

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, January 10, 2025
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual: [Connect with Zoom](#)
Passcode: 136646 Phone: 877-853-5257 (Toll Free)

- 9:00 a.m. Call meeting to order, declaration of quorum and introductions** Chair Kloster
- 9:10 a.m. Comments from the Chair and Committee Members**
- Updates from committee members around the Region (all)
 - 2025 TPAC Roster (Tom Kloster)
 - Monthly MTIP Amendments Update (Ken Lobeck)
 - Fatal crashes update (Anthony Cabadas)
 - Transit Minute (Ally Holmqvist)
 - Administrative Amendment for FY 2024-25 UPWP (John Mermin)
 - Local TSP support survey (André Lightsey-Walker)
 - 28-30 Regional Flexible Funds – Step 2 refinement reminder (Grace Cho)
- 9:20 a.m. Public communications on agenda items**
- 9:22 a.m. Consideration of TPAC minutes, December 6, 2024 (action item)** Chair Kloster
- 9:25 a.m. Metro Transportation Improvement Program (MTIP) Formal Amendment 25-XXXX Recommendation to JPACT (action item)** Ken Lobeck, Metro
Purpose: Adding or amending nine projects to the 2024-27 MTIP
Including six new American with Disabilities Act upgrade projects to meet federal project delivery requirements.
- 9:35 a.m. 82nd Avenue Transit Project** Melissa Ashbaugh, Metro
Purpose: Provide a project update, including sharing the anticipated Locally Preferred Alternative (LPA).
- 10:00 a.m. 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Bond Scenarios and Reference Scenarios Analysis** Grace Cho, Metro
Purpose: To provide an overview of the bond scenarios and reference scenarios to set context for the upcoming financial assessments of the scenarios forthcoming in February 2025.
- 10:30 a.m. Cooling Corridors Study** André Lightsey-Walker
Purpose: Introduce the study and discuss study goals, work plan, timeline and deliverables. Joe Gordon, Metro
- Meeting break – 5 minutes
- 11:00 a.m. Redistribution Funds Update** Ken Lobeck, Metro
Purpose: Review and evaluate two FFY 2025 redistribution funding options
- 11:30 p.m. Adjournment** Chair Kloster

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមទូរសព្ទទូរសារកេរចំពោះ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Metro txoj kev ntub ntuxaug daim ntawv ceeb toom

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2025 TPAC Work Program

As of 12/31/2024

NOTE: Items in *italics* are tentative; **bold** denotes required items

All meetings are scheduled from 9am – noon

*Scheduled to avoid holiday conflicts

***TPAC meeting January 10 – VIRTUAL ONLY**

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Anthony Cabadas)
- Transit Minute (Ally Holmqvist)
- Administrative Amendment for FY 2024-25 UPWP (John Mermin)

Agenda Items:

- **MTIP Formal Amendment 25-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- *82nd Avenue Transit Project* (Melissa Ashbaugh, Metro; 25 min)
- 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Initial Bond Scenarios (Grace Cho, 30 min)
- Cooling Corridors Study (André Lightsey-Walker, Joe Gordon, 25 min)
- Redistribution Funds Update (Ken Lobeck, 25 min)

TPAC meeting February 7

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Anthony Cabadas)
- Transit Minute (Ally Holmqvist)
- Draft FY 2025-26 UPWP available for review (John Mermin)

Agenda Items:

- **MTIP Formal Amendment 25-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- **Redistribution Funds Resolution 25-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- MTIP Performance Measure Discussion and MTIP Update (Blake Perez, 20 min.)
- Climate Smart Strategy and Climate Pollution Reduction Grant update (Kim Ellis, Eliot Rose, 40 min)
- 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Final Bond Scenario Results and Preferred Scenario/Proposal Input (Grace Cho, 45 min)
- RTP Implementation Schedule (Kim Ellis, André Lightsey-Walker, 35 min.) – **moved from 1/10**

TPAC Workshop meeting February 12

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)

Agenda Items:

- Regional Emergency Transportation Routes Phase 2: tiering methodology (John Mermin, Metro/ Carol Change, RDPO; 90 min)
- MetroMap and the Quick Facts Viewer (Madeline Steele, Metro; 20 min)
- State climate plan updates (information/discussion): Morgan Schaefer, DEQ; Cody Meyer, DLCD; Tara Weidner, ODOT – 45 min.

<p>TPAC meeting March 7 <u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Selection of Preferred Scenario/Proposal <u>Recommendation to JPACT</u> (Grace Cho, 45 min) • 2028-30 Regional Flexible Fund Step 2 – Risk Assessment Results and Next Steps (Grace Cho, 45 min) • Discuss Draft FY 2025-26 Unified Planning Work Program (UPWP) (John Mermin, Metro, 20 minutes) 	
<p>TPAC meeting April 4 <u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) • 2028-30 Regional Flexible Fund – Public Comment (Grace Cho) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Draft FY 2025-26 UPWP <u>Recommendation to JPACT</u> (John Mermin, Metro, 20 minutes) • Community Connector Transit Study: Policy Framework (Ally Holmqvist, 30 min) 	<p>TPAC Workshop meeting April 9 <u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • Regional Transportation Demand Management Strategy Update (Noel Mickelberry, Grace Stainback, 60 min)
<p>TPAC meeting May 2 <u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 2028-30 Regional Flexible Fund Step 1A.1 & Step 2 Public Comment – Initial Comment Summary (Grace Cho, 15 min) • EPA Climate Pollution Reduction Grant: carbon reduction strategies (Eliot Rose, Metro, 30 min.) 	

<p>TPAC meeting June 6 <u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX <u>Recommendation to IPACT</u> (Lobeck, 10 min) • 2028-30 Regional Flexible Fund Step 1A.1 – Public Comment Considerations and Proposal/Preferred Scenario Deliberations (Grace Cho, 60 min) • 2028-30 Regional Flexible Fund Step 2 – Initial Staff Recommendation (Grace Cho, 60 min) 	<p>TPAC Workshop meeting June 11 <u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • Regional Emergency Transportation Routes Phase 2: tiering methodology (John Mermin, Metro/ Carol Chang, RDPO; 90 min)
<p>*TPAC meeting July 11 <u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX <u>Recommendation to IPACT</u> (Lobeck, 10 min) • 2028-30 Regional Flexible Fund – Step 1A.1 & Step 2 Allocation <u>Recommendation to IPACT</u> (Grace Cho, 40 min) • MTIP Update and Milestone Timeline (Blake Perez, 15 min.) • Community Connector Transit Study: Network Vision (Ally Holmqvist, 30 min) • EPA Climate Pollution Reduction Grant: draft Comprehensive Climate Action Plan (Eliot Rose, Metro, 30 min) 	
<p>TPAC meeting August 1 <u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX <u>Recommendation to IPACT</u> (Lobeck, 10 min) 	<p>TPAC Workshop meeting August 13 <u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> •

<p>TPAC meeting September 5 <u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX <u>Recommendation to IPACT</u> (Lobeck, 10 min) • 82nd Avenue Transit Project (Melissa Ashbaugh, Metro; 30 min) 	
<p>TPAC meeting October 3 <u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX <u>Recommendation to IPACT</u> (Lobeck, 10 min) • Community Connector Transit Study: Priorities (Ally Holmqvist, 30 min) 	<p>TPAC Workshop meeting October 8 <u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> •
<p>TPAC meeting November 7 <u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX <u>Recommendation to IPACT</u> (Lobeck, 10 min) • Regional Transportation Demand Management Strategy Approval (Noel Mickelberry, Grace Stainback, 45 min) 	

TPAC meeting December 5 <u>Comments from the Chair:</u> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) <u>Agenda Items:</u> <ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Safe Streets for All Update (Lake McTighe, 45 min) 	TPAC Workshop meeting December 10 <u>Comments from the Chair:</u> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) <u>Agenda Items:</u> <ul style="list-style-type: none"> •
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Parking Lot: Future Topics/Periodic Updates

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| <ul style="list-style-type: none"> • Climate Action updates • TV Highway Corridor plan updates • High Speed Rails updates (Ally Holmqvist) • 2025 TPAC Work Program Review | <ul style="list-style-type: none"> • I-5 Interstate Bridge Replacement program update • Ride Connection Program Report (Julie Wilcke) • Get There Oregon Program Update (Marne Duke) • RTO Updates |
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Agenda and schedule information E-mail: jessica.martin@oregonmetro.gov.

To check on closure or cancellations during inclement weather please call 503-797-1700.



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC)
Updated 12/31/2024

	<i>Position</i>	<i>Member</i>	<i>Alternate</i>
1.	Clackamas County	Jeff Owen	Mike Bezner Jamie Stasny Karen Buehrig
2.	Multnomah County	Allison Boyd	Graham Martin Sarah Paulus
3.	Washington County	Dyami Valentine	Jessica Pelz
4.	City of Portland	Eric Hesse	Mark Lear Kristin Hull Francesca Jones
5.	Cities of Clackamas County – Pending formal nomination 1/9/25	Will Farley, City of Lake Oswego	Dayna Webb, City of Oregon City Laura Terway, City of Happy Valley Tanya Battye, City of Milwaukie
6.	Cities of Multnomah County	Jay Higgins, City of Gresham	Chris Strong, City of Gresham Dakota Meyer, City of Troutdale
7.	Cities of Washington County	Mike McCarthy, City of Tualatin	Gregg Snyder, City of Hillsboro
8.	TriMet	Kate Lyman	John Serra Tara O'Brien
9.	Oregon Department of Transportation (ODOT)	Chris Ford	Neelam Dorman Glen Bolen
10.	Oregon Department of Environmental Quality (DEQ)	Gerik Kransky	Rachel Sakata
11.	Washington State Department of Transportation (WSDOT)	Laurie Lebowsky-Young	Jason Gibbens
12.	Port of Portland	Lewis Lem	Tom Bouillion Mike Coleman Dan Eisenbeis
13.	Southwest Washington Regional Transportation Council (SW WA RTC)	Judith Perez Keniston	Jennifer Campos Adam Fiss
14.	Community Representative	Bill Beamer	
15.	Community Representative	Vacant, TBD	
16.	Community Representative	Sarah Iannarone, The Street Trust	
17.	Community Representative	Sara Etter, Oregon Walks	
18.	Community Representative	Jasia Mosley	
19.	Community Representative	Indigo Namkoong, Verde	



Metro

	<u>Non-Voting Members</u>		
	Metro TPAC Chair	Tom Kloster	Vice Chair Ted Leybold
	Clark County	Michael Sallis	Christopher Carle Harrison Husting
	C-Tran System	Vacant, TBD	Scott Patterson
	Federal Transit Administration (FTA)	Danielle Casey	Ned Conroy
	Washington Department of Ecology	Shauna Hanisch-Kirkbride	Vacant
	Federal Highway Administration (FHWA)	Ashley Bryers	Jasmine Harris
	City of Vancouver	Katherine Kelly	Rebecca Kennedy

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: December 31, 2024
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly
Submitted Amendments: January 2024 Report

BACKGROUND

The following pages contain the list of projects **during December 2024** submitted to complete a formal/full amendment, or administrative modification to the 2024-27 MTIP. A summary of the differences between formal/full amendments and administrative modifications is stated below.

Formal Amendments Approval Process:

Formal/Full MTIP Amendments require approvals from Metro JPACT& Council, ODOT-Salem, and final approval from FHWA/FTA before they can be added to the MTIP and STIP. After Metro Council approves the amendment bundle, final approval from FHWA and/or FTA can take 30 days or more from the Council approval date. This is due to the required review steps ODOT and FHWA/FTA must complete prior to the final approval for the amendment.

Administrative Modifications Approval Process:

Projects requiring only small administrative changes as approved by FHWA and FTA are completed via Administrative Modification bundles. Metro normally accomplishes one "Admin Mod" bundle per month. The approval process is far less complicated for Admin Mods. The list of allowable administrative changes is already approved by FHWA/FTA and are cited in the Approved Amendment Matrix. As long as the administrative changes fall within the approved categories and parameters, Metro has approval authority to make the change and provide the updated project in the MTIP immediately. Approval for inclusion into the STIP requires approval from the ODOT. Final approval into the STIP usually takes between 2-3 weeks to occur depending on the number of submitted admin mods in the approval queue.

MTIP FORMAL/FULL Amendments**December Formal Amendment Bundle: DC25-03-DEC**

2024-2027 Metropolitan Transportation Improvement Program Exhibit A to Resolution 25-5448				
December FFY 2025 Regular Formal Amendment Bundle Contents Amendment Type: Formal/Full Amendment #: DC25-03-DEC Total Number of Projects: 11				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Existing Projects Being Canceled in the 2024-27 MTIP: None				

Category: Adding New and Amending Existing Projects to the 2024-2027 MTIP:				
(#1) ODOT Key # 23623 MTIP ID 71430	Metro	Tualatin Valley Hwy Transit & Development Project - Continued	The funding supports the completion of corridor planning for the Tualatin Valley Hwy Transit & Development Project study to develop a locally preferred alternative (LPA) for a transit project and alternative analysis for a preferred alignment	ADD FUNDING: The formal MTIP amendment adds the remaining Metro authorized \$5 million of Carbon funds to complete project development activities.
(#2) ODOT Key # 23807 MTIP ID TBD <i>New Project</i>	Metro	Targeted Safe Routes to School Interventions in Portland Area (Metro)	Develop a suite of interventions supporting the safe movement of children and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the intervention effectiveness.	ADD NEW PROJECT: The formal amendment adds the new Safe Streets For All Planning category grant to the MTIP to support safe routes to schools future upgrades.
(#3) ODOT Key # 23751 MTIP ID TBD <i>New Project</i>	ODOT	Safety Assessment of Harrison Street Corridor	The planning study will identify crash hotspots and contributing factors within the Harrison Street corridor. Evaluate countermeasures along the corridor to mitigate crashes.	ADD NEW PROJECT: The formal amendment adds the new SS4A \$320,000 grant award to the MTIP. Milwaukie will complete the project under direct recipient delivery rules.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(4) ODOT Key # 23790 MTIP ID TBD <i>New Project</i>	ODOT Public Transportation Division	Oregon Transportation Network - TriMet FFY26	Transit funding for TriMet in <u>FFY 2026</u> supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.	<u>ADD NEW PROJECT:</u> The formal amendment adds the ODOT Public Transportation Division (PTD) award funding for TriMet ion FFY 2026 supporting FTA Section 5310 senior and disabled mobility transit needs.
(#5) ODOT Key # 23800 MTIP ID TBD <i>New Project</i>	ODOT Public Transportation Division	Oregon Transportation Network - TriMet FFY27	Transit funding for TriMet in <u>FFY 2027</u> supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.	<u>ADD NEW PROJECT:</u> The formal amendment adds the ODOT Public Transportation Division (PTD) award funding for TriMet ion FFY 2027 supporting FTA Section 5310 senior and disabled mobility transit needs.
(#6) ODOT Key # 23727 MTIP ID TBD	ODOT Public Transportation Division	Oregon Transportation Network - TriMet FFY25	TriMet funding for <u>FFY 2025</u> supporting the 5310 enhanced mobility of seniors and individuals with disabilities program for eligible 5310 capital projects (e.g., preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition)	<u>ADD FUNDING:</u> The project was originally added to the MTIP as part of the October formal amendment. Subsequent to Council approval for the amendment bundle, ODOT discovered an allocation mistake which is being corrected now. The correct FFY 2025 federal funding allocation is \$3,674,037.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#7) ODOT Key # 23815 MTIP ID TBD <i>New Project</i>	ODOT, Caltrans and WSDOT	I-5: Truck Charging and Fueling Stations	The CFI program is a competitive grant program to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work – urban and rural areas. The funding award lead agency is California’s Department of Transportation (Caltrans), and totals \$102.3 million supporting a three-state project area focus. The name of the CFI grant award is the “West Coast Truck Charging and Fueling Corridor Project”.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new CFI award. The ODOT grant share is \$21,133,653. The grant award will support the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods connecting major ports, freight centers, and agricultural regions between the U.S. borders with Mexico and Canada.
(#8) ODOT Key # 23759 MTIP ID TBD <i>New Project</i>	Oregon City	Washington Street: Metro South - Abernethy Rd	In Oregon City on Washington Street from Abernethy Rd to Metro South Transfer Station intersection, modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area. Installation of RRFB at a high-volume pedestrian crossing.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new FFY 2024 CDS award to the MTIP to Oregon City to provide various safety upgrades on Washington Street. The CDS award totals \$4 million dollars.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#9) ODOT Key # 23813 MTIP ID TBD <i>New Project</i>	Portland	82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)	Complete project development scope activities on 82nd Ave to improve safety and equity by installing raised center medians, a pedestrian signal, full traffic signals, etc.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Safe Streets For All FFY 2024 award cycle Implementation category award of \$9,600,000 to the MTIP.
(#10) ODOT Key # 23811 MTIP ID TBD <i>New Project</i>	TriMet	Cloud Connectivity for Light Rail Vehicles: 185th Ave (TriMet)	Deploy and provide connecting technology on Light Rail Vehicles to traffic signals to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, help alleviate congestion; and reduce emissions	<u>ADD NEW PROJECT:</u> The formal amendment adds the new ATTAIN grant for TriMet. TriMet will deliver the project as a direct recipient with FHWA oversight.
(#11) ODOT Key # 23787 MTIP ID TBD <i>New Project</i>	Tualatin	Tualatin and Neighbors Charging Up (TANC-UP)	Deploy and install EV chargers across Oregon's North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions, and offer access to diverse populations who don't have access to at-home charging systems.	<u>ADD NEW PROJECT:</u> The formal amendment adds to the MTIP the new Charging and Fueling Infrastructure (CFI) discretionary award of \$15 million dollars to Tualatin to expand the EV charging network across the north Willamette Valley.

Approval status:

- TPAC Approval Recommendation: December 6, 2024
- JPACT Approval: 19, 2024
- Metro Council Approval: Scheduled for January 9, 2025
- Final FHWA/FTA approvals estimated will occur around mid-February 2025.

DECEMBER 2024 ADMINISTRATIVE MODIFICATIONS
AM25-03-DEC1

(December 2024 Admin Mod #1)

Key	Lead Agency	Name	Change
23609	Metro	Transportation Systems Management & Operations (TSMO) Program Plus	<u>PHASE SLIP:</u> Slip Planning phase from FFY 2024 to FFY 2025
22738	ODOT	I-205: I-5 to Glenn Jackson Bridge	<u>ADVANCE PHASE:</u> Advance Construction phase from FFY 2026 to FFY 2025.
22957	ODOT	I-405: I-5 to N Kerby Ave	<u>ADVANCE PHASE:</u> Advance Preliminary Engineering (PE) phase from FFY 2026 to FFY 2025
22580	TriMet	82nd Ave Bus Rapid Transit Project Development: PDX - Sunnyside Ave	<u>SLIP PHASE:</u> Slip PE phase from FFY 2024 to FFY 2025

AM25-04-DEC2

(December 2024 Admin Mod #2)

Key	Lead Agency	Name	Change
23150	SMART	SMART 5307 Bus Purchase, Prevent. Maintenance and Tech (2025)	<u>ADD FUNDS:</u> Add \$199,500 of 5307 funds plus match to the project per updated UZA formula split.
23151	SMART	SMART 5339 Bus Purchase (2025)	<u>ADD FUNDS:</u> Add \$8,500 of 5339 funds plus match to the project per updated UZA formula split.
22197	SMART	SMART Bus and Bus Facilities (Capital) 2024	<u>ADD FUNDS:</u> Add \$9,081 of 5339 funds plus match to the project per updated UZA formula split.
22198	SMART	SMART Bus Purchase/ PM/ Amenities and Technology 2024	<u>ADD FUNDS:</u> Add \$150,818 of 5307 funds plus match to the project per updated UZA formula split.

AM25-04-DEC2

(December 2024 Admin Mod #2)

Key	Lead Agency	Name	Change
22772	ODOT	SMART 5307 Bus Purchase, Prevent. Maintenance and Tech (2025)	<u>ADVANCE PHASE</u> Advance Construction phase from FFY 2027 to FFY 2026, cancel ROW phase, and update PE phase for current obligations
22467	ODOT	I-205: I-5 to OR213, Phase 1A (Abernethy Bridge segment)	<u>ADD PHASE:</u> A small utility relocation (UR) phase (\$60,000) is added to this prior obligated project for monitoring purposes per approval by FHWA.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: January 3, 2025
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Senior Transportation Planner
Subject: Administrative amendment to the 2024-25 Unified Planning Work Program (UPWP) for City of Milwaukie – Safety Assessment of Harrison St Corridor and Clackamas County – Consolidated Safe System Planning

Background

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA. It includes all planning projects that will be receiving federal funds for the upcoming fiscal year. The UPWP describes a process for administrative amendments: 1) Notify TPAC; 2) Send amendment to USDOT for approval.

See attached project narratives which describe two projects funded by the USDOT's Safe Streets For All (SS4A) Funding program:

- The City of Milwaukie – Safety Assessment of Harrison St Corridor
- Clackamas County – Consolidated Safe System Planning

SS4A is considered a “direct recipient” funding award, thus ODOT has no obligation or general oversight role and these projects are not required to be included in the UPWP. Metro staff is processing the amendment administratively and including it in the UPWP for purposes of coordination and transparency.

Next Steps

Metro staff will forward notice of this amendment to USDOT staff for approval and these changes will be reflected on the Metro's UPWP webpage.

Please contact John Mermin, john.mermin@oregonmetro.gov if you have any questions about this amendment.

City of Milwaukie – Safety Assessment of Harrison Street Corridor

Staff Contact: Jennifer Garbely, garbelyj@milwaukieoregon.gov

Description

The goal of this project is to identify crash hotspots and contributing factors along the Harrison Street corridor. The study area includes Harrison Street from 42nd Avenue to McLoughlin Boulevard in Milwaukie Oregon, one of the most crash prone corridors in the City of Milwaukie. The study will evaluate countermeasures to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

In FY2024-25, the City of Milwaukie solicited for and procured engineering services through competitive bid process. The team kicked off the project in Spring of 2025. Survey efforts, traffic modeling, safety analysis and report preparation will be conducted during FY2025-26.

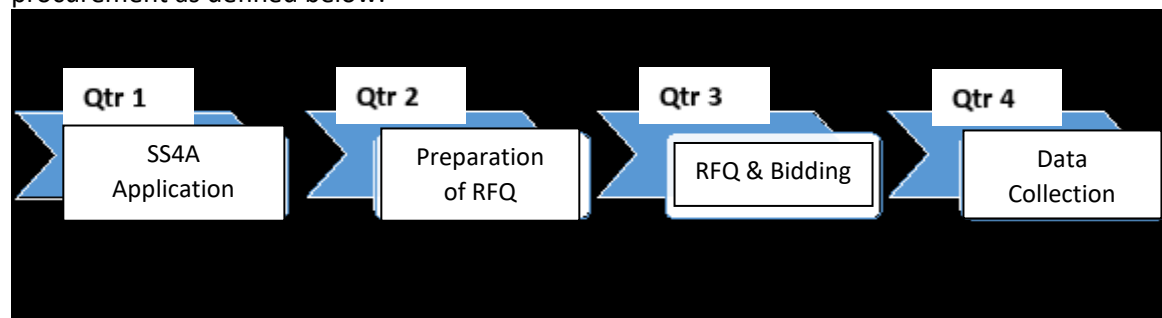
This project considers many facilities managed by agencies outside of Milwaukie such as ODOT (OR-224, and OR-99), railroad (Union Pacific Railroad and Portland & Western Railroad), and TriMet (Bus and Max services). In addition, the project will support transportation functionality for local police (City of Milwaukie) and fire (Clackamas Fire District #1) agencies.

This project will also support Metro’s 2023 RTP policy guidance by considering safety improvements for all users (Safety), bike and pedestrian access and connectivity (Mobility), and improving efficiency for freight and delivery services (Economy).

For more information, contact Jen Garbely at GarbelyJ@MilwaukieOregon.gov

Key Project Deliverables / Milestones

During the fiscal year 2024 and 2025 The City of Milwaukie will plan and complete the project’s procurement as defined below:



FY 2024-25 Cost and Funding Sources

Requirements:

Personnel Services	\$ 400,000
Materials & Services	\$ 0

Resources:

Federal grant	\$ 320,000
Local Match	\$ 80,000

TOTAL \$ Total Amount

TOTAL \$ 400,000*

**\$400,000 is the budget for the entire project (spanning FY2024-25 and FY 2025-26). The City has not yet estimated the amount to be spent during the FY2024-25 portion of the project).*

Clackamas County Consolidated Safe System Planning

Staff Contact: Rob Sadowsky, rsadowsky@clackamas.us

Description

Clackamas County is undertaking a two-year comprehensive planning project centered on integrating the Safe Systems approach to traffic safety as well as equity into its transportation planning and engineering work. The work is funded by the Oregon Department of Transportation and the Safe Streets and Roads for All Program of the USDOT.

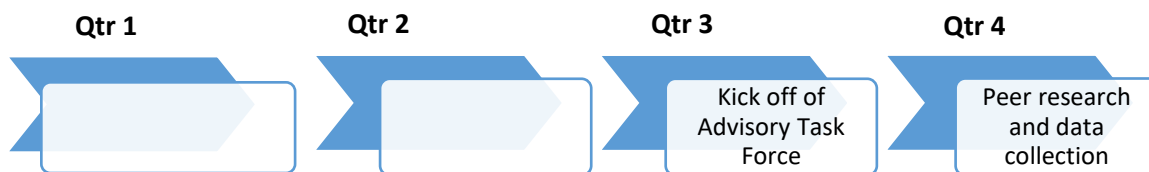
The project is broken down into six distinct outcomes or tasks:

1. Develop a Post-Crash Evaluation and Trauma Support Framework
2. Evaluate and Integrate Equity into Planning Processes
3. Perform a Safe Systems Approach Readiness Assessment
4. Maintain Crash and Data and Produce Regular Reports
5. Update the 2019 Transportation Safety Action Plan
6. Integrate the Safe Systems Approach into county policies and plans.

Work began in November 2024 and will be completed by December 31, 2026.

Anticipated work to be completed in FY 2024-2025 includes a kick-off meeting for an external advisory task force, peer practice interviews and research, visioning and data collection and analysis. This project connects with the County's Transportation System Plan and the Walk/Bike Plan.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Personnel Services	\$ 107,439
Materials & Services	\$ 529,689

TOTAL \$ 637,128

Resources:

Federal grant	\$ 529,689
Local Match	\$ 107,439

TOTAL \$ 637,128

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, December 6, 2024 | 9:00 a.m. to 12:00 p.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Dyami Valentine
Eric Hesse
Jay Higgins
Mike McCarthy
Chris Ford
Gerik Kransky
Laurie Lebowsky-Young
Lewis Lem
Bill Beamer
Sarah Iannarone
Sara Etter
Jasia Mosley
Indi Namkoong
Ashley Bryers
Katherine Kelly
Michael Sallis
Shauna Hanisch-Kirkbride

Affiliate

Metro
Washington County
City of Portland
City of Gresham and Cities of Multnomah County
City of Tualatin and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
Port of Portland
Community member at large
The Street Trust
Oregon Walks
Community member at large
Verde
Federal Highway Administration
City of Vancouver
Clark County
Washington Department of Ecology

Alternates Attending

Karen Buehrig
Sarah Paulus
Adam Fiss
Francesca Jones
Dayna Webb
Will Farley
Gregg Snyder
Tara O'Brien
Jason Gibbens

Affiliate

Clackamas County
Multnomah County
SW Washington Regional Transportation Council
City of Portland
City of Oregon City and Cities of Clackamas County
City of Lake Oswego and Cities of Clackamas County
City of Hillsboro and Cities of Washington County
TriMet
Washington State Department of Transportation

Members Excused

Jeff Owen
Allison Boyd
Judith Perez Keniston
Kate Lyman
Danielle Casey

Affiliate

Clackamas County
Multnomah County
SW Washington Regional Transportation Council
TriMet
Federal Transit Administration

Guests Attending

Adam Torres
Adriana Antelo
Casey Gillespie
Cody Field
Jean Senechal Biggs
Kevin McGrane
Lekshmy Hirandas
Mat Dolata
Matchu Williams
Max Nonnamaker
Nick Meltzer
Taylor Steenblock
Tiffany Gehrke
Trevor Sleeman

Affiliate

Clackamas County
Oregon Department of Transportation
Oregon Department of Transportation
City of Tualatin

City of Happy Valley
Kittelson & Associates
City of Hillsboro

Multnomah County
Kittelson & Associates
Multnomah County
City of Tigard
Oregon Department of Transportation

Metro Staff Attending

Abigail Smith, Alex Oreschak, Ally Holmqvist, Blake Perez, Caleb Winter, Cindy Pederson, Eliot Rose, Grace Cho, Hanna Howsmon, Jai Daniels, Jake Lovell, Jessica Martin, John Martin, Kadin Mangalik, Kate Hawkins, Ken Lobeck, Lake McTighe, Marie Miller, Marne Duke, Matthew Hampton, Max Johnson, Monica Krueger, Noel Mickelberry, Ted Leybold, Tim Collins, Tom Kloster.

Call to Order, Declaration of a Quorum and Introductions

Chair Kloster called the meeting to order at 9:00 a.m. Introductions were made. A quorum of members present was declared. Reminders where Zoom features were found online was reviewed.

Comments from the Chair and Committee Members

Updates from committee members around the region – none presented

Monthly MTIP Amendments Update

Chair Kloster noted the memo in the meeting packet providing information on the Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments for the December 2024 Report. Ken Lobeck can be contacted for further information.

Fatal crashes update (Lake McTighe) The monthly update on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties was given. Some of the actions regional partners are taking for safer streets were highlighted:

- Milwaukie: Awarded SS4A funding to study Harrison Street Corridor from 43rd and King intersection through 42nd to Harrison then along Harrison to 99E to improve safety conditions for all users and including transit.
- Portland Bureau of Transportation: Installing a new traffic signal, curb ramps, crosswalks, enhanced street lighting, and sidewalks at NE Columbia Boulevard & 42nd Avenue – two high injury corridors.
- Metro: Published an update to the Fatal and Serious Crash map with 2012-2022 data for the three-county area and profiles of each of the 2023 Regional Transportation Plan top 25 regional high injury corridors.

It was noted scooters are being tracked differently from motorcycles and may be challenging to track data with the changing definitions in reports.

Comments from the committee:

Sarah Iannarone noted the governor's budget for ODOT came out this past week with still about a \$1.75 billion shortfall in that. What is not covered automatically is funding for safety programs across the state. We are going to have to fight in 2025 to make sure that we are funding for things like safe routes to school, complete on-street bike, ped networks, off-street trail systems and complete streets investments. All of us will be in that conversation together and in that fight because many of our neighbors across Oregon don't realize how little relatively we're paying for transportation into the system and how great the needs are, especially for safety programs.

It was noted news received marked Thanksgiving weekend was particularly deadly in the city of Portland, very much like Christmas weekend last year. The City of Portland is on track to surpass last year's traffic fatalities. Knowing it's hard to deliver this news each month, but it's important to keep that front and center in all our conversations because families, livelihoods and communities wellbeing are on the line, and we have to be unrelenting in the fight for safety resources and funding.

Tara O'Brien added a point of clarification on those improvements at 42nd and Columbia. The Portland Bureau of Transportation in partnership with TriMet on our new Columbia bus space that we'll be putting in there. The new signal is also to improve safety for our buses turning as well as it being a high injury corridor. This is as we begin at least that part of construction on the project with the big new facility that will eventually be in 2029.

Laurie Lebowsky-Young asked if a turnaround was considered at that intersection of the project. But after the previous conversation, maybe it had to do with the TriMet bus to have a signal instead of a roundabout. Ms. O'Brien noted I don't know as much about if a roundabout was considered in the design elements, but yes, that's part of why we're putting in a new signal there because we're changing where the gate will be since there will be significant amount of auto and bus traffic going in. But I can look into that and follow up. Eric Hesse added I'm not familiar with the development process of that, but I imagine it is likely anticipating that new development there.

