elements to the project. Note: The added scope elements are not capacity enhancing. • <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. • <u>Funding:</u> The funding for the project consists of Metro Step 2 Regional Flexible Funds Allocation (RFFA) Surface Transportation Block Grant (STBG) funds plus local funds • <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: In NE Portland on Stark and Washington ○ Cross Street Limits: Approximately between 92nd Ave to 109th Ave ○ Overall Mile Post Limits: N/A 		

E: Stark/Washington Corridor Improvements



- **Current Status Code:** 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
- **Air Conformity/Capacity Status:**
Key 22138 is a non-capacity enhancing safety improvement project. It is exempt from air quality conformity and transportation demand modeling 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 considered a regionally significant. The project proposes improvements to the regional system. The project is located on the Motor Vehicle modeling network and the Pedestrian plus Bicycle networks. The project also has committed federal funds.
- **Amendment ID and Approval Estimates:**
 - STIP Amendment Number: TBD
 - MTIP Amendment Number: MA22-09-MAR
 - OTC approval required: No.
 - Metro approval date: Tentatively scheduled for April, 7 2022.

AMENDMENT ACTION: SCOPE CHANGE:

What is changing?

Key 22138 is one a Metro RFFA Step 2 awarded project (22-24 RFFA Cycle). The project involves pedestrian/bicycle and roadway safety improvements. At the time of the RFFA award, Portland did not have funding for the additional safety scope elements that are being added to the project as part of this amendment. Upon securing the added local funds, Portland expanded the scope to also include two additional corer safety

	<p>improvement locations and paving within the project limits. The added scope now includes pedestrian crossings at SE 105th at the Stark and Washington intersections that were not included in the RFFA application. PBOT also identified a need for paving on SE Washington from 102nd to 108th. The amendment is adjusting the project funding and scope to reflect the “up-scope” actions to the project.</p> <p>A second part to the amendment involves transferring \$120,000 from the project to Key TBD4 to support required TDM activities that will also be completed. The TDM activities are a condition of the RFFA award for Portland to complete. However, to avoid problems with the IGA development and execution, the approximate funding supporting TDM is removed and programmed separately.</p>																																																																						
<p>Additional Details:</p>	<p>Project funding from Keys 22134 and 22138 supporting TDM activities for Portland related to both projects are being programmed in Key TBD4. See next project in the March 2022 Formal Amendment Regular Bundle</p> <table border="1" data-bbox="496 856 1354 1142"> <tr> <td colspan="2">LEAD AGENCY</td> <td colspan="5">Metro</td> </tr> <tr> <td colspan="2">PROJECT NAME</td> <td colspan="5">Portland Transportation Demand Management Activities</td> </tr> <tr> <td colspan="2">Project IDs</td> <td colspan="3">Project Description</td> <td colspan="2">Project Type</td> </tr> <tr> <td>ODOT KEY</td> <td>TBD4</td> <td colspan="3">Through the Metro Regional Travel Options program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA Award from Key 22134).</td> <td colspan="2">Transportation System Management Operations</td> </tr> <tr> <td>MTIP ID</td> <td>71262</td> <td colspan="3"></td> <td colspan="2"></td> </tr> <tr> <td>RTP ID</td> <td></td> <td colspan="3"></td> <td colspan="2"></td> </tr> <tr> <td>Phase</td> <td>Year</td> <td>Fund Type</td> <td>Federal Amount</td> <td>Minimum Local Match</td> <td>Other Amount</td> <td>Total Amount</td> </tr> <tr> <td>Other</td> <td>2026</td> <td>STBG-URBAN</td> <td>\$53,838</td> <td>\$6,162</td> <td>\$0</td> <td>\$60,000</td> </tr> <tr> <td colspan="3">FY 21-26 Totals</td> <td>\$53,838</td> <td>\$6,162</td> <td>\$0</td> <td>\$60,000</td> </tr> <tr> <td colspan="3">Estimated Project Cost (YOE\$)</td> <td>\$53,838</td> <td>\$6,162</td> <td>\$0</td> <td>\$60,000</td> </tr> </table>	LEAD AGENCY		Metro					PROJECT NAME		Portland Transportation Demand Management Activities					Project IDs		Project Description			Project Type		ODOT KEY	TBD4	Through the Metro Regional Travel Options program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA Award from Key 22134).			Transportation System Management Operations		MTIP ID	71262						RTP ID							Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount	Other	2026	STBG-URBAN	\$53,838	\$6,162	\$0	\$60,000	FY 21-26 Totals			\$53,838	\$6,162	\$0	\$60,000	Estimated Project Cost (YOE\$)			\$53,838	\$6,162	\$0	\$60,000
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<p>Why a Formal amendment is required?</p>	<p>The scope change requires a formal/full amendment to complete as it triggers a 75% cost increase to the project.</p>																																																																						
<p>Total Programmed Amount:</p>	<p>Key 22138 total programming increases from the current programming level of \$6,532,000 to 11,442,000 representing a 75% increase to the project as a result of the scope change</p>																																																																						
<p>Added Notes:</p>																																																																							

<p>Project 2</p>	<p>Portland Transportation Demand Management Activities</p>		
<p>Lead Agency:</p>	<p>Metro</p>		
<p>ODOT Key Number:</p>	<p>TBD4</p>	<p>MTIP ID Number:</p>	<p>71262</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Quick Amendment Summary: The amendment adds \$120k of STBG plus match from Key 22138 in support of future TDM activities • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> Through the Regional Travel Options program, Portland will conduct outreach and education to connect residents on available 		

bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA from Key 22134 and 22138).

