

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-)	RESOLUTION NO. 22-5266
26 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO CANCEL)	Introduced by: Chief Operating Officer
ODOT'S OR224, SE 17th AVE TO RAINBOW)	Marissa Madrigal in concurrence with
CAMPGROUND SAFETY UPGRADE PROJECT)	Council President Lynn Peterson
DUE TO POTENTIAL DELIVERY ISSUES AND)	
OVERLAPPING SCOPE ELEMENTS WITH THE)	
OR224 RIVERSIDE FIRE RECOVERY EFFORT)	
(MY22-12-MAY2))	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, ODOT's has planned a safety upgrade project to begin in FFY 2022 along OR 224 from Milwaukie to Rainbow Campground which will provide safety improvements including signs, stop bars, rumble strips, signals, reflectorized back plates and lighting to increase safety on this section of highway; and

WHEREAS, due to the Riverside Fire and Wildfire Recovery Effort ODOT needs to now cancel the project from the current MTIP and STIP; and

WHEREAS, the OR224, SE 17th Ave to Rainbow Campground safety upgrade project in Key 21612 is now facing funding issues to delivery as programmed; and

WHEREAS, the OR224 Wildfire Recovery Effort also contains overlapping scope elements now completed which complicate delivery of the OR224, SE 17th Ave to Rainbow Campground safety upgrade project; and

WHEREAS, ODOT will pursue a Federal Land Access Program (FLAP) grant with the U.S. Forestry Service to develop a OR224 Corridor Master Plan which will include a traffic safety infrastructure providing recommendations for needed safety upgrades; and

WHEREAS, existing committed Highway Safety Improvement Program (HSIP) funding from the OR224, SE 17th Ave to Rainbow Campground safety upgrade project will be repurposed to other ODOT All Roads Transportation Safety (ARTS) project funding needs; and

WHEREAS, a formal/full amendment is required to remove the project from the MTIP; and

WHEREAS, a special amendment performance evaluation is not required as the project does not exceeds \$100 million, or is capacity enhancing; 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 this amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on May 6, 2022; and

WHEREAS, JPACT approved Resolution 22-5266 consisting of the OR224, SE 17th Ave to Rainbow Campground safety upgrade project Formal MTIP Amendment on May 19, 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 June 2, 2022 through Resolution 22-5266 to formally amend the 2021-26 MTIP to remove the OR224, SE 17th Ave to Rainbow Campground safety upgrade project.

ADOPTED by the Metro Council this 2nd day of June 2022.



Christine Lewis, Deputy Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

2021-2026 Metropolitan Transportation Improvement Program
 Exhibit A to Resolution 22-5266



Proposed May #2 2022 Formal Amendment
 Key 22612 - OR224: SE 17th Ave - Rainbow Campground safety upgrade project
 Amendment Type: **Formal/Full**
 Amendment #: **MY22-12-MAY2**
 Total Number of Projects: 1

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Project #1 ODOT Key 21612 MTIP ID 71166	ODOT	OR224: SE 17th Ave - Rainbow Campground	Complete various safety upgrades Improvements including signs, stop bars, rumble strips, signals, reflectorized back plates and lighting to increase safety on this section of highway.	<u>CANCEL PROJECT:</u> Funding and complications with the Riverside Wildfire Recovery Effort necessitate ODOT to remove the project from the MTIP and STIP now