Transit Minute (Ally Holmqvist) The report noted almost 7 million rides in the Metropolitan Statistical Area, about 10% more than this time last year. TriMet has been working to gather community input on two potential transit-oriented developments. The agency is exploring opportunities to reimagine how these sites are used, looking to create benefits for the surrounding neighborhoods while boosting transit access and subsequently ridership. Community input collected will help shape the vision for these locations as part of TriMet's transit-oriented development program.

More Forward Together bus service improvements came to East Multnomah County as of Sunday. TriMet added more buses and introduced weekend service to Line 81. The improved line will now provide weekend service to the Troutdale Reynolds Industrial Park, a major job center, and a small route adjustment means the line will serve more people in Gresham as well. It will extend its reach for regional commuters and destinations for more transit accessibility and encourage new riders.

Last month C-Tran also received environmental clearance for the Highway 99 Bus Rapid Transit project. The agency is gearing up to start construction of the 10-mile 37 station line in the first quarter of next year. That means more fast, frequent, convenient and comfortable connections coming to the region soon. This will be C-Tran's third BRT line and one that connects to the Express Bus to Portland. We are excited for these to bolster ridership in the future.

FFY 2025 Redistribution Supplemental Funding Call Update (Ken Lobeck) Chair Kloster noted the memo in the meeting packet providing information on the FFY 2025 Redistribution Supplemental Funding Call Update. Ken Lobeck can be contacted for further information.

2028-30 Regional Flexible Fund Allocation Step 2 – Summary of Applications Received and Revised Schedule (Grace Cho) It was reported the Step 2 application period closed November 22 with a total of 24 applications received. They have requested about \$139 million worth of Regional Flexible Funds. Based off the outcome of our conversation around Step 1A.1, the requested amount could be anywhere between about 2.3 to 3 times the typical amount available. This is somewhat consistent with what we've seen in the past in terms of Step 2 requests of RFFA funds relative to funding available. In total those projects would sum out to about nearly \$200 million. That summary is available in your packet as well as the map.

As part of the materials for Step 2 today there's an updated schedule in light of the slight change of moving the application deadline out by a week. We're switching moving what we're calling the refinement period to January. Over the course of the month of December our consultant team conducting the project will be heard. The project delivery risk assessment will be starting January 3 where they'll have some initial comments as well as potential delivery risks identified as part of the application. Applicants will have a 2-week window to be able to try and address if choosing to do so. These were the key points I wanted you to be aware of for the Step 2 process.

Mike McCarthy relayed a comment heard from the coordinating committee that the 2-week turn around time is very quick and request for more time there. Ms. Cho noted our timeline is still trying to meet a deadline of our March public comment opening. I recognize it's a tight timeline, but we are trying to be as prepared as possible bring forward those comments and questions. Again, I want to specifically note that these are going to be comments directly related to the project delivery risk assessment. This is not an opening for the redoing of the entire application, but it will be relevant to sections in terms of understanding certain delivery considerations.

Oregon Department of Transportation Update on Funding Allocations for 2028-30 (Chris Ford) It was noted there have been a few requests throughout the last few months for an update. Typically, in the course of the process we have more updates by this point. But as you know, we have a smaller budget that we're working with than in prior years. It takes a couple of years prep beforehand to work on the STIPs which happen across four federal fiscal years. There's always a kind of carryover or shared year. So, we're looking at the 2027-30 STIP. And the MTIP covers those projects within the Metropolitan Planning Area.

Typically what's required by Federal Highways is that all the projects that will be in the STIP go through a scoping process, where we do investigations into all the various planning and technical issues that may surround a project, whether it's a signal replacement or a sidewalk infill or paving, to determine the environmental effects, the costs, the mitigations, largely trying to define the project scope, it's location and the cost. Historically, ODOT has prepared roughly a 150% list of projects and then has shared that out for input and review.

However, this time around due to limited capital budgets as well as a limited scoping budget we have been directed to simply develop a draft 100% list without a lot of additional projects simply because there's not the money around to scope a wider range of projects. Many of the projects being scoped are ones that were looked at or considered for the 2024-27 STIP which is the current

one, as well as some scoping work that was cut from projects in the current STIP or the prior one where the scopes had to be reduced in order to handle cost escalation. Many of you project delivery agencies have gone through exactly the same sort of process.

How do we determine exactly which projects. There are different categories, many you are familiar with, and these are developed and assigned by the OTC, largely along the lines of what's called Fix-It. Preservation projects are often paving, operations and culverts. Safety programs are largely handled through arts. At time other categories like enhanced which adds to the State Highway System. There is no enhanced category this time. It's funded at zero so there won't be any of those.

Some of these programs get allocated out at a regional level, and many of them are statewide in which regions develop projects, which are the best projects. The ones that have the best cost benefit analysis are selected at a statewide level. Everything is data driven. Ultimately, given our funding situation, we are looking for those facilities that are in the most either disrepair or in the most need, or which have the worst safety scores. Those get rated first.

There isn't a political discussion around which bridges to invest in and say what the bridges ratings are. What are the available funds. What would be the most effective use of funds in order to repair the bridges in the worst shape. At another time I could give a more thorough presentation on that. At this time, what we're looking at is a pretty small number of projects in the 2027-30 STIP. There's a small number of projects like a local bridge project, landslide project, design planning on others. But no money for paving in the state at this time.

We are looking at 20 arts projects in Region 1. Twelve of those are local arts projects for about \$42.5 million dollars. We're looking at four operation projects with \$18.6 million allocated to the region to cover those. The proposal with the program for Complete Streets 2.0 to OTC was for \$70 million of unallocated funds that would leverage either ADA ramps or a safety project. After internal discussion we've been asked to look to develop two proposals that would cost up to \$25 million. That will still be under discussion around what is possible and what can be funded and whether or not those funds would go to the Great Streets Program.

One of the things that we're discovering as we're going through the scoping process is that the actual cost of delivering and constructing projects is higher than our original business cases had hoped for. As a result, the actual number of projects that would end up being funded in the 27-30 STIP is lower than the numbers that I've just suggested simply because of the cost of projects. We've seen this around the state.

At this point we're not in a spot to say we know how many projects, the total cost of projects, or nor do we have a set 100% or draft 100% list. What we are looking to do is have that pretty much set by next summer. We started much later than in past cycles basically because of the lack of scoping funding as well as the lack of capital funds and the number of reduced programs. Typically, Region 1 shares information for public input earlier than other regions. The actual OTC timeframe for public review starts in January of 2026. Again, Region 1 typically operates a good six months or so ahead of that schedule. Hopefully that is some useful information at this time.

Eric Hesse noted that in terms of those operational improvement projects it doesn't sound like any of those would include that sort of next iteration of the congestion bottleneck operation (CBO) study project concepts. Is that anything you're aware of? Mr. Ford noted I don't believe so at this

time. We did have this as an operation project, actually an investment in intelligent transportation systems as well as variable speed signs on I-5 in Southwest Portland. We do have a project I think under development now that covers from the Markham Bridge. There is funding for a separate project to do more signage from Capital Highway out to 217 heading into Washington. The construction funds in that were reallocated to the 217 project. So that project has design money but it doesn't have any construction money. That isn't a current STIP for design, but we would like there to be a path to construction money in order to advance that. That is one of the CBO projects. Other CBO projects are things like aux lanes or changes to interchanges or acceleration lanes.

Comprehensive Climate Action Plan online open house (Eliot Rose) Mr. Rose reminded the committee of the Comprehensive Climate Action Plan online open house, which is part of our EPA Climate Pollution Reduction Grant, now open. We're working to create a comprehensive climate action plan for the Portland Vancouver metro area that covers all types of greenhouse gas emissions including not just transportation but also emissions from buildings and goods. This open house is a chance for people to tell us in particular what are the actions that we're considering reducing emissions they see as most beneficial to their communities. We're going to use that to help understand which actions have a lot of equity co-benefits and other co-benefits in this plan as we get into picking them out.

You are welcome to participate yourself and share it with members in your community. This is a joint project for the Portland Vancouver metro area, so we ask Clark and Skamania Counties to help circulate this opportunity. Laurie Lebowsky-Young asked if you have involved Clark County in this process. They are also working on a climate action plan for their comprehensive plan update. Mr. Rose noted Clark County and the City of Vancouver presented at our technical steering group last month. It inspired a lot of great conversation, and we work with them a lot. The link to the online open house was shared: <https://form.jotform.com/jlainvolve/metro-cprg-ooH>

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from November 1, 2024

Chair Kloster called the question on the minutes from November 1, 2024 meeting.

Motion passed with no objections or edits, and five abstentions: Adam Fiss, Gerik Kransky, Tara O'Brien, Will Farley, Sarah Iannarone.

Metro Transportation Improvement Program (MTIP) Formal Amendment 25-5448 Recommendation to JPACT Action Item (Ken Lobeck, Metro) The December 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment was presented. The amendment contains a total of eleven projects.

The amendment includes new discretionary grant awards from the following funding programs:

- Adding three new projects with discretionary awards from the USDOT Safe Streets For All (SS4A) program.
- Adding two new projects with awarded funding from the USDOT Charging and Fueling Infrastructure (CFI) program.
- Adding two new ODOT Public Transportation Division (PTD) awarded funded project for TriMet supporting FTA Section 5310 elderly and disabled persons transit needs.
- Adding one Federal Fiscal Year (FFY) 2024 Congressionally Directed Spending (CDS) awards for Oregon City to modernize and upgrade safer access to community and retail centers by constructing center turn

lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area plus Installation of RRFB at a high-volume pedestrian crossing area /

- Adding a new Intelligent Transportation System (ITS)/Transportation Systems Management Systems and Operations (TSMO) discretionary awarded for TriMet from the FHWA Advanced Transportation Technology and Innovation (ATTAIN) program.
- Adding the remaining \$5 million of Metro approved Carbon funds to support the ongoing Tualatin Valley Hwy Transit & Development Project.
- Completing a required funding correction to a previously awarded ODOT PTD project supporting FTA section 5310 elderly and disabled persons which increases the authorized funding to TriMet to \$3,674,037 for FFY 2025.

Comments from the committee:

Eric Hesse noted for the benefit of the group and the record that we could still take action for an advance recommendation to JPACT, and that I think the intention would be to have that all settled before JPACT took the formal action in terms of what then would be going to Federal Highway. Just to make sure everyone understands how we're processing this. Mr. Lobeck noted the changes that might occur are very minor. We're not changing the project. We're just tweaking maybe the description for FHWA and the agreement or the name. It's very minor.

MOTION: To approve recommendation to JPACT to complete all required MTIP programming actions for the eleven projects in the December FFY 2025 MTIP Formal Amendment under resolution 25-5448.

Moved to approve: Eric Hesse

Seconded: Chris Ford

ACTION: Motion passed with no objections or abstentions.

2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Candidate Project Evaluation Results (Noel Mickelberry and Grace Cho, Metro) The performance evaluation & project delivery assessment results for the candidate projects in consideration for the 2028-2030 Step 1A.1 new project bond was presented. After a project nomination period was held a total of nine bond nominations moved forward to undergo the candidate project evaluation. The candidate project consists of three separate evaluations which assesses 1) the consistency towards the bond purpose and principles; 2) the performance towards Regional Transportation Plan (RTP) outcomes; and 3) project delivery risks outstanding.

Metro staff conducted the first two evaluations and utilized an external firm to conduct a project delivery assessment. The candidate project evaluation was conducted from late October through November 2024. Specifically in the bond purpose and principles consistency evaluation, the results reflect assumptions pertaining to funding programs and leverage opportunities based on historic precedence of federal surface transportation programs. As new information emerges through the development process, the aim is to incorporate it into the bond development considerations.

A summary of the results across the three components of the evaluation framework as well as the categories the projects was nominated were presented. The project profiles link for more information was provided: https://oregonmetro-my.sharepoint.com/:b/g/personal/grace_cho_oregonmetro_gov1/EcVZFe9ZjTpDk1IR_XERDxABe29JgLFZuaaYbsHSWhYjsw?e=Ea7Ui7

Draft findings from the evaluation were presented. Based on the draft fundings, some nominations tended to perform better than others, but also maintain project delivery matters in need of

resolution. Further information – in particular the financial analysis of the bond scenarios – are expected to roll out in the following months to continue to inform the discussion.

Comments from the committee:

Eric Hesse noted appreciation for an opportunity to follow up with you next week to make sure that we are all on the same page around how some of those were applied and make sure that we're interpreting information provided. Similarly, I've had the Montgomery Park team take a review, and I think they have a few questions they'd like to discuss to make sure they're understanding, particularly around the project delivery.

I have some questions regarding the equity focus area approach since I see differential ratings there in the criteria application. I was imagining that it could be binary based on how I understand the EFAs have been defined, the equity focus areas through the RTP. But it might be only the overlapping of three areas that count contributing to the differential review of that. Ms. Mickelberry and Ms. Cho will follow up on this matter.

Karen Buehrig noted some scales in shades of blue were sometimes hard to read to differentiate one from the next. Clackamas County had some questions. Once you apply scores you get to see how things play out, but then there ends up being questions about how scores are applied. We do look forward to talking more about the background to all of the different blues.

I want to highlight one particular item that was striking to me. It had to do with the rating around something being a regional project or not. That was a striking element for the Sunrise project which has been a project overall in the region for over 40 years as being something that's been extremely important. To have it such a low regional score is interesting.

I also noted that it appeared to be influenced by whether or not there was existing high capacity or frequent transit noted in the comments, but I don't think within that scoring category if was laid out that way. Those are the kind of examples of detail that we want to talk about and how they way something was scored may influence things.

I also think it is interesting using the same scoring system across all different candidate project types, the CIG category, the DSP category, and the access to transit was very difficult because they're very different projects. You can see that the CIG projects scored better overall than the other. It then becomes more difficult to differentiate than the other projects between themselves.

I also thought it was interesting about another note about other funding sources available. It will be helpful to get feedback about exactly what other funding sources would be available for these projects that would have influenced the scoring. Because as a jurisdiction that has applied for a project, we're all looking for funding. If there are places where funding is available that would be really exciting for us to hear about.

The last note regarding project delivery on page 154 of the packet, was the project delivery assessment and whether you had a number of mitigations. It looked like our project had a mitigation for construction, even though our project had to do with project development. It caused us to have a higher number of mitigations which I think ended up giving a lower score, but our project wasn't necessarily a construction project. Those are the kind of details we want to understand so that we can strengthen our project as it goes into the next step of the process.

A five-minute break in the meeting was taken.

2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Bond Scenarios Input and Process Next Steps (Grace Cho, Metro) Regional partners are asked to provide input towards concepts/themes to provide direction to Metro staff in develop bond scenarios for financial assessment. The input will get utilized to shape the next part of the new project bond development process. The input on the bond scenarios concepts and themes is the first of three areas of input to help guide and shape development of the new project bond. The bond scenarios concepts or themes are intended to shape different potential investment packages (also known as scenarios) through a detailed financial assessment which will look at answering critical questions on whether the scenarios can meet the objectives of the bond purpose and principles or even be a feasible or viable option for the region.

The aim is to have a maximum of five bond scenarios taken through the financial assessment to understand the overall commitment and costs for advancing revenues and the financial tradeoffs. Between December 2024 through March 2025, Metro staff will continue to analysis results and information to support the discussion of shaping bond scenarios and ultimately taking action on a preferred bond scenario to carry through public comment.

Comments from the committee:

Eric Hesse noted from the City of Portland’s perspective we appreciate you emphasizing the program direction since TPAC, JPACT and Metro Council spent a fair amount of time earlier in the process defining that, which is the policy direction that we’re trying to implement through this. Continuing to look at how the evaluation you’re conducting along with those other technical and financial consideration you laid out to come together to meet that program direction feels like the strong focus.

I have a little bit of discomfort or uncertainty around how this theme concept lays on top of what is already an adopted policy direction. I’ll note that there seems some potential risk to be adding additional policy direction here once folks see what the project evaluation looks like, which always has a little risk of gaming. I appreciate that there are important conversations to be had around how people interpret how tis evaluation measures speak to the program direction. I’d encourage us to continue to take a look at that and evaluate how well the current evaluation, which we also spent time approving, relates to that. I think we are feeling that maybe some of the themes that focus more on the project or the program direction, and don’t seem to move away from it, would be the area or the directionality that feels most appropriate.

Sarah Paulus noted Multnomah County will also follow up next week to learn more about our evaluation score. I’ll add that talking about the different bonding scenarios and where we go from here, it seems like the evaluation metrics did generally give higher scores to those CIG projects and noted that the question of how we can compare these three categories that are inherently very different from each other. I think we should keep that in mind as we are looking at different scenarios. We had these three different categories in the program direction this entire time. Honoring that as we move forward and finding a way to place value on all three of those will be really important.

Karen Buehrig agreed, we need to be looking at the program direction. JPACT thought deeply about the fact that if we were going to move forward with additional bonding that we wouldn’t necessarily

want to do it just the way we had in the past. That perhaps it shouldn't just be the CIG high-capacity transit projects. There was a full conversation about a variety of different categories. I think that as we think about the themes, the themes should consider that the program direction talks about different categories and how those categories may be appropriate to be funded by these bond revenue funds.

As this point in time, I guess the theme there would be closer to diversification. One was one of the seeded ideas within the materials we were provided. How can we have a theme that is about diversifying these bond revenues into different types of investments and not just one type of investment.

Mike McCarthy noted that it's important that whatever package goes forward is clearly recognized as meeting major regional needs. Which means the majority of people around the region from all over the region would recognize that package as meeting major regional needs. Particularly people who are not involved in these types of discussions. I think going out for bond funding, debt funding is a big deal. I think it's important that it's clear to everybody that the major regional needs are being addressed.

Tara O'Brien noted I'd echo Mr. Hesse's comment that we do have some program direction and do want to understand how layering these themes helps to develop the package more differently. It sounds as though you might be showing us some potential scenarios for packages sometime soon, and that we could weigh in there. I think from TriMet's perspective, going back to the program direction and to what Mr. McCarthy was saying as well, these funds are critical, we're basically borrowing against the future to access more money now. And so how can we make sure these funds are supporting projects that are ready to move forward and begin spending these funds, and that it is more cost effective for us to do that through bonding do it now. I think implementation readiness, maximum leverage as well as emphasized RTP outcomes are some of the themes that might sound best to us related back to that initial program direction.

Dyami Valentine noted these are all good projects and all important to move forward and receive funding at some point. I would also reiterate what Mr. Hesse, Mr. McCarthy and Ms. O'Brien have said, that is we have clear direction with these types of funding programs. It's important that these are regional programs, regional projects. I think the map that was shown was illustrative and evaluation is clearly demonstrated.

There are two critical projects that are important to be funded through this effort. Then there is something else that elevates from a thematic standpoint, maximizing and leveraging other funding that is critical to accomplishing regional RTP goals. It would echo the importance of how this is being communicated and the conversation that we have with the public, which I think is going to be critical as well. And how we're selling the need to take advantage of a bond at this point. The 82nd Avenue and TV Highway projects are critical projects to help advance now sooner than later. It was added another consideration that we will be keenly interested in seeing the scenario development address is the impact on Step 2 funding for this and future rounds.

Grace Cho wanted to clarify where folks seem to be going about how do the themes play in the context of the program direction. The themes are intended to be a way to help us focus. Every scenario that we're going to elevate needs to be able to pass that program direction but essentially has that objective. In an effort to not have an endless number of scenarios that permeates that, we

would look at the desire which is really helpful. I'm hearing some key things so that you for the direction and we continue to be interested in hearing more. How should we focus and build. If we're limited to a small number, how do we want to put some different ideas or investment packages together that we would start to then put that pen to paper and understand what those different effects are. We are asking JPACT for input. But this will probably be the only touch at TPAC that we're specifically gathering input on the concepts and themes once we start bringing scenarios forward. It will be a bit different conversation. Maybe it's more of an adjustment's conversation. But this is helping us understand what you would like to see us evaluate in terms of a scenario.

Sarah Iannarone noted that it takes a lot for different jurisdictions to apply for these projects with uncertainty of whether they'll get them or not. We appreciate everybody applying but there's a couple of things when it comes to regionalism and why we have Metro here, to help us transcend what I call inter-jurisdictional competition. It's one of the things that's amazing about our greater Portland metro, insofar as the work that we put into things like the RTP can help us surmount what in other places could come down to whether or not we have parity across one jurisdiction or another. Because at the end of the day it's the equitable outcomes at the regional level, the climate goals that we've set together at a region that really should be getting our decision making that is the benefit of regionalism and why we come to all these meetings month after month to do what sometimes is painstaking and time-consuming work.

There's another aspect of this conversation that's not been addressed yet, which is the transition in Washington DC. We're headed into four years ahead that have been different from the past four years where we saw an amazing amount of investment in the types of things that we know that our region desires. The landscape ahead is far more rocky and one of the things we should probably do is lean into where we have been strong as a region historically in DC and that might compete with some of the interests of particular jurisdictions. Because what we know has done well for our region in DC have been some of the CIGs, and transit related CIGs at that. Again, it's another variable on top of the work that we did in the RTP and some of the goals that we set there, which may constrain our ability to leverage certain investments that we can make through this bonding process. Those are my comments. Just remembering the power of regionalism that we're one regional only in this work and that Washington DC is going to be a different place for the next four years.

Chris Ford appreciated the comments on regionalism. As a professional observation with a background as a land use planner, I like the idea of projects that would inherently support land use development that is related to the 2040 growth concept. I think that's the whole idea in that transportation and land use are always linked. And anything that in particular is meant to advance that is good from an ODOT perspective, and this is mostly meant to potentially help provide themes. We have a relatively new Oregon transportation plan adopted the other month. That doesn't only affect ODOT, it's supposed to guide and influence all of the agencies in the state. The big themes in that are safety, equity and climate that lines up very well with the RTP. One thought is to potentially have a scenario that focuses on each of those, and then maybe one that balances that.

Indi Namkoong noted I've appreciated the comments about regionalism and serving these bigger picture goals of this somewhat if not unique at least uncommon opportunity. I echo what other have said about staying focused on those north stars of what's in our program direction, what do we already know we're trying to achieve with these, as well as what are these central RTP goals that can be advanced in this. I think we have an excellent foundation to be going forward with our evaluation and staying focused on that is a valuable approach here.

Safe Streets for All Update (Lake McTighe, Metro) Since adoption of the 2018 Regional Transportation Safety Strategy, regional partners have continued to work collaboratively towards safer streets. Trends such as larger and faster vehicles, limited funding for decades of backlogged safety projects on urban arterials, lack of affordable housing, and gaps in mental health services, continue to contribute to rising traffic deaths. At the same more communities and agencies are developing Transportation Safety Action Plans (TSAP) to meet these trends with coordinated strategies at the local level.

A series of graphs were shown on causes of fatal crashes. An update on the Safe Streets for All was given. Phase 1 and Phase 2 of the project focused on establishing foundational data management processes and data deliverables that can be maintained and carried forward past the life of the grant, developing a communication plan, and finalizing TSAP work plans and agreements with SS4A co-applicants Multnomah County, Washington County and Tigard, and developing data and analysis. Phase 3 of the project will focus on strategies and solutions. Refer to the attached slides for a brief update from Multnomah County and the City of Tigard.

Data and analysis, strategies and solutions, and communications and coordination from Phase 1 and 1 of the projects will lead into Phase 3. Key deliverables were outlined.

Safety trend highlights

- In the last 16 years (2007-2022) the average number of people killed each while walking in the greater Portland region has doubled, and the average number of people killed while riding a motorcycle has doubled.
- The growing number of larger vehicles is likely a contributing factor in the increase in pedestrian deaths and other serious crashes.
- Alcohol, drug and speeding related crashes are increasing.
- The region's traffic fatality rate is half that of Oregon. Washington County has the lowest fatality rate. Lower traffic fatality rates in the region are supported by land use and access to transit contributing to lower vehicle miles traveled per capita.

Effective countermeasures for reducing or eliminating these types of crashes include adding and widening walkways, medians, pedestrian refuge islands, pedestrian scale lighting and crossing visibility, fixed speed safety cameras, pedestrian hybrid beacons, lowering posted speeds, signal timing, and road diets. Using multiple countermeasures is more effective.

Comments from the committee:

Bill Beamer asked about distraction, whether that be from vehicles or pedestrians because I think so much of that impacts what happens, especially if it's dark. I didn't see weather conditions, such as rainy and you have glare coming off the road. These things are pretty typical in our region because of weather, also about the world that we live in, and people focused on devices and other things.

Ms. McTighe noted distraction is not capture very well in the crash data. It's hard to capture in that way. There may be other ways to capture it through vehicle technology and stuff like that but it's often proprietary data, very important. Both of those things, weather and distraction are things that we could look at more systemically if the data is available. Mr. Beamer added a general comment related that, especially when it comes to distraction it's a huge thing for all of us to try to think about and consider because a lot of that is behavior and how we think about things, and what do we do not just in terms of infrastructure but how do we address those things.

Sarah Paulus wanted to thank Ms. McTighe and Metro as we've been working on our safety action plan. We've appreciated your guidance and bringing this to such a regional scale. I think the more we can do with our community engagement as well as data, the better we can be to start implementing some of these countermeasures. Thank you for flagging this for the group and we're excited to keep working on this.

Mike McCarthy thought that fatalities by year plot was striking. Particularly if we extended a way back, we've had declining fatalities rates for several decades up until about 2010 to 2015 period. And then the increase has just been striking. To have it double in the last decade is crazy. And this year will be more than double 10 years ago because we're at 114 already with three of the most dangerous weeks of the year left.

I think we need to take a serious look at what we're doing transportation planning wise to see what's going on. I appreciate the look at some of the other factors. I hear its people getting drunk and high, but people have been getting drunk and high for decades. People have been distracted for decades, maybe more now with smartphones, but 20 years ago they were still talking on cell phones, eating, putting on makeup, arguing with the kids or whatever, all while driving. So, I think we can't just blame it on driver factors.

We need to look at what's going on with our transportation network. I want to look at factors like how congestion on the freeway is causing more people to divert onto these arterials and then get into some of these crashes. How is congestion on the arterials causing more people driving through less suitable roads with higher crash rates. I think there's a lot of factors we need to look at, but I think we can't just blame the drivers for it. I think we have to really look at what we're doing systemwide. And despite all the great effort by all the people for the past decade on Zero One plans, why has it doubled since then? Ms. McTighe added just a note on behavior, our focus with the safe system, is that even when people make mistakes they do not result in death.

Will Farley noted one factor that popped into my head, kind of covered by demographics, but the proximity between where the incident happened and someone's home. I know you can't get trip destination, but I feel they always say that the crashes happened within one mile of their home. We can start looking if that truly is lining up, or if people making long year trips or unfamiliar with an area is causing an incident or not expecting a pedestrian walking across the street or walking further from home. Just an interesting thought to see that broken into the data.

Eric Hesse noted I do believe the Vison Eval analysis has good data on at least state level fleet composition (the light trucks issue Lake noted). Might also have regional values. Ms. McTighe agreed, and the FARS data has vehicle type too. we are looking into how we might take a closer look at that.

Overview of the expanded Metropolitan Planning Area in North Marion County (Abigail Smith and Max Johnson, Metro) The presentation provided a better understanding of the new addition to Metro's transportation planning area in North Marion County. The Metropolitan Planning Area (MPA) outlines the boundary for regional transportation planning. The MPA is based on contiguous urbanized areas with criteria for urban determined by the U.S. Census Bureau and are updated every 10 years (every census).

Historically, Metro's MPA hasn't changed much but in 2020, one irregular, paved block triggered a

"kite-tail" shape into Marion County that included the Aurora State Airport, City of Aurora and City of Hubbard. The addition closely follows impervious surfaces that begins in Clackamas County near Wilsonville and ends in Marion County at Hubbard. The transportation overview, cultural history, and demographic overview of the area was provided.

The economy of the area was presented, noting at least 40% of residents commute to the Metro region for work. Current transportation projects in the area include the Boone Bridge on I-5 (2023-2030) seismic retrofitting project, Aurora State Airport (Ongoing) Master Plan update, Aurora-Donald I-5 Interchange (2024-2027) Phase 2 of interchange expansion, and OR 99E Highway Pavement project (2024-2025).

Next steps with this area to note is North Marion County is growing, especially with major transportation projects at Boone Bridge & the Aurora Donald Interchange along I-5. This area has a unique economic and cultural landscape that ties it to Marion County and the Willamette Valley. Metro will work with regional partners to integrate the kite tail into our regional planning work in the coming year.

As the next Census approaches, Metro should consider:

- o Commenting on the Federal Register to correct 2020 Census inconsistencies
- o Monitoring future MPA boundaries for unexpected changes
- o Supporting Aurora & Hubbard to move to a more representative planning area
 - A possible future Woodburn MPA
 - 2030 population projected at 37,000, close to 50,000

Comments from the committee:

Karen Buehrig noted as a representative of Clackamas County this is something that we have been engaged at some level in the conversation and it does make a difference. One thing that may be helpful, because there is this sort of conflict between the federal guidance that we have and what we're doing to follow federal guidance versus Metro rules, regulations and even State. This is really about federal guidance and implementing that federal guidance. One piece of information that I think is helpful is the fact that these areas or at least the area in Clackamas County down there is actually in rural reserves. The census might designate these places as urban but as a region we have designated them as rural. And to remind people of that because it appears as if there's some sort of urban creep that goes on, but really there's these things that we've been doing at the regional level to identify those places as rural.

I look forward to future conversations about the actual implications of being in the MPA. In this presentation we were talking about how these areas are in the MPA but what does that mean. Does that mean if these jurisdictions have projects that are federally funded, they then go into our MTIP? Does it mean that now that they're designated as urban spaces that they have to follow federal urban design guidelines? I think those are the things that would be helpful for people to understand.

Mike McCarthy noted I think it raises a lot of questions like the ones Ms. Buehrig asked about how this affects and how things work. One of the things I noticed it said more than 40% of the people commute into the metro area for work. I've been seeing a lot of that pattern as well. I also want to note that a lot of the contractors that we work with are based in this area. So even though those commutes might be listed as a commute to the contractor's office, in reality they're actually going to work somewhere in the metro region. I'm hoping this opens the door for more transit, particularly

connecting to this area to help some of the people who were otherwise driving into the metro area to be able to ride a bus, for example. Having worked for Marion County years back, just hearing a lot of anti-urban sentiment from people in this area. I would advise being careful about how those conversations go and how things are presented.

Eric Hesse noted I've heard you focus mostly on the planning aspect, but I think I've heard that there may also be implications for formula funds and what might be coming through to the urban area and things like that. Are able to give a brief preview as to whether there are any potential funding implications as well that you're processing. Or is it really the planning process?

Chair Kloster noted in terms of how great this might be for them and landing grants that come through the Metro streams will reflect a small population. My focus has been on how we represent the area and that we include it when we do analysis for the purpose of our plan. Ted Leybold added that if they are going to nominate projects, they would be eligible for funding. It would be no different than anybody else in the region in terms of having to apply for it through the RTP process if they did that.