- Source: Existing project.
- Amendment Action: The amendment adds the TDM funding from Key 22138 that will be used with the TDM funding from Key 22134 to complete required TDM activities. Completion of TDM activities for these two projects is a RFFA award condition. As a result, the programming in Key TBD4 increases to \$193,735.
- 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 Metro Step 2 Regional Flexible Funds Allocation (RFFA) Surface Transportation Block Grant (STBG) funds plus required local match.
- FTA Conversion Code: 5307. Metro will flex-transfer the STBG-U to FTA at the appropriate time and complete the required TrAMS grant application to enable Portland to expend the funds in support of TDM. TDM activities will commence about the same time as the construction phase moves forward for implementation.
- Location, Limits and Mile Posts:
 - Location: On 122nd, Stark, and Washington in NE Portland
 - Cross Street Limits:
 - 122nd: Beech to Multnomah
 - Stark and Washington: 91st to 109th
 - Overall Mile Post Limits: N/A
- Current Status Code: 0 = No activity.
- Air Conformity/Capacity Status:
Key TBD4 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Other - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
- Regional Significance Status: The project is considered a regionally significant. The project contains federal funds and will occur on arterials identified in the Metro Motor Vehicle network. The TDM actions also support key Metro RTP goals to reduce congestion.
- Amendment ID and Approval Estimates:
 - STIP Amendment Number: TBD
 - MTIP Amendment Number: MA22-09-MAR

- OTC approval required: No.
- Metro approval date: Tentatively scheduled for April, 7 2022.

What is changing?

AMENDMENT ACTION: ADD FUNDING

Key TBD4 acts as a project grouping bucket specific to TDM for Portland's two safety improvement projects in key 22134 and 22138. Portland has identified the needed funding for TDM from Key 22138. The amendment is adding it to the bucket.

Additional Details:

Key 22134 and 22138 Locations where TDM activities will occur

F: 122nd Ave
Safety, Access & Transit

Project context and background

Currently, 122nd Ave is a High Crash Corridor that does not adequately serve all modes. Five of the City's thirty highest crash intersections are along 122nd Ave. Since 2010, there have been over 400 people injured while traveling on 122nd, including 127 people walking and biking. Nine people have died in the past 8 years.

122nd Ave is a stressful environment to walk, bike, cross the street and access transit. The street is typically a five-lane arterial with on-street parking and narrow bike lanes that becomes turn lanes at major signalized intersection. The sidewalks are often narrow and substandard. Most of 122nd Avenue does not meet the City's new guidelines for marked crosswalk spacing. Buses experience delay, including slow average speeds, high dwell time at stops and significant travel speed variability during peak travel times.

PBOT is developing a plan to identify improvements on 122nd Ave, between SE Foster and NE Marine Dr., with the goal to increase safety for all, improve pedestrian & bicycle access and support better transit while balancing needs of freight & other modes, identify improvements to help eliminate serious injuries and fatalities, and remove 122nd Ave from the Vision Zero High Crash Corridor network.

Project details

PBOT's RFFA application scope draws from staff recommendations and public stakeholder feedback on elements of the draft 122nd Ave Plan: Safety, Access and Transit. The improvements proposed to be included in the RFFA project scope include new enhanced and marked crossings in the vicinity of NE Beech, NE Sacramento/Brazeel (dependent on funding/actual costs), NE Broadway/Hancock, and NE Wasco/Multnomah.

Project Cost Estimate: \$6,491,000
Local Match: \$1,947,300; RFFA Grant Request: \$4,543,700

FOR MORE INFORMATION
April Bertelsen
Portland Bureau of Transportation - Transit Coordinator
April.Bertelsen@portlandoregon.gov | 503.823.6177



E: Stark/Washington
Corridor Improvements



Why a Formal amendment is required?	Adding the funds from Key 22138 represents a significant increase above the threshold for cost changes. Changes to Key 22138 require a formal/full amendment. The changes to TBD4 are tied to Key 22138. Therefore, the cost increase move in parallel as a formal amendment with the changes to Key 22138.
Total Programmed Amount:	The programming for Key TBD4 increases from \$60,000 to \$193,735
Added Notes:	

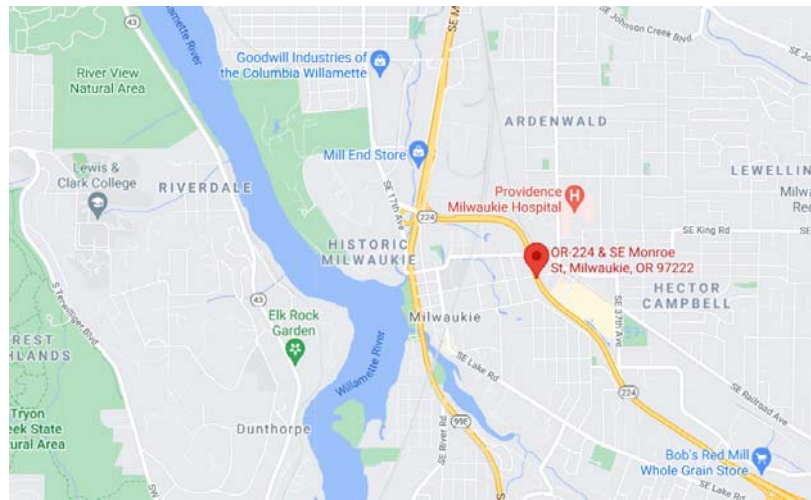
Project 3		OR224 at SE Monroe St	
Lead Agency:	ODOT		
ODOT Key Number:	21606	MTIP ID Number:	71160
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <u>Quick Amendment Summary:</u> The amendment splits \$1,547,633 and commits the funds to Key 22576 (see next project) allowing pedestrian/cyclists and safety improvements to occur on Monroe Street at part of Milwaukie’s larger Monroe Street Greenway project. <u>Metro UPWP Project:</u> No <u>Proposed improvements:</u> Key 21606 represents segment B in the proposed five segment improvement project on Monroe Street. The project is located at the intersection of OR224 and Monroe St and will provide a full signal upgrade to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists. <u>Source:</u> Existing project. <u>Amendment Action:</u> Project reviews have determined that the project is overfunded. The amendment splits \$1,547,633 and commits the funds to the new Monroe St pedestrian/cyclist safety improvement project in Key 22576. <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. <u>Funding:</u> The funding for Key 21606 consists of ODOT managed funds and includes federal National Highway Performance Program (NHPP), Highway Safety Improvement Program (HSIP), and Advance Construction funds. <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved. 		

