

2021-2024 Metropolitan Transportation Improvement Program
Public Notification of Submitted New and Proposed Amended Existing Projects
Public Notification and Opportunity to Comment Notice



Metro is in receipt of the 2021-24 MTIP April FFY 2023 Formal Amendment Bundle for Resolution 23-5325

Amendment Purpose Statement for Resolution 23-5325 (Amendment Number AP23-08-APR)

FOR THE PURPOSE OF AMENDING THE 2021-24 MTIP TO ADD THREE NEW PROJECTS TO THE MTIP ALLOWING THEM TO INITIATE PRELIMINARY ENGINEERING AND MEET FUTURE FEDERAL DELIVERY REQUIREMENTS

Public Notification Comment Opportunities for the April FFY 2023 Formal MTIP Amendment for Resolution 23-5325

The public review period for this project amendment is **4/4/2023** and concludes on **5/3/2023**, 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the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.

Added Notes

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 the required changes have no significant impact upon air conformity, 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 (greater than 1 mile). (3) Involves a significant cost change (increase or decrease normally 20% or 30% greater). (4) Adds or cancels a project from the MTIP.

2021-2024 Metropolitan Transportation Improvement Program Exhibit A to Resolution 23-5325				
April FFY 2023 Formal Transition Amendment Bundle Contents Amendment Type: Formal/Full Amendment #: AP23-08-APR Total Number of Projects: 3				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 23421 MTIP ID TBD New Project	ODOT	Kellogg Creek Dam Restoration (Clackamas County)	Design activities including NEPA for the removal of Kellogg Creek dam, replacement of OR99E structure and habitat restoration of watershed.	ADD NEW PROJECT: Add the PE phase with a \$15 million NOAA grant in support of the Kellogg Dam Restoration project and OR99E bridge structure replacement
(#2) ODOT Key # 23425 MTIP ID TBD New Project	ODOT	US26: Safety Enhancements at Stone Road (Clackamas County)	At Stone Road, install a traffic separator in the median of the highway to restrict the side street approaches to right-in, right-out, left in. These enhancements will improve safety especially at night.	ADD NEW PROJECT: Advance the 2024-27 STIP project by adding the PE phase to the 2021-24 MTIP. OTC approval was required and occurred on 3/9/2023
(#3) ODOT Key # 23418 MTIP ID TBD New Project	ODOT	Inner Powell Safety Enhancements	The project delivers striping, signage, school zone evaluation to improve pedestrian safety along SE Powell Blvd between SE 7th Ave and I-205.	ADD NEW PROJECT: Advance the 2024-27 STIP project by adding the safety upgrade project to the 2021-24 MTIP. OTC approval was required and occurred on 3/9/2023.

Proposed Amendment Review and Approval Steps:

- Tuesday, April 4, 2023: Post amendment & begin 30-day notification/comment period.
- Friday, April 7, 2023: TPAC meeting (Required Metro amendment notification)
- Thursday, April 20, 2023: JPACT meeting.
- Wednesday, May 3, 2023: End 30-day Public Comment period.

- Thursday, May 11, 2023: Metro Council meeting.
- Wednesday, May 18, 2023: Submit MTIP Amendment bundle sent on to ODOT and FHWA for final reviews and approvals.
- Mid-June 2023: Final project amendment approval from FHWA expected.