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 12:01 p.m.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, December 6, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	12/6/2024	12/6/2024 TPAC Agenda	120624T-01
2	2025 TPAC Work Program	11/22/2024	2025 TPAC Work Program as of 11/22/2024	120624T-02
3	Memo	11/26/2024	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: December 2024 Report	120624T-03
4	Memo	11/26/2024	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: FFY 2025 Redistribution Supplemental Funding Call Update	120624T-04
5	Memo	11/27/2024	TO: TPAC and interested parties From: Grace Cho, Principal Transportation Planner RE: 28-30 Regional Flexible Fund Step 2 – Summary of Applications Received	120624T-05
6	Attachment 1	N/A	Attachment 1. 28-30 Regional Flexible Fund - Step 2 - Applications Received	120624T-06
7	Attachment 2	N/A	Attachment 2. Regional Flexible Funds Allocation 2028-30 Step 2 Application Map	120624T-07
8	Memo	11/27/2024	TO: TPAC and interested parties From: Grace Cho, Principal Transportation Planner RE: 2028-2030 Regional Flexible Fund Allocation (RFFA) – Step 2 Next Steps - Updated	120624T-08
9	Draft Minutes	11/1/2024	Draft minutes from TPAC November 1, 2024 meeting	120624T-09
10	Resolution 25-5448	N/A	Resolution 25-5448 FOR THE PURPOSE OF ADDING OR AMENDING A TOTAL OF ELEVEN PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS	120624T-10
11	Exhibit A to Resolution 25-5448	N/A	Exhibit A to Resolution 25-5448	120624T-11
12	Staff Report to Resolution 25-5448	11/26/2024	Staff Report to Resolution 25-5448	120624T-12

13	Attachment 1	Fall 2024	Attachment 1: Key 23623 – TV Hwy Safety and Transit Project Flyer	120624T-13
14	Memo	12/3/2024	TO: TPAC and interested parties From: Grace Cho, Principal Transportation Planner RE: 2028-2030 Regional Flexible Fund – Step 1A.1 – Bond Evaluation Results	120624T-14
15	Attachment 1	N/A	Attachment 1 – Individual Candidate Project Evaluations – Summary of Main Comments	120624T-15
16	Memo	12/2/2024	TO: Metro Staff: Grace Cho, Monica Krueger, Noel Mickleberry, Dan Kaempff, and Ted Leybold From: Nicholas Meltzer, Lekshmy Hirandas, and Camilla Dartnell, PE, Kittelson & Associates RE: 2028-30 Regional Flexible Fund Step 1A.1 Project Delivery Assessment	120624T-16
17	Memo	12/3/2024	TO: TPAC and interested parties From: Grace Cho, Principal Transportation Planner RE: 28-30 Regional Flexible Fund Step 1A.1 (New Project Bond) – Bond Scenarios Concepts Input and Next Steps	120624T-17
18	Memo	11/25/2024	TO: TPAC and interested parties From: Lake McTighe, Principal Planner RE: Safe Streets for All (SS4A) Update	120624T-18
19	Presentation	12/6/2024	Safe Streets for All: Transportation safety update to TPAC	120624T-19
20	Presentation	12/6/2024	Metropolitan Planning Area Expansion in North Marion County	120624T-20
21	Presentation	12/6/2024	Fatal Crash Update	120624T-21
22	Presentation	12/6/2024	Transit Minute Report	120624T-22
23	Presentation	12/6/2024	December FFY 2025 Formal MTIP Amendment Resolution 25-5448	120624T-23
24	Presentation	12/6/2024	2028-30 Regional Flexible Funds Allocation (RFFA) – Step 1A.1 Candidate Project Performance Evaluation & Project Delivery Assessment Results	120624T-24
25	Presentation	12/6/2024	2028-30 Regional Flexible Funds Allocation (RFFA) – Bond Concepts Input & Next Steps	120624T-24

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF ADDING OR
AMENDING NINE PROJECTS TO THE
2024-27 MTIP INCLUDING SIX NEW
AMERICANS WITH DISABILITIES ACT
UPGRADE PROJECTS TO MEET FEDERAL
PROJECT DELIVERY REQUIREMENTS**

) RESOLUTION NO. 25-XXXX
)

) Introduced by: Chief Operating
) Officer Marissa Madrigal in
) concurrence with Council President
) Lynn Peterson

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 (USDOT) requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the USDOT 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, Metro's Forest Grove received a \$850,000 Congressionally Directed Spending (CDS) award that is being programmed to support preliminary engineering activities for their East Forest Grove Safety Improvement Project on OR8; and

WHEREAS, ODOT's has determined that their Columbia Slough Bridge Replacement Project can be delayed and now will cancel the preliminary engineering plus the right-of-way phases and will reprogram the funding totaling \$15,254,100 to support their Abernethy and Center Street bridge projects; and

WHEREAS, ODOT's ongoing effort to complete various Americans with Disabilities Act (ADA) statewide upgrades per their 2017 settlement has resulted in the Oregon Transportation Commission's latest quarterly approval of approximately \$37 million during their December 4, 2024 meeting to support the various required Region 1 curb and ramp safety upgrades; and

WHEREAS, OTC's funding approval allows ODOT to move forward and transfer the required funding from several non-MPO revenue buckets in the STIP and commit the funds to the six new projects throughout Region 1; and

WHEREAS, the city of Portland received a FFY 2024 CDS award of \$2,349,600 and will apply it to their existing Portland-wide All Roads Transportation Safety program funded project which will add funding capacity to the project; and

WHEREAS, the programming updates to the nine projects are stated in Exhibit A to this resolution; and

WHEREAS, on January 10, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on January 16, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopt this resolution to add or amendment the nine projects as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this ____ day of _____ 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A
January 2025 Formal/Full MTIP Amendment Summary
Formal Amendment #: JA25-04-JAN1

The January Federal Fiscal Year (FFY) 2025 MTIP Formal Amendment represents the regular bundle of projects being amended or added to the 2024-27 MTIP to meet various federal delivery process approval requirements. The amendment bundle contains nine projects. This amendment adds six new American with Disabilities Act (ADA) projects and completes required scope and/or funding changes to three existing projects. There are no projects being canceled from the MTIP and STIP through this amendment. A summary of the nine projects includes the following:

- **Projects Being Canceled from the 2024-27 MTIP and STIP: None.**
- **New and Existing Projects Being Amended to the 2024-27 MTIP and STIP:**
 - **Key 23814 (New Project) - East Forest Grove Safety Improvement Project (Forest Grove):** The MTIP formal amendment adds the preliminary engineering phase (PE) for this new project on OR8/N Adair St at Yew St intersection which will install a new traffic signal to reduce crashes and provide better protection for pedestrians to connect a low-income and historically disadvantaged community to transit and commercial options. PE funding originates from a \$850,000 Congressionally Directed Spending (CDS) award.
 - **Key 21709 - OR120: Columbia Slough Bridge (Portland) (ODOT):** The MTIP formal amendment amends ODOT's OR120 Columbia Slough Bridge project by canceling the PE and ROW phases. Project funding will be reprogrammed to the Abernethy and Center Street bridge projects. The Planning phase will be left programmed in the MTIP and STIP.
 - **New ADA curb and ramp upgrade projects:**

The next six ODOT projects represent new Americans with Disabilities Act (ADA) curb and ramp upgrade projects being amended into the MTIP. Oregon Transportation (OTC) approval was required for six projects. OTC approval was required and occurred during their December 4, 2024, meeting. The new ADA curb and ramp upgrade project include the following:

 - **Key 23734 - Portland Metro Area 2024-2027 Curb Ramps, Phase 3:** The project will construct curb ramps to meet compliance with ADA standards on OR99E and US26.
 - **Key 23762 - Portland Metro Area 2024-2027 Curb Ramps, Phase 5:** The formal amendment adds the construction and utility relocation phases to implement various ADA curb and ramp upgrades along OR219 and OR8.
 - **Key 23770 - OR8 Curb Ramps (Beaverton & Hillsboro):** The formal amendment adds PE, ROW, UR, and construction phases to construct curb ramps to meet compliance with the ADA standards on OR8.

- **Key 23771 - OR224 & OR213 Curb Ramps (Happy Valley & Mulino):** The formal amendment adds PE, ROW, UR, and Cons phases to complete ADA upgrades on OR224 and OR213.
- **Key 23772 - OR141 Curb Ramps (Durham):** The formal amendment adds PE, ROW, UR, and Cons phases to complete ADA upgrades on OR141.
- **Key 23748 - Portland Metro Area 2024-2027 Curb Ramps, Phase 4:** The formal amendment adds the right-of-way, construction and utility relocation phases to implement various ADA curb and ramp upgrades along I-84, US26, OR99E, US30, OR211, OR281, and OR282.
- **Key 20304 - Oregon Transportation Network - TriMet FFY26 (ODOT):** The formal amendment adds available Congressionally Directed Spending (CDS) award to the ROW and Construction phases to support updated phase costs to meet project scope requirements.

Exhibit A Tables (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 November Formal MTIP Amendment bundle of projects. See the Exhibit A/MTIP Worksheets for the detailed changes and consistency review compliance areas.

2024-2027 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 25-XXXX

January 2025 Regular Formal Amendment Bundle Contents
Amendment Type: Formal/Full
Amendment #: JA25-04-JAN1
Total Number of Projects: 9

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Existing Projects Being Canceled in the 2024-27 MTIP: None				

Category: Adding New and Amending Existing Projects to the 2024-2027 MTIP:

(#1) ODOT Key # 23814 MTIP ID TBD	Forest Grove	East Forest Grove Safety Improvement Project	On OR8/N Adair St in eastern Forest Grove at MP 17.35 at the Yew St intersection, install a new traffic signal to reduce crashes and provide better protection for pedestrians to connect a low-income and historically disadvantaged community to transit and commercial options. (CDS 2024 award #225)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new 2024 Congressionally Directed Spending (CDS) award to the MTIP.
(#2) ODOT Key # 21709 MTIP ID TBD 71195	ODOT	OR120: Columbia Slough Bridge (Portland)	Bridge replacement of the existing timber structure that is obsolete, costly to continuously repair, and can no longer support heavier loads	<u>CANCEL PHASES:</u> The formal amendment cancels the PE and ROW phases leaving only the Planning phase programmed. OTC approval is required and is scheduled to occur during their January 16, 2025, meeting.
Projects 3 to 8	ODOT	The following six projects represent new ADA curb and ramp upgrade projects being added to the MTIP. OTC approval was required and occurred during the December. The impacted projects include Keys 23734, 23762, 23770, 23771, 23772, and 23748		

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#3) ODOT Key # 23734 MTIP ID TBD <i>New Project</i>	ODOT	Portland Metro Area 2024-2027 Curb Ramps, Phase 3	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR99E and US26.	<u>ADD NEW PROJECT:</u> Utility Relocation and Construction phases are being added through the amendment. PE was completed previously through project Key 22798. Specific planned project site locations are included as an attachment to the TPAC, JPACT, and Council agenda staff reports.
(4) ODOT Key # 23762 MTIP ID TBD <i>New Project</i>	ODOT	Portland Metro Area 2024-2027 Curb Ramps, Phase 5	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR219 and OR8.	<u>ADD NEW PROJECT:</u> Right-of-Way, Utility Relocation and Construction phases are being added through the amendment. PE was completed previously through project Key 22798. Specific planned project site locations are included as an attachment to the TPAC, JPACT, and Council agenda staff reports.
(#5) ODOT Key # 23770 MTIP ID TBD <i>New Project</i>	ODOT	OR8 Curb Ramps (Beaverton & Hillsboro)	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR8.	<u>ADD NEW Project:</u> Preliminary Engineering, Right-of-Way, Utility Relocation and Construction phases are being added through the amendment. At this time, the final site locations are not yet defined.
(#6) ODOT Key # 23771 MTIP ID TBD <i>New Project</i>	ODOT	OR224 & OR213 Curb Ramps (Happy Valley & Mulino)	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR224 and OR213	<u>ADD NEW Project:</u> Preliminary Engineering, Right-of-Way, Utility Relocation and Construction phases are being added through the amendment. At this time, the final site locations are not yet defined.

(#7) ODOT Key # 23772 MTIP ID TBD <i>New Project</i>	ODOT	OR141 Curb Ramps (Durham)	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR224 and OR213	<u>ADD NEW Project:</u> Preliminary Engineering, Right-of-Way, Utility Relocation and Construction phases are being added through the amendment. At this time, the final site locations are not yet defined.
(#8) ODOT Key # 23748 MTIP ID TBD <i>New Project</i>	ODOT	Portland Metro Area 2024-2027 Curb Ramps, Phase 4	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards along I-84, US26, US30, OR99E, OR211, OR281, and OR282.	<u>ADD NEW PROJECT:</u> Right-of-Way, Utility Relocation and Construction phases are being added through the amendment. PE was completed previously through project Key 22798. Specific planned project site locations are included as an attachment to the TPAC, JPACT, and Council agenda staff reports.
(#9) ODOT Key # 20304 MTIP ID	ODOT	City of Portland Safety Project	Portland wide safety upgrades including intersection improvements, upgrade curb ramps, utility relocation, signal work, medians, traffic separators, striping and signing to improve safety.	<u>COST INCREASE:</u> The formal amendment adds available Congressionally Directed Spending (CDS) award to the ROW and Construction phases to support updated phase costs to meet project scope requirements.

Proposed Amendment Review and Approval Steps	
Date	Action
January 2025 (JA25-04-JAN1) Formal Amendment estimated processing and approval timing	
Monday, January 6, 2025	Post amendment & begin 30+ day notification/comment period.
Friday, January 10, 2025	January 2024 TPAC Meeting. Provide TPAC members will receive their official notification of the amendment bundle and be requested to provide an approval recommendation for the amendment resolution to JPACT.
Thursday, January 16, 2025	January 2024 JPACT meeting. JPACT will be requested to approve the amendment resolution and provide an approval recommendation to Metro Council. (Proposed to be a Consent Calendar item.)
Tuesday, February 4, 2025	End the 30-day public comment period.
Thursday, February 6, 2025	Metro Council meeting. Request final Metro approval for the January FFY 2025 MTIP Formal Amendment bundle under amendment JA25-04-JAN1. (Proposed to be a Consent Calendar item.)

Wednesday, February 12, 2025	Submit final Metro approved FFY 2025 January Formal amendment bundle to ODOT and FHWA to complete final approval steps.
Early to mid-March, 2025	Final approval from FHWA estimated will occur.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment

ADD NEW PROJECT

Add the new CDS 2024 award to
the MTIP

Project #1**Project Details Summary**

ODOT Key #	23814	RFFA ID:	N/A	RTP ID:	11380	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	225	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA25-04-JAN1		STIP Amendment ID:	24-27-2139		

Summary of Amendment Changes Occurring:

The formal amendment adds the new 2024 Congressionally Directed Spending (CDS) (earmark) project for Forest Grove to the MTIP.

Project Name: **East Forest Grove Safety Improvement Project**

Lead Agency:	Forest Grove	Applicant:	Forest Grove	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	No

MTIP Short Description:

On OR8/N Adair St at Yew St intersection, install a new traffic signal to reduce crashes and provide better protection for pedestrians to connect a low-income and historically disadvantaged community to transit and commercial options.

MTIP Detailed Description (Internal Metro use only):

On OR8/N Adair St in eastern Forest Grove at MP 17.35 at the Yew St intersection, install a new traffic signal to reduce crashes and provide better protection for pedestrians to connect a low-income and historically disadvantaged community to transit and commercial options. (CDS 2024 award #225)

STIP Description:

Along OR8, N Adair St at Yew St there will be an installation a new traffic signal to reduce crashes and provide better protection for pedestrians to connect a low-income and historically disadvantaged community to transit and commercial options.

Project Classification Details

Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
ODOT Work Type:	SAFETY		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
CDS24	Y926	2025		\$ 850,000					\$ 850,000
									\$ -
Federal Totals:			\$ -	\$ 850,000	\$ -	\$ -		\$ -	\$ 850,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025		\$ 97,286					\$ 97,286
									\$ -
Local Totals:			\$ -	\$ 97,286	\$ -	\$ -		\$ -	\$ 97,286
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 947,286	\$ -	\$ -	\$ -	\$ -	\$ 947,286
RTP Total Estimated Project Cost									\$ 3,200,000
Total Cost in Year of Expenditure:									\$ 3,200,000
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			Yes	The project is programming only the preliminary engineering phase at this time					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ 947,286	\$ -	\$ -	\$ -	\$ -	\$ 947,286
Phase Change Percent:			0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:			\$ -	\$ 97,286	\$ -	\$ -		\$ -	\$ 97,286
Amended Phase Matching Percent:			N/A	10.27%	N/A	N/A	N/A	N/A	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 850,000	\$ -	\$ -		\$ -	\$ 850,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 97,286	\$ -	\$ -		\$ -	\$ 97,286
Total	\$ -	\$ 947,286	\$ -	\$ -	\$ -	\$ -	\$ 947,286
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review

1. What is the source of funding? **FFY 2024 Congressionally Directed Spending (CDS) award (earmark)**
2. Does the amendment include changes or updates to the project funding? **Yes. New CDS awarded funds are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the May 10, 2024 CDS awards guidance memo.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **Congressional approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes/No	OR8	17.35	17.35	Intersection
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	OR8/N Adair St		Yew St	Intersection	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2025	Years Active	0	Project Status	1, NEW	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

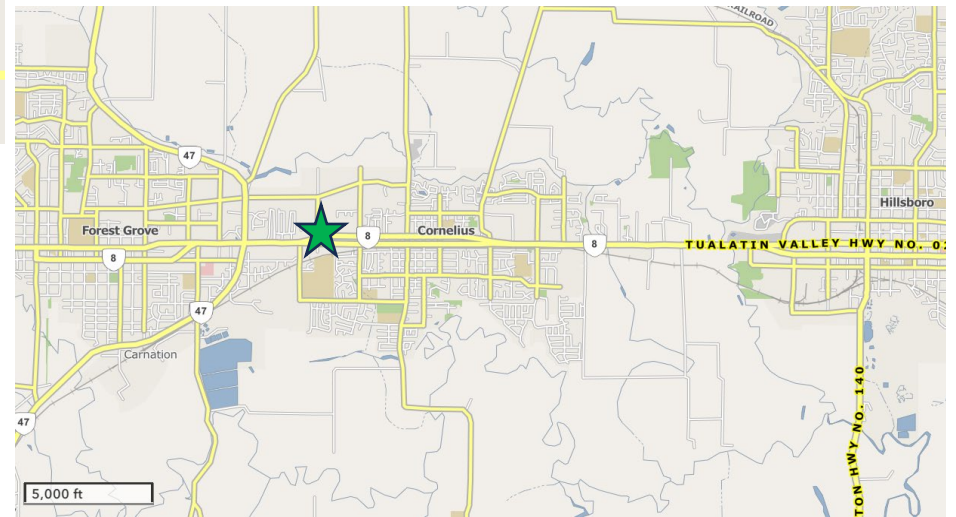
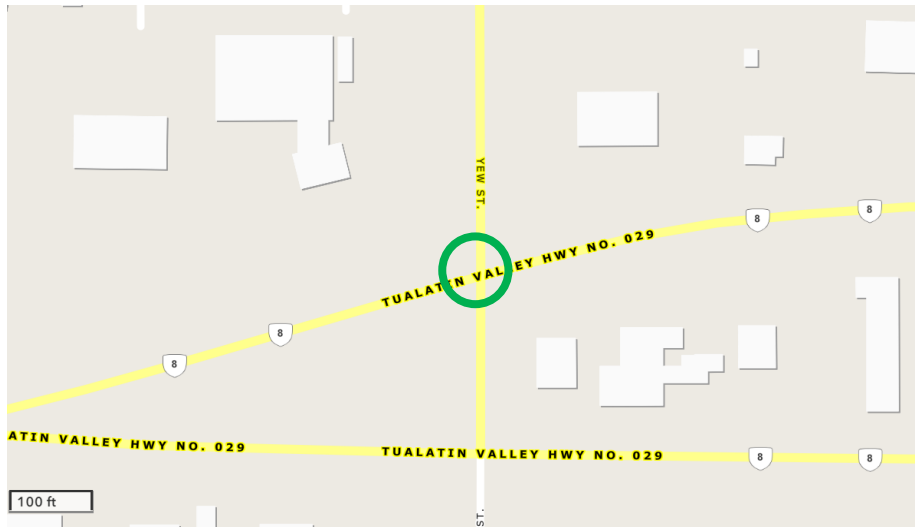
RTP Air Quality Conformity and Transportation Modeling Designations

Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	11380 - Yew St / Adair St Intersection Improvements
RTP Project Description:	Construct intersection improvements at Yew Street/Adair and Yew Street/Baseline to improve safety.

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3.	Is the project included as part of the approved: UPWP? No. Not applicable.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable
4.	<p>Applicable RTP Goals:</p> <p><u>Goal # 1 -Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><u>Goal #2 - Safer System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.</p> <p><u>Goal #3 - Equitable Transportation:</u> Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be Monday, January 6, 2025 to Tuesday, February 4, 2025
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CDS24	A Congressionally Directed Spending (CDS) (or earmark) federally funded award. CDS24 refers to the award occurring from the FFY 2024 year.



Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y926	HIP - community project congressionally directed	100.00%	947,286.30	89.73%	850,000.00	0.00%	0.00	10.27%	97,286.30
	PE Totals		100.00%	947,286.30		850,000.00		0.00		97,286.30
	Grand Totals			947,286.30		850,000.00		0.00		97,286.30



Memorandum

Subject: **ACTION:** Highway Infrastructure Programs Projects designated in Division F of the Consolidated Appropriations Act, 2024 Allocation of Y603 Funds [CFDA No. 20.205] Date: May 10, 2024

From: Peter J. Stephanos
Director, Office of Stewardship, Oversight, and Management

To: Brian R. Bezio
Chief Financial Officer
Division Administrators

PETER JOHN STEPHANOS
Digitally signed by PETER JOHN STEPHANOS
Date: 2024.05.10 09:38:49 -0400

In Reply
Refer to: HISM-40

The Transportation, Housing and Urban Development, and related Agencies Appropriations Act, 2024 (Division F of the Consolidated Appropriations Act, 2024 (Public Law 118-42)) appropriates a total of \$2,224,676,687 for Highway Infrastructure Programs (HIP) from the General Fund of the Treasury for fiscal year (FY) 2024. Of such amount, \$1,884,176,687 is set aside for "Community Project Funding / Congressionally Directed Spending." The project descriptions for the 690 projects can be found in the "Community Project Funding / Congressionally Directed Spending" table in the Joint Explanatory Statement incorporated by reference in Division F of the Consolidated Appropriations Act, 2024, and are also included in the attachment to this memo. With this memorandum, FHWA is allocating

Revised June 7, 2024

			Amount available under P.L. 118-42		Allocation of Y603 Funds This Memorandum		Obligation Authority This Memorandum DELPHI Code 1570651B50.2024.050	
State	Demo ID	Project	Project	State Total	Project	State Total	Project	State Total
OR	OR221	SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)	2,349,600		2,349,600		2,349,600	
OR	OR222	Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek	850,000		850,000		850,000	
OR	OR223	Hood River/White Salmon Interstate Bridge Replacement Project	4,000,000		4,000,000		4,000,000	
OR	OR224	Beaverton Downtown Loop	1,616,279		1,616,279		1,616,279	
OR	OR225	East Forest Grove Safety Improvement Project	850,000		850,000		850,000	
OR	OR226	Abernethy Green Access Project	4,000,000		4,000,000		4,000,000	
OR	OR227	OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)	2,800,000		2,800,000		2,800,000	
OR	OR228	Hawthorne Avenue Pedestrian and Bicyclist Overcrossing	5,700,000		5,700,000		5,700,000	
OR	OR229	Mill Street Reconstruction, Springfield, OR	1,116,279		1,116,279		1,116,279	
OR	OR230	OR99W: Salmon River Highway (OR18) Intersection Improvement	3,589,200		3,589,200		3,589,200	
OR	OR231	Marion County Safety Corridor	1,577,079		1,577,079		1,577,079	

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	OR8	Other NHS Route
Functional Classification	Yes	OR8/N Adair St at Yew St	3 = Urban Other Arterial
Federal Aid Eligible Facility	Yes	OR8/N Adair St at Yew St	Urban Other Principal Arterial

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
				X	X	X	X	
Added notes: See RTP PM review - next page								



2023 Regional Transportation Plan ~ Adopted Investment Priorities for 2023-2045



Safety & Operations Projects: 2023-2030

Zoom to

This project (RTP # 12095) is in the **Roads + Bridges** investment group. It will start at **Region-wide** and end at **Region-wide**. It is owned by **ODOT** and is in **Region-wide (all three counties)**.

Description: Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections,

illumination, signals and signal operations systems, sidewalk, bicycle lanes, and other improvements that do not add motor vehicle capacity.

Project Time Frame: 2023-2030

Estimated Cost: \$211,879,000

This project **is** located in an **equity focus area**.
This project **is not** an **equity priority project**.

This project **will not** reduce greenhouse gas emissions.

This project **does** have identified **safety benefits**.

This project **is** located in a **high injury corridor**.

This project **is** located on the **regional emergency transportation/state seismic lifeline route**.

This project **is** located in a **current job center**.

This project **is** located in a **planned job center**.

This project **does** include **multimodal (non-motor vehicle) design elements**.

Yew St / Adair St Intersection Improvements	11380	Washington County	Forest Grove	ODOT, Forest Grove	Roadway (Capital)	Yew St	Adair St
Construct intersection improvements at Yew Street/Adair and Yew Street/Baseline to improve safety.			\$2,800,000	\$3,200,000	2023-2030		



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
CANCEL PHASES
 Cancel PE and ROW phases
 allowing fund reprogramming

Project #2

Project Details Summary

ODOT Key #	21709	RFFA ID:	N/A	RTP ID:	12092	RTP Approval Date:	11/30/2023
MTIP ID:	71195	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA25-04-JAN1		STIP Amendment ID:	24-27-2177		

Summary of Amendment Changes Occurring:

The formal amendment cancels the PE and ROW phases. Project funding will be reprogrammed to the Abernethy and Center Street bridge projects. Planning phase remains and I updated for actual phase obligation amounts. OTC action is required and will occur during their January 16, 2025 meeting. Metro has authorized concurrent processing prior to OTC approval.

Project Name:	OR120: Columbia Slough Bridge (Portland)						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES		

Short Description:

Bridge replacement of the existing timber structure that is obsolete, costly to continuously repair, and can no longer support heavier loads

MTIP Detailed Description (Internal Metro use only):

Bridge replacement of the existing timber structure that is obsolete, costly to continuously repair, and can no longer support heavier loads.

STIP Description:

Study to determine the alignment and construction method for a future bridge replacement of the existing timber structure that is obsolete, costly to continuously repair, and can no longer support heavier loads.

Project Classification Details									
Project Type	Category			Features				System Investment Type	
Highway ODOT Work Type:	Highway - Bridge BRIDGE			Reconstruction/Preservation				Capital Improvement	
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State-STBG	Y240	2021	-\$ 448,650						\$ -
HIP	Y908	2021	\$ 607,470						\$ 607,470
ADVCON	ACP0	2025		-\$ 11,664,900					\$ -
ADVCON	ACP0	2025			-\$ 3,589,200				\$ -
Federal Totals:			\$ 607,470	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 607,470
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2021	-\$ 51,350						\$ -
State	Match	2021	\$ 69,528						\$ 69,528
State	Match	2025		-\$ 1,335,100					\$ -
State	Match	2025			-\$ 410,800				\$ -
State Totals:			\$ 69,528	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,528
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			-\$ 500,000	-\$ 13,000,000	-\$ 4,000,000	\$ -	-\$ -	\$ -	-\$ 17,500,000
Amended Programming Totals			\$ 676,998	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 676,998
Total Estimated Project Cost									\$ 676,998
Total Cost in Year of Expenditure:									\$ 676,998

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but a small capacity exists with the CDS fund. CDS award is \$4 million					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 176,998	\$ (13,000,000)	\$ (4,000,000)	\$ -	\$ -	\$ -	\$ (16,823,002)
Phase Change Percent:	35.4%	100.0%	100.0%	0.0%	0.0%	0.0%	-96.1%
Amended Phase Matching Funds:	\$ 69,528	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,528
Amended Phase Matching Percent:	10.27%	0.00%	0.00%	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 607,470	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 607,470
State	\$ 69,528	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,528
Local	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
Total	\$ 676,998	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 676,998
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	\$ 676,998						Aid ID
Federal Funds Obligated:	\$ 607,470						S120(003)
EA Number:	C1265200						FHWA or FTA
Initial Obligation Date:	10/16/2020						FHWA
EA End Date:	12/31/2026						FMIS or TRAMS
Known Expenditures:	\$ 618,713						FMIS
				Estimated Project Completion Date:			N/A
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding? Not applicable. PE and ROW funding is being canceled and reprogrammed.							
2. Does the amendment include changes or updates to the project funding? Yes. Funding for this projects is being removed,							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the ODOT Bridge Program Manager							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Bridge Program Manager							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	OR120	0.35	0.41	0.06
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	N. Portland Rd		Columbia River Slough		

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	E (Planning)	Completion of tasks and deliverables nearly finished.	
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	August 2024	Last MTIP Amend Num	AM24-21-AUG3
Last Amendment Action	END OF YEAR PROJECT PHASE SLIP: Slip PE phase with \$11,669,900 of State STBG to FFY 2025.Change State STBG to be Advance Construction, ACP0. Use general AC code. Anticipate follow-on formal amendment for October to adjust ROW, and cons years and funding. Slip only PE now.						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	12092 - Bridge Rehabilitation & Repair: 2023-2030
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.

Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure? No.	
2. Is the project identified on the Congestion Management Process (CMP) plan? No.	
3. Is the project included as part of the approved: UPWP? No. Not applicable.	
3a. If yes, is an amendment required to the UPWP? No.	
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.	
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable	
4. Applicable RTP Goals: <u>Goal # 1 -Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safer System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.	
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.	

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.	
2. What are the start and end dates for the comment period? Estimated to be Monday, January 6, 2025 to Tuesday, February 4, 2025	
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.	
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.	
5. Did the project amendment result in a significant number of comments? Comments are not expected	
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.	

Fund Codes References

Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
HIP	Highway Infrastructure Program (HIP) funds. The funds resulting from this apportionment for (1) activities eligible under 23 U.S.C. 133(b), and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151, and (2) the bridge replacement and rehabilitation program are available for obligation until September 30, 2024. HIP funds are normally apportioned to the State DOT for their use. Under certain circumstances, a portion may be sub-allocated to the MPOs for geographic urban needs.
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

Key Number: **21709**

2024-2027 STIP

Project Name: **OR120: Columbia Slough Bridge (Portland)**

(PENDING AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	Y908	Highway Infrastructure Bridge Replacement 2022	100.00%	676,998.00	89.73%	607,470.31	10.27%	69,527.69	0.00%	0.00
	PL Totals		100.00%	676,998.00		607,470.31		69,527.69		0.00
PE	ACPO	ADVANCE CONSTRUCT PR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	PE Totals		0.00%	0.00		0.00		0.00		0.00
RW	ACPO	ADVANCE CONSTRUCT PR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	RW Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				676,998.00		607,470.31		69,527.69		0.00

Modeling Network , NHS, and Performance Measure Designations

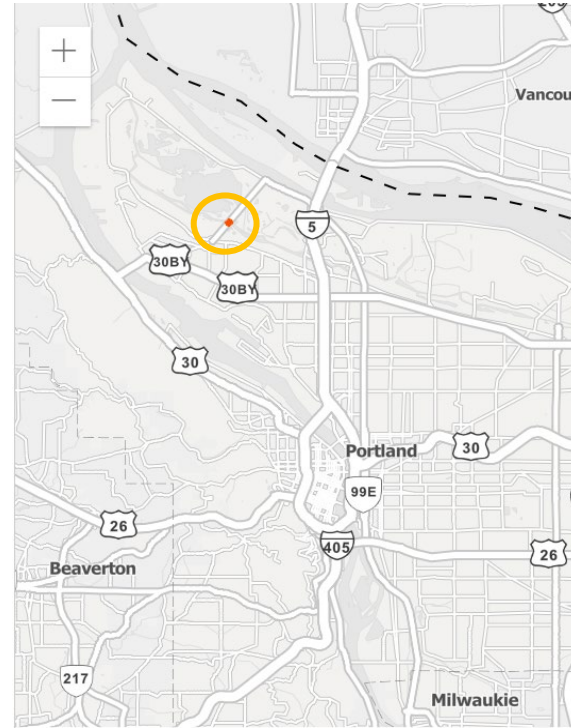
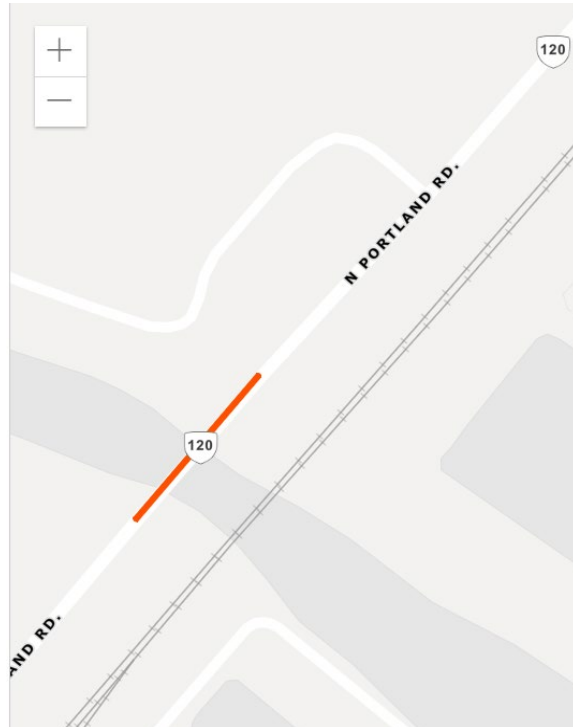
National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	OR120/N Portland Rd	NHS Intermodal Connector
Functional Classification	Yes	OR120/N Portland Rd	4 = Minor Arterial
Federal Aid Eligible Facility	Yes	OR120/N Portland Rd	Urban Minor Arterial

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
	N/A							

Added notes: Phase cancelations effectively cancels the project implementation and removes all performance measures





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment

ADD NEW PROJECT

Add new ADA UR & Cons project
for OR99E & US26

Project #3**Project Details Summary**

ODOT Key #	23734	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA25-04-JAN1		STIP Amendment ID:	24-27-1651		

Summary of Amendment Changes Occurring:

The formal amendment adds the construction and utility relocation phases to implement various ADA curb and ramp upgrades along OR99E and US26.
 Note: PE was completed as part of Key 22978

Project Name:	Portland Metro Area 2024-2027 Curb Ramps, Phase 3						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES		

Short Description:

Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR99E and US26.

