

Metro is in receipt of the 2021-26 MTIP November #1 2021 (FFY 2022) Formal Amendment for Resolution 21-5218

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

**Public Notification Comment Opportunities for the November #1 2021 (FFY 2022) Formal MTIP Amendment for Resolution 21-5218
(Regular Monthly Formal Amendment Bundle)**

The public review period for this project amendment is **11/2/2021 and concludes on 12/1/2021, at 5:00 pm.**

Requests to submit comments or concerns about this amendment should be submitted to Summer Blackhorse, via email at summer.blackhorse@oregonmetro.gov. Subject to revisions to address comments received during the public comment period, the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.

Public comment also may occur by attending one of the two Metro approval committees required for the formal amendment to complete: (1) Transportation Policy Alternatives Committee (TPAC), or (2) at the Joint Policy Advisory Committee on Transportation (JPACT). Public comment can also occur at the Metro Council where the formal amendment receives final Metro approval. Please check the Metro website for the specific committee to see if the amendment is included on that month's agenda.

About MTIP Formal/Full Amendments:

Formal MTIP amendments represent a significant change to a project from the original funding or scope of improvement activities. The various required process steps are intended to demonstrate that as a result of the required changes, no impact upon air conformity is present, plus fiscal constraint is still maintained, and/or the priorities, policies, and goals established in the approved Regional Transportation Plan (RTP) have not changed. Formal MTIP amendments normally fall into one or more of the following categories: (1) Significantly adds, revises, reduces, or changes the project scope of improvement activities. (2) Requires a significant change to the project limits limit (greater than 0.25 miles). (3) Involves a significant cost change (increase or decrease normally 20% or greater). (4) Adds or cancels a project from the MTIP.

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



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

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



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

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

Lead Agency: Gresham		Project Type:	Operations	ODOT Key:	19120
Project Name: SE 242nd/Hogan: NE Burnside - E. Powell (Gresham)	1	ODOT Type:	Modern	MTIP ID:	70799
		Performance Meas:	Yes	Status:	5
Project Status: 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.		Capacity Enhancing:	No	Comp Date:	9/30/2026
		Conformity Exempt:	Yes	RTP ID:	10512
Short Description: Operational improvements, signal upgrades, bicycle and pedestrian improvements		On State Hwy Sys:	No	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	No
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2015	Past Amend:	7
		Years Active:	8	OTC Approval:	No
		STIP Amend #:	21-24-0993	MTIP Amnd:	NV22-02-NOV1

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

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

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

PROJECT FUNDING DETAILS

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

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we doing?
- > Support Materials: STIP Summary Report, STIP Impacts Worksheet and Change Management Request (CMR)

Amendment Summary:

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

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

RTP References:

- > RTP ID: 10512 - Hogan - Powell to Burnside: Boulevard Design + Intersection Improvements
- > RTP Description: Improve to boulevard standards with center median, planter strip, and new sidewalk. Intersection improvements at Burnside and Powell. Multi-use path on west side from Wy'East Way path end to Powell Blvd. Bike lane east side between Powell and Burnside.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

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

Other

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



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

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

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

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

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

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

PROJECT FUNDING DETAILS

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

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Approximately \$25k is split off the contraction phase and committed to Key 20435
- > Support Materials: STIP Summary Report

Amendment Summary:

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

RTP References:

- > RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

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

Other

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



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

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

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

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

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

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Approximately \$25k is split off the contraction phase and committed to Key 20435
- > Support Materials: STIP Summary Report, STIP Impacts Worksheet, and Location Map

Amendment Summary:

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

- > Will Performance Measurements Apply: Yes, Safety & Pavement

RTP References:

- > RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: No
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective: 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

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

Other

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