2021-2026 MTIP Formal Amendment - Exhibit A

April 2023 Formal Amendment for FFY 2023 - Amendment Number AP23-08-APR

Summary Reason for Change: The formal amendment adds the PE phase for the project to the 2021-24 MTIP



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

MTIP Formal Amendment
ADD NEW PROJECT
Add the PE phase to this new project
to the MTIP

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	23421
Project Name: Kellogg Creek Dam Restoration (Clackamas County)	1	Fiscal Constraint Cat:	Capital	MTIP ID:	TBD
		ODOT Type	Bridge	Status:	2
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		Performance Goal:	Bridge	Comp Date:	12/31/2027
		Capacity Enhancing:	No	RTP ID:	12092
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	Yes	Trans Model:	12/6/2018
		30 Day Notice Begin:	4/4/2023	TCM:	No
		30 Day Notice End:	5/3/2023	TSMO Award	No
		Funding Source	NOAA	TSMO Cycle	N/A
		Funding Type:	NOAA	RFFA ID:	N/A
		State Highway Route	OR99E	RFFA Cycle:	N/A
		Mile Post Begin:	Kellogg	UPWP:	No
		Mile Post End:	Dam	UPWP Cycle:	N/A
		Length:	Bridge	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	5/11/2023
1st Year Program'd:	2023	OTC Approval:	No		
Years Active:	0	OTC Date	N/A		
STIP Amend #: 21-24-3236			MTIP Amnd #: AP23-08-APR		

Detailed Description: In the city of Milwaukie at Kellogg Creek and on OR99E/McLoughlin Blvd at the Kellogg Dam (Bridge #01949), initiate and complete design activities and NEPA requirements for the later removal of Kellogg Creek dam plus replacement of the OR99E structure for the habitat restoration of the watershed.

STIP Description: Design activities including NEPA for the removal of Kellogg Creek dam, replacement of OR99E structure and habitat restoration of watershed.

Last Amendment of Modification: None. This is the initial MTIP programming for the project

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NOAA	OTH0	2023		\$ 15,000,000				\$ 15,000,000
								\$ -
								\$ -
								\$ -
Note:							Federal Totals:	\$ 15,000,000
1. The NOAA grant is 100% federal. There is no match requirement								
2. The STIP will reflect the project programmed using a generic federal "Other" fund code.								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 15,000,000	\$ -	\$ -	\$ -	\$ 15,000,000
Total Project Cost Estimate (all phases):							\$	15,000,000
Year of Expenditure Cost Amount:							\$	54,928,279

Programming Summary Details

Why project is short programmed: The NOAA grant provides \$15 million to complete the PE phase. The preliminary total project cost estimate is \$54.9 million an will be programmed later once full funding is secured in the 2024-27 MTIP.

Phase Change Amount:	\$ -	\$ 15,000,000	\$ -	\$ -	\$ -	\$ 15,000,000
Phase Change Percent:	0%	100%	0%	0%	0%	100%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Revised Match Percent:	N/A	N/A	N/A	N/A	N/A	0.00%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	UR	Other	
Total Funds Obligated:		\$ -				Federal Aid ID
Federal Funds Obligated:		\$ -				
Initial Obligation Date:		N/A				Other Notes No PE phase obligations have yet occurred
EA Number:		N/A				
EA Start Date:		N/A				
EA End Date:		N/A				
Known Expenditures:		\$ -				

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 formal MTIP amendment adds the new fish passage restoration project which includes the Kellogg Dam bridge structure replacement. American Rivers obtained the grant which includes a large partnering group that includes the city of Milwaukie. The bridge replacement is on OR99E which is an ODOT facility. So, ODOT will act as lead agency for the transportation component for the bridge replacement.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impact Worksheet, project location map, NOAA grant application, NOAA grant award notification, and various Kellogg Dan Restoration overview documents.

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? April 4 2023 to May 3 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes

5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Possible. Any significant comments received will be sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: Only the PE phase is being added through this formal MTIP amendment.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Bridge - once implementation phases are added.
2A	Does the amendment include fiscal updates? Yes. The project adds \$15 million of new NOAA based funding to the MTIP.
2B	What is the funding source for the project? NOAA discretionary grant
2C	Was the Proof-of Funding requirement satisfied and how? Project award verification from NOAA
2D	Was overall fiscal constraint demonstrated? Yes.
2E	Added Financial Notes: Per the NOAA grant award, the total awarded funding is \$15,000,000, but only 7,513,180 in the first year can be obligated and expended. The remaining awarded funding can be expended during years 2 and 3 of the grant program.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12092 - Bridge Rehabilitation & Repair
1B	RTP Project Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.
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 - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
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 #6 - Healthy Environment Objective 6.1 Biological and Water Resources – Protect fish and wildlife habitat and water resources from the negative impacts of transportation.
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. No UPWP amendment is required.
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)? Not applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? The transportation component is located on OR99E in Milwaukie. OR99E is identified as a "Other NHS Routes" on the NHS system.
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes, see below:
2B	What is the Metro modeling designation? - Motor Vehicle: Major Arterial - Transit: Frequent Bus - Freight: Roadway Connectors - Bicycle: Bicycle Parkway - 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

NOAA	A federal funding source from the National Oceanic and Atmospheric Administration. The NOAA Restoring Fish Passage Through Barrier Removal funding grant program is a discretionary and is 100% federal funds. There is no match requirement
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Fund Codes

Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	OTH0	OTHER THAN STATE OR		100.00%	15,000,000.00	100.00%	15,000,000.00	0.00%	0.00	0.00%	0.00
	PE Totals			100.00%	15,000,000.00		15,000,000.00		0.00		0.00
	Grand Totals				15,000,000.00		15,000,000.00		0.00		0.00




Fish Passage Projects Recommended for Funding

NOAA is recommending more than \$87 million in funding for 23 fish passage projects.

NOAA is recommending more than \$87 million funding for 23 projects selected through the [*Restoring Fish Passage through Barrier Removal*](#) funding opportunity.

Oregon

[American Rivers](#)  will design, permit, and begin construction activities for the removal of Kellogg Creek Dam. The dam currently blocks access to 15 miles of high quality habitat in Kellogg Creek, a tributary of the Willamette River. Removing the dam will provide habitat for threatened Lower Columbia River coho, Chinook, and steelhead. (\$7,513,180 in first year; up to \$15,000,000 total over 3 years)


[Wild Salmon Center](#)  will implement nine fish passage projects in four Oregon coastal watersheds. The effort will remove and replace aging culverts, dams, tide gates, and other infrastructure to reopen and reconnect habitat for Southern Oregon/Northern California Coast coho and Oregon Coast coho. (\$3,625,109)



Figure 1. Potential project area overview and location area vicinity map for the Kellogg Restoration Project.

2021-2024 MTIP Formal Amendment - Exhibit A

April 2023 Formal Amendment for FFY 2023 - Amendment Number AP23-08-APR

Summary Reason for Change: This is a new project being advanced from the 2024-27 draft STIP with the PE phase being added to the MTIP in FFY 2023.



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

MTIP Formal Amendment
ADD NEW PROJECT
Add PE phase for new advancing
project from 2024-27 STIP

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	23425
Project Name: US26: Safety Enhancements at Stone Road (Clackamas County)	2	Fiscal Constraint Cat:	SM&O	MTIP ID:	TBD
		ODOT Type	Safety	Status:	3
Project Status: 3 = (PE) Preliminary Engineering (NEPA) activities initiated		Performance Goal:	Safety	Comp Date:	Not Stated
		Capacity Enhancing:	No	RTP ID:	12095
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	Yes	Trans Model:	12/6/2018
		30 Day Notice Begin:	4/4/2023	TCM:	No
		30 Day Notice End:	5/3/2023	TSMO Award	No
		Funding Source	ODOT	TSMO Cycle	N/A
		Funding Type:	HB2017	RFFA ID:	N/A
		State Highway Route	US26	RFFA Cycle:	N/A
		Mile Post Begin:	16.78	UPWP:	No
		Mile Post End:	16.78	UPWP Cycle:	N/A
		Length:	0.00	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	5/11/2023
	1st Year Program'd:	2023	OTC Approval:	Yes	
	Years Active:	0	OTC Date	3/9/2023	
		STIP Amend #: 21-24-3265		MTIP Amnd #: AP23-08-APR	
Detailed Description: In eastern Clackamas County on US26 at Stone Rd (MP 16.78), install a median traffic separator to restrict the side street approach to right-in, right-out, and left-in turns to provided additional safety enhancements especially at night to vehicle motorists.					