MTIP Detailed Description (Internal Metro use only):

In SE Portland area on OR99E (McLoughlin Blvd) and US26 (Powell Blvd), OR99E MP 1.45 to MP 2.65 and US26 MP 1.10 to MP 5.49, construct curb and ramp upgrades to meet compliance with the Americans with Disabilities Act (ADA) standards

STIP Description:

Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Active Transportation/ Complete Streets ODOT Work Type:	Active Trans - Pedestrian		Sidewalk - Reconstruction				Capital Improvement		
	ADAP								
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-GARVEE	ACPO	2025				\$ 44,865			\$ 44,865
AC-GARVEE	ACPO	2025					\$ 9,690,840		\$ 9,690,840
Federal Totals:			\$ -	\$ -	\$ -	\$ 44,865	\$ 9,690,840	\$ -	\$ 9,735,705
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025				\$ 5,135			\$ 5,135
State	Match	2025					\$ 1,109,160		\$ 1,109,160
State Totals:			\$ -	\$ -	\$ -	\$ 5,135	\$ 1,109,160	\$ -	\$ 1,114,295
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programming Note: PE was completed through Key 22978. Fund obligation occurred in FFY 2023.									
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ 50,000	\$ 10,800,000	\$ -	\$ 10,850,000
Total Estimated Project Cost									\$ 10,850,000
Total Cost in Year of Expenditure:									\$ 10,850,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed. PE was accomplished in Ley 22978.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ 50,000	\$ 10,800,000	\$ -	\$ 10,850,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -		\$ -	\$ 5,135	\$ 1,109,160	\$ -	\$ 1,114,295
Amended Phase Matching Percent:	N/A	N/A	N/A	10.27%	10.27%	0.00%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ 44,865	\$ 9,690,840	\$ -	\$ 9,735,705
State	\$ -	\$ -	\$ -	\$ 5,135	\$ 1,109,160	\$ -	\$ 1,114,295
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ 50,000	\$ 10,800,000	\$ -	\$ 10,850,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	89.73%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	10.27%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.41%	89.32%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.05%	10.22%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.46%	99.54%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2028
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review	
1. What is the source of funding? OTC approved funding (expected to be GARVEE Bonds) of ADA upgrades,	
2. Does the amendment include changes or updates to the project funding? Yes. New AC awarded funds are being added to the MTIP.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the December 4, 20204 OTC action.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval was required.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	OR99E	1.45	2.65	1.2
	Yes	US206	1.1	5.49	4.39
Cross Streets	Route or Arterial	Cross Street	Cross Street		
Yes	OR993/McLoughlin Blvd	US26 intersection	South to approx. 17th Ave ramp		
Yes	US26/Powell Blvd	OR99E/McLoughlin Blvd	East to approx. SE 90th Place		

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	6	Pre-construction activities (pre-bid, construction management oversight, etc.).	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Note: Preliminary Engineering was completed via Key 22978. Key 23734 represents the construction and utility relocation phase now being added to the MTIP and STIP.

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 12095 - Safety & Operations Projects: 2023-2030
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.
Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure? No.	
2. Is the project identified on the Congestion Management Process (CMP) plan? No.	
3. Is the project included as part of the approved: UPWP? No. Not applicable.	
3a. If yes, is an amendment required to the UPWP? No.	
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.	
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable	
4. Applicable RTP Goals: <u>Goal # 1 -Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safer System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.	
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.	

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.	
2. What are the start and end dates for the comment period? Estimated to be Monday, January 6, 2025 to Tuesday, February 4, 2025	
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.	
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.	
5. Did the project amendment result in a significant number of comments? Comments are not expected	
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.	
Fund Codes References	
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-GARVEE	Advance Construction funds with the anticipated late conversion to be GARVEE bonds
State	General state funds normally used to reflect the required minimum match against the federal funds programmed,

Key Number: **23734** **2024-2027 STIP**

Project Name: **Portland Metro area 2024-2027 ADA curb ramps n (DRAFT AMENDMENT DD**

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	50,000.00	89.73%	44,865.00	10.27%	5,135.00	0.00%	0.00
	UR Totals		100.00%	50,000.00		44,865.00		5,135.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	10,800,000.00	89.73%	9,690,840.00	10.27%	1,109,160.00	0.00%	0.00
	CN Totals		100.00%	10,800,000.00		9,690,840.00		1,109,160.00		0.00
Grand Totals				10,850,000.00		9,735,705.00		1,114,295.00		0.00



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[FUND](#)

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[map](#)
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[obligations](#)
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Note: Required Preliminary Engineering activities were completed as part of Key 22978

ODOT Key: 22978 | MTIP ID: 71335

Portland Metro Area 2024-2027 ADA Curb Ramp Design, Phase 1 - Cycle 2021-26

Project(s) in this cycle are not editable

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2023		\$17,587,080	\$2,012,920		\$19,600,000	<input type="checkbox"/>
	2021	STBG - STATE	\$17,587,080	\$2,012,920		\$19,600,000	
Totals >>			\$17,587,080	\$2,012,920	\$0	\$19,600,000	



Oregon
Tina Kotek, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: November 20, 2024

TO: Oregon Transportation Commission

Kristopher W. Strickler

FROM: Kristopher W. Strickler
Director

SUBJECT: Agenda Item O – Quarterly ADA Delivery Program STIP Adjustment

Requested Action:

Approve the attached list of added and modified projects to the 2024-2027 Statewide Transportation Improvement Program (STIP).

Background:

In 2017, the Oregon Department of Transportation entered into a settlement agreement with the Association of Oregon Centers for Independent Living and implemented a dedicated ADA Program to bring nearly 26,000 curb ramps up to current standards. The 15-year settlement agreement specifies that 30% of the curb ramps are compliant by 2022, 75% of the curb ramps are compliant by 2027, and 100% of the curb ramps are compliant by 2032.

KEY #	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	DIFFERENCE	DESCRIPTION OF CHANGE
23692	Portland Metro area 2024-2027 curb ramps, phase 2	VAR	VAR	CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 10,850,000	\$ - 10,850,000	Add project with funding from 23043 funding bucket; \$10,800,000 in CN, \$50,000 in UT. Design completed under project key 22978
23734	Portland Metro area 2024-2027 curb ramps, phase 3	1.1 1.45	5.49 2.65	CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 10,850,000	\$ - 10,850,000	Add project with funding from 23043 funding bucket; \$10,800,000 in CN, \$50,000 in UT. Design completed under project key 22978
										Add project with funding from 23043 & 23038
23748	Portland Metro area 2024-2027 curb ramps, phase 4	VAR	VAR	RW, CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 10,200,000	\$ - 10,200,000	funding buckets; \$8,650,000 in CN, \$1,500,000 in RW, \$50,000 in UT. Design completed under project key 22978
23762	Portland Metro area 2024-2027 curb ramps, phase 5	12.69 12.18 0.18	17.34 17.48 0.26	RW, CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 8,320,000	\$ - 8,320,000	Add project with funding from 23043 & 23038 funding buckets; \$6,950,000 in CN, \$1,320,000 in RW, \$50,000 in UT. Design completed under project key 22978

Note:

The OTC approved funding for Key 23734 is being shifted from a non-MPO ADA revenue bucket in Key 23043. There is no action required in the MTIP. ODOT staff will complete the required funding adjustments to Key 23043 in the STIP.

Name: **Portland Metro area 2024-2027 ADA curb ramp construction**

Key: **23043**

Description: **ADA program funding for future construction activities. Projects to be identified at a later date.**

Region: **1**

MPO: **Non-MPO**

Work Type: **ADAP**

Applicant: **ODOT**

Status: **BUCKET OF FUNDS**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	VARIOUS

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$105,694,884.00		\$105,694,884.00
Fund 1					ACPO \$105,694,884.0		
Match							

Footnote:

Most Recent Approved Amendment

Amendment No: **24-27-0814**

Approval Date: **6/13/2024**

Requested Action: **Reduce the project estimate by \$11,735,116, moving funds to project key 23612.**

Modeling Network , NHS, and Performance Measure Designations

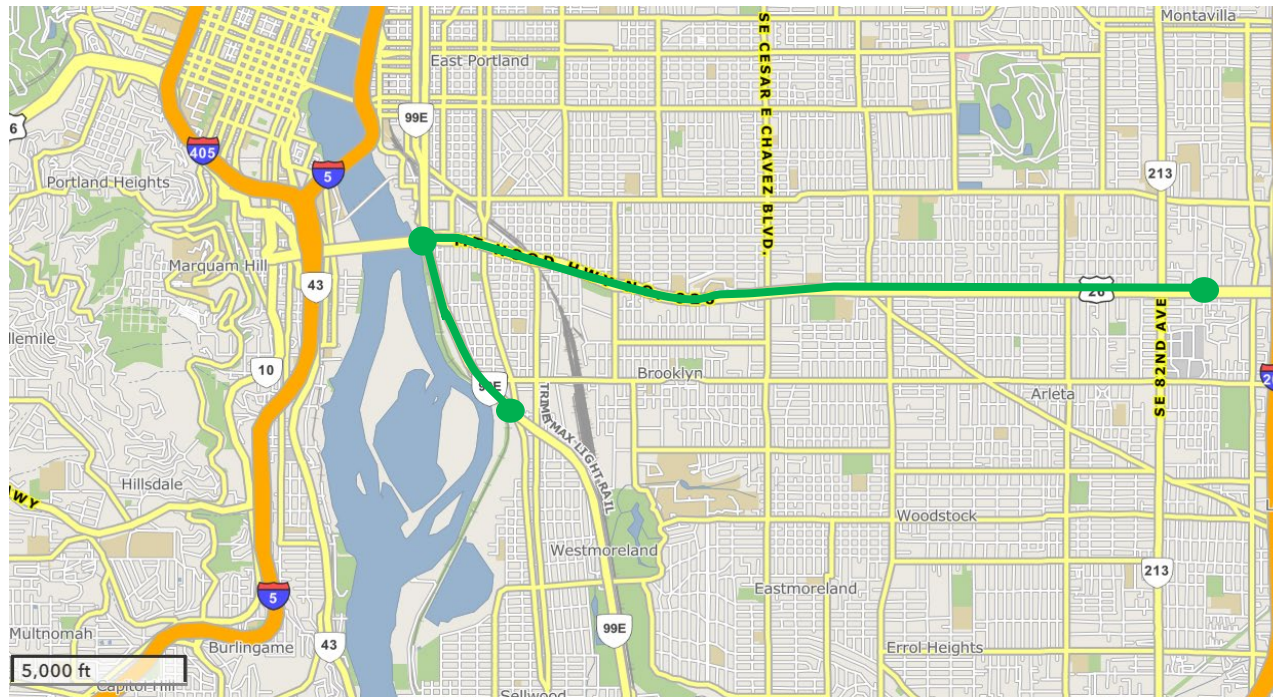
National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	OR99E	Other NHS Route
	Yes	US26	MAP-21 Principal Arterial
Functional Classification	Yes	OR99E	3 = Other Principal Arterial
	Yes	US26	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	OR99E	Urban Other Principal Arterial
	Yes	US26	Urban Other Principal Arterial

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
				X	X	X	X	

Notes: Planned ADA improvements will cross into multiple EFAs





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
 Add new ADA UR & Cons project
 for OR219 and OR8

Project #4

Project Details Summary

ODOT Key #	23762	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA25-04-JAN1		STIP Amendment ID:	24-27-1940		

Summary of Amendment Changes Occurring:

The formal amendment adds the construction and utility relocation phases to implement various ADA curb and ramp upgrades along OR219 and OR8. Note: PE was completed as part of Key 22978.

Project Name: **Portland Metro Area 2024-2027 Curb Ramps, Phase 5**

Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES

Short Description:

Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR219 and OR8.

MTIP Detailed Description (Internal Metro use only):

In the Hillsboro and Cornelius area on OR219/S 1st Ave (MP 0.18 to MP 0.26 and OR8/SE 10th Ave (MP 12.18 to MP 17.48), construct curb and ramp upgrades to meet compliance with the Americans with Disabilities Act (ADA) standards

STIP Description:

Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Project Classification Details

Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Pedestrian	Sidewalk - Reconstruction	Capital Improvement
ODOT Work Type:	ADAP		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-GARVEE	ACP0	2025			\$ 1,184,436				\$ 1,184,436
AC-GARVEE	ACP0	2027				\$ 44,865			\$ 44,865
AC-GARVEE	ACP0	2027					\$ 6,236,235		\$ 6,236,235
Federal Totals:			\$ -	\$ -	\$ 1,184,436	\$ 44,865	\$ 6,236,235	\$ -	\$ 7,465,536
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025			\$ 135,564				\$ 135,564
State	Match	2027				\$ 5,135			\$ 5,135
State	Match	2027					\$ 713,765		\$ 713,765
State Totals:			\$ -	\$ -	\$ 135,564	\$ 5,135	\$ 713,765	\$ -	\$ 854,464
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programming Note: PE was completed through Key 22978. Fund obligation occurred in FFY 2023.									
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ 1,320,000	\$ 50,000	\$ 6,950,000	\$ -	\$ 8,320,000
Total Estimated Project Cost									\$ 8,320,000
Total Cost in Year of Expenditure:									\$ 8,320,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed. PE was accomplished in Ley 22978.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ 1,320,000	\$ 50,000	\$ 6,950,000	\$ -	\$ 8,320,000
Phase Change Percent:	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ 135,564	\$ 5,135	\$ 713,765	\$ -	\$ 854,464
Amended Phase Matching Percent:	N/A	N/A	10.27%	10.27%	10.27%	0.00%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ 1,184,436	\$ 44,865	\$ 6,236,235	\$ -	\$ 7,465,536
State	\$ -	\$ -	\$ 135,564	\$ 5,135	\$ 713,765	\$ -	\$ 854,464
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 1,320,000	\$ 50,000	\$ 6,950,000	\$ -	\$ 8,320,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	89.73%	89.73%	89.73%	0.0%	89.73%
State	0.0%	0.0%	10.27%	10.27%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%
Total	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	14.2%	0.54%	74.95%	0.0%	89.73%
State	0.0%	0.0%	1.6%	0.06%	8.58%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	15.9%	0.60%	83.53%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
					Estimated Project Completion Date:		12/31/2030
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review	
1. What is the source of funding? OTC approved funding (expected to be GARVEE Bonds) of ADA upgrades)	
2. Does the amendment include changes or updates to the project funding? Yes. New AC awarded funds are being added to the MTIP.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the December 4, 20204 OTC action.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval was required.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	OR219	0.18	0.26	0.08
	Yes	OR8	12.18	17.48	5.30
Cross Streets	Route or Arterial	Cross Street	Cross Street		
Yes	OR219/S 1st Ave	Pacifica Ave	19th Ave		
Yes	OR8/SE 10th Ave/SE Baseline	SE Maple Stret	SE Mountain View Ln		

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	6	Pre-construction activities (pre-bid, construction management oversight, etc.).	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Note: Preliminary Engineering was completed via Key 22978. Key 23734 represents the construction and utility relocation phase now being added to the MTIP and STIP.

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 12095 - Safety & Operations Projects: 2023-2030
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.
Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure? No.	
2. Is the project identified on the Congestion Management Process (CMP) plan? No.	
3. Is the project included as part of the approved: UPWP? No. Not applicable.	
3a. If yes, is an amendment required to the UPWP? No.	
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.	
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable	
4. Applicable RTP Goals: <u>Goal # 1 -Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safer System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.	
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.	

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Monday, January 6, 2025 to Tuesday, February 4, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-GARVEE	Advance Construction funds with the anticipated late conversion to be GARVEE bonds
State	General state funds normally used to reflect the required minimum match against the federal funds programmed,

Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
RW	ACPO	ADVANCE CONSTRUCT PR	100.00%	1,320,000.00	89.73%	1,184,436.00	10.27%	135,564.00	0.00%	0.00
	RW Totals		100.00%	1,320,000.00		1,184,436.00		135,564.00		0.00
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	50,000.00	89.73%	44,865.00	10.27%	5,135.00	0.00%	0.00
	UR Totals		100.00%	50,000.00		44,865.00		5,135.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	6,950,000.00	89.73%	6,236,235.00	10.27%	713,765.00	0.00%	0.00
	CN Totals		100.00%	6,950,000.00		6,236,235.00		713,765.00		0.00
Grand Totals				8,320,000.00		7,465,536.00		854,464.00		0.00


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[earmarks](#)
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Note: Required Preliminary Engineering activities were completed as part of Key 22978

ODOT Key: 22978 | MTIP ID: 71335

Portland Metro Area 2024-2027 ADA Curb Ramp Design, Phase 1 - Cycle 2021-26

Project(s) in this cycle are not editable

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2023		\$17,587,080	\$2,012,920		\$19,600,000	<input type="checkbox"/>
	2021	STBG - STATE	\$17,587,080	\$2,012,920		\$19,600,000	
Totals >>			\$17,587,080	\$2,012,920	\$0	\$19,600,000	



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: November 20, 2024

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: Agenda Item O – Quarterly ADA Delivery Program STIP Adjustment

Requested Action:

Approve the attached list of added and modified projects to the 2024-2027 Statewide Transportation Improvement Program (STIP).

Background:

In 2017, the Oregon Department of Transportation entered into a settlement agreement with the Association of Oregon Centers for Independent Living and implemented a dedicated ADA Program to bring nearly 26,000 curb ramps up to current standards. The 15-year settlement agreement specifies that 30% of the curb ramps are compliant by 2022, 75% of the curb ramps are compliant by 2027, and 100% of the curb ramps are compliant by 2032.

KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	DIFFERENCE	DESCRIPTION OF CHANGE
23762	1	Portland Metro area 2024-2027 curb ramps, phase 5	12.69	17.34	RW, CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 8,320,000	\$ 8,320,000	Add project with funding from 23043 & 23038 funding buckets; \$6,950,000 in CN, \$1,320,000 in RW, \$50,000 in UT. Design completed under project key 22978
			12.18	17.48							
			0.18	0.26							

Note:

The OTC approved funding for Key 23762 is being shifted from non-MPO ADA revenue buckets in Keys 22038 and 23043. There is no action required in the MTIP. ODOT staff will complete the required funding adjustments to Key 23043 in the STIP.

Name: Portland Metro area 2024-2027 ADA curb ramp right of way						Key: 23038	
Description ADA program funding for future right of way activities. Projects to be identified at a later date.						Region: 1	
MPO: Non-MPO						Work Type: ADAP	
Applicant: ODOT						Status: BUCKET OF FUNDS	
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	VARIOUS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2025				
Total			\$16,796,000.00				\$16,796,000.00
Fund 1			ACPO \$16,796,000.00				
Match							
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0040 Approval Date: 5/1/2024							
Requested Action: Reduce the project estimate by \$834,000, moving funds to project key 23492.							

Name: Portland Metro area 2024-2027 ADA curb ramp construction						Key: 23043	
Description ADA program funding for future construction activities. Projects to be identified at a later date.						Region: 1	
MPO: Non-MPO						Work Type: ADAP	
Applicant: ODOT						Status: BUCKET OF FUNDS	
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	VARIOUS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$105,694,884.00		\$105,694,884.00
Fund 1					ACPO \$105,694,884.0		
Match							
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0814 Approval Date: 6/13/2024							
Requested Action: Reduce the project estimate by \$11,735,116, moving funds to project key 23612.							

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

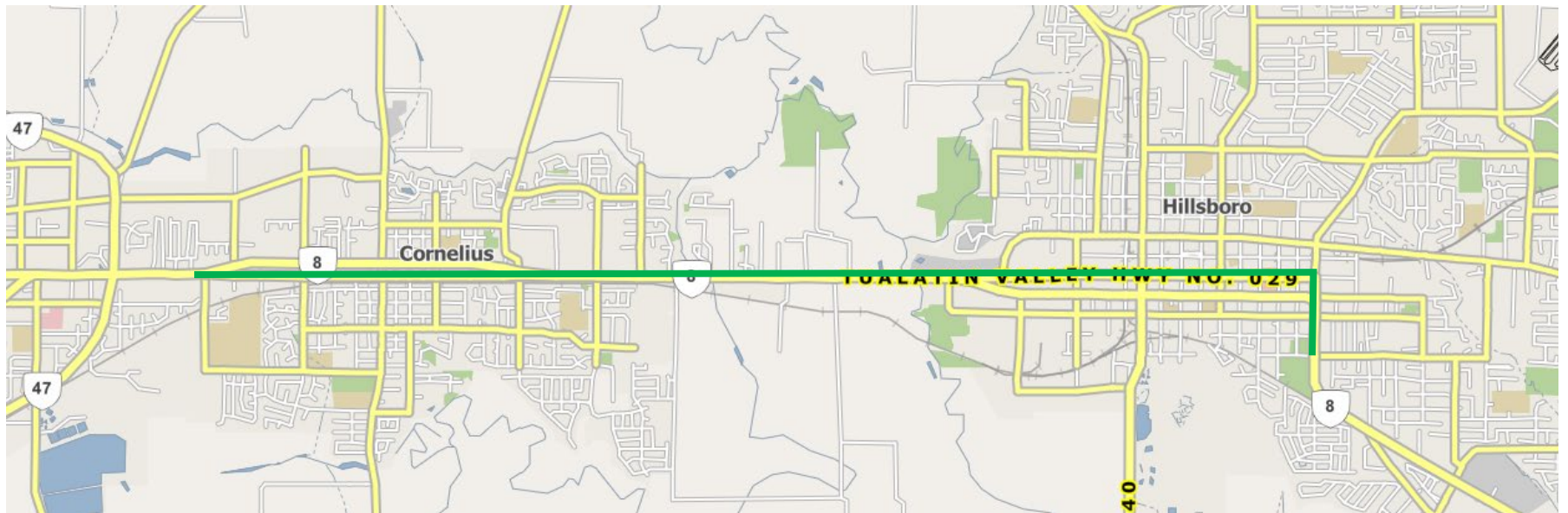
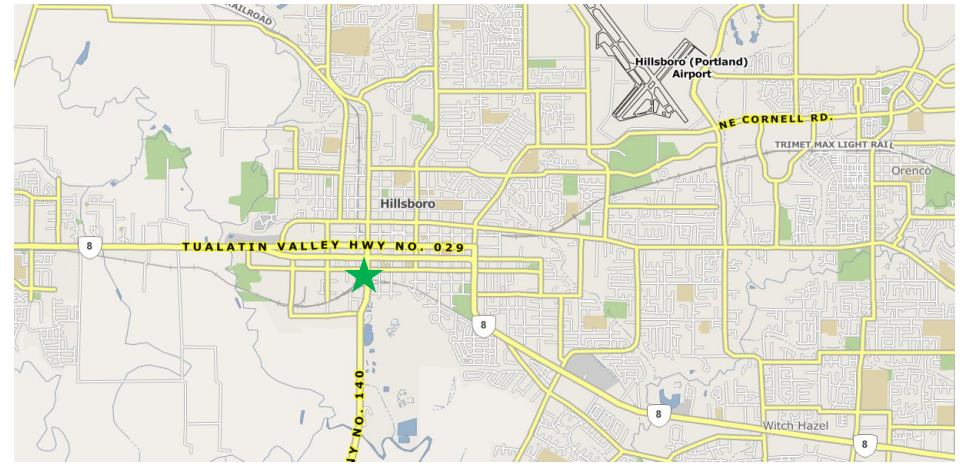
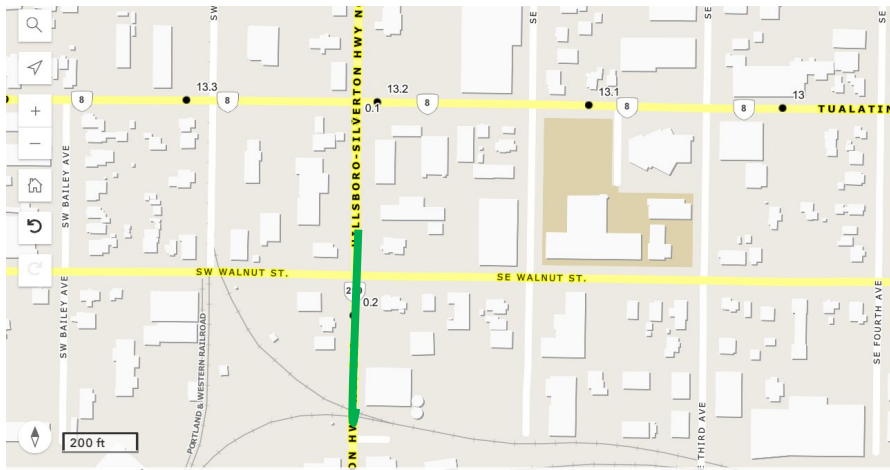
System	Y/N	Route	Designation
NHS Project	Yes	OR219	No designation
	Yes	OR8	Other NHS Route
Functional Classification	Yes	OR219	4 = Minor Arterial
	Yes	OR8	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	OR219	Urban Minor Arterial
	Yes	OR8	Urban Other Principal Arterial

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
				X	X	X	X	

Notes: Planned ADA improvement s will cross into multiple EFAs

Locations													
Route	Highway	MP Begin	MP End	Length	Street	City	County	ACT	Bridge	Reg	State Repr Dist	State Sen Dist	US Cnrg Dist
OR-219	140 HILLSBORO/SILVERTON	0.18	0.26	0.08		HILLSBORO	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	17.23	17.34	0.11		FOREST GROVE	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	15.90	17.22	1.32		CORNELIUS	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	15.53	15.72	0.19		CORNELIUS	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	15.22	15.36	0.14		CORNELIUS	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	12.69	14.07	1.38		HILLSBORO	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	14.32	14.87	0.55			WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	17.23	17.48	0.25		FOREST GROVE	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	14.88	17.22	2.34		CORNELIUS	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	12.18	14.31	2.13		HILLSBORO	WASHINGTON	R1ACT		1	29	15	1





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment

ADD NEW PROJECT

Add new ADA project on OR8
around Beaverton and Hillsboro

Project #5**Project Details Summary**

ODOT Key #	23770	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA25-04-JAN1		STIP Amendment ID:	24-27-1993		

Summary of Amendment Changes Occurring:

The formal amendment adds PE, ROW, UR, and Cons phases to complete ADA upgrades on OR8. Note: PE was completed as part of Key 22978. Funding for Key 23770 is being reprogrammed from Non-MPO project grouping revenue buckets in Keys 22990, 22038, and 23043.

Project Name:	OR8 Curb Ramps (Beaverton & Hillsboro)						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES		

Short Description:

Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR8.

MTIP Detailed Description (Internal Metro use only):

In Beaverton and Hillsboro on OR8 (MP 4.02 to MP 11.95), construct curb and ramp upgrades to meet compliance with the Americans with Disabilities Act (ADA) standards

STIP Description:

Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Project Classification Details

Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Pedestrian	Sidewalk - Reconstruction	Capital Improvement
ODOT Work Type:	ADAP		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-GARVEE	ACP0	2025		\$ 968,187					\$ 968,187
AC-GARVEE	ACP0	2026			\$ 333,796				\$ 333,796
AC-GARVEE	ACP0	2026				\$ 44,865			\$ 44,865
AC-GARVEE	ACP0	2027					\$ 1,924,708		\$ 1,924,708
Federal Totals:			\$ -	\$ 968,187	\$ 333,796	\$ 44,865	\$ 1,924,708	\$ -	\$ 3,271,556
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025		\$ 110,813					\$ 110,813
State	Match	2026			\$ 38,204				\$ 38,204
State	Match	2026				\$ 5,135			\$ 5,135
State	Match	2027					\$ 220,292		\$ 220,292
State Totals:			\$ -	\$ 110,813	\$ 38,204	\$ 5,135	\$ 220,292	\$ -	\$ 374,444
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 1,079,000	\$ 372,000	\$ 50,000	\$ 2,145,000	\$ -	\$ 3,646,000
Total Estimated Project Cost									\$ 3,646,000
Total Cost in Year of Expenditure:									\$ 3,646,000
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			No	The project is not short programmed.					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ 1,079,000	\$ 372,000	\$ 50,000	\$ 2,145,000	\$ -	\$ 3,646,000
Phase Change Percent:			0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:			\$ -	\$ 110,813	\$ 38,204	\$ 5,135	\$ 220,292	\$ -	\$ 374,444
Amended Phase Matching Percent:			N/A	10.27%	10.27%	10.27%	10.27%	N/A	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 968,187	\$ 333,796	\$ 44,865	\$ 1,924,708	\$ -	\$ 3,271,556
State	\$ -	\$ 110,813	\$ 38,204	\$ 5,135	\$ 220,292	\$ -	\$ 374,444
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 1,079,000	\$ 372,000	\$ 50,000	\$ 2,145,000	\$ -	\$ 3,646,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	89.73%	89.73%	0.0%	89.73%
State	0.0%	10.27%	10.27%	10.27%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%
Total	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	26.6%	9.2%	1.23%	52.79%	0.0%	89.73%
State	0.0%	3.0%	1.0%	0.14%	6.04%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	29.6%	10.2%	1.37%	58.83%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
					Estimated Project Completion Date:		12/31/2029
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding? OTC approved funding (expected to be GARVEE Bonds) of ADA upgrades)							
2. Does the amendment include changes or updates to the project funding? Yes. New AC awarded funds are being added to the MTIP.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the December 4, 20204 OTC action.							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval was required.							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							
Project Location References							
On State Highway	Yes/No	Route	MP Begin	MP End	Length		
	Yes	OR8	4.02	11.95	7.93		
Cross Streets	Route or Arterial		Cross Street		Cross Street		
Yes	SW Tualatin Valley Hwy/ SW Canyon Rd		SW Hocken Ave		Just e/o SE 11th Ave		
Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						
RTP Air Quality Conformity and Transportation Modeling Designations							
Is this a capacity enhancing or non-capacity enhancing project?				Non-capacity enhancing project			
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?				Yes. The project is exempt per 40 CFR 93.126, Table 2			
Exemption Reference:				Safety - Projects that correct, improve, or eliminate a hazardous location or feature.			
Was an air analysis required as part of RTP inclusion?				No. Not Applicable			
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?				No. Not applicable. The project is not capacity enhancing			
RTP Constrained Project ID and Name:				ID# 12095 - Safety & Operations Projects: 2023-2030			
RTP Project Description:				Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.			