Formal/Full MTIP Amendment MY22-12-MAY2



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

Formal/Full Amendment
CANCEL PROJECT
Cancel Key 21612 due to funding issues

Lead Agency: ODOT		Project Type: Safety		ODOT Key: 21612	
Project Name: OR224: SE 17th Ave - Rainbow Campground		ODOT Type: Safety		MTIP ID: 71166	
<p>Project Status: N/A - Project is being canceled from the MTIP and delayed until the next STIP cycle</p> <p>Short Description: Improvements including signs, stop bars, rumble strips, signals, reflectorized back plates and lighting to increase safety on this section of highway.</p> <div style="background-color: red; color: white; padding: 5px; text-align: center; font-weight: bold;"> Key 21612 is being Canceled and Removed from the MTIP and STIP </div> <p>Detailed Description: Improvements including signs, stop bars, rumble strips, signals, reflectorized back plates and lighting to increase safety on this section of highway.</p> <p>STIP Description: Improvements including signs, stop bars, rumble strips, signals, reflectorized back plates and lighting to increase safety on this section of highway.</p>		1		Status: Canceled	
		Performance Meas: Yes		Comp Date: N/A	
		Capacity Enhancing: No		RTP ID: 12095	
		Conformity Exempt: Yes		RFFA ID: N/A	
		On State Hwy Sys: OR224		RFFA Cycle: N/A	
		Mile Post Begin: 0.00		UPWP: No	
		Mile Post End: 49.97		UPWP Cycle: N/A	
		Length: 49.97		Transfer Code: N/A	
		Flex Transfer to FTA: No		Past Amend: 0	
		1st Year Program'd: 2022		OTC Approval: No	
Years Active: 1		MTIP #: MY22-12-MAY2			
STIP Amend #: 21-24-2035					

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								
HSIP	ZS30	2022		\$ 303,067				\$ -
HSIP	ZS30	2023			\$ 12,341			\$ -
HSIP	ZS30	2023				\$ 38,484		\$ -
HSIP	ZS30	2024				\$ 1,366,197		\$ -
								\$ -
Notes:							Federal Totals:	\$ -
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2022		\$ 25,568			-	\$ -
State	Match	2023			\$ 1,041			\$ -
State	Match	2023				\$ 3,247		\$ -
State	Match	2024				\$ 115,257		\$ -
								\$ -
							State Total:	\$ -
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 328,635	\$ 13,382	\$ 41,731	\$ 1,481,454	\$ 1,865,202
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -
Net Phase Funding Change:			\$ -	\$ (328,635)	\$ (13,382)	\$ (41,731)	\$ (1,481,454)	\$ (1,865,202)
Phase Percent Change:			0.0%	-100.0%	-100.0%	-100.0%	-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 project is being canceled and removed from the MTIP.

Amendment Summary:

The formal amendment cancels the project and removes it from the MTIP. The project has been identified as being under budget. Some of the required sign replacements have been completed as part of the OR224 Fire Recovery project. ODOT also has submitted a Federal Lands Access Program (FLAP) grant to develop a OR224 Corridor Master Plan. The FLAP was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. As a result of these actions, ODOT is canceling the project for now. ODOT will reprogram the funds to support other ARTS projects funding shortfalls.

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
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.
- > Proof of Funding Verification: N/A
- > Scope changes included: Yes, project cancellation
- > Limit changes included: N/A
- > Formal/full amendment requirement under Matrix: Project cancellations require a full/formal amendment
- > 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: safety - Highways Safety Implementation Program

Fund Codes:

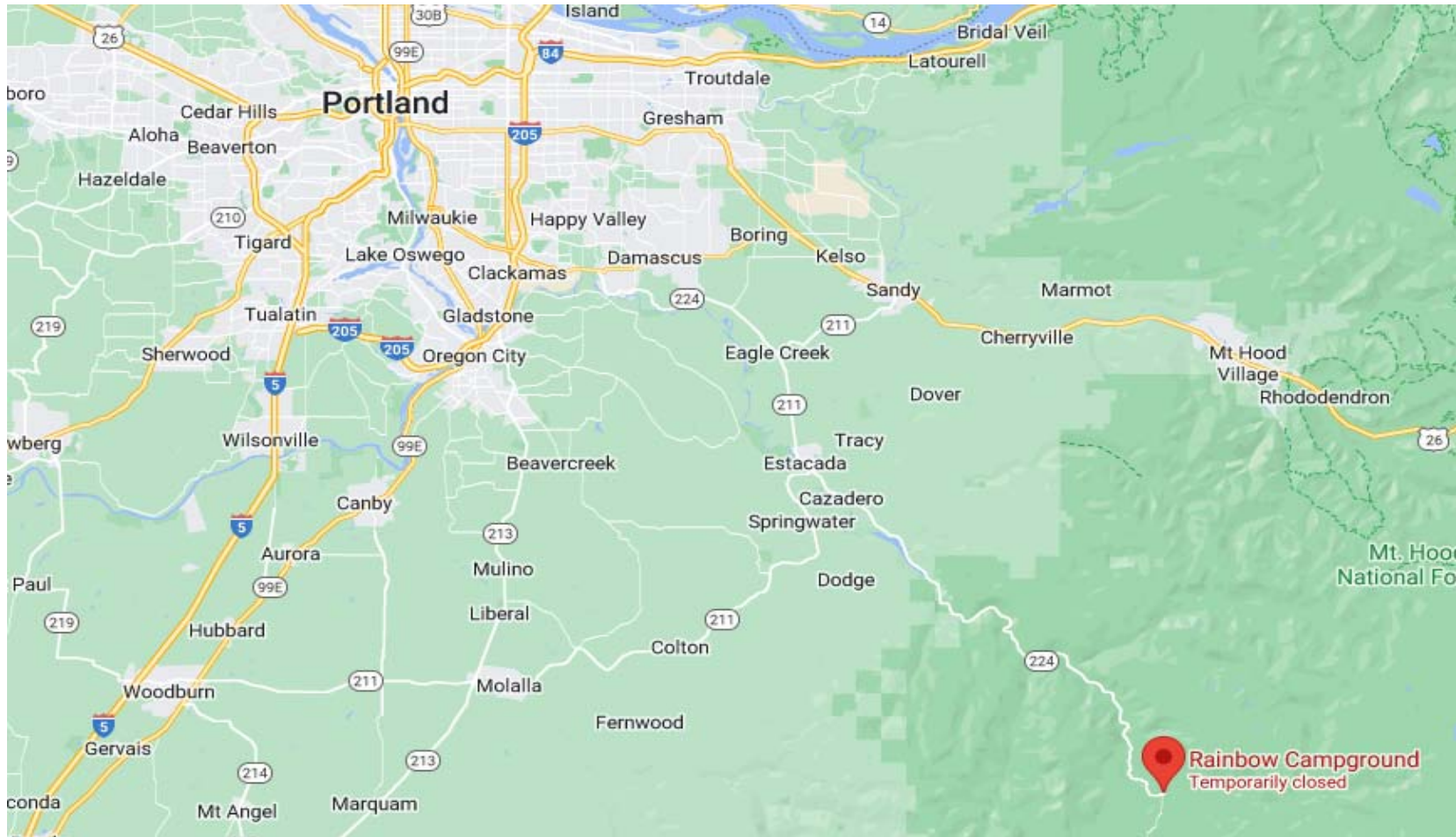
- > HSIP = Federal Highway Safety Improvement Program funds appropriated to the state DOT and used for various transportation system safety improvements.
- > State = General state transportation funds provided by the lead agency as part of the required match.

Other

- > On NHS: Yes. OR224 is identified as an "Other NHS Routes" on the NHS system
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: Throughways and Major Arterials
- > TCM project: No
- > Located on the CMP: Yes

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	ZS30	HIGHWAY SAFETY IMP PROG FAST		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	PE Totals			0.00%	0.00		0.00		0.00		0.00
RW	ZS30	HIGHWAY SAFETY IMP PROG FAST		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	RW Totals			0.00%	0.00		0.00		0.00		0.00
UR	ZS30	HIGHWAY SAFETY IMP PROG FAST		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	UR Totals			0.00%	0.00		0.00		0.00		0.00
CN	ZS30	HIGHWAY SAFETY IMP PROG FAST		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	CN Totals			0.00%	0.00		0.00		0.00		0.00
Grand Totals					0.00		0.00		0.00		0.00

Key 21612 Project Limits span from the beginning of OR 224 at MP 0.00 down to Rainbow Campground at MP 49.97



**Metro**600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: May 24, 2022
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead
 Subject: May #2 2022 MTIP Formal Amendment & Resolution 22-5266 Notification and Approval Request
 OR224: SE 17th Ave - Rainbow Campground Project Cancellation

