

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 23-5319
2021-24 MTIP TO RE-SCOPE THE)	
OR8/CANYON RD PROJECT TO REFLECT)	Introduced by: Chief Operating Officer
ONLY THE BEAVERTON PEDESTRIAN)	Marissa Madrigal in concurrence with
ENHANCEMENT PORTION ALLOWING IT TO)	Council President Lynn Peterson
MEET FEDERAL DELIVERY REQUIREMENTS)	

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

WHEREAS, the U.S. Department of Transportation requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2020, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5110 to adopt the 2021-24 MTIP; and

WHEREAS, pursuant to the U.S. Department of Transportation's MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, the integration of Beaverton's Canyon Road Pedestrian Enhancements project into other ODOT OR8 operational safety upgrade projects will not be feasible; and

WHEREAS, the change of scoping to the OR8 Canyon Rd upgrades project to remove the ODOT portion will eliminate future delivery conflicts with the ODOT OR8 operational safety upgrade projects; and

WHEREAS, Beaverton's OR8 Canyon Rd Pedestrian Enhancements project will now reflect the planned pedestrian enhancements scope elements between SW 117th Ave & SW Lloyd St; and

WHEREAS, the re-scoping action has occurred under the review and approval of ODOT, the city of Beaverton, and Metro; and

WHEREAS, the revised project scope will also include \$325,948 of Metro approved federal HIP Exchange funds plus local match to support the project; and

WHEREAS, Exhibit A to this resolution includes the project name, description, and amendment action for the OR8 Canyon Rd Pedestrian Enhancements project proposed for amendment; and

WHEREAS, on March 3, 2023, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on March 16, 2023, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend Beaverton's OR8 Canyon Road Pedestrian Enhancements project, as identified in Exhibit A, in the 2021-24 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this 6th day of April 2023.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

2021-2024 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 23-5319

March FFY 2023 Formal Transition Amendment Bundle Contents
 Amendment Type: Formal/Full
 Amendment #: MR23-07-MAR
 Total Number of Projects: 1

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 19758 MTIP ID 70757	ODOT	OR8: SW Hocken Ave – SW Short St OR8: Canyon Rd Pedestrian Enhancements	Design and construct streetscape, safety, and operational improvements Construct streetscape, safety & operational enhancements of median islands and crosswalk stripping between SW 117th Ave & SW Lloyd St with new pedestrian crossing at Cedar Hills Blvd, & rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access.	SCOPE CHANGE: Re-scope the project to reflect the Beaverton pedestrian enhancement portion as the primary project scope and adjust the construction phase to be in FFY 2024.

Added Amendment Notes:

The complexity of separating the Beaverton pedestrian portion from the ODOT Street improvement project results in continue discussions over the appropriate name, description, and funding composition for the project. Through the public comment process, additional tweaks and adjustments to the project name, description, and funding composition may still occur. The final version will proceed to Metro Council with no further changes then occurring.

Proposed Amendment Review and Approval Steps:

- Tuesday, February 28, 2023: Post amendment & begin 30-day notification/comment period
- Friday, March 3, 2023: TPAC meeting (Required Metro amendment notification)
- Thursday, March 16, 2023: JPACT meeting
- Wednesday, March 29, 2023: End 30-day Public Comment period
- Thursday, April 6, 2023: Metro Council meeting
- Wednesday, April 13, 2023: Submit MTIP Amendment bundle sent on to ODOT and FHWA for final reviews and approvals
- Mid to late May 2023: Final project amendment approval from FHWA expected.

2021-2026 MTIP Formal Amendment - Exhibit A

March 2023 Formal Amendment for FFY 2023 - Amendment Number MR23-07-MAR

Summary Reason for Change: The project is being re-scoped closer to Beaverton's RFFA award Canyon Rd pedestrian enhancement project



**Metro
2021-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
SCOPE CHANGE**
Re-scope project to reflect
Beaverton Canyon Rd Ped project

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	18758
Project Name: OR8: SW Hocken Ave - SW Short St OR8: Canyon Rd Pedestrian Enhancements		Fiscal Constraint Cat:	SM&O	MTIP ID:	70757
<p>Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).</p> <p>Short Description: Design and construct streetscape, safety, and operational improvements Construct streetscape, safety & operational enhancements of median islands and crosswalk stripping between SW 117th Ave & SW Lloyd St with new pedestrian crossing at Cedar Hills Blvd, & rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access.</p>		ODOT Type	Operations	Status:	4
		Performance Goal:	Safety	Comp Date:	12/31/2028
		Capacity Enhancing:	No	RTP ID:	11440
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	Yes	Trans Model:	12/6/2018
		30 Day Notice Begin:		TCM:	No
		30 Day Notice End:		TSMO Award	No
		Funding Source	Metro ODOT	TSMO Cycle	N/A
		Funding Type:	STBG	RFFA ID:	N/A
		State Highway Route	OR8	RFFA Cycle:	2016-2018
Mile Post Begin:	3.22 3.15	UPWP:	No		
Mile Post End:	4.07 3.90	UPWP Cycle:	N/A		
Length:	0.85 0.75	Past Amend:	7		
Flex Transfer to FTA	No	Council Appr:	Yes		
FTA Conversion Code:	N/A	Council Date:			
1st Year Program'd:	2015	OTC Approval:	No		
Years Active:	9	OTC Date	N/A		
STIP Amend #: 21-24-3109			MTIP Amnd #: MR23-07-MAR		

Detailed Description:

~~Improve the safety and signal operation to provide streetscape improvements that improve the connectivity between the Creekside District and Old Town, and to improve access to transit users of OR8 (canyon Rd) in the Beaverton Regional Center Project Funding~~

Construct various pedestrian upgrades on Canyon Rd/OR8 in Beaverton between MP 3.15 and MP 3.90, between SW 117th Ave and SW Lloyd St to include new pedestrian crossing at Cedar Hills Blvd, rectangular rapid flashing beacon (RRFB) at Rose Biggi Ave, construct median islands with landscaping, crosswalk striping, plus street and intersection lighting (Split from ODOT OR8 January 2023, 2016-2018 RFFA award and HIP fund exchange award)

STIP Description: Design and construct streetscape, safety, and operational improvements on Canyon Rd in Beaverton between SW 117th Ave and SW Lloyd St. Improve signal safety and access for pedestrians including streetscape enhancements.