- **Location, Limits and Mile Posts:**

- Location: At the intersection of OR224 and Monroe Street
- Cross Street Limits: Intersection limits
- Overall Mile Post Limits: MP 0.78



OR 224 at Monroe Street



- **Current Status Code:** 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).
- **Air Conformity/Capacity Status:**
Key 21606 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.127, Table 3 – Signal upgrades at individual intersections.
- **Regional Significance Status:** The project is considered a regionally significant as OR224 at Monroe is defined as a Throughway on the Metro Motor Vehicle Network. Part of the project is located within a defined Urban Center in the Metro Motor Vehicle, Bicycle, and Pedestrian Networks. Additionally, Monroe St in the project limits is defined as a "Bicycle Parkway" in the Metro Bicycle Modeling Network
- **Amendment ID and Approval Estimates:**
 - STIP Amendment Number: 21-24-1928
 - MTIP Amendment Number: MA22-09-MAR

- OTC approval required: No.
- Metro approval date: Tentatively scheduled for April, 7 2022.

What is changing?

AMENDMENT ACTION: SPLIT FUNDS

Key 21606 is an intersection improvement project by ODOT that includes a signal upgrade at the intersection of OR224 and Monroe St in Milwaukie. The project was initially considered to include additional safety improvements along Monroe Street. However, they were not included due to possible budget issues.

Milwaukie’s proposed Monroe Street Neighborhood Greenway project segment consists of five segments that will provide pedestrian/bicyclist and safety improvements along the alignment. The five segments begin with Segment A at SE 21st St and proceed east along Monroe and Washington Streets out to Linwood Ave. Segments D and E are RFFA awarded improvements.

Cost reviews for segment B (Key 21606) indicate the project is overfunded. ODOT and Milwaukie determined a portion of the funding (approximately \$1.5 million) could be split from the intersection safety improvement project in Key 21606, and applied to pedestrian/bicycle and safety improvements along Monroe St (segment A). MTIP amendment actions are splitting the \$1.5 million from key 21606 and applying it to the new child project on Monroe St for the pedestrian/bicyclist and safety improvements.

Additional Details:



Why a Formal amendment is required?

Splitting the \$1.5 million from the project and committing it to the new child project in 22576 represents a cost change of 27.8 percent which is

	higher than the 20% threshold allows. Also, since 22576 is considered a new project and requires a formal/full amendment, the changes to 21606 are tied together with the action to 22576.
Total Programmed Amount:	Key 21606 programming decreases from \$5,557,917 to \$4,010,284
Added Notes:	

Project 4	Monroe St: SE 21st Ave - 34th Ave (Milwaukie) (New Project)		
Lead Agency:	Milwaukie		
ODOT Key Number:	22576	MTIP ID Number:	TBD – New Project
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment adds the \$1,547,633 split from Key 21606 to create this new pedestrian & safety improvement project on Monroe St. The over funding in Key 21606 allows this split and the creation of the new project to occur • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> Key 22576 will construct local pedestrian/safety improvements on Monroe St from SE 21st to SE 34th. The project will tie in the ODOT intersection improvements ODOT at OR224 to other parts of the Milwaukie Greenway project being delivered by the City of Milwaukie. • <u>Source:</u> New project. • <u>Amendment Action:</u> The amendment adds the new project to the MTIP. • <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. • <u>Funding:</u> The funding for the project consists of ODOT HB2017 State funds • <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: In Milwaukie on Monroe Street ○ Cross Street Limits: 21st Ave to 34th Ave ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity. 		

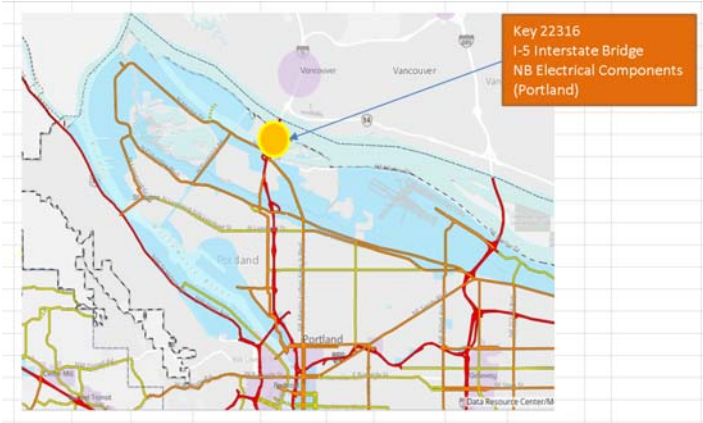
	<ul style="list-style-type: none"> • <u>Air Conformity/Capacity Status:</u> Key 22576 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Air Quality- Bicycle and Pedestrian Facilities • <u>Regional Significance Status:</u> The project is considered a regionally significant planning project. OR224 at Monroe St is defined as a Throughway on the Metro Motor Vehicle Network. Part of the project is located within a defined Urban Center in the Metro Motor Vehicle, Bicycle, and Pedestrian Networks. Additionally, Monroe St in the project limits is defined as a "Bicycle Parkway" in the Metro Bicycle Modeling Network • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: 21-24-1928 ○ MTIP Amendment Number: MA22-09-MAR ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for April 7, 2022.
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<p>What is changing?</p>	<p><u>AMENDMENT ACTION: COMBINE FUNDS</u></p> <p>Key 22575 is a new child project with funding split from Key 21606. To add flexibility, ODOT has converted the available funds to be state HB2017. The new project will construct local pedestrian/safety improvements on Monroe St from SE 21st to SE 34th. The project will tie in the ODOT intersection improvements ODOT at OR224 to other parts of the Milwaukie Greenway project being delivered by the City of Milwaukie.</p> <p>Key 21606 is an intersection improvement project (OR224 at Monroe St) with full signal upgrade. The project was determined to be overfunded. The added funding is now being split and committed to the new pedestrian/cyclist plus safety project on Monroe Street.</p> <p>The new project represents one of three overall improvement projects on Monroe street as part of Milwaukie’s Greenway Improvement project. There are five total segments. Key 22576 will address the pedestrian and safety improvements along Segment A and C.</p>
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<p>Additional Details:</p>	<p><i>Figure: Project map</i></p> <p>Key 21606 - ODOT's OR224 at Monroe St intersection improvement project</p> <p>Key 22143 is a RFFA funded project supporting active transportation pedestrian and bicycle trail improvements on segments D and E.</p> <p>Monroe Street Neighborhood Greenway Project Federal aid #: Pending Assignment ODOT key #: 22541 City of Milwaukie Clackamas County</p> <p>Project Location</p> <p>Oregon Department of Transportation</p>
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Why a Formal amendment is required?	Adding a new project to the MTIP requires a formal/full amendment to complete.
Total Programmed Amount:	Key 22576 programming with State HB2017 funds totals \$1,547,633
Added Notes:	