Additional RTP Consistency Check Areas

1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes
3.	Is the project included as part of the approved: UPWP? No. Not applicable.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable
4.	<p>Applicable RTP Goals:</p> <p><u>Goal # 1 -Mobility Options:</u></p> <p>Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><u>Goal #2 - Safer System:</u></p> <p>Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.</p> <p><u>Goal #3 - Equitable Transportation:</u></p> <p>Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be Monday, January 6, 2025 to Tuesday, February 4, 2025
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

Fund Codes References

Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-GARVEE	Advance Construction funds with the anticipated late conversion to be GARVEE bonds
State	General state funds normally used to reflect the required minimum match against the federal funds programmed,

Key Number: 23770

2024-2027 STIP

Project Name: OR8 curb ramps (Beaverton & Hillsboro)

/DRAFT AMENDMENT DP

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	100.00%	1,079,000.00	89.73%	968,186.70	10.27%	110,813.30	0.00%	0.00
	PE Totals		100.00%	1,079,000.00		968,186.70		110,813.30		0.00
RW	ACPO	ADVANCE CONSTRUCT PR	100.00%	372,000.00	89.73%	333,795.60	10.27%	38,204.40	0.00%	0.00
	RW Totals		100.00%	372,000.00		333,795.60		38,204.40		0.00
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	50,000.00	89.73%	44,865.00	10.27%	5,135.00	0.00%	0.00
	UR Totals		100.00%	50,000.00		44,865.00		5,135.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	2,145,000.00	89.73%	1,924,708.50	10.27%	220,291.50	0.00%	0.00
	CN Totals		100.00%	2,145,000.00		1,924,708.50		220,291.50		0.00
Grand Totals				3,646,000.00		3,271,555.80		374,444.20		0.00



Oregon
Tina Kotek, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: November 20, 2024

TO: Oregon Transportation Commission

FROM: *Kristopher W. Strickler*
Kristopher W. Strickler
Director

SUBJECT: Agenda Item O – Quarterly ADA Delivery Program STIP Adjustment

Requested Action:

Approve the attached list of added and modified projects to the 2024-2027 Statewide Transportation Improvement Program (STIP).

Background:

In 2017, the Oregon Department of Transportation entered into a settlement agreement with the Association of Oregon Centers for Independent Living and implemented a dedicated ADA Program to bring nearly 26,000 curb ramps up to current standards. The 15-year settlement agreement specifies that 30% of the curb ramps are compliant by 2022, 75% of the curb ramps are compliant by 2027, and 100% of the curb ramps are compliant by 2032.

REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	DIFFERENCE	DESCRIPTION OF CHANGE
1	OR8 curb ramps (Beaverton & Hillsboro)	4.02	11.95	PE, RW, UT, CN	ADAP	GARVEE - ADA	\$ -	\$ 3,646,000	\$ 3,646,000	Add project with funding from 23043, 23038, & 22990 funding buckets; \$1,079,000 in PE, \$372,000 in RW, \$2,145,000 in CN, \$50,000 in UT

Note:

The OTC approved funding for Key 23770 is being shifted from non-MPO ADA revenue buckets in Keys 22990, 22038 and 23043. There is no action required in the MTIP. ODOT staff will complete the required funding adjustments to Keys 22990, 22038, and 23043 in the STIP.

Name: Portland Metro area 2024-2027 ADA curb ramp design, phase 2					Key: 22990		
Description Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.					Region: 1		
MPO: Non-MPO, Portland Metro MPO			Work Type: ADAP				
Applicant: ODOT			Status: PROJECT FUNDED THROUGH FINAL PLANS				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	CLACKAMAS		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	HOOD RIVER		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	MULTNOMAH		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	WASHINGTON		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025					
Total		\$9,780,000.00					\$9,780,000.00
Fund 1		ACP0 \$9,780,000.00					
Match							

Footnote:

Name: Portland Metro area 2024-2027 ADA curb ramp right of way						Key: 23038	
Description ADA program funding for future right of way activities. Projects to be identified at a later date.						Region: 1	
MPO: Non-MPO			Work Type: ADAP				
Applicant: ODOT			Status: BUCKET OF FUNDS				
Location(s)-							
Mileposts		Length	Route	Highway	ACT	County(s)	
					REGION 1 ACT	VARIOUS	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2025				
Total			\$16,796,000.00				\$16,796,000.00
Fund 1			ACP0 \$16,796,000.00				
Match							
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0040				Approval Date: 5/1/2024			
Requested Action:		Reduce the project estimate by \$834,000, moving funds to project key 23492.					

Name: Portland Metro area 2024-2027 ADA curb ramp construction						Key: 23043	
Description ADA program funding for future construction activities. Projects to be identified at a later date.						Region: 1	
MPO: Non-MPO			Work Type: ADAP				
Applicant: ODOT			Status: BUCKET OF FUNDS				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	VARIOUS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$105,694,884.00		\$105,694,884.00
Fund 1					ACPD \$105,694,884.0		
Match							
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0814				Approval Date: 6/13/2024			
Requested Action: Reduce the project estimate by \$11,735,116, moving funds to project key 23612.							

Modeling Network , NHS, and Performance Measure Designations

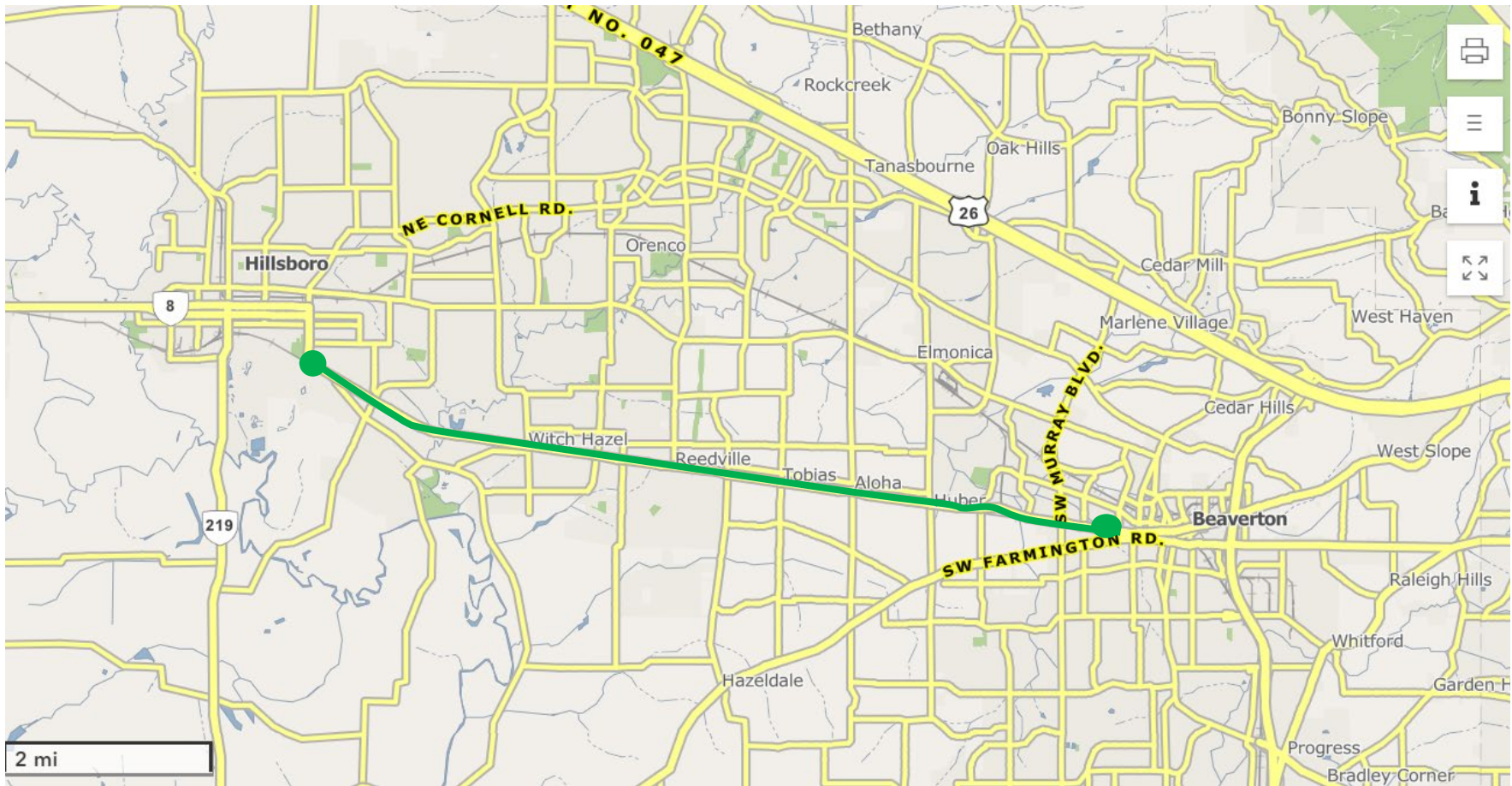
National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	OR8	Other NHS Route
Functional Classification	Yes	OR8	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	OR8	Urban Other Principal Arterial

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes Multiple EFA. OR 8 is in a HIC
				X	X	X	X	

Notes: The project limits cross into several Equity Focus Areas which are "yes" for People of Color, (POC), Limited English (LE), and Low Income (LI).





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment

ADD NEW PROJECT

Add new ADA project on OR224
and OR213

Project #6**Project Details Summary**

ODOT Key #	23771	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA25-04-JAN1		STIP Amendment ID:	24-27-1995		

Summary of Amendment Changes Occurring:

The formal amendment adds PE, ROW, UR, and Cons phases to complete ADA upgrades on OR224 and OR213 Note: Funding for Key 23771 is being reprogrammed from Non-MPO project grouping revenue buckets in Keys 22990, 22038, and 23043.

Project Name:	OR224 & OR213 Curb Ramps (Happy Valley & Mulino)						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES		

Short Description:

Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR224 and OR213

MTIP Detailed Description (Internal Metro use only):

In SE Clackamas County on OR213 (MP 10.90 to 11.06) and OR224 (MP 8.49 to MP 9.30), construct curb and ramp upgrades to meet compliance with the Americans with Disabilities Act (ADA) standards

STIP Description:

Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Project Classification Details

Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Pedestrian	Sidewalk - Reconstruction	Capital Improvement
ODOT Work Type:	ADAP		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-GARVEE	ACP0	2025		\$ 448,650					\$ 448,650
AC-GARVEE	ACP0	2025			\$ 152,541				\$ 152,541
AC-GARVEE	ACP0	2026				\$ 44,865			\$ 44,865
AC-GARVEE	ACP0	2026					\$ 870,381		\$ 870,381
Federal Totals:			\$ -	\$ 448,650	\$ 152,541	\$ 44,865	\$ 870,381	\$ -	\$ 1,516,437
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025		\$ 51,350					\$ 51,350
State	Match	2025			\$ 17,459				\$ 17,459
State	Match	2026				\$ 5,135			\$ 5,135
State	Match	2026					\$ 99,619		\$ 99,619
State Totals:			\$ -	\$ 51,350	\$ 17,459	\$ 5,135	\$ 99,619	\$ -	\$ 173,563
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 500,000	\$ 170,000	\$ 50,000	\$ 970,000	\$ -	\$ 1,690,000
Total Estimated Project Cost									\$ 1,690,000
Total Cost in Year of Expenditure:									\$ 1,690,000
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			No	The project is not short programmed.					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ 500,000	\$ 170,000	\$ 50,000	\$ 970,000	\$ -	\$ 1,690,000
Phase Change Percent:			0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:			\$ -	\$ 51,350	\$ 17,459	\$ 5,135	\$ 99,619	\$ -	\$ 173,563
Amended Phase Matching Percent:			N/A	10.27%	10.27%	10.27%	10.27%	N/A	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 448,650	\$ 152,541	\$ 44,865	\$ 870,381	\$ -	\$ 1,516,437
State	\$ -	\$ 51,350	\$ 17,459	\$ 5,135	\$ 99,619	\$ -	\$ 173,563
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 500,000	\$ 170,000	\$ 50,000	\$ 970,000	\$ -	\$ 1,690,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	89.73%	89.73%	0.0%	89.73%
State	0.0%	10.27%	10.27%	10.27%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%
Total	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	26.5%	9.0%	2.65%	51.50%	0.0%	89.73%
State	0.0%	3.0%	1.0%	0.30%	5.89%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	29.6%	10.1%	2.96%	57.40%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
					Estimated Project Completion Date:		12/31/2029
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review

1. What is the source of funding? **OTC approved funding (expected to be GARVEE Bonds) of ADA upgrades)**
2. Does the amendment include changes or updates to the project funding? **Yes. New AC awarded funds are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the December 4, 20204 OTC action.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **OTC approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References

	Yes/No	Route	MP Begin	MP End	Length
On State Highway		OR224	8.49	9.3	0.81
	Yes	OR213	10.90	11.06	0.16
Cross Streets	Route or Arterial		Cross Street		Cross Street
	OR213/Cascade Hwy		South Graves Rd		South Mulino Rd
Yes	OR224/Clackamas Hwy		SE Goosehollow Dr		South Springwater Rd

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2025	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations

Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 12095 - Safety & Operations Projects: 2023-2030
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes
3.	Is the project included as part of the approved: UPWP? No. Not applicable.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable
4.	Applicable RTP Goals: <u>Goal #2 - Safer System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be Monday, January 6, 2025 to Tuesday, February 4, 2025
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

Fund Codes References	
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AC-GARVEE	Advance Construction funds with the anticipated late conversion to be GARVEE bonds
State	General state funds normally used to reflect the required minimum match against the federal funds programmed,

Project Name: **OR224 & OR213 curb ramps (Happy Valley & Mulino) (DRAFT AMENDMENT DP**

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	100.00%	500,000.00	89.73%	448,650.00	10.27%	51,350.00	0.00%	0.00
	PE Totals		100.00%	500,000.00		448,650.00		51,350.00		0.00
RW	ACPO	ADVANCE CONSTRUCT PR	100.00%	170,000.00	89.73%	152,541.00	10.27%	17,459.00	0.00%	0.00
	RW Totals		100.00%	170,000.00		152,541.00		17,459.00		0.00
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	50,000.00	89.73%	44,865.00	10.27%	5,135.00	0.00%	0.00
	UR Totals		100.00%	50,000.00		44,865.00		5,135.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	970,000.00	89.73%	870,381.00	10.27%	99,619.00	0.00%	0.00
	CN Totals		100.00%	970,000.00		870,381.00		99,619.00		0.00
Grand Totals				1,690,000.00		1,516,437.00		173,563.00		0.00



Oregon
Tina Kotek, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: November 20, 2024

TO: Oregon Transportation Commission

FROM: 
Kristopher W. Strickler
Director

SUBJECT: Agenda Item O – Quarterly ADA Delivery Program STIP Adjustment

Requested Action:

Approve the attached list of added and modified projects to the 2024-2027 Statewide Transportation Improvement Program (STIP).

Background:

In 2017, the Oregon Department of Transportation entered into a settlement agreement with the Association of Oregon Centers for Independent Living and implemented a dedicated ADA Program to bring nearly 26,000 curb ramps up to current standards. The 15-year settlement agreement specifies that 30% of the curb ramps are compliant by 2022, 75% of the curb ramps are compliant by 2027, and 100% of the curb ramps are compliant by 2032.

KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	DIFFERENCE	DESCRIPTION OF CHANGE
23771	1	OR224 & OR213 curb ramps (Happy Valley & Mulino)	8.49 10.90	9.30 11.06	PE, RW, UT, CN	ADAP	GARVEE - ADA	\$ -	\$ 1,690,000	\$ 1,690,000	Add project with funding from 23043, 23038, & 22990 funding buckets; \$500,000 in PE, \$170,000 in RW, \$970,000 in CN, \$50,000 in UT

Note:

The OTC approved funding for Key 23771 is being shifted from non-MPO ADA revenue buckets in Keys 22990, 22038 and 23043. There is no action required in the MTIP. ODOT staff will complete the required funding adjustments to Keys 22990, 22038, and 23043 23043 in the STIP.

Name: Portland Metro area 2024-2027 ADA curb ramp design, phase 2					Key: 22990		
Description Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.					Region: 1		
MPO: Non-MPO, Portland Metro MPO			Work Type: ADAP				
Applicant: ODOT			Status: PROJECT FUNDED THROUGH FINAL PLANS				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	CLACKAMAS		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	HOOD RIVER		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	MULTNOMAH		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	WASHINGTON		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025					
Total		\$9,780,000.00					\$9,780,000.00
Fund 1		ACP0 \$9,780,000.00					
Match							

Footnote:

Name: Portland Metro area 2024-2027 ADA curb ramp right of way						Key: 23038	
Description ADA program funding for future right of way activities. Projects to be identified at a later date.						Region: 1	
MPO: Non-MPO			Work Type: ADAP				
Applicant: ODOT			Status: BUCKET OF FUNDS				
Location(s)-							
Mileposts		Length	Route	Highway	ACT	County(s)	
					REGION 1 ACT	VARIOUS	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2025				
Total			\$16,796,000.00				\$16,796,000.00
Fund 1			ACP0 \$16,796,000.00				
Match							
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0040				Approval Date: 5/1/2024			
Requested Action:		Reduce the project estimate by \$834,000, moving funds to project key 23492.					

Name: Portland Metro area 2024-2027 ADA curb ramp construction						Key: 23043	
Description: ADA program funding for future construction activities. Projects to be identified at a later date.							Region: 1
MPO: Non-MPO			Work Type: ADAP				
Applicant: ODOT			Status: BUCKET OF FUNDS				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	VARIOUS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$105,694,884.00		\$105,694,884.00
Fund 1					ACPD \$105,694,884.0		
Match							
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0814				Approval Date: 6/13/2024			
Requested Action: Reduce the project estimate by \$11,735,116, moving funds to project key 23612.							

Modeling Network , NHS, and Performance Measure Designations

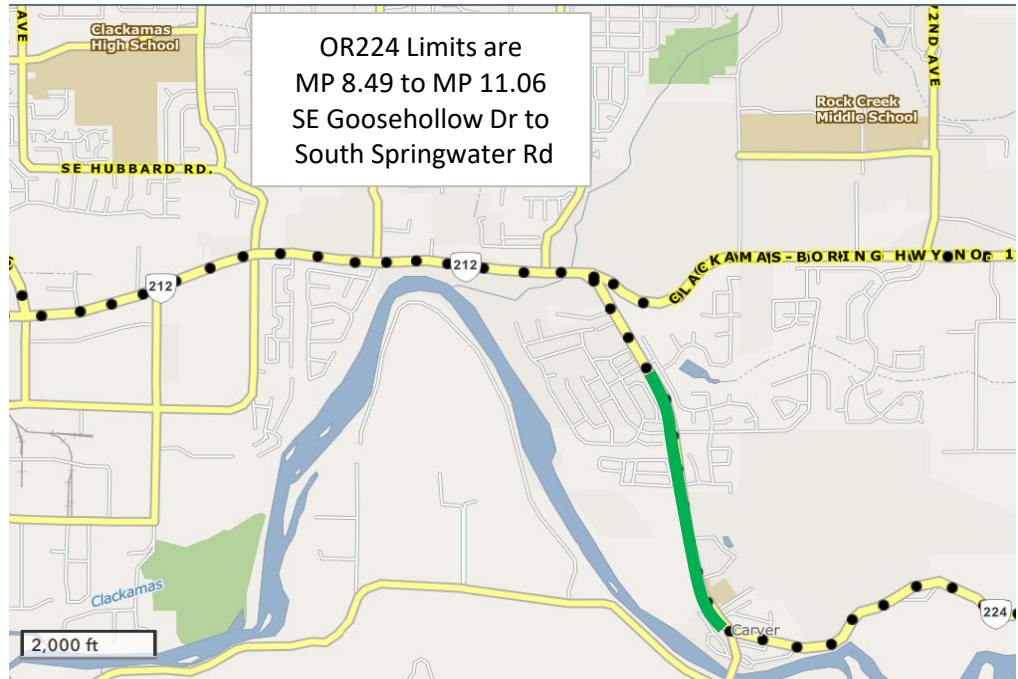
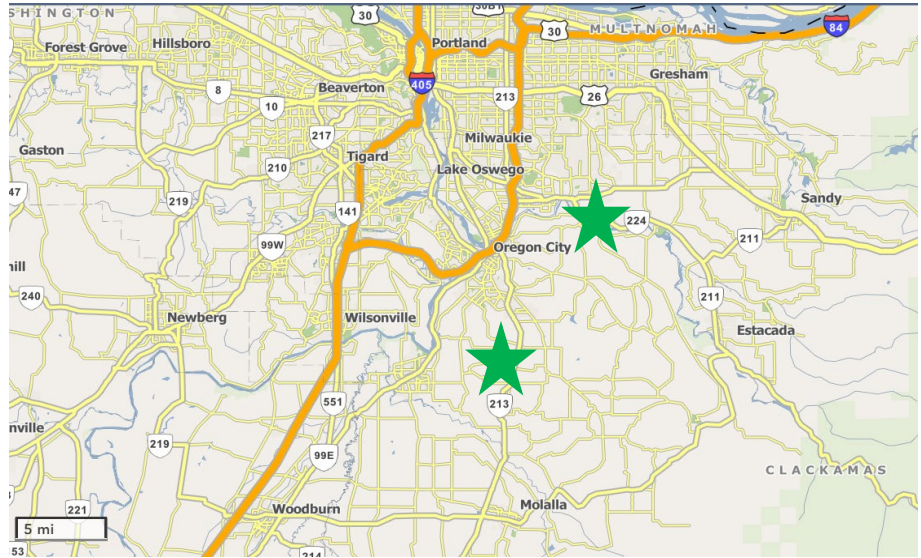
National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	OR213	No designation
	Yes	OR224	No designation
Functional Classification	Yes	OR213	4 = Rural Minor Arterial
	Yes	OR224	4 - Urban Minor Arterial
Federal Aid Eligible Facility	Yes	OR213	Minor Arterial
	Yes	OR224	Minor Arterial

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
						X		

Notes:





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment

ADD NEW PROJECT

Add new ADA project on OR141 in
Durham

Project #7**Project Details Summary**

ODOT Key #	23772	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA25-04-JAN1		STIP Amendment ID:	24-27-1996		

Summary of Amendment Changes Occurring:

The formal amendment adds PE, ROW, UR, and Cons phases to complete ADA upgrades on OR141 Note: Funding for Key 23772 is being programmed from Non-MPO project grouping revenue buckets in Keys 22990, 22038, and 23043.

Project Name:	OR141 Curb Ramps (Durham)							
Lead Agency:	ODOT		Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:		No	Non-Certified Agency Delivery:		No	Delivery as Direct Recipient:		YES

Short Description:

Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR141

MTIP Detailed Description (Internal Metro use only):

In the Durham area on OR141/SW Upper Boones Ferry Rd (MP 7.69 to 8.62), construct curb and ramp upgrades to meet compliance with the Americans with Disabilities Act (ADA) standards

STIP Description:

Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Project Classification Details

Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Pedestrian	Sidewalk - Reconstruction	Capital Improvement
ODOT Work Type:	ADAP		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-GARVEE	ACP0	2025		\$ 628,110					\$ 628,110
AC-GARVEE	ACP0	2025			\$ 215,352				\$ 215,352
AC-GARVEE	ACP0	2026				\$ 44,865			\$ 44,865
AC-GARVEE	ACP0	2026					\$ 1,241,863		\$ 1,241,863
Federal Totals:			\$ -	\$ 628,110	\$ 215,352	\$ 44,865	\$ 1,241,863	\$ -	\$ 2,130,190
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025		\$ 71,890					\$ 71,890
State	Match	2025			\$ 24,648				\$ 24,648
State	Match	2026				\$ 5,135			\$ 5,135
State	Match	2026					\$ 142,137		\$ 142,137
State Totals:			\$ -	\$ 71,890	\$ 24,648	\$ 5,135	\$ 142,137	\$ -	\$ 243,810
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 700,000	\$ 240,000	\$ 50,000	\$ 1,384,000	\$ -	\$ 2,374,000
Total Estimated Project Cost									\$ 2,374,000
Total Cost in Year of Expenditure:									\$ 2,374,000
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			No	The project is not short programmed.					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ 700,000	\$ 240,000	\$ 50,000	\$ 1,384,000	\$ -	\$ 2,374,000
Phase Change Percent:			0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:			\$ -	\$ 71,890	\$ 24,648	\$ 5,135	\$ 142,137	\$ -	\$ 243,810
Amended Phase Matching Percent:			N/A	10.27%	10.27%	10.27%	10.27%	N/A	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 628,110	\$ 215,352	\$ 44,865	\$ 1,241,863	\$ -	\$ 2,130,190
State	\$ -	\$ 71,890	\$ 24,648	\$ 5,135	\$ 142,137	\$ -	\$ 243,810
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 700,000	\$ 240,000	\$ 50,000	\$ 1,384,000	\$ -	\$ 2,374,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	89.73%	89.73%	0.0%	89.73%
State	0.0%	10.27%	10.27%	10.27%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%
Total	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	26.5%	9.1%	1.89%	52.31%	0.0%	89.73%
State	0.0%	3.0%	1.0%	0.22%	5.99%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	29.5%	10.1%	2.11%	58.30%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
					Estimated Project Completion Date:		12/31/2029
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review

1. What is the source of funding? **OTC approved funding (expected to be GARVEE Bonds) of ADA upgrades)**
2. Does the amendment include changes or updates to the project funding? **Yes. New AC awarded funds are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the December 4, 20204 OTC action.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **OTC approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References

	Yes/No	Route	MP Begin	MP End	Length
On State Highway		OR141	7.82	8.62	0.80
	Yes	OR141	7.69	7.81	0.12
Net limits are MP 7.69 to MP 8.62					
Cross Streets	Route or Arterial		Cross Street		Cross Street
Yes	OR141/SW Upper Boones Ferry Rd		SW Durham Rd		SW Lower Boones Ferry Rd

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2025	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations

Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 12095 - Safety & Operations Projects: 2023-2030
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **Yes**
3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:
 - Goal #1 - Mobility Options:**
Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled
 - Goal #2 - Safer System:**
Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
 - Goal #3 - Equitable Transportation:**
Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Monday, January 6, 2025 to Tuesday, February 4, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-GARVEE	Advance Construction funds with the anticipated late conversion to be GARVEE bonds
State	General state funds normally used to reflect the required minimum match against the federal funds programmed,

Key Number: 23772

2024-2027 STIP

Project Name: OR141 curb ramps (Durham)

(DRAFT AMENDMENT DP)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	100.00%	700,000.00	89.73%	628,110.00	10.27%	71,890.00	0.00%	0.00
	PE Totals		100.00%	700,000.00		628,110.00		71,890.00		0.00
RW	ACPO	ADVANCE CONSTRUCT PR	100.00%	240,000.00	89.73%	215,352.00	10.27%	24,648.00	0.00%	0.00
	RW Totals		100.00%	240,000.00		215,352.00		24,648.00		0.00
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	50,000.00	89.73%	44,865.00	10.27%	5,135.00	0.00%	0.00
	UR Totals		100.00%	50,000.00		44,865.00		5,135.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	1,384,000.00	89.73%	1,241,863.20	10.27%	142,136.80	0.00%	0.00
	CN Totals		100.00%	1,384,000.00		1,241,863.20		142,136.80		0.00
Grand Totals				2,374,000.00		2,130,190.20		243,809.80		0.00



Oregon
Tina Kotek, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: November 20, 2024

TO: Oregon Transportation Commission

FROM: 
Kristopher W. Strickler
Director

SUBJECT: Agenda Item O – Quarterly ADA Delivery Program STIP Adjustment

Requested Action:

Approve the attached list of added and modified projects to the 2024-2027 Statewide Transportation Improvement Program (STIP).

Background:

In 2017, the Oregon Department of Transportation entered into a settlement agreement with the Association of Oregon Centers for Independent Living and implemented a dedicated ADA Program to bring nearly 26,000 curb ramps up to current standards. The 15-year settlement agreement specifies that 30% of the curb ramps are compliant by 2022, 75% of the curb ramps are compliant by 2027, and 100% of the curb ramps are compliant by 2032.

KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	DIFFERENCE	DESCRIPTION OF CHANGE
23772	1	OR141 curb ramps (Durham)	7.69	8.62	PE, RW, UT, CN	ADAP	GARVEE - ADA	\$ -	\$ 2,374,000	\$ 2,374,000	Add project with funding from 23043, 23038, & 22990 funding buckets; \$700,000 in PE, \$240,000 in RW, \$1,384,000 in CN, \$50,000 in UT

Note:

The OTC approved funding for Key 23772 is being shifted from non-MPO ADA revenue buckets in Keys 22990, 22038 and 23043. There is no action required in the MTIP. ODOT staff will complete the required funding adjustments to Keys 22990, 22038, and 23043 23043 in the STIP.