Last Amendment of Modification: Administrative - AM22-07-DEC1 - December 2022 - Slip Construction phase with \$1,974,955 of STB-U and \$1,615,497 of STBG State plus matching funds and overmatch 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								
STP (Metro)	Z230	2015		\$ 1,111,396				\$ -
STP (Metro)	Z230	2015		\$ 1,577,190				\$ 1,577,190
State STP	H240	2015		\$ 32,882				\$ 32,882
Equity B	LZ2E LZ20	2015		\$ 50,344				\$ 50,344
NHS (Min Guarantee)	Q760	2015		\$ 25,452				\$ 25,452
Redistribution	M040 M03E	2015		\$ 125,876				\$ 125,876
ADVCON	ACP0	2015		\$ 325,948				\$ 325,948
STP (Metro)	ZS30	2020			\$ 448,650			\$ -
State STBG	ZS30	2020			\$ 1,139,571			\$ -
HSIP	ZS30	2020			\$ 225,133			\$ 225,133
STP (Metro)	Z230	2023					\$ 1,974,955	
STBG-U	Z230	2024					\$ 1,957,810	\$ 1,957,810
State STBG	Z240	2023					\$ 1,615,497	\$ -
State STBG	Z240	2024					\$ 548,244	\$ 548,244
								\$ -
							Federal Totals:	\$ 4,868,879

Note: ADVCON =Metro HIP Fund Exchange awarded funding to the project.

State Funds												
State (STP)	Match	2015		\$	3,764			\$	3,764			
State (Equity)	Match	2015		\$	5,762			\$	5,762			
State (NHS)	Match	2015		\$	2,913			\$	2,913			
State (Redist)	Match	2015		\$	14,407			\$	14,407			
State (STBG)	Match	2020				\$	130,429	\$	-			
State (HSIP)	Match	2020		\$	25,767			\$	25,767			
State	S010	2020		\$	30,000			\$	30,000			
State (STBG)	Match	2023						\$	184,901			
State STBG	Match	2024						\$	62,749			
								\$	-			
								State Total:	\$ 145,362			
Local Funds												
Local (STP-U)	Match	2015		\$	127,204			\$	-			
Local (STP-U)	Match	2015		\$	180,516			\$	180,516			
Local (AC)	Match	2015		\$	37,306							
Local (STP-U)	Match	2020				\$	51,350	\$	-			
Local (STP-U)	Match	2023						\$	226,042			
Local (STBG-U)	Match	2024						\$	224,080			
Other	OTH0	2023						\$	3,900,000			
Other	OTH0	2024						\$	19,107			
								\$	-			
								Local Total	\$ 423,703			
Phase Totals Before Amend:	\$	-	\$	1,500,000	\$	1,770,000	\$	-	\$	7,901,395	\$	11,171,395
Phase Totals After Amend:	\$	-	\$	2,382,360	\$	280,900	\$	-	\$	2,811,990	\$	5,475,250
										Total Project Cost Estimate (all phases):	\$	5,475,250
										Year of Expenditure Cost Amount:	\$	5,475,250

Programming Summary Details

Why project is short programmed:

Phase Change Amount:	\$ -	\$ 882,360	\$ (1,489,100)	\$ -	\$ (5,089,405)	\$ (5,696,145)
Phase Change Percent:	0%	59%	-84%	0%	-64%	-51%
Revised Match Federal:	\$ -	\$ 244,668	\$ 25,767	\$ -	\$ 286,829	\$ 557,264
Revised Match Percent:	N/A	10.27%	10.27%	N/A	10.27%	10.27%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/UR	Construction	
Total Funds Obligated:		\$ 2,382,360	\$ 280,900			Federal Aid ID
Federal Funds Obligated:		\$ 2,137,692	\$ 225,133			S029(027)
Initial Obligation Date:		8/31/2015	11/1/2019			Other Notes
EA Number:		PE002550	R9263000			
EA Start Date:		N/A	N/A			
EA End Date:		N/A	N/A			
Known Expenditures:		N/A	N/A			

MTIP Programming Consistency Check Details and Glossary

General Areas

- 1 Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- 2 Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
- 3 This amendment to the MTIP completes what action: The amendment completes a re-scoping action to become a pedestrian/safety enhancement project which is closer to the original Beaverton Canyon Rd project as awarded through the 2016-18 RFFA call. The prior ODOT intersection safety improvement piece is split off from Key 18758.
- 4 MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, Project Location Map, Approved CMR, prior Metro funding award documentation, IGA 30667,

Public Notification and Comment Process:

- 5A Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
- 5B What were the 30 day Public Notification/Opportunity to Comment Start and end dates?
- 5C Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan?
- 5D Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments?

5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: The project returns closer to the original RFFA award scope for Beaverton

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? No. This is a planning activity. Performance measurements do not apply to planning activities.
2A	Does the amendment include fiscal updates? No. The authorized funding is not changing, only being advanced forward to FFY 2023.
2B	What is the funding source for the project? Metro RFFA Step 1 annual funding
2C	Was the Proof-of Funding requirement satisfied and how? Confirmation of project need in FFY 2023 and verification that the funds will be part of the SFY 2024 UPWP.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11440 - TV Hwy (and Canyon Rd) Corridor Safety and Access to Transit
1B	RTP Project Description: Bus stop improvements, ADA improvements, sidewalk infill, enhanced pedestrian crossings, signal priority, queue jumps.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Air Quality - Bicycle and pedestrian facilities.
3A	Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service. - Objective 3.4 Access to Active Travel Options – Increase household and job access to planned regional bike and walk networks.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of Metro's UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A
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Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? Yes. "Other NHS Routes"
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes. Motor Vehicle
2B	What is the Metro modeling designation? See below: <ul style="list-style-type: none"> - Motor Vehicle Network = Major Arterial - Transit Network = Light Rail Transit + Frequent Bus - Freight = Roadway Connectors - Bicycle = Bike Parkway + Regional Bicycle - Pedestrian = Pedestrian Parkway
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Yes

Fund Type Codes References

ADVCON	Federal Advance Construction fund type code. ADVCON is a generic federal fund placeholder. The State DOT normally covers the expenditures using their own funds until the final federal fund code is known and can be applied to the project. ADVCON is also stated as "AC" or ACPO in the STIP. In this case, the origin of the AC funds are fund exchanged federal Highway Infrastructure Program (HIP) funds between ODOT and Metro. When the final federal conversion code is known, a technical correction will occur to identify the specific programmatic federal fund code for the project
Equity B	Older federal Equity Bonus Special funds that date back to SAFETEA-LU and reflect adjusted apportionments of federal funds to the state DOTs
HSIP	Federal Highway Safety Improvement Program funds appropriated to the State DOT and applied to eligible safety related type improvement projects
NHS Minimum Guarantee	A specialized federal fund type within the National Highway System (NHS) funding program that ensures that each State receives a specific share of the aggregate funding for major highway programs, with every State guaranteed at least a 90.5 percent return on its percentage share of contributions to the Highway Account of the HTF and that no State receives less than \$1 million annually.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Local or general state funds used above the required match to cover phase costs. Also referred to as "overmatch" funds for the project.
Redistribution	FHWA rescinds some funds from states that don't meet their annual obligation targets and redistributes them to other states as a bonus that don't meet their annual obligation targets. Redistribution funds reflect a portion of those funds Oregon received from other states by meeting Oregon's annual obligation targets
State	General state funds normally used by ODOT as the match to the required federal fund match requirement.
State STBG	Federal Surface Transportation Block Grant funds appropriated to the state DOT. The portion ODOT retains is subclassified as State STBG to differentiate it from STBG allocated to the MPOs.