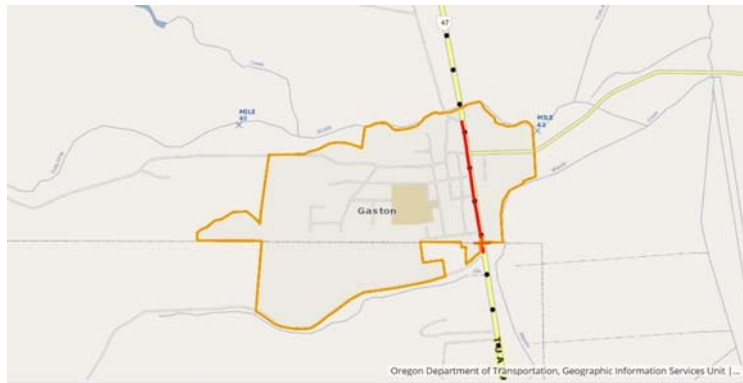
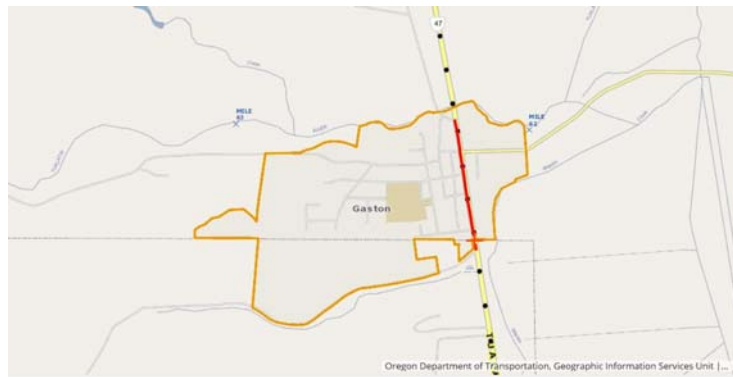
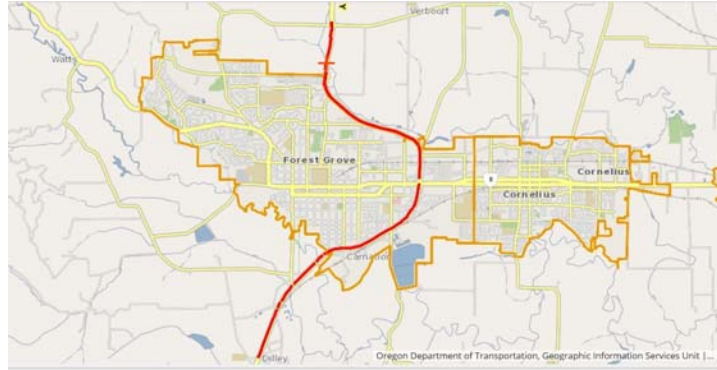
Project 5	I-5: Interstate Bridge, NB Electrical Components (Portland)	
Lead Agency:	ODOT	
ODOT Key Number:	22316	MTIP ID Number: 71235
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment increases the project cost (doubles it) to reflect both the ODOT and WASHDOT funding contributions and true estimated project cost • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> Key 22316 will restore the electrical components to make the system permanent, rather than a temporary fix. (Bridge ID: 01377A) • <u>Source:</u> Existing project. • <u>Amendment Action:</u> The amendment increases the project cost to correct a past programming mistake that only included the Oregon ODOT cost portion. • <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. • <u>Funding:</u> The funding for the project consists of State HB2017 funds and funds being contributed from WASHDOT. • <u>FTA Conversion Code:</u> N/A. There is no flex transfer to FTA required. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: On I-5 on the Interstate Bridge over the Columbia River ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: MP 308.04 to MP 308.72 • <u>Current Status Code:</u> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). 	