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO CANCEL ODOT'S OR224, SE 17th AVE TO RAINBOWCAMPGROUND SAFETY UPGRADE PROJECT DUE TO FUNDING ISSUES AND OVERLAPPING SCOPE ELEMENTS WITH THE OR224 RIVERSIDE FIRE RECOVERY EFFORT (MY22-12-MAY2)

BACKGROUND

What This Is:

The May #2 2022 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment contains two projects. Both projects are being submitted and processed for final Metro approval under separate resolutions. The second project is under MTIP Amendment MY22-12-MAY2 and is contained in Resolution 22-5266. The project is the OR224, SE 17th Ave to Rainbow Campground project in Key 21612. The project MTIP amendment will cancel the project.

What is the requested action?

TPAC received their official notification and provided an approval recommendation to for Resolution 22-5266 to cancel the ODOT's OR224, SE 17th Ave to Rainbow Campground safety upgrade project

Proposed May #2 2022 Formal Amendment Amendment Type: Formal/Full Amendment #: MY22-12-MAY2 Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 21612	71166	ODOT	OR224: SE 17th Ave - Rainbow Campground	Improvements including signs, stop bars, rumble strips, signals, reflectorized back plates and lighting to increase safety on this section of highway.	CANCEL PROJECT: The project has funding issues and overlapping scope elements with the OR224 Riverside Fire Recovery effort. As a result ODOT will cancel the project.

MAY #2 2022 MTIP AMENDMENT – OR224

FROM: KEN LOBECK

DATE: MAY 6, 2022

AMENDMENT SUMMARY:

The May #2 2022 Formal MTIP Amendment bundle involves canceling ODOT's OR224, SE 17th Ave to Rainbow Campground project in Key 21612. The project was schedule to begin PE during FFY 2022. However, due to the Riverside Fire and OR224 Fire Recovery effort, several scope elements overlap into the fire recovery effort. Additionally, ODOT estimate funding issues are already present with Key 21612. ODOT plans on submitting a Federal Lands Access Program grant to develop a OR224 Corridor Master Plan which will include required safety improvements once the Fire Recovery Effort is completed. As a result of the new strategy, Key 21612 is being canceled from the 2021-24 MTIP and STIP.

JPACT Meeting – May 19, 2022:

The amendment was approved by JPACT with no discussion.

TPAC May 6, 2022 Meeting Summary

During the TPAC meeting Chris Ford, ODOT provided additional details about the amendment request. He stated that ODOT can't guarantee that the project will be reprogrammed in the 2024-27 STIP. As part of the Fire Recovery Effort, Chris acknowledged several safety improvement planned as part of the project have occurred. Chris also confirmed that ODOT will pursue the FLAP grant with the U.S. Forestry Service to develop the OR224 Corridor Master Plan. How the identified improvements in the Master Plan will be funded remains the question. Inflation impacts could derail future reprogramming in the 2024-27 STIP due to excessive cost issues. Note: Prior to the amendment discussion, TPAC members had a brief discussion about the impact inflation is having on projects and project delivery. Chris stated he wanted TPAC members understand the inflation issue is impacting the OR224 safety upgrade project as well as other transportation projects.

After providing the clarification, TPAC members still provided a unanimous approval recommendation to JPACT to cancel to OR224 safety upgrade project from the current 2021-24 MTIP.



A more detailed overview of both projects follows the acronym list

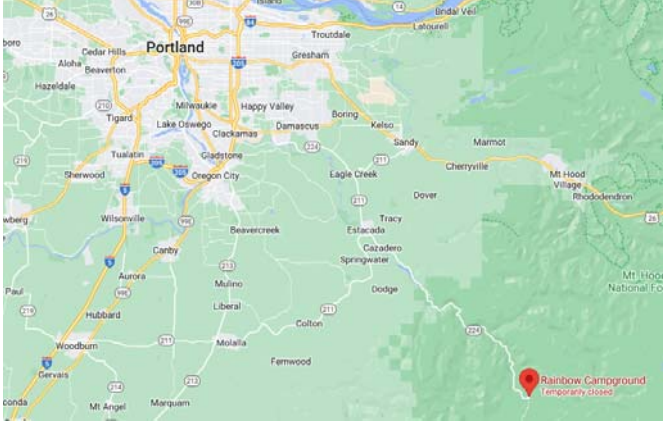
Below is a summary list of transportation acronyms used in the report:

- I-205 = Interstate 205
- ARTS = ODOT All Roads Transportation Safety program
- Cons or CN = Construction phase
- FFY = Federal Fiscal Year (e.g. October 1 through September 30)
- FHWA = Federal Highways Administration
- FLAP = Federal Lands Access Program funds
- FMIS = FHWA's Financial Management Information System
- HSIP = Federal Highway Safety Improvement Program funds
- MP = Mile Post limit markers on the State Highway system
- ODOT = Oregon Department of Transportation
- OR 224 = Oregon State Route 224
- OTC = Oregon Transportation Commission
- PE = Preliminary Engineering
- ROW/RW = Right of Way phase
- 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.

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

Project 1		OR224: SE 17th Ave - Rainbow Campground	
Lead Agency:	ODOT		
ODOT Key Number:	21612	MTIP ID Number:	71251
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment cancels the project from the MTIP. • <u>Metro UPWP Project:</u> No This a large capital, capacity enhancing project being implemented • <u>Proposed improvements:</u> Key 22612 is proposed to complete required safety improvement upgrades including signs, stop bars, rumble strips, signals, reflectorized back plates and lighting to increase safety on this section of highway. • <u>Source:</u> Existing project • <u>Amendment Action:</u> The amendment cancels the project from the current 2021-24 MTIP and STIP. • <u>Additional Amendment Evaluation Required:</u> No The project is not capacity enhancing or exceeds \$100 million in total project costs. • <u>Funding:</u> The current funding for the project primarily relies on the federal Highway Safety Improvement Program (HSIP) funds. Upon cancelation, the funding will be reprogrammed to other eligible projects. • <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved. The federal funds will not be flex transferred to FTA. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: OR224 ○ Cross Street Limits: Overall limits start on OR224 in Milwaukie and proceed southeast to the Rainbow Campground ○ Overall Mile Post Limits: MP 0.00 to MP 49.97 • <u>Current Status Code:</u> N/A - Canceled • <u>Air Conformity/Capacity Status:</u> Key 22612 is a non-capacity enhancing improvement project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2, Safety – Highway Safety Implementation Program. 		

	<ul style="list-style-type: none"> • Regional Significance Status: The project is considered a regionally significant as it contains federal funds, is located on a major arterial in the network, and addresses a key Metro goal of safety • Amendment ID and Approval Estimates: <ul style="list-style-type: none"> ○ STIP Amendment Number: 21-24-2035 ○ MTIP Amendment Number: MY22-12-MAY2 ○ OTC approval required: Not required ○ Metro approval date: Not specified yet.
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: CANCEL PROJECT</u></p> <p>As a result of the Riverside Fire, clean-up and fire recovery efforts continue on OR224. Key 22612 was planned to begin Preliminary Engineering during FFY 2022. However, the OR224 Fire Recovery effort superseded this project, but also contained some overlapping scoping elements. Upon ODOT’s review of the project, Key 21612 was determined to be underfunded.</p>  <p>Rather than attempt to resolve the issues between the OR224 Fire Recovery effort and Key 21612, ODOT plans in submitting a federal Lands Access Program (FLAP) grant application with the U.S Forestry Service to develop an OR224 Corridor Master Plan that will include a traffic safety infrastructure to determine future required safety upgrades.</p> 
<p>Additional Details:</p>	<p>Key 21612 Project Limits: Starting on OR224 in Milwaukie at MP 0.00 and proceeding south east to Rainbow Campground at MP 49.97</p>

	
<p>Why a Formal amendment is required?</p>	<p>Canceling a project from the MTIP requires a formal; Full amendment per the approved FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix</p>
<p>Total Programmed Amount:</p>	<p>Key 21612 total programming decreases from \$1,865,202 to \$0</p>
<p>Added Notes:</p>	<p>1 Attachment: OR224 Wildfire FAQs</p>

Note: The Amendment Matrix located below is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.

- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.