STP, STP-U, or STBG-U (Metro STBG) Federal Surface Transportation Block Grant funds appropriated to ODOT and with a portion allocated under a formula to the MPOs and then committed to eligible projects via a discretionary award process



Statewide Transportation Improvement Program
Amendment Project Summary

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Key Number: **18758** **2021-2024 STIP**

Project Name: **OR8: Canyon Rd pedestrian improvements** **(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	H240	STP STATE FLEXIBLE -		1.54%	36,645.50	89.73%	32,882.01	10.27%	3,763.49	0.00%	0.00
	LZ20	EQUITY BONUS-SPECIAL		2.36%	56,106.27	89.73%	50,344.16	10.27%	5,762.11	0.00%	0.00
	M03E	REDIST CERTAIN AUTH MAP-21 EXT		1.84%	43,883.17	89.73%	39,376.37	10.27%	4,506.80	0.00%	0.00
	M040	FY15 REDISTRIBUTION OF FUNDS		4.05%	96,400.00	89.73%	86,499.72	10.27%	9,900.28	0.00%	0.00
	Q760	MINIMUM GUARANTEE -		1.19%	28,365.05	89.73%	25,451.96	10.27%	2,913.09	0.00%	0.00
	Z230	STP >200K		89.02%	2,120,960.01	89.73%	1,903,137.42	0.00%	0.00	10.27%	217,822.59
	PE Totals				100.00%	2,382,360.00		2,137,691.64		26,845.77	
RW	S010	STATE		10.68%	30,000.00	0.00%	0.00	100.00%	30,000.00	0.00%	0.00
	ZS30	HIGHWAY SAFETY IMP PROG FAST		89.32%	250,900.00	89.73%	225,132.57	10.27%	25,767.43	0.00%	0.00
	RW Totals				100.00%	280,900.00		225,132.57		55,767.43	0.00
CN	OTH0	OTHER THAN STATE OR		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	Z230	STP >200K		78.27%	2,200,997.00	89.73%	1,974,954.61	0.00%	0.00	10.27%	226,042.39
	Z240	SURFACE TRANSP BLOCK GRTS-FLEX		21.73%	610,993.00	89.73%	548,244.02	10.27%	62,748.98	0.00%	0.00
	CN Totals				100.00%	2,811,990.00		2,523,198.63		62,748.98	
Grand Totals							5,475,250.00		4,886,022.84		145,362.18

2016-18 RFFA project and program recommendations

Local projects						
Sub-region	Project	Lead agency	Focus area	Phase	RFF request	Total Project Cost
Washington County	Canyon Road Streetscape and Safety Project	Beaverton	AT/CS	CONS	\$3,535,000	\$3,939,579
	Fanno Creek Trail: Woodard Park to Bonita Road and 85 th Avenue to Tualatin River Bridge	Tigard	AT/CS	CONS	\$3,700,000	\$4,600,000
	Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue	THPRD	AT/CS	PD	\$800,000	\$4,733,812
	Tonquin Road/Grahams Ferry Road Intersection	Washington County	GE/FI	CONS	\$2,132,000	\$3,352,154
	Pedestrian Arterial Crossings	Washington County	AT/CS	PD	\$636,000	\$3,979,350
	US 26/Brookwood Interchange – Industrial Access Project	Hillsboro	REOF	CONS	\$8,267,000	\$35,000,000

3.2 Resolution No. 23-5302, For the Purpose of Completing a HIP Fund Exchange with ODOT for Less Restrictive Federal Funds Allowing them to be Applied as Supplemental Funding Support to Seven Metro Regional Flexible Fund Allocation Funded Projects to Help Offset Inflation Cost Increase Impacts

Presenter(s): Ted Leybold (he/him), Metro
Ken Lobeck (he/him), Metro

Attachments: [Resolution 22-5302](#)
[Staff Report](#)

STAFF FUNDNG RECOMMENDATIONS

The final staff project funding recommendations for the \$3,850,000 of HIP Exchange Supplemental funding are shown below. Proposed approval and implementation steps will then follow.