	<ul style="list-style-type: none"> • <u>Air Conformity/Capacity Status:</u> Key 22316 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Safety - Projects that correct, improve, or eliminate a hazardous location or feature. • <u>Regional Significance Status:</u> The project is considered a regionally significant. The project is located on a Metro define "Throughway" in the Metro Motor Vehicle network and provides O&M/ preservation improvements to the defined regional system. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: 21-24-1929 ○ MTIP Amendment Number: MA22-09-MAR ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for April 7, 2022.
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: COST INCREASE:</u></p> <p>Key 22316 increases its programming from \$500,000 to \$1,000,000. ODOT has the lead role on the two border bridges that carry I-5 over the Columbia River in Portland. The trunnion shaft on the Northbound Bridge was replaced in Key 19651. In order to provide access to the contractor to replace the trunnion shaft, it was necessary relocate key electrical control components. This was accomplished as a portion of work in Key 21158, the "pre-trunnion" project. The relocated electrical control components were of a temporary nature and are not suitable for long-term reliable operation of this moveable bridge.</p> <p>As a result, Key 22316 was added into the STIP in November 2020. The project estimate used for programming only provided the Oregon portion of the project costs. WASHDOT also is contributing funding at 50% of the total project cost. This amendment corrects the programming to reflect both ODOT and WASHDOT's contribution to the project.</p>
<p>Additional Details:</p>	<p style="text-align: center;">Key 22316 Project Location</p> 

Why a Formal amendment is required?	The project's cost doubles and reflects a 100% increase which is above the cost threshold for administrative modifications
Total Programmed Amount:	Key 22316 increases from \$500,000 to \$1,000,000
Added Notes:	

Project 6		OR47/OR8/US30 Curb Ramps	
Lead Agency:	ODOT		
ODOT Key Number:	22435	MTIP ID Number:	71257
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Quick Amendment Summary: The amendment adds \$2 million to the PE phase to address a PE phase funding shortfall. • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> Key 22435 is an ADA ramp improvement project which contains sites in both Region 1 and Region 2. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> The amendment increases the project PE phase cost to address the funding shortfall. • <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. • <u>Funding:</u> The funding for the project consists of ODOT manage State STBG funds, Advance Construction funds, and State funds. • <u>FTA Conversion Code:</u> N/A • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: At multiple site locations on OR47, OR8, and US30 ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: Multiple 		

Project Locations in Region 1 and Region 2



- **Current Status Code:** 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).
- **Air Conformity/Capacity Status:**
Key 22172 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Projects that correct, improve, or eliminate a hazardous location or feature.
- **Regional Significance Status:** The project is considered a regionally significant project. Several of the identified site locations are within the Metro boundary and in the modeling network.
- **Amendment ID and Approval Estimates:**
 - STIP Amendment Number: 21-24-1903
 - MTIP Amendment Number: MA22-09-MAR
 - OTC approval required: No.
 - Metro approval date: Tentatively scheduled for April 7, 2022.

AMENDMENT ACTION: COST INCREASE

What is changing? Key 22435 is an ADA ramp improvement project that is located over multiple sites within both Region 1 and Region 2. ODOT has cited that the consultant contract was much higher than anticipated for the work due to market conditions. The amendment adds the required \$2 million to the PE phase to address the funding shortfall.

Additional Details:

Key 22435 Site Locations on OR47 and US30

Name: OR47/OR8/US30 curb ramps			
Description		Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) stanc	
MPO:		Longview-Rainier-Kelso MPO, Non-MPO, Portland Metro MPO	
Applicant:		ODOT	
		Work Type: Status:	
Location(s)-			
Mileposts	Length	Route	Highway
17.88 to 19.38	1.50	OR-47	TUALATIN VALLEY HIGHWAY
19.39 to 19.43	0.04	OR-47	TUALATIN VALLEY HIGHWAY
19.44 to 19.56	0.12	OR-47	TUALATIN VALLEY HIGHWAY
19.57 to 19.94	0.37	OR-47	TUALATIN VALLEY HIGHWAY
19.95 to 19.96	0.01	OR-47	TUALATIN VALLEY HIGHWAY
19.97 to 20.20	0.23	OR-47	TUALATIN VALLEY HIGHWAY
20.21 to 20.29	0.08	OR-47	TUALATIN VALLEY HIGHWAY
20.30 to 20.40	0.10	OR-47	TUALATIN VALLEY HIGHWAY
21.08 to 21.60	0.52	OR-47	TUALATIN VALLEY HIGHWAY
25.37 to 25.71	0.34	OR-47	TUALATIN VALLEY HIGHWAY
25.72 to 25.72	0.00	OR-47	TUALATIN VALLEY HIGHWAY
25.73 to 26.54	0.81	OR-47	TUALATIN VALLEY HIGHWAY
46.66 to 48.40	1.74	US-30	LOWER COLUMBIA RIVER
60.87 to 62.77	1.90	OR-47	NEHALEM
88.02 to 88.52	0.50	OR-47	NEHALEM
88.53 to 88.53	0.00	OR-47	NEHALEM
88.54 to 88.61	0.07	OR-47	NEHALEM
88.62 to 88.66	0.04	OR-47	NEHALEM
88.67 to 88.80	0.13	OR-47	NEHALEM
88.68 to 88.70	0.02	OR-47	NEHALEM
88.81 to 90.15	1.34	OR-47	NEHALEM
90.16 to 90.59	0.43	OR-47	NEHALEM

Why a Formal amendment is required? The cost increase represents a 31.7% change to the project which I above the threshold for administrative changes.

Total Programmed Amount:	Key 22435 increases from \$6,330,298 to \$8,335,526
Added Notes:	See Below funding adjustment verification for Key 22435

Added Details for STIP-MTIP Formal Amendments

This document provides detail and context for formal amendments to the STIP and MTIP.

Amendment Type: Formal STIP/MTIP - March Bundle

Estimated Schedule:

- 02/22/22 - Due to Metro
- 02/14/22 - Report on Pending Metro Approvals
- 03/04/22 - TPAC meeting
- 03/17/22 - JPACT Meeting
- 04/07/22 - Metro Council
- 04/12/22 - Metro Package Due to ODOT
- 05/03/22 - Est Salem Approval
- 05/24/22 - Est FHWA Approval

Summary of Actions:

Add funds to the preliminary engineering phase and slip construction phase to fiscal year 2024.