STIP Description: At Stone Road, install a traffic separator in the median of the highway to restrict the side street approaches to right-in, right-out, left in. These enhancements will improve safety especially at night.

Last Amendment of Modification: None. This is the initial project programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
State Funds								
HB2017	S070	2023		\$ 697,981			\$	697,981
								\$ -
								\$ -
							State Total:	\$ 697,981
Local Funds								
								\$ -
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 697,981	\$ -	\$ -	\$ -	\$ 697,981
Total Project Cost Estimate (all phases):							\$	1,100,000
Year of Expenditure Cost Amount:							\$	1,100,000

Programming Summary Details

Why project is short programmed: Only PE is being programmed currently. This project along with another at US26/SE 267th Ave totals \$2.2 million. Total project cost for Stone Rd applies 50% of the total safety project cost for both projects.

Phase Change Amount:	\$ -	\$ 697,981	\$ -	\$ -	\$ -	\$ 697,981
Phase Change Percent:	0%	100%	0%	0%	0%	0%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Revised Match Percent:	N/A	N/A	N/A	N/A	N/A	0.00%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/UR	Construction	
Total Funds Obligated:		\$ -				Federal Aid ID
Federal Funds Obligated:		\$ -				
Initial Obligation Date:		N/A				Other Notes
EA Number:		N/A				
EA Start Date:		N/A				
EA End Date:		N/A				
Known Expenditures:		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 adds the PE phase for the new safety upgrade project. The PE phase is being advanced from the 2024-27 STIP. OTC approval was required and occurred on 3/9/2023.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, OTC March staff report agenda item, project location map

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? April 4, 2023 to May 3, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
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.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes. Safety
2A	Does the amendment include fiscal updates? Yes. OTC approved \$697,981 for the PE phase.
2B	What is the funding source for the project? ODOT - specifically HB2017
2C	Was the Proof-of Funding requirement satisfied and how? OTC approval to advance the per phase to FFY 2023 and approve the required HB2017 funds.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12095 - Safety & Operations Projects
1B	RTP Project 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.
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 - Safety - Guardrails, median barriers, crash cushions.
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? N/A.
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 5 Safety and Security Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
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
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