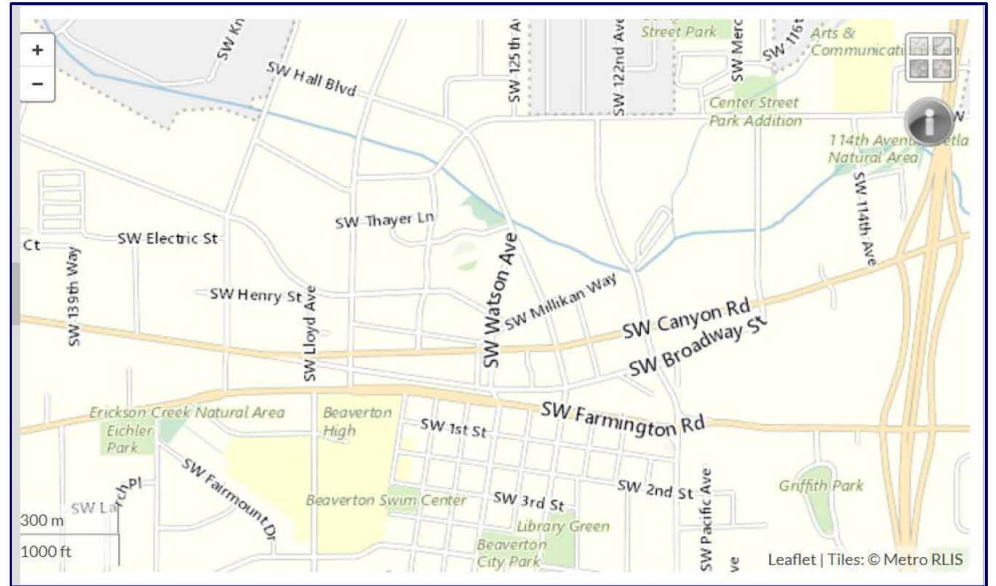
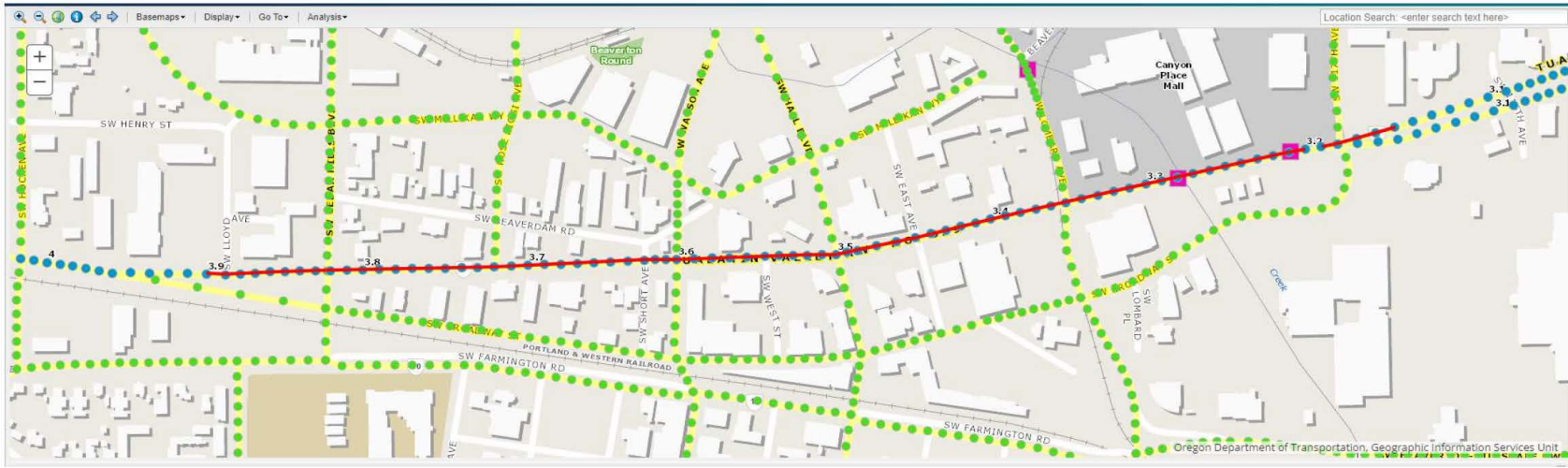
HIP Exchange Supplemental Federal Funding Recommendations					
Key	Lead Agency	Project Name	Project Description	Federal Funding Recommendation	Notes
Clackamas County					
19276	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	Construct sidewalk on the north side of the road and bike lanes on both sides of the road to provide safe bicycle and pedestrian facilities to connect residents with nearby schools, businesses, and transportation options. (2016-18 RFFA Award)	\$577,500	Add to the construction phase along with local match. Current cost estimate update indicates the construction phase is short by \$789,644.
Washington County					
19327	Tigard	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard. (2016-18 RFFA Award)	\$695,605	Add funds plus required match to the construction phase in FFY 2023. Latest cost update indicates construction phase is still short of funding.
Split from 18758	ODOT & Beaverton	OR8: SW Hocken Ave - SW Short St	Design and construct streetscape elements focused on pedestrian safety and place making. (2016-18 RFFA Award)	\$325,948	Key 18758 is being split into two separate projects to avoid further delivery conflicts between ODOT's scope elements and Beaverton's.

K18758 OR8: SW Hocken Ave - SW Short St.

Proposed funding changes via CMR08 (CMR approved 1/9/23)

1/11/2023

Phase	CMR 08				STIP AMENDMENT			Proposed New TIP Programming	BOLD = funding being added			
	Current STIP	Current FFY	Proposed STIP	Proposed FFY	Change	Existing Funding Commitment	Proposed Changes to Funding Commitment		Proposed STIP Programmin based on TIP			
PE	\$1,500,000.00	2015	\$2,382,360.00	N/C	\$882,360.00	\$261,400 ODOT FIX-IT funds \$1,238,600 Metro funds w/local match	(INCREASE BY \$882,360.) Add \$325,948 in new Metro HIP funding, Beaverton pays the \$37,306 match. (\$363,254) Add \$500,000 in Metro and match funds from RW Add <u>\$19,106</u> in ODOT funds from RW	<ul style="list-style-type: none"> \$280,506 ODOT (\$261,400 + \$19,106) Fix-It Funds (need fund source and if federal, need fed/match break out) \$1,560,046 U-STBG + \$178,554 match (Beaverton) (\$1,738,600 total) \$325,948 HIP Exchange (fund type TBD) + \$37,306 match (Beaverton) (\$363,254 total) 	Fix-it 2015 164,999.99 148,054.50/16,945.49 (S) UrbSTB 2017 1,238,600 1,111,396/127,204 (L) Fix-it 2017 96,400 86,500/9,900 (S) Fix-it 2023 19,106 17,143.81/1,962.19 (S) UrbSTB 2023 500,000 448,650/51,350 (L) from RW HIP Exc 2023 363,254.01 325,947.82/37,306.19 (L)			
RW	\$1,800,000.00	2020	\$280,900.00	2024	-\$1,519,100.00	\$1,300,000 ODOT FIX-IT funds (\$30,000 obligated) \$500,000 Metro funds w/local match	(DECREASE BY \$1,519,100) Move \$500,000 in Metro funds to PE. Remaining Metro contribution = \$0. Move <u>\$19,106</u> in ODOT funds to PE. Drop \$999,994 from ODOT funds to the Region FP as savings.	<ul style="list-style-type: none"> \$280,900 ODOT Fix-It Funds (need fund source and if federal, need fed/match break out) 	Fix-it 2020 \$30,000 0/30,000 (S) Fix-it 2023 \$250,900 225,132.57/25,767.43 (S)			
CN	\$7,901,395.09	2023	\$2,811,989.00	2025	-\$5,089,406.09	\$1,800,398 ODOT FIX-IT funds \$2,200,997 Metro funds w/local match \$3,900,000 Beaverton funds	(DECREASE BY \$5,089,406) Keep \$2,200,997 in Metro funds. Drop \$1,189,405 in ODOT funds back to Region FP as savings. Remaining ODOT contribution = \$610,993. Drop \$3,900,00 in Beaverton funds back to Beaverton. Remaining Beaverton contribution = \$0 (not including overmatch on Metro funds)	<ul style="list-style-type: none"> \$1,974,954 U-STBG + \$226,042 match (Beaverton) (\$2,200,996 total) \$610,993 ODOT funds (need fund source and if federal, need fed/match break out) 	UrbSTB 2024 2,200,997 1,974,954.61/226,042.39 (L) Fix-it 2024 610,993 548,244.02/62,748.98 (S)			
Total	\$11,201,395.09		\$5,475,249.00		-\$5,726,146.09	\$11,201,395	\$5,475,249		\$	5,		



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

Memo

Date: March 16, 2023
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead
 Subject: March FFY 2023 MTIP Formal Amendment & Resolution 23-5319 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF AMENDING THE 2021-24 MTIP TO RE-SCOPE THE OR8/CANYON RD PROJECT TO REFLECT ONLY THE BEAVERTON PEDESTRIAN ENHANCEMENT PORTION ALLOWING IT TO MEET FEDERAL DELIVERY REQUIREMENTS

BACKGROUND

What This Is:

The March FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle contains one project. Key 18758 currently is a combined ODOT street upgrade and Beaverton pedestrian enhancement project. The project is being re-scoped to reflect only the Beaverton pedestrian enhancement scope elements. The current MTIP programming is shown in the below table as the starting point to change the project.