Project Change #1

OR47/OR8/US30 curb ramps (K22435)				
Current STIP Description	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.			
Summary of requested changes	<ul style="list-style-type: none"> • Add, \$2,005,228 to the PE phase • Slip CN to FFY 24 			
Amendment Details	The increase is funded by the Statewide ADA program allocation. It will be delivered and managed by Region 2. Work locations are split between regions 1 and 2 with most outside the Portland Metro area. Since the increase amount is over \$2M, as an internal process, we will get additional approval from the ODOT Director as part of OTC delegated authority process.			
Justification	Market conditions have increased the cost for consultant work related to this project. Additional funding is required for the PE phase to award contract.			
RTP and other Plan(s)	12095 - Safety & Operations Projects			
STIP/MTIP requirements	Formal STIP/MTIP amendment and ODOT Delegated Approval - Director			
Phase	Federal Fiscal Year		STIP Estimated Cost	
	Current	Proposed	Current	Proposed
Preliminary Engineering	2022		\$2,194,772	\$4,200,000
Right-of-Way	2022		\$772,264	\$772,264
Construction	2023		\$3,363,262	\$3,363,262
	Totals		\$6,330,298	\$6,335,526
<i>Summary of Expenditure Accounts (as of 02/22/2022)</i>				
Phase	Authorized	Expended	Remaining	
Preliminary Engineering	\$2,194,772	\$0	\$2,194,772	

Project 7	Corridor and Systems Planning (2020)		
Lead Agency:	Metro		
ODOT Key Number:	20888	MTIP ID Number:	70871
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Quick Amendment Summary: The amendment increases funding by transferring \$136,871 of STBG plus required match (\$152,536) from Key 22154 currently programmed in the non-constrained FFY 2025 to support development of the Metro SFY 2023 UPWP. • <u>Metro UPWP Project:</u> Yes 		

	<ul style="list-style-type: none"> • <u>Proposed improvements:</u> Key 20888 is a UPWP funding bucket supporting regional corridor study needs. The bucket is established annually based on estimated UPWP needs. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Increases available funding by transferring a total of \$152,536 from Key 22154 to support development of the SFY 2023 UPWP. • <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. • <u>Funding:</u> The funding for the project is sourced from RFFA Step 1 prior allocations in support of UPWP needs • <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location. Regional ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A ○ • <u>Current Status Code:</u> N/A – The programmed STBG function as UPWP support buckets • <u>Air Conformity/Capacity Status:</u> Key 20888 is a non-capacity enhancing project. It is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other, Planning and Technical Studies • <u>Regional Significance Status:</u> The project bucket is not regionally significant until the funds are committed to specific regional studies which address growth, land-use, mobility, congestion, safety, equity, climate, and other Regional Transportation Plan goals and issues. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: MA22-09-MAR ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for April 7, 2022.
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: INCREASE FUNDING</u></p> <p>Three current project grouping buckets (Keys 20888, 20889, and 22154) contained authorized UPWP funds supporting regional study needs. The</p>

	<p>three buckets represent annual allocations from FFY 2020, FFY 2021, and FFY 2022,</p> <p>To avoid conflicts with the annual obligation targets if the funds were not obligated and expended, Keys 20889 and 22154 were moved out to FFY 2025 in the non-constrained MTIP years. Key 20888 was left in FFY 2022 under the assumption the STGB funds would be needed in support of the SFY 2023 UPWP.</p> <p>Back in December, various UPWP funding buckets were advanced forward into FFY 2022 based on a very draft budget expectation for the SFY 2023 UPWP. The exception was the Regional Corridor funds which had not been defined yet. As of mid-February, funding needs in support of the FY 2023 UPWP regional corridor projects were estimated better. To support the SFY UPWP regional study needs, STBG funding adjustments are occurring now for budgetary planning purposes and to enable final adjustments to occur in April when the final Master Agreement list of approved projects is ready for Metro approval. This will then allow fund obligations to occur by June 1, 2022 as required.</p>																																																																
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<p>Why a Formal amendment is required?</p>	<p>Shifting approved funding from non-constrained years to constrained years in the MTIP requires a formal/full amendment</p>																																																																
<p>Total Programmed Amount:</p>	<p>Total programming for Key 20888 increases from \$436,932 to \$589,468</p>																																																																
<p>Added Notes:</p>	<p>See below programming adjustment approval letter for fiscal constraint reference.</p>																																																																

MARCH 2022 REGULAR FORMAL MTIP AMENDMENT FROM: KEN LOBECK DATE: MARCH 22, 2022

Date: February 15, 2022
To: Ted Leybold, Resource Development Department Manager
Rachael Lembo, Finance Manager, Planning and Development
From: Ken Lobeck, Funding Programs Lead
Subject: SFY 2023 UPWP Required Corridor Study Fund Estimates and MTIP Advancement Needs

SUMMARY

Starting with the January 2022 Formal/Full MTIP Amendment Regular Bundle, multiple project grouping buckets with STBG supporting future UPWP requirements were advanced into FFY 2022 based on the initial fund requirements for PL, 5303, and STBG funds. Not included with this effort were estimated STBG funds that will support required and approved SFY 2023 regional corridor studies. This portion was left out as the studies anticipated to be part of the SFY 2023 were not yet developed sufficiently to determine their full budgetary requirements.

As of February 15, 2022, a clearer picture is now known for the SFY 2023 UPWP corridor study requirements and their budgetary needs. The purpose of this memo is to provide the proof of funding and fiscal constraint validation of the STBG funds that will be committed to support the UPWP regional corridor study needs.