Other Review Areas

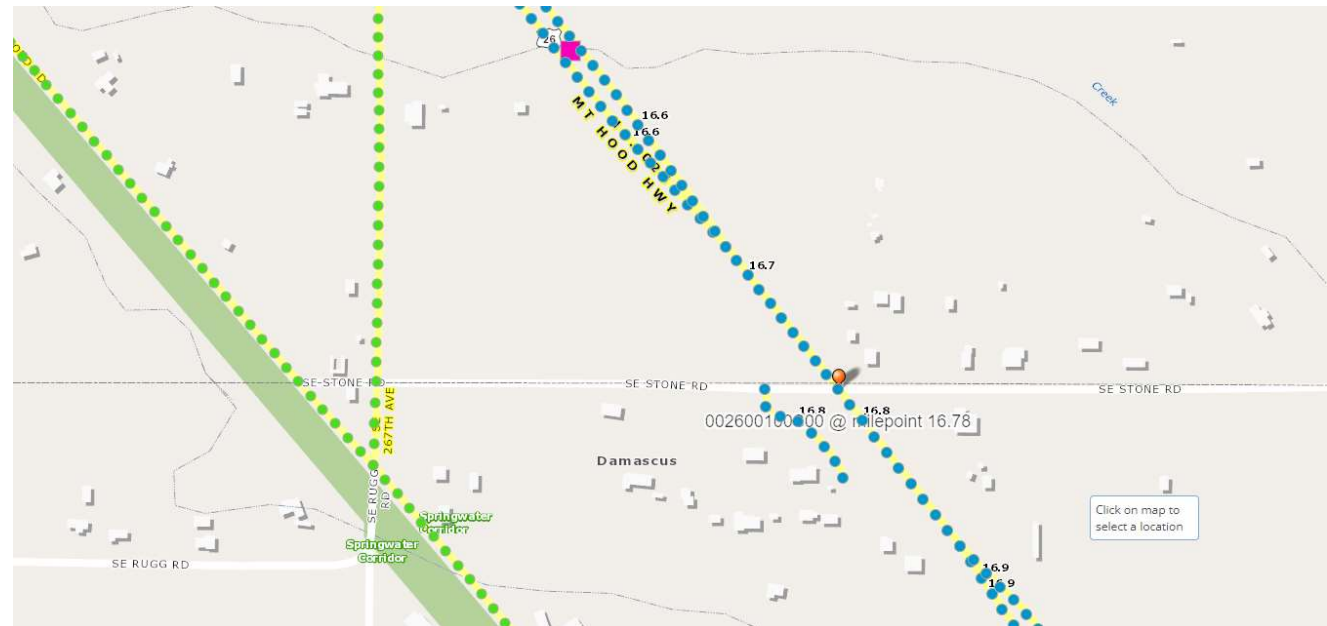
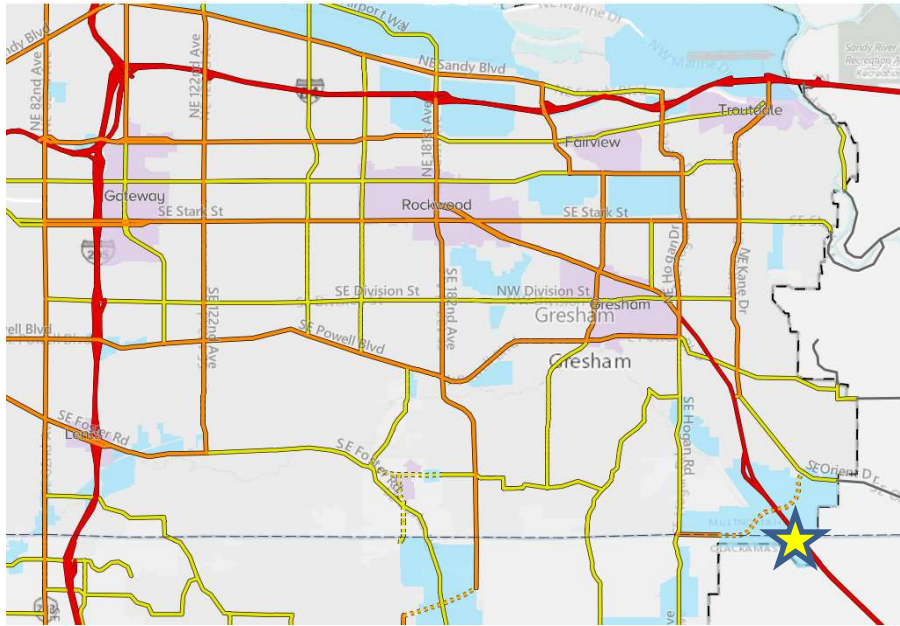
1	Is the project location identified on the National Highway System (NHS), and what is its designation? Yes, US26 is identified on the nms. as an "Other NHS Routes"
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Motor Vehicle,
2B	What is the Metro modeling designation? - Motor Vehicle = Throughway - Transit = Frequent Bus - Freight = Main Roadway Route - Bicycle = Regional Bikeway - 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

HB2017	State funds that originate from Oregon HB2017 approved legislation

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	S070	HB2017 Funding Package		100.00%	697,981.00	0.00%	0.00	100.00%	697,981.00	0.00%	0.00
		PE Totals		100.00%	697,981.00		0.00		697,981.00		0.00
		Grand Totals			697,981.00		0.00		697,981.00		0.00





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: **Agenda Item F** -- Approve Release of the Draft 2024-2027 Statewide Transportation Improvement Program (STIP) for Public Review and Comment

Requested Action:

Request approval to release the 2024-2027 Statewide Transportation Improvement Program (STIP) to the public for review and comment: approve the list of projects to advance to begin delivery.