Name: Portland Metro area 2024-2027 ADA curb ramp design, phase 2					Key: 22990		
Description Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.					Region: 1		
MPO: Non-MPO, Portland Metro MPO			Work Type: ADAP				
Applicant: ODOT			Status: PROJECT FUNDED THROUGH FINAL PLANS				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	CLACKAMAS		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	HOOD RIVER		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	MULTNOMAH		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	WASHINGTON		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025					
Total		\$9,780,000.00					\$9,780,000.00
Fund 1		ACP0 \$9,780,000.00					
Match							

Footnote:

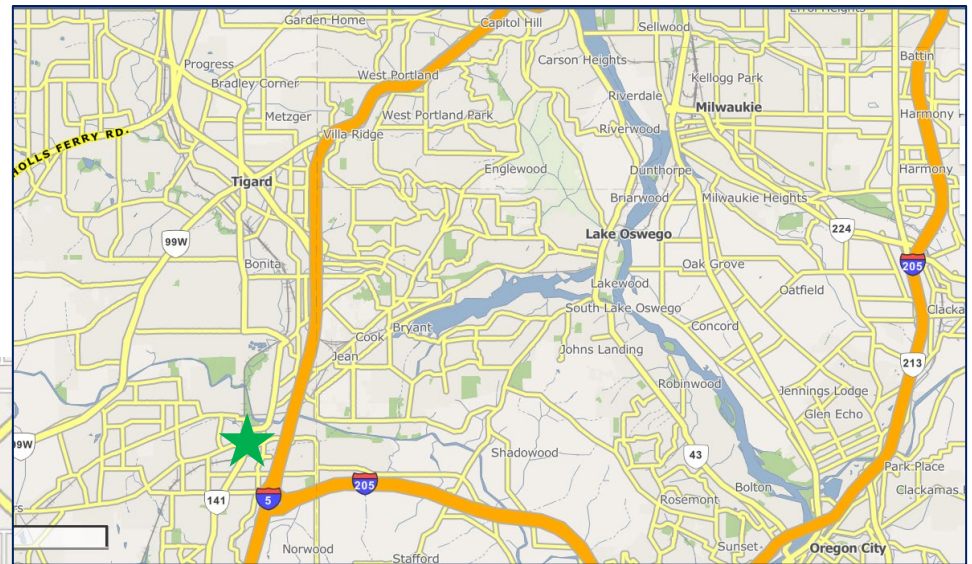
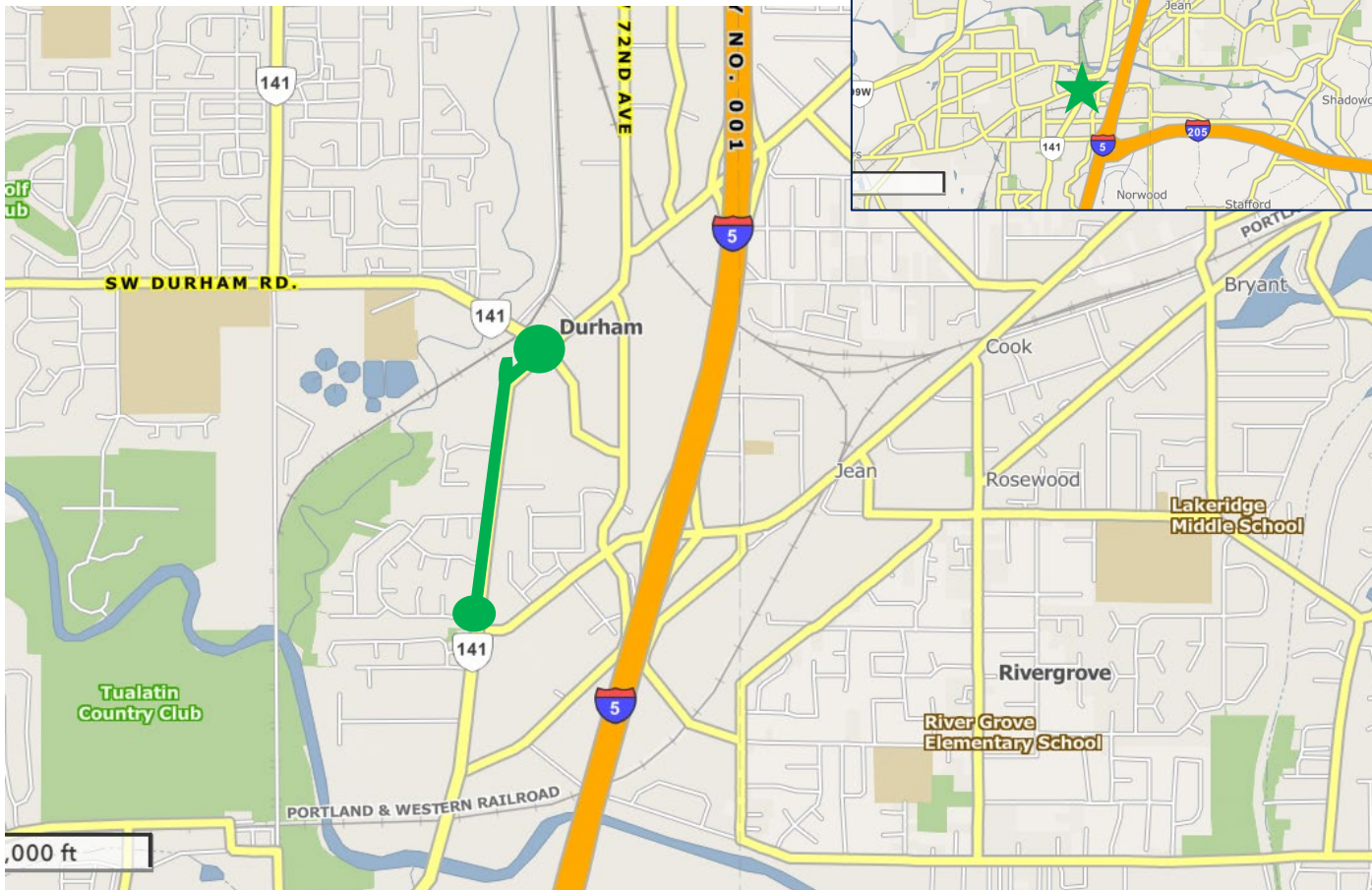
Name: Portland Metro area 2024-2027 ADA curb ramp right of way						Key: 23038	
Description ADA program funding for future right of way activities. Projects to be identified at a later date.						Region: 1	
MPO: Non-MPO			Work Type: ADAP				
Applicant: ODOT			Status: BUCKET OF FUNDS				
Location(s)-							
Mileposts		Length	Route	Highway	ACT	County(s)	
					REGION 1 ACT	VARIOUS	
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2025				
Total			\$16,796,000.00				\$16,796,000.00
Fund 1			ACP0 \$16,796,000.00				
Match							
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0040				Approval Date: 5/1/2024			
Requested Action:		Reduce the project estimate by \$834,000, moving funds to project key 23492.					

Name: Portland Metro area 2024-2027 ADA curb ramp construction					Key: 23043	
Description ADA program funding for future construction activities. Projects to be identified at a later date.						
MPO: Non-MPO			Work Type: ADAP			
Applicant: ODOT			Status: BUCKET OF FUNDS			
Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
				REGION 1 ACT	VARIOUS	
Current Project Estimate						
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other
Year					2025	
Total					\$105,694,884.00	
Fund 1					ACPO \$105,694,884.0	
Match						
Footnote:						
Most Recent Approved Amendment						
Amendment No: 24-27-0814				Approval Date: 6/13/2024		
Requested Action: Reduce the project estimate by \$11,735,116, moving funds to project key 23612.						

Modeling Network , NHS, and Performance Measure Designations			
National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	OR141	No designation
Functional Classification	Yes	OR141	4 = Urban Minor Arterial
Federal Aid Eligible Facility	Yes	OR141	Minor Arterial

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
				X	X	X		

Notes: SW Upper Boones Ferry RD borders and EFA with all areas (POC, LI, LE) are yes.





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment

ADD NEW PROJECT

Add new ADA ROW, UR & Cons
phases project for ODOT

Project #8**Project Details Summary**

ODOT Key #	23748	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA25-04-JAN1		STIP Amendment ID:	24-27-1813		

Summary of Amendment Changes Occurring:

The formal amendment adds the right-of-way, construction and utility relocation phases to implement various ADA curb and ramp upgrades along I-84, US26, OR99E, US30, OR211, OR281, and OR282. Note: PE was completed as part of Key 22978.

Project Name: **Portland Metro Area 2024-2027 Curb Ramps, Phase 4**

Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES

Short Description:

Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards along I-84, US26, US30, OR99E, OR211, OR281, and OR282.

MTIP Detailed Description (Internal Metro use only):

At multiple locations along I-84, US26, US30,, OR99E, OR211, OR281, and OR282 , construct curb and ramp upgrades to meet compliance with the Americans with Disabilities Act (ADA) standards

STIP Description:

Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Project Classification Details

Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Pedestrian	Sidewalk - Reconstruction	Capital Improvement
ODOT Work Type:	ADAP		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-GARVEE	ACP0	2025			\$ 1,345,950				\$ 1,345,950
AC-GARVEE	ACP0	2026				\$ 44,865			\$ 44,865
AC-GARVEE	ACP0	2026					\$ 7,761,645		\$ 7,761,645
Federal Totals:			\$ -	\$ -	\$ 1,345,950	\$ 44,865	\$ 7,761,645	\$ -	\$ 9,152,460
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025			\$ 154,050				\$ 154,050
State	Match	2026				\$ 5,135			\$ 5,135
State	Match	2026					\$ 888,355		\$ 888,355
State Totals:			\$ -	\$ -	\$ 154,050	\$ 5,135	\$ 888,355	\$ -	\$ 1,047,540
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programming Note: PE was completed through Key 22978. Fund obligation occurred in FFY 2023.									
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ 1,500,000	\$ 50,000	\$ 8,650,000	\$ -	\$ 10,200,000
Total Estimated Project Cost									\$ 10,200,000
Total Cost in Year of Expenditure:									\$ 10,200,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed. PE was accomplished in Ley 22978.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ 1,500,000	\$ 50,000	\$ 8,650,000	\$ -	\$ 10,200,000
Phase Change Percent:	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ 154,050	\$ 5,135	\$ 888,355	\$ -	\$ 1,047,540
Amended Phase Matching Percent:	N/A	N/A	10.27%	10.27%	10.27%	0.00%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ 1,345,950	\$ 44,865	\$ 7,761,645	\$ -	\$ 9,152,460
State	\$ -	\$ -	\$ 154,050	\$ 5,135	\$ 888,355	\$ -	\$ 1,047,540
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 1,500,000	\$ 50,000	\$ 8,650,000	\$ -	\$ 10,200,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	89.73%	89.73%	89.73%	0.0%	89.73%
State	0.0%	0.0%	10.27%	10.27%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%
Total	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	13.2%	0.44%	76.09%	0.0%	89.73%
State	0.0%	0.0%	1.5%	0.05%	8.71%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	14.7%	0.49%	84.80%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2029
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding? OTC approved funding (expected to be GARVEE Bonds) of ADA upgrades)							
2. Does the amendment include changes or updates to the project funding? Yes. New AC awarded funds are being added to the MTIP.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the December 4, 20204 OTC action.							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval was required.							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	Yes	I-84	10.28	64.32	54.04	
	Yes	US26	53.50	53.67	0.17	
	Yes	US30	2.55	30.81	28.26	
	Yes	OR99E	12.94	13.6	0.66	
	Yes	OR211	at 33.49	----	----	
	Yes	OR281	0.06	16.09	16.03	
	Yes	OR282	2.05	2.64	0.59	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
Multiple	Multiple		Multiple		Multiple	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 12095 - Safety & Operations Projects: 2023-2030
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.
Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure? No.	
2. Is the project identified on the Congestion Management Process (CMP) plan? Yes in multiple places.	
3. Is the project included as part of the approved: UPWP? No. Not applicable.	
3a. If yes, is an amendment required to the UPWP? No.	
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.	
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable	
4. Applicable RTP Goals: <u>Goal # 1 -Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safer System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.	
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.	

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Monday, January 6, 2025 to Tuesday, February 4, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-GARVEE	Advance Construction funds with the anticipated late conversion to be GARVEE bonds
State	General state funds normally used to reflect the required minimum match against the federal funds programmed,

Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
RW	ACPO	ADVANCE CONSTRUCT PR	100.00%	1,500,000.00	89.73%	1,345,950.00	10.27%	154,050.00	0.00%	0.00
	RW Totals		100.00%	1,500,000.00		1,345,950.00		154,050.00		0.00
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	50,000.00	89.73%	44,865.00	10.27%	5,135.00	0.00%	0.00
	UR Totals		100.00%	50,000.00		44,865.00		5,135.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	8,650,000.00	89.73%	7,761,645.00	10.27%	888,355.00	0.00%	0.00
	CN Totals		100.00%	8,650,000.00		7,761,645.00		888,355.00		0.00
Grand Totals				10,200,000.00		9,152,460.00		1,047,540.00		0.00

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ODOT Key: 22978 | MTIP ID: 71335

Portland Metro Area 2024-2027 ADA Curb Ramp Design, Phase 1 - Cycle 2021-26

Note: Required Preliminary Engineering activities were completed as part of Key 22978

Project(s) in this cycle are not editable

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2023		\$17,587,080	\$2,012,920		\$19,600,000	<input type="checkbox"/>
	2021	STBG - STATE	\$17,587,080	\$2,012,920		\$19,600,000	
Totals >>			\$17,587,080	\$2,012,920	\$0	\$19,600,000	



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: November 20, 2024

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: Agenda Item O – Quarterly ADA Delivery Program STIP Adjustment

Requested Action:

Approve the attached list of added and modified projects to the 2024-2027 Statewide Transportation Improvement Program (STIP).

Background:

In 2017, the Oregon Department of Transportation entered into a settlement agreement with the Association of Oregon Centers for Independent Living and implemented a dedicated ADA Program to bring nearly 26,000 curb ramps up to current standards. The 15-year settlement agreement specifies that 30% of the curb ramps are compliant by 2022, 75% of the curb ramps are compliant by 2027, and 100% of the curb ramps are compliant by 2032.

KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	DIFFERENCE	DESCRIPTION OF CHANGE
23748	1	Portland Metro area 2024-2027 curb ramps, phase 4	VAR	VAR	RW, CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 10,200,000	\$ 10,200,000	Add project with funding from 23043 & 23038 funding buckets; \$8,650,000 in CN, \$1,500,000 in RW, \$50,000 in UT. Design completed under project key 22978

Note:

The OTC approved funding for Key 23762 is being shifted from non-MPO ADA revenue buckets in Keys 22038 and 23043. There is no action required in the MTIP. ODOT staff will complete the required funding adjustments to Keys 23038 and 23043 in the STIP.

Name: Portland Metro area 2024-2027 ADA curb ramp right of way						Key: 23038	
Description ADA program funding for future right of way activities. Projects to be identified at a later date.						Region: 1	
MPO: Non-MPO			Work Type: ADAP				
Applicant: ODOT			Status: BUCKET OF FUNDS				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	VARIOUS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2025				
Total			\$16,796,000.00				\$16,796,000.00
Fund 1			ACP0 \$16,796,000.00				
Match							
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0040				Approval Date: 5/1/2024			
Requested Action: Reduce the project estimate by \$834,000, moving funds to project key 23492.							

Name: Portland Metro area 2024-2027 ADA curb ramp construction						Key: 23043	
Description ADA program funding for future construction activities. Projects to be identified at a later date.						Region: 1	
MPO: Non-MPO			Work Type: ADAP				
Applicant: ODOT			Status: BUCKET OF FUNDS				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	VARIOUS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$105,694,884.00		\$105,694,884.00
Fund 1					ACP0 \$105,694,884.0		
Match							
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0814				Approval Date: 6/13/2024			
Requested Action: Reduce the project estimate by \$11,735,116, moving funds to project key 23612.							

Modeling Network , NHS, and Performance Measure Designations

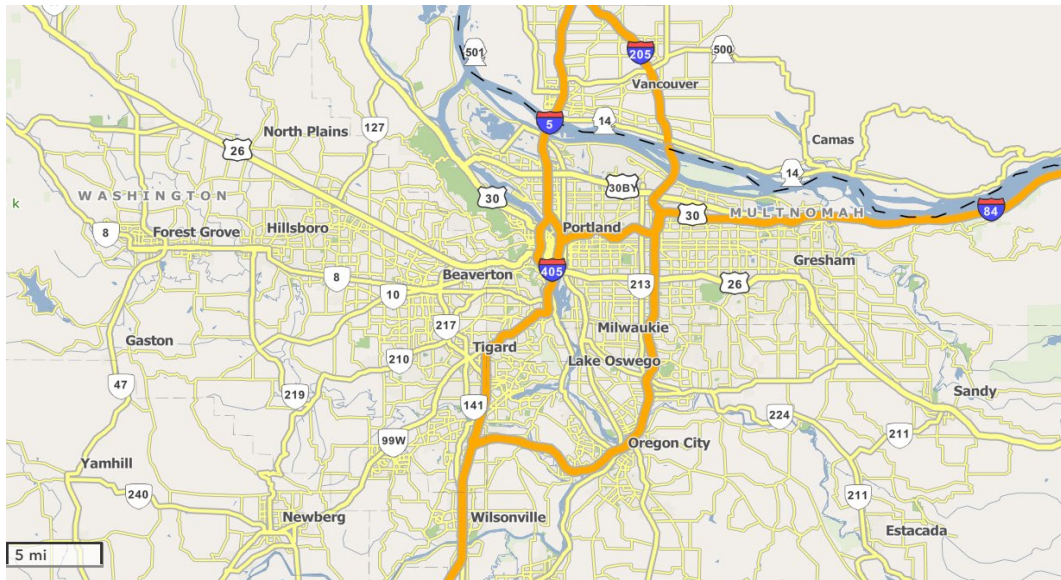
National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	Multiple	Various
Functional Classification	Yes	Multiple	Various
Federal Aid Eligible Facility	Yes	Multiple	Various

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
				X	X	X	X	

Notes: Specific later mapping and comparison against the RTP performance measures will determine if and where project locations fall into a High Injury Corridor and/or Equity Focus Area. For now, the assumption is yes to both.



Note: Key 23748 is considered a regional project and includes planned ADA upgrades across multiple routes to include I-84, US26, US30, OR99E, OR211, OR281, and OR282. The upgrades extend well outside of the Metro MPA boundary as well. Specific site locations are identified in Attachment 4 to the formal amendment staff report.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment

COST INCREASE

Add CDS 2024 approved earmark
to support Cons and ROW

Project #9**Project Details Summary**

ODOT Key #	20304	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	70944	CDS ID:	OR221	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA25-04-JAN1		STIP Amendment ID:	24-27-2116		

Summary of Amendment Changes Occurring:

The formal amendment adds available Congressionally Directed Spending (CDS) award to the ROW and Construction phases to support updated phase costs to meet project scope requirements.

Project Name:	City of Portland Safety Project						
Lead Agency:	Portland	Applicant:	Portland	Administrator:	FHWA		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No		

Short Description:

Work may include intersection improvements upgrade to ADA; utility relocation; signal work; medians; traffic separators; striping; signing; warnings and other safety improvements. (ARTS PGB)

MTIP Detailed Description (Internal Metro use only):

ARTS PGB contains projects #10, #13, #16, #17, #18, #20, #21, #13H, #168H, #50H, #10H, and #175H to provide various safety improvements in Portland. Added funding pulled from Keys 20476, 20389, and 20334.

STIP Description:

Intersection improvements, upgrade curb ramps, utility relocation, signal work, medians, traffic separators, striping and signing to improve safety.

Project Classification Details

Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
	Roadway - Pedestrian	Crossing Treatments	
ODOT Work Type:	SAFETY		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HSIP	ZS30	2022		\$ 1,197,812					\$ -
HSIP	ZS30	2019		\$ 1,122,259					\$ 1,122,259
HSIP	MS32	2019		\$ 75,553					\$ 75,553
Sec 164	ZS32	2022		\$ 41,993					\$ -
Sec 164	ZS32	2019		\$ 41,993					\$ 41,993
HSIP	YS32	2024			\$ 111,586				\$ 111,586
CDS24	Y926	2024			\$ 31,405				\$ 31,405
HSIP	YS30	2025				\$ 57,176			\$ 57,176
HSIP	YS30	2025					\$ 5,311,273		\$ 5,311,273
CDS24	Y926	2025					\$ 2,318,194		\$ 2,318,194
Federal Totals:			\$ -	\$ 1,239,805	\$ 142,991	\$ 57,176	\$ 7,629,467	\$ -	\$ 9,069,439
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (HSIP)	Match	2022		\$ 101,052					\$ -
Local (ZS30)	Match	2019		\$ 94,678					\$ 94,678
Local (MS32)	Match	2019		\$ 6,374					\$ 6,374
Local (ZS32)	Match	2022		\$ 3,543					\$ -
Local (ZS32)	Match	2019		\$ 3,543					\$ 3,543
Local (YS32)	Match	2024			\$ 9,414				\$ 9,414
Local (CDS24)	Match	2024			\$ 3,595				\$ 3,595
Local (YS32)	Match	2025				\$ 4,824			\$ 4,824
Local (YS30)	Match	2025					\$ 448,077		\$ 448,077
Local (CDS24)	Match	2025					\$ 265,328		\$ 265,328
Other	OTH0	2025					\$ 318,478		\$ 318,478
Local Totals:			\$ -	\$ 104,595	\$ 13,009	\$ 4,824	\$ 1,031,883	\$ -	\$ 1,154,311
Note: PE obligation occurred in 2019 and not 2022.									
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 1,344,400	\$ 121,000	\$ 62,000	\$ 5,759,350	\$ -	\$ 7,286,750
Amended Programming Totals			\$ -	\$ 1,344,400	\$ 156,000	\$ 62,000	\$ 8,661,350	\$ -	\$ 10,223,750
Total Estimated Project Cost									\$ 10,223,750
Total Cost in Year of Expenditure:									\$ 10,223,750
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			No	The project is not short programmed.					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ -	\$ 35,000	\$ -	\$ 2,902,000	\$ -	\$ 2,937,000
Phase Change Percent:			0.0%	0.0%	28.9%	0.0%	50.4%	0.0%	40.3%
Amended Phase Matching Funds:			\$ -	\$ 104,595	\$ 13,009	\$ 4,824	\$ 713,405	\$ -	\$ 835,833
Amended Phase Matching Percent:			N/A	7.78%	8.34%	7.78%	8.24%	0.00%	8.18%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,239,805	\$ 142,991	\$ 57,176	\$ 7,629,467	\$ -	\$ 9,069,439
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 104,595	\$ 13,009	\$ 4,824	\$ 1,031,883	\$ -	\$ 1,154,311
Total	\$ -	\$ 1,344,400	\$ 156,000	\$ 62,000	\$ 8,661,350	\$ -	\$ 10,223,750

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	92.22%	91.66%	0.0%	88.09%	0.0%	88.71%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	7.78%	8.34%	0.0%	11.91%	0.0%	11.29%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	12.1%	1.4%	0.6%	74.6%	0.0%	88.71%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	1.0%	0.1%	0.0%	10.1%	0.0%	11.29%
Total	0.0%	13.1%	1.5%	0.6%	84.7%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,344,400	\$ 156,000				Aid ID
Federal Funds Obligated:		\$ 1,239,805	\$ 142,991				5900(307)
EA Number:		PE003132	R9772000				FHWA or FTA
Initial Obligation Date:		8/27/2019	3/27/2024				FHWA
EA End Date:		8/31/2025	7/31/2026				FMIS or TRAMS
Known Expenditures:		\$ 927,842	\$ 223				FMIS
				Estimated Project Completion Date:			12/31/2028
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review

1. What is the source of funding? ODOT HSIP plus **FFY 2024 Congressionally Directed Spending (CDS) award (earmark)**
2. Does the amendment include changes or updates to the project funding? **Yes. New CDS awarded funds are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the May 10, 2024 CDS awards guidance memo.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **Congressional approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Various		Various	Various	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2019	Years Active	7	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	8	Last Amendment	Administrative	Date of Last Amendment	February 2024	Last MTIP Amend Num	AM24-08-FEB4
Last Amendment Action	ADVANCE PHASE: The admin mod advances the ROW phase from FFY 2025 to FFY 2024.						

RTP Air Quality Conformity and Transportation Modeling Designations

Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety -Highway Safety Improvement Program implementation.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	Safety & Operations Projects: 2023-2030
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:

Goal # 1 -Mobility Options:
Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.

Goal #2 - Safer System:
Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Monday, January 6, 2025 to Tuesday, February 4, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CDS24	A Congressionally Directed Spending (CDS) (or earmark) federally funded award. CDS24 refers to the award occurring from the FFY 2024 year.
HSIP	A federal funding source (FHWA based) appropriated to the State DOT. The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
Other	General local or state funds committed to the project above the required minimum match to the federal funds. Other funds may also represent the lead agency's ability to fund the entire phase with local funds.
Sec 164	A category of federal HSIP funds that support improving road safety on all public roads and focuses on performance

Project Name: City of Portland safety project

(DRAFT AMENDMENT BB

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	MS32	SEC 164 - HSIP ACTIV	6.09%	81,926.88	92.22%	75,552.97	0.00%	0.00	7.78%	6,373.91
	ZS30	HIGHWAY SAFETY IMP PROG FAST	90.52%	1,216,937.00	92.22%	1,122,259.30	0.00%	0.00	7.78%	94,677.70
	ZS32	SEC 164 PENALTIES HSIP FAST	3.39%	45,536.12	92.22%	41,993.41	0.00%	0.00	7.78%	3,542.71
	PE Totals		100.00%	1,344,400.00		1,239,805.68		0.00		104,594.32
RW	Y926	HIP - community project congressionally directed	22.44%	35,000.00	89.73%	31,405.50	0.00%	0.00	10.27%	3,594.50
	YS32	HSIP Section 164 penalties IIJA	77.56%	121,000.00	92.22%	111,586.20	0.00%	0.00	7.78%	9,413.80
	RW Totals		100.00%	156,000.00		142,991.70		0.00		13,008.30
UR	YS30	Highway Safety Imp Program IIJA	100.00%	62,000.00	92.22%	57,176.40	0.00%	0.00	7.78%	4,823.60
	UR Totals		100.00%	62,000.00		57,176.40		0.00		4,823.60
CN	OTH0	OTHER THAN STATE OR	3.68%	318,477.77	0.00%	0.00	0.00%	0.00	100.00%	318,477.77
	Y926	HIP - community project congressionally directed	29.83%	2,583,522.23	89.73%	2,318,194.50	0.00%	0.00	10.27%	265,327.73
	YS30	Highway Safety Imp Program IIJA	66.49%	5,759,350.00	92.22%	5,311,272.57	0.00%	0.00	7.78%	448,077.43
	CN Totals		100.00%	8,661,350.00		7,629,467.07		0.00		1,031,882.93
Grand Totals				10,223,750.00		9,069,440.85		0.00		1,154,309.15



Memorandum

Subject: **ACTION:** Highway Infrastructure Programs Projects designated in Division F of the Consolidated Appropriations Act, 2024 Allocation of Y603 Funds [CFDA No. 20.205]

Date: May 10, 2024

In Reply
Refer to: HISM-40

From: Peter J. Stephanos
Director, Office of Stewardship, Oversight,
and Management

PETER JOHN
STEPHANOS

Digitally signed by PETER JOHN
STEPHANOS
Date: 2024.05.10 09:38:49 -0400

To: Brian R. Bezio
Chief Financial Officer

Revised June 7, 2024

			Amount available under P.L. 118-42		Allocation of Y603 Funds This Memorandum	
State	Demo ID	Project	Project	State Total	Project	State Total
OR	OR221	SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)	2,349,600		2,349,600	
OR	OR222	Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek	850,000		850,000	
OR	OR223	Hood River/White Salmon Interstate Bridge Replacement Project	4,000,000		4,000,000	
OR	OR224	Beaverton Downtown Loop	1,616,279		1,616,279	
OR	OR225	East Forest Grove Safety Improvement Project	850,000		850,000	
OR	OR226	Abernethy Green Access Project	4,000,000		4,000,000	
OR	OR227	OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)	2,800,000		2,800,000	

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	Various	Various
Functional Classification	Yes	Various	Various
Federal Aid Eligible Facility	Yes	Various	Various

Note: Key 20304 is a safety project grouping bucket which supports various eligible safety roadway improvements under the HSIP program. Specific approved site locations are shown below.

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
					X	X		

Added notes:

ARTS ID#	AGENCY	Location/Name	DESCRIPTION
20304	CITY OF PORTLAND SAFETY PROJECT		
10	City of Portland	102nd/Cherry Blossom/112th: Halsey to Holgate	Install coordination/adaptive signal timing and install dilemma zone protection system at the intersections of NE 102nd at Halsey, Glisan, Burnside, Stark, and Washington; at the intersections of Cherry Blossom at 106th and Market; and at the intersections of 112th with Division and Holgate.
13	City of Portland	Broadway/Weidler: Larabee to 21st	Install coordination or adaptive signal timing at all signals from Larabee to 21st
16	City of Portland	Division St: 158th Ave to 167th Ave	Install intersection illumination on Division St at 158th Ave, 159th Ave, 160th Ave, 162nd Ave, 164th Ave, 165th, 166th Ave, and 167th Ave.
17	City of Portland	Division: 82nd to 174th	Install coordination or adaptive signal timing and install actuated advance warning dilemma zone protection system on Division at 82nd, 87th, 92nd, I-205 southbound, 96th, 112th, 119th, 122nd, 130th, 136th, 145th, 148th, 162nd, 168th, and 174th .
18	City of Portland	Foster: 62nd Ave to 72nd Ave	Install intersections illumination on Foster Rd at 65th Ave, 67th Ave, 69th Ave, 72nd Ave. Install new countdown pedestrian signal heads on Foster Rd at 64th/Holgate St and 67th Ave.
20	City of Portland	Sandy Blvd: Prescott to 92nd and Hawthorne at 30th	Intersection illumination at the intersections of Sandy Blvd at Prescott, Sandy Blvd at 91st Ave, and Hawthorne at 30th
21	City of Portland	Pedstrian signal at Burnside and 20th	Install new signal at W Burnside and 20th Pl. Close 20th Pl on south side of intersection.

13H	City of Portland	SE Division St at SE 112th Ave	Full signal rebuild with dual mast arm poles on NW and SE corners and ped poles on the NE and SW corners; Add bulb outs on NW and SE corners; Upgrade ADA on all 4 corners; Install a 150 foot long traffic separator with candlesticks on east leg; Restripe eastbound lane lines and center line and remove parking. Signal coordination included in ARTS Systemic project on Division and ARTS Systemic project on 112th.
168H	City of Portland	NW Glisan St at NW Broadway	Full signal rebuild with reflectorized backplates; Install illumination on NE corner; ADA ramps completed as part of City project in 2016.
50H	City of Portland	SE Division St at SE 162nd Ave	Install a 150 foot long traffic separator with candlesticks on the north leg of the intersection; Restripe northbound lanes to the east of the traffic separator on the northern leg of the intersection; Install a 100 foot long traffic separator with candlesticks on the west leg of the intersection; Restripe lanes north or south of the traffic separator on the west leg of the intersection. Signal coordination included in ARTS Systemic project on Division. Illumination included in ARTS Bike/Ped Systemic project on Division.
10H	City of Portland	NE Glisan St at NE 122nd Ave	Install 250 foot long traffic separator with candlesticks on the west leg of intersection; Move lane striping south two feet to accommodate shy distance and improve east-west intersection alignment on the west leg of the intersection
175H	City of Portland	OR-10 (Beaverton-Hillsdale Hwy) at SW 30th Ave	Install new mast arm pole on SW corner; Install 2 ped heads in SW corner; Install westbound supplemental head on NW pole riser; Replace southbound and westbound signal heads with new ones with reflective backplates. ADA ramps to be rebuilt by City with a previous project.
179H	City of Portland	SE Holgate Blvd at SE 112th Ave	Install protected/permissive left turn phasing on both Holgate and 112th Ave; Rebuild driveway at south leg of the intersection; Install two new bulb outs on NW and SE corners; Upgrade ADA on 4 corners; Adjust lane lines around bulb out on NW corner; Restripe lanes to include a left turn only lane and a thru right turn lane. Signal coordination included in ARTS Systemic project on 112th.
166H	City of Portland	SE Holgate Blvd at SE Milwaukie Ave	Full signal rebuild; Install protected westbound left turns; prohibit eastbound left turns; Upgrade ADA ramps on all four corners
20304 Totals			

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: December 31, 2024
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: January FFY 2025 MTIP Formal Amendment & Resolution 25-XXXX Approval Request – JA25-04-JAN1

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING OR AMENDING NINE PROJECTS TO THE 2024-27 MTIP INCLUDING SIX NEW AMERICANS WITH DISABILITIES ACT UPGRADE PROJECTS TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

BACKGROUND

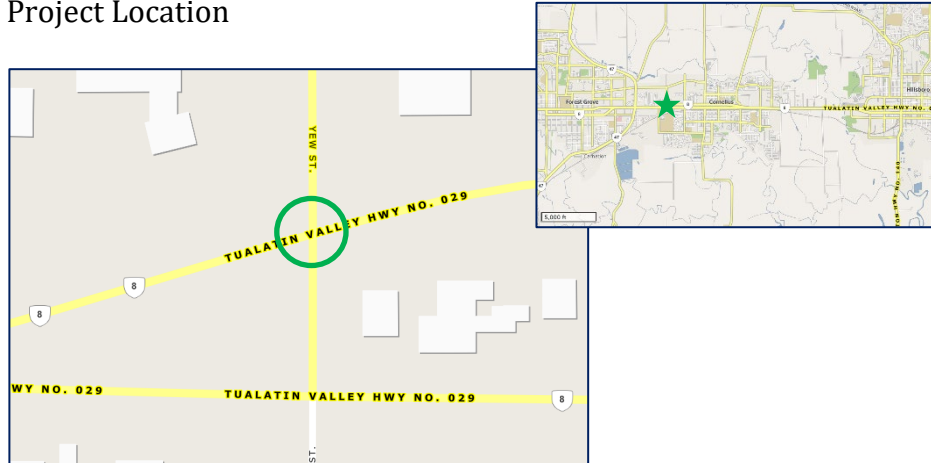
What This Is - Amendment Summary:

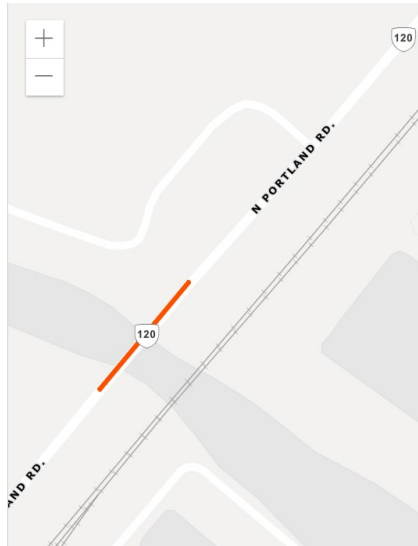
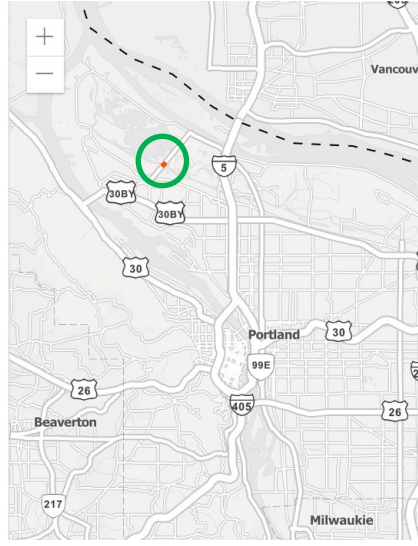
The January 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment represents the regular monthly formal amendment submission and contains nine projects. Six projects are new ODOT funded Americans with Disabilities Act (ADA) upgrades, one projects adds a new Congressionally Directed Spending (CDS) award with the remaining two existing projects addressing funding issues. Three of the new ODOT ADA upgrade projects add construction and Utility Relocation implementation phases. Final proposed project site locations have now been identified within the project limits. The staff report include three attachments that include the project site locations for the three ADA implementation phase projects.