Metro **Transportation tracker** | Welcome Ken Lobeck (Admin) | [Logout](#) | [Glossary](#) | [Documentation](#)

home admin **RTP** **RFFA** **MTIP** **FUND** search

details costs programming map amendments obligations earmarks comments

ODOT Key: 18758 | MTIP ID: 70757
 OR8: SW Hocken Ave - SW Short St - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2015		\$1,345,950	\$154,049	\$0	\$1,499,999	<input type="checkbox"/>
	2010	NHS	\$25,452	\$2,913	\$0	\$28,365	
	2015	STP	\$1,111,396	\$127,204	\$0	\$1,238,600	
	2014	State STP (M240)	\$32,882	\$3,763	\$0	\$36,645	
	2016	Equity B (LZ2E)	\$50,344	\$5,762	\$0	\$56,106	
	2015	Redistribution (Z030)	\$125,876	\$14,407	\$0	\$140,283	
Purchase right of way	2020		\$1,588,221	\$181,779	\$0	\$1,770,000	<input type="checkbox"/>
	2016	STP	\$448,650	\$51,350	\$0	\$500,000	
	2020	STBG - STATE	\$1,139,571	\$130,429	\$0	\$1,270,000	
Construction	2023		\$3,590,452	\$410,943	\$3,900,000	\$7,901,395	<input type="checkbox"/>
	2018	STP	\$1,974,955	\$226,042		\$2,200,997	
	2021	STBG - STATE	\$1,615,497	\$184,901	\$3,900,000	\$5,700,398	
Totals >>			\$6,524,623	\$746,771	\$3,900,000	\$11,171,394	

What is the requested action?

JPACT met on March 16, 2023 and approved Resolution 23-5319 and recommends Metro Council provide the final approval which will complete the re-scoping action to the OR8/Canyon Rd project in the MTIP and STIP.

A summary of the project and amendment actions are shown on the next pages.

March FFY 2023 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: MR23-07-MAR				
Total Number of Projects: 1				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 18758 MTIP ID 70757	ODOT	OR8: SW Hocken Ave – SW Short St OR8: Canyon Rd Pedestrian Enhancements	Design and construct streetscape, safety, and operational improvements Construct streetscape, safety & operational enhancements of median islands and crosswalk stripping between SW 117th Ave & SW Lloyd St with new pedestrian crossing at Cedar Hills Blvd, & rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access.	SCOPE CHANGE: Re-scope the project to reflect the Beaverton pedestrian enhancement portion as the primary project scope and adjust the construction phase to be in FFY 2024.

JPACT March 16, 2023 Meeting Summary:

The MTIP formal amendment was included on the JPACT Consent Agenda. JPACT moved the Consent Agenda and passed it unanimously without discussion which include the MTIP formal amendment in Resolution 23-5319.

TPAC March 3, 2023 Meeting Summary:

TPAC members received their notification of the amendment an overview of the project changes occurring. Ken Lobeck, Metro staff provided a short overview of Beaverton's Canyon Rd Streetscape upgrade projects from initial award through the combining action with ODOT's OR8 operational and safety upgrade projects to the final decision to separate the project from the ODOT projects. TPAC members asked for some added details about why this combining effort eventually failed and now requires re-scoping. Ted Leybold, Metro Resource Development Department Manager clarified that conflicts in delivery timing and additional costs emerged during the Preliminary Engineering phase that could not be resolved. As a result, it became necessary to slow-down the Beaverton scope elements and separate them from the ODOT OR8 planned improvements to allow ODOT's scope elements to continue moving forward. The re-scoping and separation effort now occurring allows the Beaverton scope elements more time to work through their final scope and cost estimates without delaying the ODOT safety and operation upgrades occurring on OR8. After this discussion, TPAC move staff's recommendation and unanimously voted to prove JPACT and approval recommendation for Resolution 23-5319.

AMENDMET SUMMARY

Project #1 Key 18758	OR8: SW Hocken Ave -- SW Short St OR8: Canyon Rd Pedestrian Enhancements (Scope Change) Lead Agency: ODOT
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Project Description:~~Design and construct streetscape, safety, and operational improvements~~**Construct streetscape, safety & operational enhancements of median islands and crosswalk stripping between SW 117th Ave & SW Lloyd St with new pedestrian crossing at Cedar Hills Blvd, & rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access.****Identifications/Key Consistency Check Areas:**

- Lead Agency: ODOT
- ODOT Key Number: **18758**
- MTIP ID#: 70757
- RTP ID: 11440
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Support documents included
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval: Yes. Scheduled for March 9, 2023. See Attachment 1 for added details.
- Performance Measurements applicable: Yes – Safety
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made without issues: Yes

Description of Changes

The scope change separates the Beaverton Canyon Road Pedestrian Enhancements from its previous assimilation within the larger series of ODOT OR8 operational safety upgrade projects. Due to delivery challenges, Beaverton's portion is separated out as a stand-alone project to avoid further conflicts with the OR8 operational safety upgrade projects. The scope and funding for Key 18758 now reflects the planned Canyon Road Pedestrian Enhancements as part of Beaverton's planned streetscape upgrades.

Project History:

As part of the 2016-18 Regional Flexible Fund Allocation, Beaverton's Canyon Road Safety and Streetscape Enhancement project received a federal \$3,535,000 award.

2016-18 RFFA project and program recommendations						
Local projects						
Sub-region	Project	Lead agency	Focus area	Phase	RFF request	Total Project Cost
	Canyon Road Streetscape and Safety Project	Beaverton	AT/CS	CONS	\$3,535,000	\$3,939,579
	Fanno Creek Trail: Woodard Park to Bomta Road and 85 th Avenue to Tualatin River Bridge	Tigard	AT/CS	CONS	\$3,700,000	\$4,600,000
	Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue	THPRD	AT/CS	PD	\$800,000	\$4,733,812
	Tonquin Road/Grahams Ferry Road Intersection	Washington County	GE/FI	CONS	\$2,132,000	\$3,352,154
	Pedestrian Arterial Crossings	Washington County	AT/CS	PD	\$636,000	\$3,979,350
	US 26/Brookwood Interchange - Industrial Access Project	Hillsboro	REOF	CONS	\$8,267,000	\$35,000,000
Washington County						

The RFFA award provided funding assistance for Beaverton's Phase 2 component that would support the engineering and construction of pedestrian safety enhancements in the area

bounded by to SW 117th Avenue to the east and SW Hocken Avenue to the west. Project elements included:

- Improvement of six (6) existing intersections with high-visibility paint, paving and bulb-outs
- Addition of a signalized intersection at Rose Biggi Ave & Canyon Road
- Installation of a mid-block pedestrian refuge & beacon at East Ave & Canyon Road
- Installation of a bike lane on the south side of Canyon from Hocken to Broadway
- Installation of a sidewalk on the south side of Canyon Road from Hocken Ave to Broadway St, and from Broadway St to Cedar Hills Blvd
- Installation of stormwater quality treatment on Canyon Road from Cedar Hills Blvd to Broadway St, including utility reconstruction & drainage
- Reconstruction of a bridge structure over Beaverton Creek to widen a currently substandard sidewalk

Element	Cost Estimate
Construct curb/gutter, sidewalk & curb ramps & bike lane striping	\$138,000
Utility removal/reconstruction	\$102,000
Stormwater swales & drainage system	\$447,000
Bridge reconstruction	\$110,000
Traffic signal at Rose Biggi Avenue	\$450,000
Pedestrian refuge island & beacons	\$100,000
Crosswalk markings, concrete treatments & turn improvements	\$301,000
Project elements subtotal (rounded)	\$1,648,000
Survey, design, admin. & contingency (rounded)	\$1,877,000
Total (rounded)	\$3,525,000

The estimate total project cost at the time of the RFFA award was approximately \$3.9 million..

Around the same time, ODOT was developing their operational safety upgrade projects along OR8. These projects would provide various operational and safety upgrades for motorists and pedestrians along various locations of OR8. The projects included:

- Canyon Road Improvements: SW 110th Avenue to SW 192 Avenue
- OR 8 at River Road Safety Project
- OR 8 Safety Improvements at SE 44th/45th Avenue
- OR 8 Safety Improvements at OR 219



Since their appeared to be clear overlap between Beaverton Canyon Rd Streetscape enhancements project and the ODOT operational safety upgrade projects, Beaverton and ODOT agreed to merge the Canyon Rd project into their operational safety projects. The intent was to provide enhanced delivery abilities and better leverage project costs.

However, complications arose with the planned project merger concerning the available funding and scope elements. Unfortunately, the complications could not be resolved. This resulting in the current re-scoping amendment now occurring to separate Beaverton's Canyon Road pedestrian streetscape enhancement project from the ODOT operational safety upgrade projects.

Beaverton's Canyon Road Streetscape Project is designed to enhance the existing streetscape by creating a sense of place with trees, sidewalks, center medians and a new crosswalk. The new streetscape will increase pedestrian connectivity between the Creekside District and Old Town in Central Beaverton. It will also improve highway safety, signal operations, and access to transit on Canyon Road. ODOT will remain lead agency to delivery the project for Beaverton.



The proposed project elements include the following:

- Improve accessible sidewalk curb ramps.
- Add a crosswalk and a flashing beacon on Canyon Road at Rose Biggi Avenue. A flashing beacon is a pedestrian-activated flashing light at a marked crosswalk to help alert motorists that a pedestrian is crossing the street.
- Add a landscaped center median on Canyon Road between Short Street and Cedar Hills Boulevard.
- Upgrade the traffic signals and lighting in the project area.
- Rebuild driveways and evaluate business access within the project area for safety and compatibility with project design.
- The updated estimated total project cost is now \$5,475,250.

Funding in support of the revised project includes a combination of Metro RFFA, ODOT managed funds, a HIP Exchange Funding award from Metro, and local funds from Beaverton. The

Key 18758 - OR8/Canyon Road Pedestrian Enhancements Revised Funding Composition

Fund Type Code	Source	Federal	State (Match)	Local (Match/Overmatch)	Total
State STP	ODOT	\$581,126	\$66,513	\$0	\$647,639
Equity B	ODOT	\$50,344	\$5,762	\$0	\$56,106
NHS	ODOT	\$25,452	\$2,913	\$0	\$28,365
Redistribution	ODOT	\$125,876	\$14,407	\$0	\$140,283
HSIP	ODOT	\$225,133	\$25,767	\$0	\$250,900
State	ODOT	\$0	\$30,000	\$0	\$30,000
STBG-U	Metro	\$3,535,000	\$0	\$404,596	\$3,939,596
ADVCON (HIP Fund Exchange)	Metro	\$325,948	\$0	\$37,306	\$363,254
Other	Beaverton	\$0	\$0	\$19,107	\$19,107
Totals:		\$4,868,879	\$145,362	\$461,009	\$5,475,250

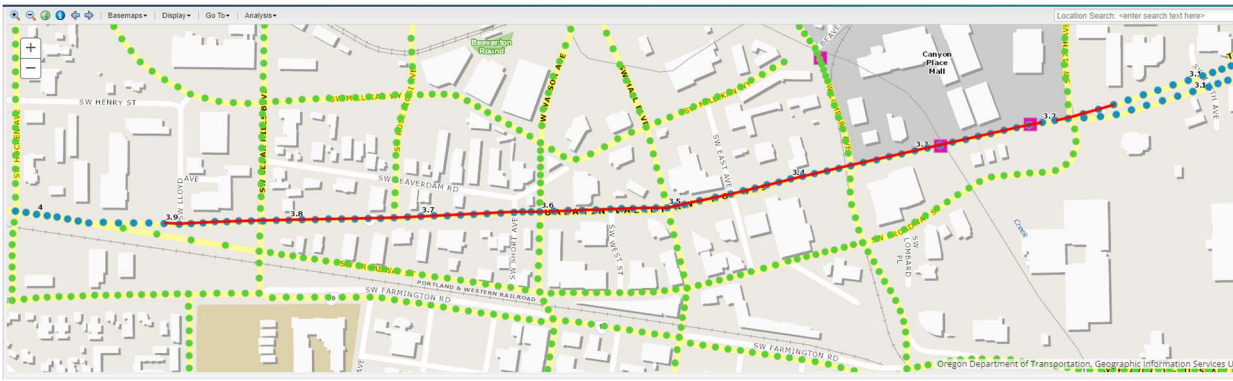
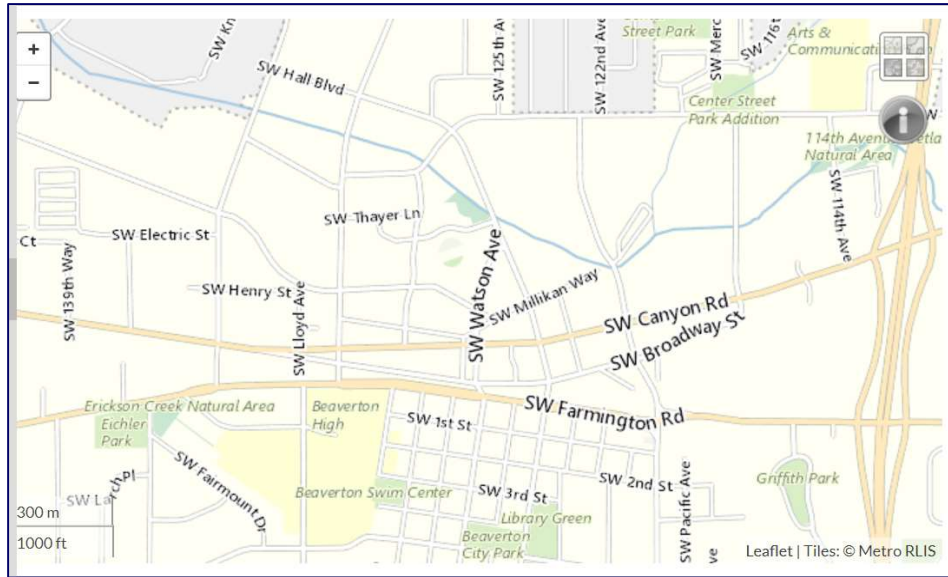
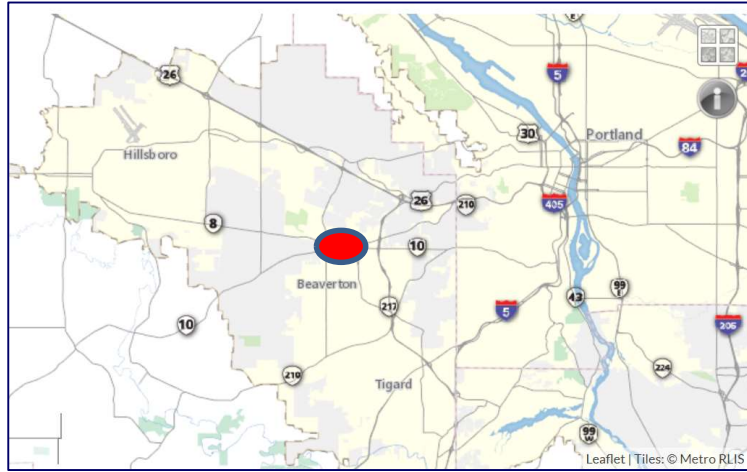
ODOT Contribution: \$1,153,293 (= 21.1%)