STBG FUND AVAILABILITY

Metro STBG fund allocations supporting UPWP regional corridor study needs originate from the annual Regional Flexible Fund Allocation (RFFA) Step 1 allocation process. A small portion of the Metro RFFA Step 1 funds are committed each year to potential regional corridor studies. The estimates are then used to program annual project grouping buckets in the MTIP reflecting the estimated commitment towards regional corridor studies. While the MTIP programming only represents estimated needs, it allows the funds to be separated and committed for UPWP regional planning needs. During development of the final UPWP, the final approved funding amounts will be committed to the specific projects. The pre-programming action now occurring ensures future needed changes can then occur through administrative modifications and will not delay the project obligation.

Due to the ongoing Covid-19 pandemic, some past year UPWP regional corridor study allocations have not moved forward into specific projects and been obligated or implemented. As a result, three current project grouping buckets (PGB) are programmed that can support UPWP regional corridor study needs. The PGBs include keys 20888, 20889 and 22154 as shown on the next page.

UPWP Regional Corridor Study MTIP Current Programming (FFY 2020-2022 allocations)							
Key	Lead Agency	Name	Allocation Year	Current STBG Programming	Current Local Match Programming	Total Programming	Current Programming Year
20888	Metro	Corridor and Systems Planning (2020)	2020	\$392,059	\$44,873	\$436,932	2022
20889	Metro	Corridor and Systems Planning (2021)	2021	\$571,070	\$65,362	\$636,432	2025
22154	Metro	Next Corridor Planning (FFY 2022)	2022	\$588,202	\$67,322	\$655,524	2025
Total STBG that can be accessed for the SFY 2023 UPWP:				\$1,551,331			

Discussions about the SFY 2023 regional corridor funding needs are not finished and may change. Currently, only Key 20888 with \$392,059 of STBG is in FFY 2022 and can be accessed to support the SFY 2023 UPWP regional corridor planning needs. Reprogramming actions will need to occur to Keys 20889 and 22154 to increase the amount of anticipated STBG required as part of the SFY 2023 UPWP. Additionally, in order to have all required funding positioned in FFY 2022 to allow for final administrative corrections to occur in early April, the regional corridor funding corrections need to occur now. Without completing these actions, the required STBG to fund the final approved regional corridor studies will not be available in June 2022 when the first obligations will begin.

Based on earlier discussions about the funding needs, Key 20888 will be increased with funds from Key 22154 and Key 20889 is being advanced from FFY 2025 to FFY 2022. These adjustments are anticipated to meet the SFY 2023 UPWP funding requirements. The below table summarizes the required reprogramming actions:

UPWP Regional Corridor Study MTIP Revised Programming							
Key	Lead Agency	Name	Allocation Year	Current STBG Programming	Current Local Match Programming	Total Programming	Current Programming Year
20888	Metro	Corridor and Systems Planning (2020)	2020	\$392,059 \$528,930	\$44,873 \$60,538	\$436,932 \$589,436	2022
Reprogramming actions: • Transfer \$136,871 of STBG plus match from Key 21154 and increase Key 20888. Funds stay in FFY 2022.							
20889	Metro	Corridor and Systems Planning (2021)	2021	\$571,070	\$65,362	\$636,432	2025 2022
Reprogramming actions: • Advance Key 20889 from FFY 2025 to FFY 2022. No changes to programming							
22154	Metro	Next Corridor Planning (FFY 2022)	2022	\$588,202 \$451,331	\$67,322 \$51,657	\$655,524 \$502,988	2025
Reprogramming Actions: • Split \$136,871 of STBG plus match and transfer to Key 20888 in FFY 2022. • Leave Key 22154 in FFY 2025 with remaining unobligated STBG available for next year's SFY 24 UPWP.							

Available STBG for SFY 2023 UPWP (programmed for obligation in FFY 2022) regional corridor planning needs will be \$1,100,000.

Project 8		Next Corridor Planning (FFY 2022)	
Lead Agency:	Metro		
ODOT Key Number:	22154	MTIP ID Number:	
Projects Description:	Project Snapshot: • Quick Amendment Summary: The amendment splits a total of \$152, • <u>Metro UPWP Project: No</u>		

	<ul style="list-style-type: none"> • <u>Proposed improvements:</u> Key 22154 functions as a UPWP project grouping bucket (PGB) supporting annual UPWP regional corridor planning efforts. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Splits a total of \$152,536 of STBG and match from the project in FFY 2025 and advances it and commits it to Key 20888 in FFY 2022. • <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. • <u>Funding:</u> The funding for the project utilizes Metro RFFA Step 1 STBG funds committed for UPWP regional corridor study needs in support of the RTP. • <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: N/A regional funding bucket ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> N/A - Project Grouping Bucket for approved annual UPWP Studies • <u>Air Conformity/Capacity Status:</u> Key 22154 is a non-capacity enhancing project. It is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies. • <u>Regional Significance Status:</u> As a funding bucket, the project is not regionally significant. Funding will be applied later to approved regionally significant studies in support of RTP goals and strategies. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: MA22-09-MAR ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for April 7, 2022.
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: SPLIT FUNDING</u></p> <p>The formal amendment adds splits and transfers needed STBG to Key 20888 in FFY 2022 to support UPWP development.</p>