What is the requested action?

Staff is providing TPAC their official notification and requests an approval recommendation to JPACT to complete all required MTIP programming actions for the nine projects in the January 2025 MTIP Formal Amendment under Resolution 25-25-XXXX.

The following pages provide a more detailed summary of the required changes to all nine projects

Project Number: 1		Key Number: 23		Status: Add New Project																																														
Project Name:		East Forest Grove Safety Improvement Project																																																
Lead Agency:		Forest Grove																																																
Description:		On OR8/N Adair St in eastern Forest Grove at MP 17.35 at the Yew St intersection, install a new traffic signal to reduce crashes and provide better protection for pedestrians to connect a low-income and historically disadvantaged community to transit and commercial options. (CDS 2024 award #225)																																																
Funding Summary:		<p>The East Forest Grove Safety Improvement Project received a FFY 2024 Congressionally Directed Spending award totaling \$850,000. The funding will support the completion of Preliminary Engineering (PE) activities. With the required match, a total \$947,286 is being programmed in the PE phase. The RTP estimated total project cost is \$3,200,000.</p> <p>Revised June 7, 2024</p> <table><tr><th colspan="3"></th><th colspan="2">Amount available under P.L. 118-42</th></tr><tr><th>State</th><th>Demo ID</th><th>Project</th><th>Project</th><th>State Total</th></tr><tr><td>OR</td><td>OR221</td><td>SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)</td><td>2,349,600</td><td></td></tr><tr><td>OR</td><td>OR222</td><td>Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek</td><td>850,000</td><td></td></tr><tr><td>OR</td><td>OR223</td><td>Hood River/White Salmon Interstate Bridge Replacement Project</td><td>4,000,000</td><td></td></tr><tr><td>OR</td><td>OR224</td><td>Beaverton Downtown Loop</td><td>1,616,279</td><td></td></tr><tr><td>OR</td><td>OR225</td><td>East Forest Grove Safety Improvement Project</td><td>850,000</td><td></td></tr><tr><td>OR</td><td>OR226</td><td>Abernethy Green Access Project</td><td>4,000,000</td><td></td></tr><tr><td>OR</td><td>OR227</td><td>OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)</td><td>2,800,000</td><td></td></tr></table>							Amount available under P.L. 118-42		State	Demo ID	Project	Project	State Total	OR	OR221	SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)	2,349,600		OR	OR222	Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek	850,000		OR	OR223	Hood River/White Salmon Interstate Bridge Replacement Project	4,000,000		OR	OR224	Beaverton Downtown Loop	1,616,279		OR	OR225	East Forest Grove Safety Improvement Project	850,000		OR	OR226	Abernethy Green Access Project	4,000,000		OR	OR227	OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)	2,800,000	
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OR	OR227	OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)	2,800,000																																															
Amendment Action:		The formal amendment adds the new CDS awarded project to the 2024-27 MTIP. The action will ensure the CDA awarded funds can obligate during FFY 2025 and will be expended in a timely fashion before they can lapse.																																																
Added Notes:		<p>Project Location</p> 																																																

Project Number: 2	Key Number: 21709	Status: Existing Project
Project Name:	OR120: Columbia Slough Bridge (Portland)	
Lead Agency:	ODOT	
Description:	Study to determine the alignment and construction method for a future bridge replacement of the existing timber structure that is obsolete, costly to continuously repair, and can no longer support heavier loads.	
Funding Summary:	The formal amendment cancels the preliminary engineering (PE) and right-of-way (ROW) phases. This removes \$15,254,100 of federal funds from the project and leaves only the planning phase programmed. The \$15.2 million will be reprogrammed to ODOT's the Abernethy (Key 22467 - I-205: I-5 to OR213, Phase 1A) and Center St bridge (Key 21705 - OR22: Center St Bridge - Salem) projects.	
Amendment Action:	The formal amendment cancels the PE and ROW phases allowing the funds to be transferred and committed to tother ODOT projects.	
Added Notes:	<p>Project location</p> <div style="display: flex; justify-content: space-around;">   </div>	

ADA Upgrade Projects Summary:

The next six projects represent new ODOT funded ADA upgrade projects being added to the MTIP.

ADA Program Upgrade Summary (From the December 4, 2024 OTC staff report item):

In 2017, the Oregon Department of Transportation entered into a settlement agreement with the Association of Oregon Centers for Independent Living and implemented a dedicated ADA Program to bring nearly 26,000 curb ramps up to current standards. The 15-year settlement agreement specifies that 30% of the curb ramps are compliant by 2022,

75% of the curb ramps are compliant by 2027, and 100% of the curb ramps are compliant by 2032.

Initially, design funds are used to conduct the required survey and preliminary engineering needed to establish each ramp footprint. Programming cost estimates for ADA Delivery Program projects use a statewide average per ramp cost multiplied by the number of curb ramps in each project. The actual cost of individual curb ramps vary based on the complexity of each location and this is refined as project design progresses, at which time the project funding is adjusted as needed for construction. Standard inflation factors are added based on scheduled construction year. ADA Delivery Program Funds remaining from the previous STIP cycle have been returned to the Program's bottom line, as an outcome of projects being completed for less than the originally programmed amount. As a result of those actions, the Program currently has \$27,000,000 remaining from completed STIP projects, which can now be allocated to other ADA projects. Funding for the ADA Delivery Program is allocated in the 2024-2027 STIP. Funds are distributed from this reserve to individual projects through this quarterly STIP amendment process.

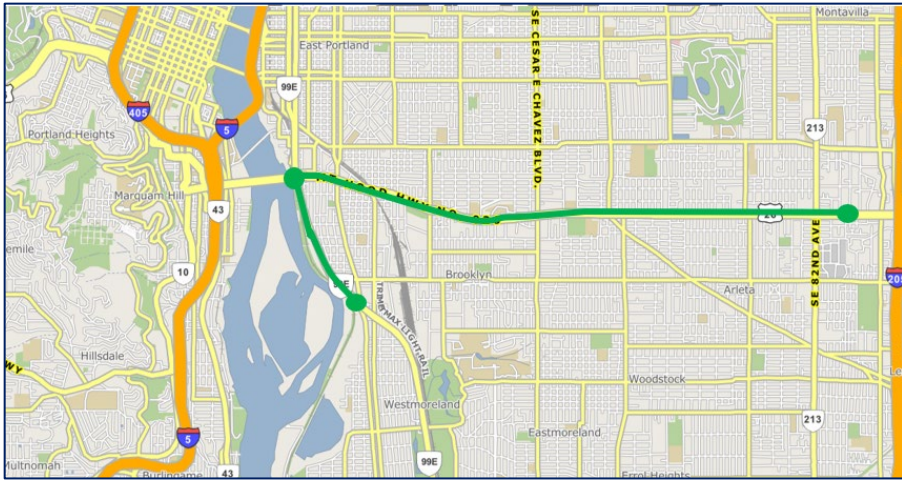
All six projects required OTC approval to authorize and commit the funding for the projects. OTC approval occurred during their December 4, 2024 meeting. The proposed funding responsibility will be from State GARVEE bonds. MTIP programming will utilize Advance Construction fund code (AC) with the expected conversion code being GARVEE bonds (or AC-GARVEE). The OTC's approval included:

- Amendments on 25 individual ADA projects.
- Moving funds out of 7 ADA funding buckets (*project grouping funding buckets*).
- Adding 15 new projects (*statewide*).
- Adding construction phases to 3 existing projects (*non-Region 1 projects*).
- Utilizing funds already committed to ADA Delivery Program.

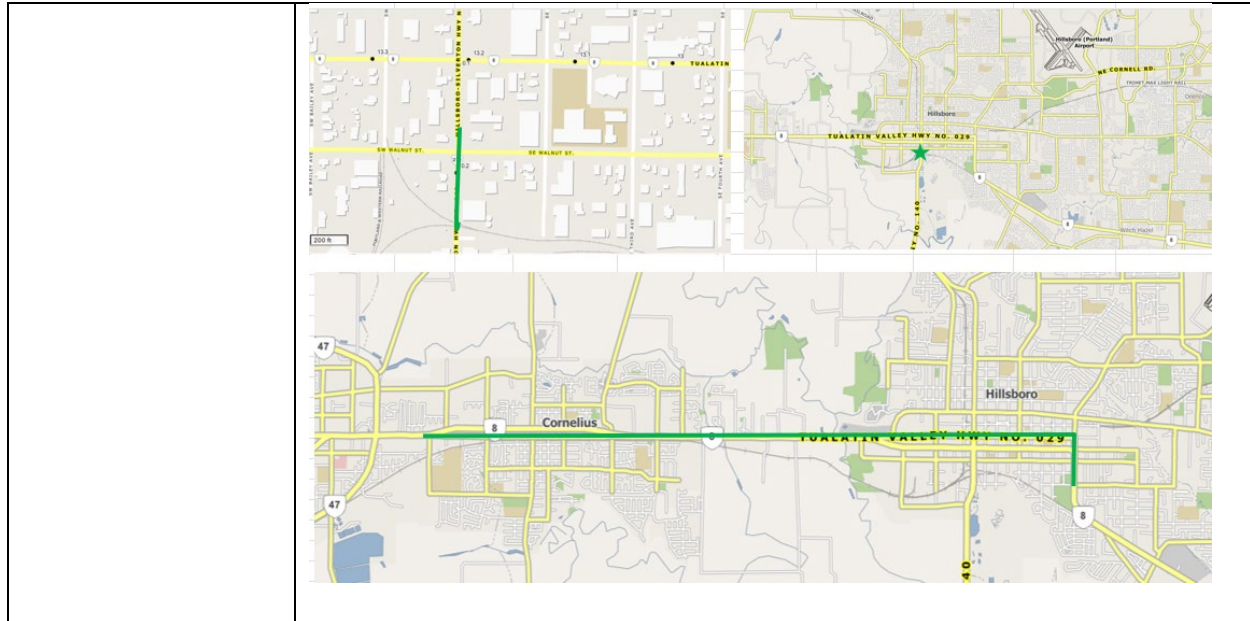
The six new ADA projects:

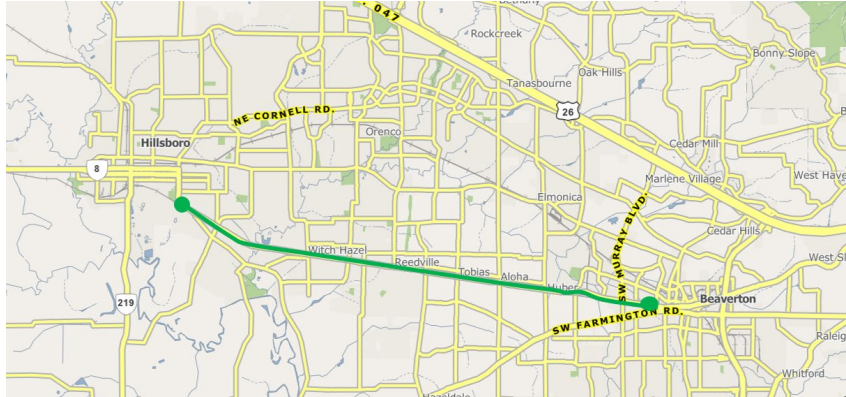
Three of the six projects include implementation phases (utility relocation and construction). This reflects that the final site locations are now defined. This staff report contains three attachments listing the final site locations for reference for the ADA upgrades. Three of projects are just starting and include funding for preliminary engineering (PE). The site locations are not yet finalized within their stated project location. ODOT will determine the final site locations for these three projects through the PE phase. A summary of the six new ADA now follows.


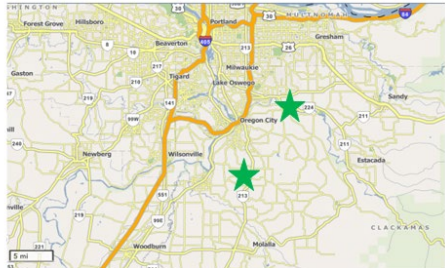

Project Number: 3	Key Number: 23734	Status: Add New Project
Project Name:	Portland Metro Area 2024-2027 Curb Ramps, Phase 3	
Lead Agency:	ODOT	
Description:	Construct curb ramps to meet compliance with the ADA standards on OR99E and US26. UR and construction phases are being added through this amendment.	

Funding Summary:	<p>OTC approved a total of \$10,850,000 for this project. The federal portion is \$9,735,735 with a required state match of \$1,114,295.</p> <table><tr><th>KEY #</th><th>REGION</th><th>PROJECT NAME</th><th>BMP</th><th>EMP</th><th>PHASE</th><th>Primary work type</th><th>Funding Responsibility of new funds</th><th>CURRENT TOTAL</th><th>PROPOSED TOTAL</th></tr><tr><td>23734</td><td>1</td><td>Portland Metro area 2024-2027 curb ramps, phase 3</td><td>1.1 1.45</td><td>5.49 2.65</td><td>CN, UT</td><td>ADAP</td><td>GARVEE - ADA</td><td>\$ -</td><td>\$ 10,850,000</td></tr></table>	KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	23734	1	Portland Metro area 2024-2027 curb ramps, phase 3	1.1 1.45	5.49 2.65	CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 10,850,000
KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL												
23734	1	Portland Metro area 2024-2027 curb ramps, phase 3	1.1 1.45	5.49 2.65	CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 10,850,000												
Amendment Action:	<p>The formal amendment adds the new ADA upgrade project to the MTIP. Attachment 2 to the staff report include the specific project site locations for the ADA curb and ramp upgrades.</p>																				
Added Notes:	<p>Project Location:</p> 																				

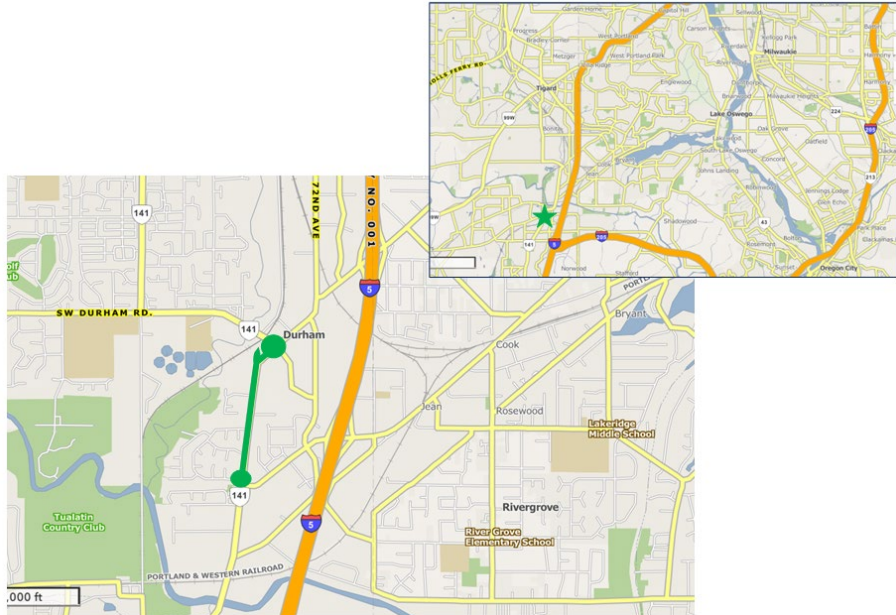
Project Number: 4	Key Number: 23762	Status: Add New Project																				
Project Name:	Portland Metro Area 2024-2027 Curb Ramps, Phase 5																					
Lead Agency:	ODOT																					
Description:	Construct curb ramps to meet compliance with the ADA standards on OR219 and OR8.																					
Funding Summary:	<div>OTC approved a total of \$8,320,000 for this project. The federal portion is \$7,465,536 with a required state match of \$854,464.</div> <table><tr><th>KEY #</th><th>REGION</th><th>PROJECT NAME</th><th>BMP</th><th>EMP</th><th>PHASE</th><th>Primary work type</th><th>Funding Responsibility of new funds</th><th>CURRENT TOTAL</th><th>PROPOSED TOTAL</th></tr><tr><td>23762</td><td>1</td><td>Portland Metro area 2024-2027 curb ramps, phase 5</td><td>12.69 12.18 0.18</td><td>17.34 17.48 0.26</td><td>RW, CN, UT</td><td>ADAP</td><td>GARVEE - ADA</td><td>\$ -</td><td>\$ 8,320,000</td></tr></table>		KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	23762	1	Portland Metro area 2024-2027 curb ramps, phase 5	12.69 12.18 0.18	17.34 17.48 0.26	RW, CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 8,320,000
KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL													
23762	1	Portland Metro area 2024-2027 curb ramps, phase 5	12.69 12.18 0.18	17.34 17.48 0.26	RW, CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 8,320,000													
Amendment Action:	The formal amendment adds the new ADA upgrade project to the MTIP. Attachment 3 to the staff report include the specific project site locations for the ADA curb and ramp upgrades.																					
Added Notes:	Project location:																					



Project Number: 5	Key Number: 23770	Status: Add New Project																				
Project Name:	OR8 Curb Ramps (Beaverton & Hillsboro)																					
Lead Agency:	ODOT																					
Description:	Construct curb ramps to meet compliance with ADA standards on OR8.																					
Funding Summary:	<p>OTC approved a total of \$3,646,000 for this project. The federal portion is \$3,271,556 with a required state match of \$374,444.</p> <table><tr><th>KEY #</th><th>REGION</th><th>PROJECT NAME</th><th>BMP</th><th>EMP</th><th>PHASE</th><th>Primary work type</th><th>Funding Responsibility of new funds</th><th>CURRENT TOTAL</th><th>PROPOSED TOTAL</th></tr><tr><td>23770</td><td>1</td><td>OR8 curb ramps (Beaverton & Hillsboro)</td><td>4.02</td><td>11.95</td><td>PE, RW, UT, CN</td><td>ADAP</td><td>GARVEE - ADA</td><td>\$ -</td><td>\$ 3,646,000</td></tr></table>		KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	23770	1	OR8 curb ramps (Beaverton & Hillsboro)	4.02	11.95	PE, RW, UT, CN	ADAP	GARVEE - ADA	\$ -	\$ 3,646,000
KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL													
23770	1	OR8 curb ramps (Beaverton & Hillsboro)	4.02	11.95	PE, RW, UT, CN	ADAP	GARVEE - ADA	\$ -	\$ 3,646,000													
Amendment Action:	The formal amendment adds the new ADA upgrade project to the MTIP. The project is just beginning and include a PE phase. The ADA upgrade site locations have not been finalized. This action will through the PE phase.																					
Added Notes:	<p>Project location:</p> 																					

Project Number: 6		Key Number: 23771		Status: Add New Project																					
Project Name:		OR224 & OR213 Curb Ramps (Happy Valley & Mulino)																							
Lead Agency:		ODOT																							
Description:		Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR224 and OR213.																							
Funding Summary:		<p>OTC approved a total of \$1,690,000 for this project. The federal portion is \$ 1,516,437 with a required state match of \$173,563.</p> <table><tr><th>KEY #</th><th>REGION</th><th>PROJECT NAME</th><th>BMP</th><th>EMP</th><th>PHASE</th><th>Primary work type</th><th>Funding Responsibility of new funds</th><th>CURRENT TOTAL</th><th>PROPOSED TOTAL</th></tr><tr><td>23771</td><td>1</td><td>OR224 & OR213 curb ramps (Happy Valley & Mulino)</td><td>8.49 10.90</td><td>9.30 11.06</td><td>PE, RW, UT, CN</td><td>ADAP</td><td>GARVEE - ADA</td><td>\$ -</td><td>\$ 1,690,000</td></tr></table>				KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	23771	1	OR224 & OR213 curb ramps (Happy Valley & Mulino)	8.49 10.90	9.30 11.06	PE, RW, UT, CN	ADAP	GARVEE - ADA	\$ -	\$ 1,690,000
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Amendment Action:		The formal amendment adds the new ADA upgrade project to the MTIP. The project is just beginning and include a PE phase. The ADA upgrade site locations have not been finalized. This action will through the PE phase.																							
Added Notes:		<p>Project Location:</p> <div></div>																							

Project Number: 7	Key Number: 23772	Status: Add New Project
Project Name:	OR141 Curb Ramps (Durham)	
Lead Agency:	ODOT	
Description:	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR141	
Funding Summary:	OTC approved a total of \$2,374,000 for this project. The federal portion is \$2,130,190 with a required state match of \$243,810.	

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Added Notes:	<p>Project location</p> 																				

Project Number: 8	Key Number: 23748	Status: Add New Project																				
Project Name:	Portland Metro Area 2024-2027 Curb Ramps, Phase 4																					
Lead Agency:	ODOT																					
Description:	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards along I-84, US26, US30, OR99E, OR211, OR281, and OR282.																					
Funding Summary:	<div>OTC approved a total of \$10,200,000 for this project. The federal portion is \$9,152,460 with a required state match of \$1,047,540.</div> <table><tr><th>KEY #</th><th>REGION</th><th>PROJECT NAME</th><th>BMP</th><th>EMP</th><th>PHASE</th><th>Primary work type</th><th>Funding Responsibility of new funds</th><th>CURRENT TOTAL</th><th>PROPOSED TOTAL</th></tr><tr><td>23748</td><td>1</td><td>Portland Metro area 2024-2027 curb ramps, phase 4</td><td>VAR</td><td>VAR</td><td>RW, CN, UT</td><td>ADAP</td><td>GARVEE - ADA</td><td>\$ -</td><td>\$ 10,200,000</td></tr></table>		KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	23748	1	Portland Metro area 2024-2027 curb ramps, phase 4	VAR	VAR	RW, CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 10,200,000
KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL													
23748	1	Portland Metro area 2024-2027 curb ramps, phase 4	VAR	VAR	RW, CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 10,200,000													
Amendment Action:	The formal amendment adds the new ADA upgrade project to the MTIP. Attachment 4 to the staff report include the specific project site locations for the ADA curb and ramp upgrades.																					
Added Notes:	None																					

End ADA upgrade project submissions

Project Number: 9	Key Number: 2304	Status: Existing Project																																																															
Project Name:	City of Portland Safety Project																																																																
Lead Agency:	Portland																																																																
Description:	Work may include intersection improvements upgrade to ADA; utility relocation; signal work; medians; traffic separators; striping; signing; warnings and other safety improvements. (ARTS PGB)																																																																
Funding Summary:	<p>The project initially was funded from ODOT's All Roads Transportation Safety (ARTS) program. In addition to this funding, Portland received a Congressionally Directed Spending (CDS) award which is now being applied to the project to address project cost increases. The CDS award totals \$2,349,600. The total revised project programming amount with added match increases the project from \$7,286,750 to \$10,223,750. This equals a 40% net increase to the project which is above the 20% threshold for administrative cost changes and triggers the need for a formal amendment.</p> <p>Revised June 7, 2024</p> <table border="1"> <thead> <tr> <th colspan="3"></th><th colspan="2">Amount available under P.L. 118-42</th><th colspan="2">Allocation of Y603 Funds This Memorandum</th></tr> <tr> <th>State</th><th>Demo ID</th><th>Project</th><th>Project</th><th>State Total</th><th>Project</th><th>State Total</th></tr> </thead> <tbody> <tr> <td>OR</td><td>OR221</td><td>SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)</td><td>2,349,600</td><td></td><td>2,349,600</td><td></td></tr> <tr> <td>OR</td><td>OR222</td><td>Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek</td><td>850,000</td><td></td><td>850,000</td><td></td></tr> <tr> <td>OR</td><td>OR223</td><td>Hood River/White Salmon Interstate Bridge Replacement Project</td><td>4,000,000</td><td></td><td>4,000,000</td><td></td></tr> <tr> <td>OR</td><td>OR224</td><td>Beaverton Downtown Loop</td><td>1,616,279</td><td></td><td>1,616,279</td><td></td></tr> <tr> <td>OR</td><td>OR225</td><td>East Forest Grove Safety Improvement Project</td><td>850,000</td><td></td><td>850,000</td><td></td></tr> <tr> <td>OR</td><td>OR226</td><td>Abernethy Green Access Project</td><td>4,000,000</td><td></td><td>4,000,000</td><td></td></tr> <tr> <td>OR</td><td>OR227</td><td>OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)</td><td>2,800,000</td><td></td><td>2,800,000</td><td></td></tr> </tbody> </table>					Amount available under P.L. 118-42		Allocation of Y603 Funds This Memorandum		State	Demo ID	Project	Project	State Total	Project	State Total	OR	OR221	SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)	2,349,600		2,349,600		OR	OR222	Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek	850,000		850,000		OR	OR223	Hood River/White Salmon Interstate Bridge Replacement Project	4,000,000		4,000,000		OR	OR224	Beaverton Downtown Loop	1,616,279		1,616,279		OR	OR225	East Forest Grove Safety Improvement Project	850,000		850,000		OR	OR226	Abernethy Green Access Project	4,000,000		4,000,000		OR	OR227	OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)	2,800,000		2,800,000	
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13H	City of Portland	SE Division St at SE 112th Ave	Full signal rebuild with dual mast arm poles on NW and SE corners and ped poles on the NE and SW corners; Add bulb outs on NW and SE corners; Upgrade ADA on all 4 corners; Install a 150 foot long traffic separator with candlesticks on east leg; Restripe eastbound lane lines and center line and remove parking. Signal coordination included in ARTS Systemic project on Division and ARTS Systemic project on 112th.
168H	City of Portland	NW Glisan St at NW Broadway	Full signal rebuild with reflectorized backplates; Install illumination on NE corner; ADA ramps completed as part of City project in 2016.
50H	City of Portland	SE Division St at SE 162nd Ave	Install a 150 foot long traffic separator with candlesticks on the north leg of the intersection; Restripe northbound lanes to the east of the traffic separator on the northern leg of the intersection; Install a 100-foot-long traffic separator with candlesticks on the west leg of the intersection; Restripe lanes north or south of the traffic separator on the west leg of the intersection. Signal coordination included in ARTS Systemic project on Division. Illumination included in ARTS Bike/Ped Systemic project on Division.
10H	City of Portland	NE Glisan St at NE 122nd Ave	Install 250 foot long traffic separator with candlesticks on the west leg of intersection; Move lane striping south two feet to accommodate shy distance and improve east-west intersection alignment on the west leg of the intersection
175H	City of Portland	OR-10 (Beaverton-Hillsdale Hwy) at SW 30th Ave	Install new mast arm pole on SW corner; Install 2 ped heads in SW corner; Install westbound supplemental head on NW pole riser; Replace southbound and westbound signal heads with new ones with reflective backplates. ADA ramps to be rebuilt by City with a previous project.
179H	City of Portland	SE Holgate Blvd at SE 112th Ave	Install protected/permissive left turn phasing on both Holgate and 112th Ave; Rebuild driveway at south leg of the intersection; Install two new bulb outs on NW and SE corners; Upgrade ADA on 4 corners; Adjust lane lines around bulb out on NW corner; Restripe lanes to include a left turn only lane and a thru right turn lane. Signal coordination included in ARTS Systemic project on 112th.
166H	City of Portland	SE Holgate Blvd at SE Milwaukie Ave	Full signal rebuild; Install protected westbound left turns; prohibit eastbound left turns; Upgrade ADA ramps on all four corners
20304 Totals			

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. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the January 2025 Formal MTIP amendment (JA25-04-JAN1) will include the following actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket.
- Are 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 included in transportation demand modeling for performance analysis.
- Supports RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.
- Verified to be part of the Metro's annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.

- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mail-out.....	January 3, 2025
• Initiate the required public notification/comment process.....	January 6, 2025
• TPAC approval recommendation to JPACT.....	January 10, 2025
• JPACT approval and recommendation to Council.....	January 16, 2025
• Completion of public notification/comment process.....	February 4, 2025
• Metro Council approval.....	February 6, 2025

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 and assume no changes to the proposed JPACT or Council meeting dates occur:

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	February 12, 2025
• USDOT clarification and final amendment approval.....	Mid to Late March 2025

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.

3. **Anticipated Effects:** Enables the new and amended projects to be added and updated into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** None.

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests an approval recommendation to JPACT to complete all required MTIP programming actions for the nine projects in the January 2025 MTIP Formal Amendment under Resolution 25-25-XXXX.

Attachments:

1. Attachment 1: ADA Curb Ramps OTC Staff Report
2. Attachment 2: Key 23734 Project Locations
3. Attachment 3: Key 23762 Project Locations
4. Attachment 4: Key 23748 Project Locations



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: November 20, 2024

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: Agenda Item O – Quarterly ADA Delivery Program STIP Adjustment

Requested Action:

Approve the attached list of added and modified projects to the 2024-2027 Statewide Transportation Improvement Program (STIP).

Background:

In 2017, the Oregon Department of Transportation entered into a settlement agreement with the Association of Oregon Centers for Independent Living and implemented a dedicated ADA Program to bring nearly 26,000 curb ramps up to current standards. The 15-year settlement agreement specifies that 30% of the curb ramps are compliant by 2022, 75% of the curb ramps are compliant by 2027, and 100% of the curb ramps are compliant by 2032.

While we have a statewide inventory of curb ramp locations, we have limited preliminary scoping information for each individual ramp. To establish individual ramp construction projects, we initiate projects based on a suite of intersections in a corridor, then initiate design and strategically bundle projects for construction. In the delivery of curb ramp projects, the primary risks are schedule-related – which is most often impacted by right-of-way acquisition, environmental clearances, and utility relocations.

Initially, design funds are used to conduct the required survey and preliminary engineering needed to establish each ramp footprint. Programming cost estimates for ADA Delivery Program projects use a statewide average per ramp cost multiplied by the number of curb ramps in each project. The actual cost of individual curb ramps vary based on the complexity of each location and this is refined as project design progresses, at which time the project funding is adjusted as needed for construction. Standard inflation factors are added based on scheduled construction year. ADA Delivery Program Funds remaining from the previous STIP cycle have been returned to the Program's bottom line, as an outcome of projects being completed for less than the originally programmed amount. As a result of those actions, the Program currently has \$27,000,000 remaining from completed STIP projects, which can now be allocated to other ADA projects.

Funding for the ADA Delivery Program is allocated in the 2024-2027 STIP. Funds are distributed from this reserve to individual projects through this quarterly STIP amendment process. This

Oregon Transportation Commission
Page 2

quarterly STIP amendment request follows the same approach as previous ADA project funding requests brought before the Commission.

This quarterly amendment moves funds from seven of the ADA Delivery Program's right of way and construction funding reserves to 19 individual projects and reallocates a portion of the bottom line into current projects.