- Passes the RTP consistency review: Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
- RTP project cost consistent with requested programming amount in the MTIP
- If a capacity enhancing project – is identified in the approved Metro modeling network

- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- 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.

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.

MAY #2 2022 MTIP AMENDMENT – OR224

FROM: KEN LOBECK

DATE: MAY 6, 2022

- 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 May #2 2022 Formal MTIP amendment (MY22-12-MAY2) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	May 3, 2022
• TPAC notification and approval recommendation.....	May 6, 2022
• JPACT approval and recommendation to Council.....	May 19, 2022
• Completion of public notification process.....	June 1, 2022
• Metro Council approval.....	June 2, 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.....	June 9, 2022
• USDOT clarification and final amendment approval.....	Early July 2022

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

TPAC received their official notification and provided an approval recommendation to for Resolution 22-5266 to cancel the ODOT's OR224, SE 17th Ave to Rainbow Campground safety upgrade project

1 Attachment: OR224 Oregon Wildfire Recovery FAQs



Oregon 224 Wildfire Recovery

Why is it taking so long to re-open OR 224?

Many threats remain along the 19 miles of closed road. These include slides and trees still in danger of falling. Variables like rock scaling work to be done (removing boulders, rocks, dirt and other materials), the availability of contractors and construction materials, the impact of COVID-19 on workers, and unexpected encounters with owl and peregrine falcon nests also cause delays.

How long has the road been closed?

OR 224 has been closed since September 2020 from milepost 31 to 50, the longest closure of any state road from the wildfires.

Who is responsible for the work?

The Debris Management Task Force completed its cleanup work in December and ODOT is now managing the work to complete the road maintenance, which we are responsible for.

When will the road re-open?

The road will re-open when it's safe, and it's not yet safe. ODOT and the U.S. Forest Service are still working on the road and the properties we're responsible for and developing a timeline for re-opening.

Why is it taking so much longer to reopen OR 224 when all the other state roads closed by the wildfires have re-opened?

The Labor Day 2020 fire tore through the area with severity, burning extremely hot throughout this wild and scenic area of the Clackamas River. It destroyed tens of thousands of trees in its path. The hazard trees, most of them perched high above the roadway on steep cliffs, along with falling boulders and rocks, make the corridor unsafe for everyone to access and a very difficult recovery.

Why not open OR 224 one section of the road at a time?

We're considering many re-opening strategies, including segmental openings. When it is safe to do so, we will pick the strategy that works best.

What has to happen for the road to re-open?

Completing the guardrails is critical. We are still installing more than 42,000 feet of guardrail – about eight miles -- at 11 sites along the road. These include locations



Frequently Asked Questions

where guardrails were destroyed by wildfire and places stripped of protective roadside trees. Replacement highway safety signs are also being installed.

Will there be a recreation season on the Clackamas River?

We expect there will be a recreation season on the Clackamas River in 2022.

Are rockslides still a threat?

Yes. Crews are still rock scaling, bringing down large, dangerous boulders and rocks that could fall onto the road. In those areas, guardrail installation has to wait until the rock scaling work is done.

What's being done to address the rockslide threat?

We're installing protective mesh fencing on slopes in numerous areas.

What's the status of the U.S. Forest Service sites?

The fire damaged virtually all of the Forest Service sites along OR 224, including all of the campgrounds. Two Forest Service boat access sites, the Moore Creek and Hole-in-the-Wall Day Use sites, will open when the highway reopens. Reopening of other sites in 2022 remains uncertain, based on funding for required hazard and repair work.

Has erosion and the threat of slides worsened with the loss of so many trees?

Slides remain a threat. We've seen no major landslides but see rockslides and rock falls almost every day. A variety of erosion mitigation measures have been put into place, including hydro-mulching and using downed hazard trees for chipping. Here are two posts from the Debris Management Task Force on what's been done in the past: ["Erosion control helps keep highways safe"](#) and ["Get the facts: soil erosion"](#)

What is the plan for replanting?

Replanting is led by the USFS, local land managers, and other [local conservation](#), watershed, and environmental organizations. This work continues in key fire corridors.