Metro Contribution: \$3,860,948 (= 70.5%)

Beaverton Contribution: \$461,009 (= 8.4%)

Support Item(s):

Project Location Map



Additional Support Items

HIP Fund Exchange Award Confirmation

3.2 Resolution No. 23-5302, For the Purpose of Completing a HIP Fund Exchange with ODOT for Less Restrictive Federal Funds Allowing them to be Applied as Supplemental Funding Support to Seven Metro Regional Flexible Fund Allocation Funded Projects to Help Offset Inflation Cost Increase Impacts

Presenter(s): Ted Leybold (he/him), Metro
Ken Lobeck (he/him), Metro

Attachments: [Resolution 22-5302](#)
[Staff Report](#)

STAFF FUNDNG RECOMMENDATIONS

The final staff project funding recommendations for the \$3,850,000 of HIP Exchange Supplemental funding are shown below. Proposed approval and implementation steps will then follow.

HIP Exchange Supplemental Federal Funding Recommendations					
Key	Lead Agency	Project Name	Project Description	Federal Funding Recommendation	Notes
Clackamas County					
19276	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	Construct sidewalk on the north side of the road and bike lanes on both sides of the road to provide safe bicycle and pedestrian facilities to connect residents with nearby schools, businesses, and transportation options. (2016-18 RFFA Award)	\$577,500	Add to the construction phase along with local match. Current cost estimate update indicates the construction phase is short by \$789,644.
Washington County					
19327	Tigard	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard. (2016-18 RFFA Award)	\$695,605	Add funds plus required match to the construction phase in FFY 2023. Latest cost update indicates construction phase is still short of funding.
Split from 18758	ODOT & Beaverton	OR8: SW Hocken Ave - SW Short St	Design and construct streetscape elements focused on pedestrian safety and place making. (2016-18 RFFA Award)	\$325,948	Key 18758 is being split into two separate projects to avoid further delivery conflicts between ODOT's scope elements and Beaverton's.

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 and eligible to be programmed in the MTIP.
- Passes fiscal constraint verification.
- 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
- Consistent with RTP project costs when compared with programming amounts in the MTIP
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling

- 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.
- Reviewed and determined that Performance Measurements will or will not apply.
- Completion of the required 30-day Public Notification/Opportunity to Comment period:
- Meets MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the March FFY 2023 Formal MTIP amendment (MR23-07-MAR) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	February 24, 2023
• Initiate the required 30-day public notification process.....	February 28, 2023
• TPAC notification and approval recommendation.....	March 3, 2023
• JPACT approval and recommendation to Council.....	March 16, 2023
• Completion of public notification process.....	March 28, 2023
• Metro Council approval.....	April 6, 2023

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 timeline is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	April 12 ,2023
• USDOT clarification and final amendment approval.....	Mid to Late May 2023

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

MARCH FFY 2023 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: MARCH 16, 2023

- 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. The Metro funds are prior awarded funds from the 2016-18 RFFA Step 2 project funding call and are separate from the Metro annual budget.

RECOMMENDED ACTION:

JPACT met on March 16, 2023 and approved Resolution 23-5319 and recommends Metro Council provide the final approval which will complete the re-scoping action to the OR8/Canyon Rd project in the MTIP and STIP.

1 Attachment: OTC Staff Report Item - OR8: SW Hocken Ave- SW Short St project renaming and funding adjustment



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: February 27, 2023
TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
 Director

SUBJECT: **Consent Item 09** – Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to re-name OR8: SW Hocken Ave- SW Short St project and decrease project funding due to revised project scope.

Requested Action:

Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to re-name *OR8: SW Hocken Ave - SW Short St* project to *OR8: Canyon Rd pedestrian improvements* project and decrease funding for *OR8: Canyon Rd pedestrian improvements* project.

Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) to decrease project funding for the *OR8: Canyon Rd pedestrian improvements* project from \$11,201,395 to \$5,475,250 for a total decrease of \$5,726,145, mostly made up of fix-it Region 1 program and local funds.

Project to decrease funding:

<i>OR8: Canyon Rd pedestrian improvements (K18758)</i>			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2015	\$1,500,000	\$2,382,360
Right of Way	2020	\$1,800,000	\$280,900
Construction	2024	\$7,901,395	\$2,811,990
TOTAL		\$11,201,395	\$5,475,250

Background:

The purpose of the *OR8: Canyon Rd pedestrian improvements* project (K18758) is to design and construct streetscape, safety, and operational improvements on SW Canyon Rd in Beaverton between SW 117th Ave and SW Lloyd St. The project will improve signal safety and access for pedestrians, including streetscape enhancements.