Agenda Item F, Attachment 02

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Advance Amount	Reason for Advancing
23106	1	Portland Metro and Surrounding Area Safety Reserve(FFY24)	various	various		OT	Safety	HB2017 Safety R1	\$1,000,000.00	Inner Powell safety improvements & immediate safety improvements on ODOT owned facilities within the city of Portland.
23107	1	Portland Metro and Surrounding Area Safety Reserve(FFY25)	various	various		OT	Safety	HB2017 Safety R1	\$1,000,000.00	Implementation of safety improvements identified through recent road safety audits in Region 1.
23108	1	Portland Metro and Surrounding Area Safety Reserve(FFY26)	various	various		OT	Safety	HB2017 Safety R1	\$697,981.00	Design, development & construction of safety improvements on US26 at Stone Road.
20435	1	OR99W: I-5 - McDonald St	7.47	13.74		CN	Fix-It Region 1 HB2017 Preservation AT Leverage R1 ARTS Region 1 SW ADA Transition Fix-it SW Bridge		\$26,585,468.00	Increase the Construction phase, adding funds for ADA and preservation scope.

2021-2026 MTIP Formal Amendment - Exhibit A

April 2023 Formal Amendment for FFY 2023 - Amendment Number AP23-08-APR

Summary Reason for Change: The project is being advanced from the 2024-27 STIP to enable the PE phase to start in FFY 2023.



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

**MTIP Formal Amendment
ADD NEW PROJECT**

Add new project to MTIP being
advanced by OTC approval

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	23418
Project Name: Inner Powell Safety Enhancements	3	Fiscal Constraint Cat:	O&M	MTIP ID:	TBD
		ODOT Type	Safety	Status:	3
		Performance Goal:	Safety	Comp Date:	12/31/2027
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Capacity Enhancing:	No	RTP ID:	12095
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	Yes	Trans Model:	12/6/2018
		30 Day Notice Begin:	4/4/2023	TCM:	No
		30 Day Notice End:	5/3/2023	TSMO Award	No
		Funding Source	ODOT	TSMO Cycle	N/A
		Funding Type:	HB2017	RFFA ID:	N/A
		State Highway Route	US26	RFFA Cycle:	N/A
		Mile Post Begin:	1.10	UPWP:	No
		Mile Post End:	5.73	UPWP Cycle:	N/A
		Length:	4.63	Past Amend:	0
Short Description: Project delivers striping, signage, school zone evaluation to improve pedestrian safety along SE Powell Blvd between SE 7th Ave and I-205.		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	5/11/2023
		1st Year Program'd:	2023	OTC Approval:	Yes
		Years Active:	0	OTC Date	3/9/2023
		STIP Amend #: 21-24-3175		MTIP Amnd #: AP23-08-APR	

Detailed Description: In southern Multnomah County on SE Powell Blvd (US26 from MP 1.10 to MP 5.73) from 7th Ave and I-205, complete safety upgrades including striping, signage, and school zone evaluation to provide increased pedestrian safety

STIP Description: Project delivers striping, signage, school zone evaluation to improve pedestrian safety along SE Powell Blvd between SE 7th Ave and I-205.