Additional Details:	<p align="center">Summary of Programming Actions to Keys 20888, 20889, and 22154</p> <table border="1"> <thead> <tr> <th colspan="8">UPWP Regional Corridor Study MTIP Revised Programming</th> </tr> <tr> <th>Key</th> <th>Lead Agency</th> <th>Name</th> <th>Allocation Year</th> <th>Current STBG Programming</th> <th>Current Local/Match Programming</th> <th>Total Programming</th> <th>Current Programming Year</th> </tr> </thead> <tbody> <tr> <td>20888</td> <td>Metro</td> <td>Corridor and Systems Planning (2020)</td> <td>2020</td> <td>\$392,059 \$528,930</td> <td>\$44,873 \$60,538</td> <td>\$436,932 \$589,436</td> <td>2022</td> </tr> <tr> <td colspan="8"> Reprogramming actions: <ul style="list-style-type: none"> Transfer \$136,871 of STBG plus match from Key 21154 and increase Key 20888. Funds stay in FFY 2022. </td> </tr> <tr> <td>20889</td> <td>Metro</td> <td>Corridor and Systems Planning (2021)</td> <td>2021</td> <td>\$571,070</td> <td>\$65,362</td> <td>\$636,432</td> <td>2025 2022</td> </tr> <tr> <td colspan="8"> Reprogramming actions: <ul style="list-style-type: none"> Advance Key 20889 from FFY 2025 to FFY 2022. No changes to programming </td> </tr> <tr> <td>22154</td> <td>Metro</td> <td>Next Corridor Planning (FFY 2022)</td> <td>2022</td> <td>\$588,202 \$451,331</td> <td>\$67,322 \$51,657</td> <td>\$655,524 \$502,988</td> <td>2025</td> </tr> <tr> <td colspan="8"> Reprogramming Actions: <ul style="list-style-type: none"> Split \$136,871 of STBG plus match and transfer to Key 20888 in FFY 2022. Leave Key 22154 in FFY 2025 with remaining unobligated STBG available for next year's SFY 24 UPWP. </td> </tr> </tbody> </table>							UPWP Regional Corridor Study MTIP Revised Programming								Key	Lead Agency	Name	Allocation Year	Current STBG Programming	Current Local/Match Programming	Total Programming	Current Programming Year	20888	Metro	Corridor and Systems Planning (2020)	2020	\$392,059 \$528,930	\$44,873 \$60,538	\$436,932 \$589,436	2022	Reprogramming actions: <ul style="list-style-type: none"> Transfer \$136,871 of STBG plus match from Key 21154 and increase Key 20888. Funds stay in FFY 2022. 								20889	Metro	Corridor and Systems Planning (2021)	2021	\$571,070	\$65,362	\$636,432	2025 2022	Reprogramming actions: <ul style="list-style-type: none"> Advance Key 20889 from FFY 2025 to FFY 2022. No changes to programming 								22154	Metro	Next Corridor Planning (FFY 2022)	2022	\$588,202 \$451,331	\$67,322 \$51,657	\$655,524 \$502,988	2025	Reprogramming Actions: <ul style="list-style-type: none"> Split \$136,871 of STBG plus match and transfer to Key 20888 in FFY 2022. Leave Key 22154 in FFY 2025 with remaining unobligated STBG available for next year's SFY 24 UPWP. 							
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Why a Formal amendment is required?	Splitting funds and transferring them from a non-constrained year forward into a constrained year requires a formal/full amendment to address fiscal constraint requirements																																																																						
Total Programmed Amount:	Total programming for Key 22154 decreases from \$655,524 to \$502,988																																																																						
Added Notes:	See the re-programming authorization letter after Key 20888 and before Key 22154 for added details.																																																																						

Project 9	Corridor and Systems Planning (2021)		
Lead Agency:	Metro		
ODOT Key Number:	20889	MTIP ID Number:	70871
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Quick Amendment Summary: The formal amendment advances Key 20889 and its funding from FFY 2025 to FFY 2022 <u>Metro UPWP Project:</u> Yes <u>Proposed improvements:</u> Key 20889 functions as a UPWP project grouping bucket (PGB) supporting annual UPWP regional corridor planning efforts. <u>Source:</u> Existing project <u>Amendment Action:</u> The formal amendment advances Key 20889 from the non-constrained year of FFY 2025 forward to FFY 2022 to support the development of the SFY 2023 UPWP. <u>Funding:</u> The funding is Metro allocated RFFA Step 1 STBG funds supporting UPWP needs. <u>FTA Conversion Code:</u> Not applicable. No transit funds are committed to the project. 		

	<ul style="list-style-type: none"> • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: N/A – project grouping funding bucket ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> N/A - Project Grouping Bucket for approved annual UPWP Studies • <u>Air Conformity/Capacity Status:</u> The project is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other – Planning and Technical Studies • <u>Regional Significance Status:</u> As a funding bucket, the project is not regionally significant. Funding will be applied later to approved regionally significant studies in support of RTP goals and strategies. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: MA22-09-MAR ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for April 7, 2022. 																																																																
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<p>Why a Formal amendment is required?</p>	<p>Adding a new project to the MTIP requires a formal amendment.</p>																																																																
<p>Total Programmed Amount:</p>	<p>The total programmed amount remains unchanged at \$636,432</p>																																																																
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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.

ODOT-FTA-FHWA Amendment Matrix
Type of Change
FULL AMENDMENTS
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2. Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • Projects under \$500K – increase/decrease over 50% • Projects \$500K to \$1M – increase/decrease over 30% • Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30%
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

- 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.
- 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 March 2022 Formal MTIP amendment (MA22-09-MAR) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	March 1, 2022
• TPAC notification and approval recommendation.....	March 4, 2022
• JPACT approval and recommendation to Council.....	March 17, 2022
• Completion of public notification process.....	March 30, 2022
• Metro Council approval.....	April 14, 2022

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	April 21, 2022
• USDOT clarification and final amendment approval.....	Late May, 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

MARCH 2022 REGULAR FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: MARCH 22, 2022

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 the March Formal MTIP Amendment under Resolution 22-5251 on March 17, 2022, and now recommends Metro Council approve Resolution 22-2251 consisting of nine projects which require the needed changes to complete various federal delivery approval steps.

No Attachments