A previous design concept was developed jointly by ODOT and the city of Beaverton that included sidewalk widening, traffic signal replacements, minor highway realignment, landscaped medians, and an enhanced pedestrian crossing signal. Design for this concept was completed to approximately 75%

Oregon Transportation Commission
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by 2021. This concept was ultimately rejected by a new City Council and Metro leadership due to exceeding the available construction funding while not sufficiently addressing the core objective of pedestrian safety and access. In 2022, ODOT, Beaverton, and Metro worked together to develop a more focused project scope that was acceptable to all partners. This revised scope will make improvements to enhance the pedestrian experience, including safety and access, in Beaverton's central business district. These improvements are consistent with the long-term goals of all three agencies for this corridor. Specifically, the revised project scope includes an enhanced pedestrian crossing signal at the SW Rose Biggi Ave intersection, a landscaped median on SW Canyon Rd, and other targeted pedestrian access improvements.

The significance of the scope and funding changes is best conveyed by changing the project name from *OR8: SW Hocken Ave - SW Short St* to *OR8: Canyon Rd pedestrian improvements*.

Increasing the Preliminary Engineering phase will allow ODOT to complete the design for the revised project scope. Decreasing the Right of Way and Construction phases will allow funds to be transferred to other phases and leave sufficient funding to complete the reduced project scope and return \$3.9m to local funding partners and \$2,189,399 to the Region 1 Fix-it financial plan to address shortfalls on safety and preservation projects within Region 1.

Outcomes:

With approval, ODOT will proceed to increase the PE phase by \$882,360 to complete the design. ODOT also will reduce the Right of Way phase by \$1,519,100 and reduce the Construction phase by \$5,089,405. ODOT will also change the project name from *OR8: SW Hocken Ave - SW Short St* to *OR8: Canyon Rd pedestrian improvements*.

Without approval, ODOT will place the Preliminary Engineering phase on hold until sufficient funding for design is secured and our partners agree to the expanded scope.

Attachments:

- Attachment 1 – Vicinity and Location Maps

K18758

OR-8: CANYON RD PEDESTRIAN IMPROVEMENTS

PROJECT LOCATION



REGION



COUNTY



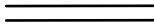
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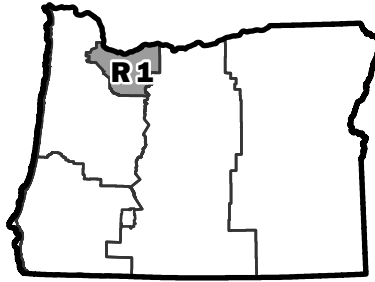
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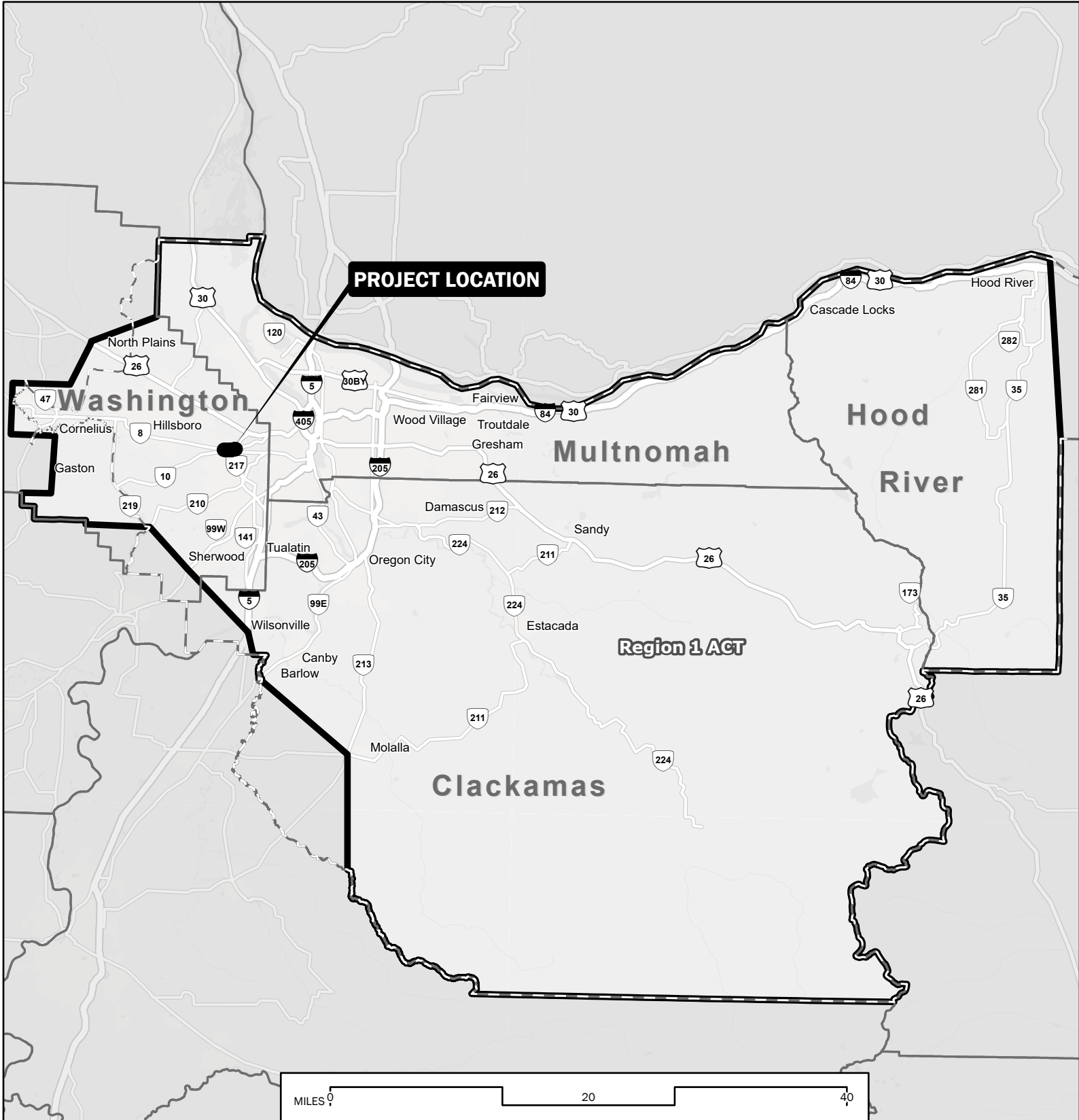


RAILROAD



DATE: 1/26/2023
PROJECT NO. 23-52
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K18758 OR-8: CANYON RD PEDESTRIAN IMPROVEMENTS

PROJECT LOCATION



REGION



COUNTY



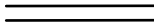
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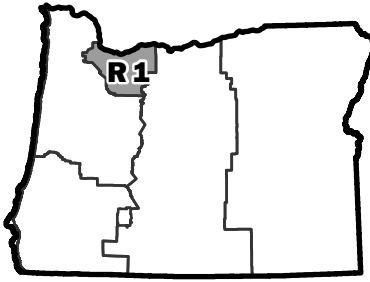
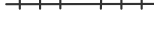
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LOCAL ROAD



RAILROAD



DATE: 1/26/2023
PROJECT NO. 23-52
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