Last Amendment of Modification: None. This is the initial programming for the project.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
State Funds								
State	S010	2023		\$ 250,000			\$	250,000
State	S010	2023					\$ 750,000	\$ 750,000
								\$ -
							State Total:	\$ 1,000,000
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 250,000	\$ -	\$ -	\$ 750,000	\$ 1,000,000
Total Project Cost Estimate (all phases):							\$	1,000,000
Year of Expenditure Cost Amount:							\$	1,000,000

Programming Summary Details

Why project is short programmed: The project is not short programmed per the submission documents.

Phase Change Amount:	\$ -	\$ 250,000	\$ -	\$ -	\$ 750,000	\$ 1,000,000
Phase Change Percent:	0%	100%	0%	0%	100%	100%
Revised Match Federal:	N/A	\$ -	\$ -	\$ -	\$ -	\$ -
Revised Match Percent:	N/A	N/A	N/A	N/A	N/A	0.00%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/UR	Construction	
Total Funds Obligated:		\$ -			\$ -	Federal Aid ID
Federal Funds Obligated:		\$ -			\$ -	
Initial Obligation Date:		N/A			N/A	Other Notes The project is being advanced from the 2024-27 STIP
EA Number:		N/A			N/A	
EA Start Date:		N/A			N/A	
EA End Date:		N/A			N/A	
Known Expenditures:		\$ -			\$ -	
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 adds the project to the 2021-24 MTIP. The project is currently part of the draft 2024-27 STIP and is being advanced forward to FFY 2023 per OTC approval.					
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, project location map, OTC Staff Report item and construction phase cost estimate.					
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? April 4 2023 to May 3 2023.					
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes					
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes					
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: OTC approval was required to advance the project and approve the funding. OTC approval occurred on March 6, 2023.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes - Safety.
2A	Does the amendment include fiscal updates? Yes. The project adds approved HB2017 funds to the MTIP.
2B	What is the funding source for the project? ODOT HB2017 approved funds.
2C	Was the Proof-of Funding requirement satisfied and how? OTC approval for the total \$1 million for the project.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12095 - Safety & Operations Projects
1B	RTP Project 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.
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 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
3A	Is the project considered capacity enhancing? No. The project 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? N/A.
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
4	What RTP Goal(s) does the project support? Goal #5 - Safety and Security Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
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.
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

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? Yes. US26/Powell Blvd in the project limits is identified as part of the MAP-21 NHS Principal Arterials
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? All of them: - Motor Vehicle: Major Arterial - Transit: Frequent Bus/Enhanced Transit Corridor - Freight: Roadway Connectors - Bicycle: Bicycle Parkway - Pedestrian: Pedestrian Parkway
2B	What is the Metro modeling designation? Not applicable
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

State	State funds approved for the project. For this specific project, the state funding source is from HB2017.
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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	S010	STATE		100.00%	250,000.00	0.00%	0.00	100.00%	250,000.00	0.00%	0.00
	PE Totals			100.00%	250,000.00		0.00		250,000.00		0.00
CN	S010	STATE		100.00%	750,000.00	0.00%	0.00	100.00%	750,000.00	0.00%	0.00
	CN Totals			100.00%	750,000.00		0.00		750,000.00		0.00
Grand Totals					1,000,000.00		0.00		1,000,000.00		0.00

Agenda Item F, Attachment 02

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Advance Amount	Reason for Advancing
23106	1	Portland Metro and Surrounding Area Safety Reserve(FFY24)	various	various		OT	Safety	HB2017 Safety R1	\$1,000,000.00	Inner Powell safety improvements & immediate safety improvements on ODOT owned facilities within the city of Portland.
23107	1	Portland Metro and Surrounding Area Safety Reserve(FFY25)	various	various		OT	Safety	HB2017 Safety R1	\$1,000,000.00	Implementation of safety improvements identified through recent road safety audits in Region 1.
23108	1	Portland Metro and Surrounding Area Safety Reserve(FFY26)	various	various		OT	Safety	HB2017 Safety R1	\$697,981.00	Design, development & construction of safety improvements on US26 at Stone Road.