Outcomes:

The preferred outcome is to obtain Commission approval to move forward with this quarter's amendments in a programmatic fashion. An alternative would be to review and approve each individual project under the agreed upon STIP amendment delegations for the Commission, Director or Delivery and Operations Division Administrator. Staff prefer the programmatic solution to ensure there is awareness and transparency.

Attachments:

- Attachment 01 – 2024 ADA STIP Amendment Project List

KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE
23692	1	Portland Metro area 2024-2027 curb ramps, phase 2	VAR	VAR	CN, UT
23734	1	Portland Metro area 2024-2027 curb ramps, phase 3	1.1 1.45	5.49 2.65	CN, UT
23748	1	Portland Metro area 2024-2027 curb ramps, phase 4	VAR	VAR	RW, CN, UT
23762	1	Portland Metro area 2024-2027 curb ramps, phase 5	12.69 12.18 0.18	17.34 17.48 0.26	RW, CN, UT
23770	1	OR8 curb ramps (Beaverton & Hillsboro)	4.02	11.95	PE, RW, UT, CN
23771	1	OR224 & OR213 curb ramps (Happy Valley & Mulino)	8.49 10.90	9.30 11.06	PE, RW, UT, CN
23772	1	OR141 curb ramps (Durham)	7.69 12.7	8.62 13.29	PE, RW, UT, CN
23492	1	OR211/US26 Curb Ramps (Molalla/Sandy)	22.74	24.61	CN
23043	1	Portland Metro area 2024-2027 ADA curb ramp construction	NA	NA	CN
23038	1	Portland Metro area 2024-2027 ADA curb ramp right of way	NA	NA	RW
22990	1	Portland Metro area 2024-2027 ADA curb ramp design, phase 2	NA 44.17	NA 44.8	PE
23737	2	OR99W/OR153 curb ramps (Amity)	6.11	6.58	CN, UT

23764	2	OR214 curb ramps (Mt. Angel)	45.79	46.45	RW, CN
23774	2	OR47 curb ramps (Banks)	82.85	83.62	RW, CN
23775	2	US20 curb ramps (Corvallis)	52.37	55.46	RW, CN
23031	2	Northwest Oregon 2024-2027 ADA curb ramp right of way	NA	NA	RW
			327.49	329.64	
23767	3	Myrtle Point/Gold Beach/Brookings/Roseburg curb ramps	354.83	361.16	
			0.68	3.31	CN
23076	3	Southwest Oregon 2024-2027 ADA curb ramp construction	NA	NA	CN
22571	3	Jackson and Josephine County curb ramps, phase 3	VAR	VAR	PE, CN
			31.54	32.15	
			42.01	42.40	
			54.49	54.64	
23685	5	North Powder/Richland/Halfway curb ramps	11.03	11.45	CN
23755	5	US395 (Emigrant/Frazer)/US30 (Dorion) curb ramps (Pendleton)	0.37	1.59	
			2.81	3.78	RW, CN
			40.44	40.73	
			0.79	3.58	
23756	5	La Grande/Haines/Sumpter curb ramps	0.76	0.76	RW, CN

23757	5	US30 (Court Ave/West Gate)/OR37 curb ramps (Pendleton)	1.96 30.34	3.72 30.75	RW, CN
23758	5	Eastern Oregon 2024-2027 ADA curb ramps	VAR	VAR	RW, CN
23078	5	Eastern Oregon 2024-2027 ADA curb ramp construction reserve	NA	NA	CN
23077	5	Eastern Oregon 2024-2027 ADA curb ramp right of way	NA	NA	RW

Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	DIFFERENCE
ADAP	GARVEE - ADA	\$ -	\$ 10,850,000	\$ 10,850,000
ADAP	GARVEE - ADA	\$ -	\$ 10,850,000	\$ 10,850,000
ADAP	GARVEE - ADA	\$ -	\$ 10,200,000	\$ 10,200,000
ADAP	GARVEE - ADA	\$ -	\$ 8,320,000	\$ 8,320,000
ADAP	GARVEE - ADA	\$ -	\$ 3,646,000	\$ 3,646,000
ADAP	GARVEE - ADA	\$ -	\$ 1,690,000	\$ 1,690,000
ADAP	GARVEE - ADA	\$ -	\$ 2,374,000	\$ 2,374,000
ADAP	GARVEE - ADA	\$ 834,000	\$ 5,834,000	\$ 5,000,000
ADAP	GARVEE - ADA	\$ 105,694,884	\$ 58,645,884	\$ (47,049,000)
ADAP	GARVEE - ADA	\$ 16,796,000	\$ 13,194,000	\$ (3,602,000)
ADAP	GARVEE - ADA	\$ 9,780,000	\$ 7,501,000	\$ (2,279,000)
ADAP	GARVEE - ADA	\$ 850,000	\$ 3,500,000	\$ 2,650,000

ADAP	GARVEE - ADA	\$	-	\$	2,517,200	\$	2,517,200
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ADAP	GARVEE - ADA	\$	-	\$	1,175,000	\$	1,175,000
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ADAP	GARVEE - ADA	\$	-	\$	2,111,200	\$	2,111,200
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ADAP	GARVEE - ADA	\$	6,227,000	\$	5,368,000	\$	(859,000)
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ADAP	GARVEE - ADA	\$	-	\$	6,500,000	\$	6,500,000
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ADAP	GARVEE - ADA	\$	40,440,000	\$	33,940,000	\$	(6,500,000)
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ADAP	GARVEE - ADA	\$	16,961,494	\$	28,931,494	\$	11,970,000
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ADAP	GARVEE - ADA	\$	500,000	\$	11,420,000	\$	10,920,000
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ADAP	GARVEE - ADA	\$	-	\$	9,759,200	\$	9,759,200
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ADAP	GARVEE - ADA	\$	-	\$	6,739,800	\$	6,739,800
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ADAP	GARVEE - ADA	\$	-	\$	6,632,200	\$	6,632,200
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ADAP	GARVEE - ADA	\$	-	\$	6,147,800	\$	6,147,800
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ADAP	GARVEE - ADA	\$	42,175,000	\$	7,076,000	\$	(35,099,000)
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ADAP	GARVEE - ADA	\$	3,335,000	\$	-	\$	(3,335,000)
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						\$	21,329,400
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DESCRIPTION OF CHANGE

Add project with funding from 23043 funding bucket; \$10,800,000 in CN, \$50,000 in UT. Design completed under project key 22978

Add project with funding from 23043 funding bucket; \$10,800,000 in CN, \$50,000 in UT. Design completed under project key 22978

Add project with funding from 23043 & 23038 funding buckets; \$8,650,000 in CN, \$1,500,000 in RW, \$50,000 in UT. Design completed under project key 22978

Add project with funding from 23043 & 23038 funding buckets; \$6,950,000 in CN, \$1,320,000 in RW, \$50,000 in UT. Design completed under project key 22978

Add project with funding from 23043, 23038, & 22990 funding buckets; \$1,079,000 in PE, \$372,000 in RW, \$2,145,000 in CN, \$50,000 in UT

Add project with funding from 23043, 23038, & 22990 funding buckets; \$500,000 in PE, \$170,000 in RW, \$970,000 in CN, \$50,000 in UT

Add project with funding from 23043, 23038, & 22990 funding buckets; \$700,000 in PE, \$240,000 in RW, \$1,384,000 in CN, \$50,000 in UT

Add CN phase with funding from 23043 funding bucket

Move bucketed funds to project keys 23692, 23734, 23748, 23762, 23770, 23771, 23772 and 23492

Move bucketed funds to project keys 23748, 23762, 23770, 23771 and 23772

Move bucketed funds to project keys 23770, 23771 and 23772

Add CN and UT phases from program savings: \$2,600,000 in CN, \$50,000 in UT

Add project with funding from 23031 funding bucket and program savings; \$2,145,200 in CN, \$372,000 in RW. Design completed under project key 22985.

Add project with funding from 23031 funding bucket and program savings: \$1,000,000 in CN, \$175,000 in RW. Design completed under project key 22985

Add project with funding from 23031 funding bucket and program savings; \$1,799,200 in CN, \$312,000 in RW. Design completed under project key 22985

Move bucketed funds to project keys 23764, 23774 and 23775

Add project with funding from 23076 funding bucket. Design for this project completed under project key 23062.

Move bucketed funds to project key 23767

Add funding from program savings to account for above average intersection cost, all tasks included in A&E contract, the ramp cost was more expensive at the 46 of 47 signalized intersections, and the replacement of the pedestrian push buttons; \$9,470,000 in CN, \$2,500,000 in PE

Add CN phase with funding from 23078 funding bucket. Design for this project completed under project key 22754.

Add project with funding from 23078 and 23077 funding buckets: \$8,259,200 in CN, \$1,500,000 in RW. Design for this project completed under project key 22754.

Add project with funding from 23078 and 23077 funding buckets; \$5,639,800 in CN, \$1,100,000 in RW. Design for this project completed under project key 22754.

Add project with funding from 23078 and 23077 funding buckets and program savings; \$5,432,200 in CN, \$1,200,000 in RW. Design for this project completed under project key 22754.

Add project with funding from 23078 funding bucket and program savings; \$4,947,800 in CN, \$1,200,000 in RW. Design for this project was completed under project key 22754.

Move bucketed funds to project keys 23685, 23755, 23756, 23757 and 23758

Move bucketed funds to project keys 23755, 23756 and 23757

Key 23734 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:
Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	US26	MT HOOD	02600I00	1.10	1	1	Portland	SE 7TH AVE.(026AE CONN. M.P.1C1.10)	Yes
PH 3	US26	MT HOOD	02600I00	1.10	1	2	Portland	SE 7TH AVE.(026AE CONN. M.P.1C1.10)	Yes
PH 3	US26	MT HOOD	02600I00	1.10	2	1	Portland	SE 7TH AVE.(026AE CONN. M.P.1C1.10)	Yes
PH 3	US26	MT HOOD	02600I00	1.10	2	2	Portland	SE 7TH AVE.(026AE CONN. M.P.1C1.10)	Yes
PH 3	US26	MT HOOD	02600I00	1.10	3	1	Portland	SE 7TH AVE.(026AE CONN. M.P.1C1.10)	Yes
PH 3	US26	MT HOOD	02600I00	1.10	3	2	Portland	SE 7TH AVE.(026AE CONN. M.P.1C1.10)	Yes
PH 3	US26	MT HOOD	02600I00	1.10	4	1	Portland	SE 7TH AVE.(026AE CONN. M.P.1C1.10)	Yes
PH 3	US26	MT HOOD	02600I00	1.10	4	2	Portland	SE 7TH AVE.(026AE CONN. M.P.1C1.10)	Yes
PH 3	US26	MT HOOD	02600I00	1.15	1	2	Portland	SE 8TH AVE.(081AC CONN. M.P.1C1.66)	Yes
PH 3	US26	MT HOOD	02600I00	1.15	2	1	Portland	SE 8TH AVE.(081AC CONN. M.P.1C1.66)	Yes
PH 3	US26	MT HOOD	02600I00	1.15	3	2	Portland	SE 8TH AVE.(081AC CONN. M.P.1C1.66)	Yes
PH 3	US26	MT HOOD	02600I00	1.15	4	1	Portland	SE 8TH AVE.(081AC CONN. M.P.1C1.66)	Yes
PH 3	US26	MT HOOD	02600I00	1.15	4	2	Portland	SE 8TH AVE.(081AC CONN. M.P.1C1.66)	Yes
PH 3	US26	MT HOOD	02600I00	1.20	1	1	Portland	SE 9TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.20	1	2	Portland	SE 9TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.20	2	1	Portland	SE 9TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.20	2	2	Portland	SE 9TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.20	3	1	Portland	SE 9TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.20	3	2	Portland	SE 9TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.20	4	1	Portland	SE 9TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.20	4	2	Portland	SE 9TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.25	1	1	Portland	SE 10TH AVE.(SE BROOKLYN ST.)	Yes
PH 3	US26	MT HOOD	02600I00	1.25	1	2	Portland	SE 10TH AVE.(SE BROOKLYN ST.)	Yes
PH 3	US26	MT HOOD	02600I00	1.25	2	1	Portland	SE 10TH AVE.(SE BROOKLYN ST.)	Yes
PH 3	US26	MT HOOD	02600I00	1.25	2	2	Portland	SE 10TH AVE.(SE BROOKLYN ST.)	Yes
PH 3	US26	MT HOOD	02600I00	1.25	3	1	Portland	SE 10TH AVE.(SE BROOKLYN ST.)	Yes
PH 3	US26	MT HOOD	02600I00	1.25	3	2	Portland	SE 10TH AVE.(SE BROOKLYN ST.)	Yes
PH 3	US26	MT HOOD	02600I00	1.25	4	1	Portland	SE 10TH AVE.(SE BROOKLYN ST.)	Yes
PH 3	US26	MT HOOD	02600I00	1.25	4	2	Portland	SE 10TH AVE.(SE BROOKLYN ST.)	Yes
PH 3	US26	MT HOOD	02600I00	1.25	5	1	Portland	SE 10TH AVE.(SE BROOKLYN ST.)	Yes
PH 3	US26	MT HOOD	02600I00	1.25	5	2	Portland	SE 10TH AVE.(SE BROOKLYN ST.)	Yes

Key 23734 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:
Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	US26	MT HOOD	02600I00	1.30	1	1	Portland	SE 11TH AVE.(LEG (FROM SE MILWAUKIE AVE.))	Yes
PH 3	US26	MT HOOD	02600I00	1.30	4	2	Portland	SE 11TH AVE.(LEG (FROM SE MILWAUKIE AVE.))	Yes
PH 3	US26	MT HOOD	02600I00	1.38	1	1	Portland	SE 12TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.38	1	2	Portland	SE 12TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.38	2	1	Portland	SE 12TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.38	2	2	Portland	SE 12TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.38	3	1	Portland	SE 12TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.38	4	1	Portland	SE 12TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.40	1	1	Portland	SE 13TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	1.40	2	1	Portland	SE 13TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	1.40	3	1	Portland	SE 13TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	1.40	3	2	Portland	SE 13TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	1.40	4	1	Portland	SE 13TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	1.40	4	2	Portland	SE 13TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	1.43	1	2	Portland	SE 13TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.43	2	1	Portland	SE 13TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.76	1	2	Portland	SE 20TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.76	2	1	Portland	SE 20TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.76	2	2	Portland	SE 20TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.76	3	1	Portland	SE 20TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.76	3	2	Portland	SE 20TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.76	4	1	Portland	SE 20TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.76	2A	1	Portland	SE 20TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.76	2A	2	Portland	SE 20TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.81	3	1	Portland	SE 21ST AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.81	3	2	Portland	SE 21ST AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.86	3	1	Portland	SE 22ND AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.86	4	1	Portland	SE 22ND AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.86	5	1	Portland	SE 22ND AVE.	Yes

Key 23734 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:
Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	US26	MT HOOD	02600I00	1.86	6	1	Portland	SE 22ND AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.91	1	1	Portland	SE 23RD AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.91	2	1	Portland	SE 23RD AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.91	3	1	Portland	SE 23RD AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.91	4	1	Portland	SE 23RD AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.97	4	1	Portland	SE 24TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.02	1	1	Portland	SE 25TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.02	2	1	Portland	SE 25TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.02	3	1	Portland	SE 25TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.02	4	1	Portland	SE 25TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.22	3	1	Portland	SE 28TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	2.22	4	1	Portland	SE 28TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	2.27	4	1	Portland	SE 29TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.37	3	2	Portland	SE 31ST AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.43	2	1	Portland	SE 32ND AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.43	3	1	Portland	SE 32ND AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.43	4	1	Portland	SE 32ND AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.53	1	1	Portland	SE 33RD PL.	Yes
PH 3	US26	MT HOOD	02600I00	2.53	2	1	Portland	SE 33RD PL.	Yes
PH 3	US26	MT HOOD	02600I00	2.53	3	1	Portland	SE 33RD PL.	Yes
PH 3	US26	MT HOOD	02600I00	2.53	4	1	Portland	SE 33RD PL.	Yes
PH 3	US26	MT HOOD	02600I00	2.58	2	1	Portland	SE 34TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.58	4A	1	Portland	SE 34TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.66	1	1	Portland	SE 35TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	2.66	3	1	Portland	SE 35TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	2.66	4	1	Portland	SE 35TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	2.73	5	1	Portland	SE 36TH AVE. (SE 36TH PL.)	Yes
PH 3	US26	MT HOOD	02600I00	2.73	5	2	Portland	SE 36TH AVE. (SE 36TH PL.)	Yes
PH 3	US26	MT HOOD	02600I00	2.73	6	1	Portland	SE 36TH AVE. (SE 36TH PL.)	Yes
PH 3	US26	MT HOOD	02600I00	2.80	1	1	Portland	SE 37TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.80	2	1	Portland	SE 37TH AVE.	Yes

Key 23734 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:
Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	US26	MT HOOD	02600I00	2.80	3	1	Portland	SE 37TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.80	4	1	Portland	SE 37TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.85	2	1	Portland	SE 38TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.00	1	1	Portland	SE 40TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.00	1	2	Portland	SE 40TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.00	2	1	Portland	SE 40TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.00	2	2	Portland	SE 40TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.00	3	1	Portland	SE 40TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.00	4	1	Portland	SE 40TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.21	2	1	Portland	SE 45TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.21	3	1	Portland	SE 45TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.21	4	1	Portland	SE 45TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.30	1	1	Portland	SE 47TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.30	4	1	Portland	SE 47TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.31	1	1	Portland	MIDBLOCK CROSSING	Yes
PH 3	US26	MT HOOD	02600I00	3.31	4	1	Portland	MIDBLOCK CROSSING	Yes
PH 3	US26	MT HOOD	02600I00	3.39	3	1	Portland	SE 49TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.39	3	2	Portland	SE 49TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.39	4	1	Portland	SE 49TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.39	4	2	Portland	SE 49TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.52	1	1	Portland	SE 51ST AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.52	2	1	Portland	SE 51ST AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.52	3	1	Portland	SE 51ST AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.52	4	1	Portland	SE 51ST AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.62	1	1	Portland	SE 53RD AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.62	2	1	Portland	SE 53RD AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.62	3	1	Portland	SE 53RD AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.62	4	1	Portland	SE 53RD AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.71	1	1	Portland	LEG (FROM SE 54TH AVE.)(SE 55TH AVE.)	Yes
PH 3	US26	MT HOOD	02600I00	3.71	1	2	Portland	LEG (FROM SE 54TH AVE.)(SE 55TH AVE.)	Yes
PH 3	US26	MT HOOD	02600I00	3.71	2	1	Portland	LEG (FROM SE 54TH AVE.)(SE 55TH AVE.)	Yes

Key 23734 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:
Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	US26	MT HOOD	02600I00	3.71	3	1	Portland	LEG (FROM SE 54TH AVE.)(SE 55TH AVE.)	Yes
PH 3	US26	MT HOOD	02600I00	3.71	4	1	Portland	LEG (FROM SE 54TH AVE.)(SE 55TH AVE.)	Yes
PH 3	US26	MT HOOD	02600I00	3.76	1	1	Portland	SE 56TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.76	2	1	Portland	SE 56TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.76	2	2	Portland	SE 56TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.76	3	1	Portland	SE 56TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.76	4	1	Portland	SE 56TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.92	1	1	Portland	SE 59TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.92	2	1	Portland	SE 59TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.92	3	1	Portland	SE 59TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.92	4	1	Portland	SE 59TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.13	1	1	Portland	SE 64TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.13	4	1	Portland	SE 64TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.22	1	1	Portland	SE 66TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.22	2	1	Portland	SE 66TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.22	3	1	Portland	SE 66TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.22	4	1	Portland	SE 66TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.27	1	1	Portland	SE 67TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.27	1	2	Portland	SE 67TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.27	2	1	Portland	SE 67TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.27	2	2	Portland	SE 67TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.27	3	1	Portland	SE 67TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.27	3	2	Portland	SE 67TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.27	4	1	Portland	SE 67TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.27	4	2	Portland	SE 67TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.33	1	1	Portland	SE 68TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.33	2	1	Portland	SE 68TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.33	3	1	Portland	SE 68TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.33	4	1	Portland	SE 68TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.44	2	1	Portland	SE 70TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.50	1	1	Portland	SE 71ST AVE.	Yes

Key 23734 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:
Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	US26	MT HOOD	02600I00	4.50	2	1	Portland	SE 71ST AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.59	1	1	Portland	SE 73RD AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.59	2	1	Portland	SE 73RD AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.59	3	1	Portland	SE 73RD AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.59	4	1	Portland	SE 73RD AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.63	1	1	Portland	SE 74TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.63	2	1	Portland	SE 74TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.63	3	1	Portland	SE 74TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.63	5	1	Portland	SE 74TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.63	5	2	Portland	SE 74TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.63	6	1	Portland	SE 74TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.63	6	2	Portland	SE 74TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.63	6A	1	Portland	SE 74TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.63	6A	2	Portland	SE 74TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.74	1	1	Portland	SE 76TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.74	2	1	Portland	SE 76TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.74	2	2	Portland	SE 76TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.74	3	1	Portland	SE 76TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.74	3	2	Portland	SE 76TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.74	4	1	Portland	SE 76TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.74	4	2	Portland	SE 76TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.84	1	1	Portland	SE 78TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.84	2	1	Portland	SE 78TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.84	3	1	Portland	SE 78TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.84	3	2	Portland	SE 78TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.84	4	1	Portland	SE 78TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.84	4	2	Portland	SE 78TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.89	1	1	Portland	LEG (FROM SE 79TH AVE.) (SE 79TH AVE.)	Yes
PH 3	US26	MT HOOD	02600I00	4.89	1	2	Portland	LEG (FROM SE 79TH AVE.) (SE 79TH AVE.)	Yes
PH 3	US26	MT HOOD	02600I00	4.89	2	1	Portland	LEG (FROM SE 79TH AVE.)(SE 79TH AVE.)	Yes
PH 3	US26	MT HOOD	02600I00	4.89	2	2	Portland	LEG (FROM SE 79TH AVE.)(SE 79TH AVE.)	No

Key 23734 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:
Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	US26	MT HOOD	02600I00	4.89	3	1	Portland	LEG (FROM SE 79TH AVE.)(SE 79TH AVE.)	No
PH 3	US26	MT HOOD	02600I00	4.89	3	2	Portland	LEG (FROM SE 79TH AVE.)(SE 79TH AVE.)	Yes
PH 3	US26	MT HOOD	02600I00	4.89	4	2	Portland	LEG (FROM SE 79TH AVE.)(SE 79TH AVE.)	Yes
PH 3	US26	MT HOOD	02600I00	4.94	2	1	Portland	SE 80TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.94	3	1	Portland	SE 80TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.94	4	1	Portland	SE 80TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.21	1	1	Portland	SE 84TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.21	1	2	Portland	SE 84TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.21	2	1	Portland	SE 84TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.21	3	1	Portland	SE 84TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.21	4	1	Portland	SE 84TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.21	4	2	Portland	SE 84TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.21	5	1	Portland	SE 84TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.21	6	1	Portland	SE 84TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.27	1	1	Portland	SE 85TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.27	2	1	Portland	SE 85TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.27	3	1	Portland	SE 85TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.27	3	2	Portland	SE 85TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.27	4	2	Portland	SE 85TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.35	1	1	Portland	SE 87TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.35	2	1	Portland	SE 87TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.35	3	1	Portland	SE 87TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.35	3	2	Portland	SE 87TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.35	4	1	Portland	SE 87TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.40	1	1	Portland	SE 88TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.40	4	1	Portland	SE 88TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	5.49	2	1	Portland	SE 90TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	5.49	3	2	Portland	SE 90TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	5.49	4	1	Portland	SE 90TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	5.49	4	2	Portland	SE 90TH PL.	Yes

Key 23734 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:
Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.45	3	1	Portland	081BR CONN. M.P. 3C1.58 (081AC CONN. M.P. 1C1.47)	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.45	4	1	Portland	081BR CONN. M.P. 3C1.58 (081AC CONN. M.P. 1C1.47)	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.45	3A	1	Portland	081BR CONN. M.P. 3C1.58 (081AC CONN. M.P. 1C1.47)	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.45	3A	2	Portland	081BR CONN. M.P. 3C1.58 (081AC CONN. M.P. 1C1.47)	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.55	3	1	Portland	081AD CONN. M.P. 2C1.55	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.55	4	1	Portland	081AD CONN. M.P. 2C1.55	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.61	3	2	Portland	SE FRANKLIN ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.61	4	1	Portland	SE FRANKLIN ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.72	3	2	Portland	SE HAIG ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.72	4	1	Portland	SE HAIG ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.82	4	1	Portland	SE 7TH AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.85	3	2	Portland	SE RHONE ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.85	4	1	Portland	SE RHONE ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	2.03	3	2	Portland	SE CENTER ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	2.03	4	1	Portland	SE CENTER ST.	Yes

Key 23734 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:
Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	2.28	3	2	Portland	SE REYNOLDS ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	2.28	4	1	Portland	SE REYNOLDS ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	2.49	3	2	Portland	SE LONG ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	2.49	4	1	Portland	SE LONG ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	2.33	4	2	Portland	081AE CONN. (SE HOLGATE BLVD.) M.P. 1C2.33	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	2.33	5	1	Portland	081AE CONN. (SE HOLGATE BLVD.) M.P. 1C2.33	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	2.79	1	2	Portland	SE 18TH AVE.	Yes (Not Listed)
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	2.79	2	1	Portland	SE 18TH AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	2.99	1	2	Portland	SE INSLEY ST.	Yes (Not Listed)
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	2.99	2	1	Portland	SE INSLEY ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	3.45	2	1	Portland	SE TOLMAN ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	3.72	2	1	Portland	SE 23RD AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	4.44	1	2	Portland	081BP CONN. M.P. 1C4.44	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	4.44	2	1	Portland	081BP CONN. M.P. 1C4.44	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	4.49	1	2	Portland	SE UMATILLA ST.	Yes

Key 23734 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:
Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.52	1	1	Portland	SE 6TH AVE. (081BR CONN. M.P.3C1.52)	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.52	2	1	Portland	SE 6TH AVE.(081BR CONN. M.P.3C1.52)	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.52	3	1	Portland	SE 6TH AVE.(081BR CONN. M.P.3C1.52)	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.52	4	1	Portland	SE 6TH AVE.(081BR CONN. M.P.3C1.52)	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.52	4	2	Portland	SE 6TH AVE.(081BR CONN. M.P.3C1.52)	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.57	1	1	Portland	026AE CONN.(SE 7TH AVE.) M.P.1C1.14	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.57	1	2	Portland	026AE CONN.(SE 7TH AVE.) M.P.1C1.14	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.57	2	1	Portland	026AE CONN.(SE 7TH AVE.) M.P.1C1.14	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.57	3	1	Portland	026AE CONN.(SE 7TH AVE.) M.P.1C1.14	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.57	4	1	Portland	026AE CONN.(SE 7TH AVE.) M.P.1C1.14	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.62	1	1	Portland	SE 8TH AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.62	2	1	Portland	SE 8TH AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.62	3	1	Portland	SE 8TH AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.62	3	2	Portland	SE 8TH AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.62	4	1	Portland	SE 8TH AVE.	Yes

Key 23734 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:
Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	OR99E	PACIFIC HIGHWAY EAST	081AFI00	2.65	1	1	Portland	SE MILWAUKIE AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081AFI00	2.65	2	1	Portland	SE MILWAUKIE AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081AFI00	2.65	3	1	Portland	SE MILWAUKIE AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081AFI00	2.65	4	1	Portland	SE MILWAUKIE AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081AFI00	2.65	4	2	Portland	SE MILWAUKIE AVE.	Yes

Key 23762 ADA Upgrade Sites
 Portland Metro Area 2024-2027 Curb Ramps, Phase 5

Attachment 3:
 Key 23762 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 5	OR8	TUALATIN VALLEY	02900D00	12.69	1	1	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.69	1	2	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.69	2	1	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.69	2	2	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.69	3	1	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.69	3	2	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.69	4	1	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.69	4	2	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.86	1	1	Hillsboro	SE 5TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.86	1	2	Hillsboro	SE 5TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.86	3	1	Hillsboro	SE 5TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.86	3	2	Hillsboro	SE 5TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.04	1	1	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.04	1	2	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.04	2	1	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.04	2	2	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.04	3	1	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.04	3	2	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.04	4	1	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.04	4	2	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.29	1	1	Hillsboro	SW ADAMS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.29	1	2	Hillsboro	SW ADAMS AVE.	NO
PH 5	OR8	TUALATIN VALLEY	02900D00	13.29	3	1	Hillsboro	SW ADAMS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.35	1	1	Hillsboro	SW BAILEY AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.35	4	2	Hillsboro	SW BAILEY AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.5	1	1	Hillsboro	SW DENNIS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.5	1	2	Hillsboro	SW DENNIS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.5	2	1	Hillsboro	SW DENNIS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.5	2	2	Hillsboro	SW DENNIS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.5	3	1	Hillsboro	SW DENNIS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.5	3	2	Hillsboro	SW DENNIS AVE.	Yes

Key 23762 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 5

Attachment 3:
Key 23762 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 5	OR8	TUALATIN VALLEY	02900D00	13.5	4	1	Hillsboro	SW DENNIS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.5	4	2	Hillsboro	SW DENNIS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.74	4	1	Hillsboro	SW ARMCO AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	16.44	1	1	Cornelius	N 14TH AVE. (S 14TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	16.44	1	2	Cornelius	N 14TH AVE. (S 14TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	16.44	2	1	Cornelius	N 14TH AVE. (S 14TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	16.44	2	2	Cornelius	N 14TH AVE. (S 14TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	16.44	3	1	Cornelius	N 14TH AVE. (S 14TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	16.44	4	2	Cornelius	N 14TH AVE. (S 14TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	16.67	1	1	Cornelius	N 10TH AVE. (S 10TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	16.67	2	1	Cornelius	N 10TH AVE. (S 10TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	16.67	2	2	Cornelius	N 10TH AVE. (S 10TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	17.03	1	1	Cornelius	N 4TH AVE. (S 4TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	17.03	2	1	Cornelius	N 4TH AVE. (S 4TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	17.03	3	1	Cornelius	N 4TH AVE. (S 4TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	17.03	3	2	Cornelius	N 4TH AVE. (S 4TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	17.03	4	1	Cornelius	N 4TH AVE. (S 4TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	17.03	4	2	Cornelius	N 4TH AVE. (S 4TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	17.34	3	1	Forest Grove	YEW ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	17.34	4	1	Forest Grove	YEW ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.18	1	1	Hillsboro	SE MAPLE ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.18	3	1	Hillsboro	SE MAPLE ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.27	2	1	Hillsboro	SE CEDAR ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.27	3	1	Hillsboro	SE CEDAR ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.27	4	1	Hillsboro	SE CEDAR ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.36	1	1	Hillsboro	SE WALNUT ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.36	2	1	Hillsboro	SE WALNUT ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.36	3	1	Hillsboro	SE WALNUT ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.36	4	1	Hillsboro	SE WALNUT ST.	Yes

Key 23762 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 5

Attachment 3:
Key 23762 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 5	OR8	TUALATIN VALLEY	02900I00	12.44	1	1	Hillsboro	HWY. 029 M.P. (2)12.41 (SE OAK ST.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.44	2	1	Hillsboro	HWY. 029 M.P. (2)12.41 (SE OAK ST.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.44	2	2	Hillsboro	HWY. 029 M.P. (2)12.41 (SE OAK ST.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.44	3	1	Hillsboro	HWY. 029 M.P. (2)12.41 (SE OAK ST.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.44	3	2	Hillsboro	HWY. 029 M.P. (2)12.41 (SE OAK ST.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.44	4A	1	Hillsboro	HWY. 029 M.P. (2)12.41 (SE OAK ST.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.44	4A	2	Hillsboro	HWY. 029 M.P. (2)12.41 (SE OAK ST.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.53	1	1	Hillsboro	SE BASELINE ST. (SE 10TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.53	1	2	Hillsboro	SE BASELINE ST. (SE 10TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.53	2	1	Hillsboro	SE BASELINE ST. (SE 10TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.53	3	1	Hillsboro	SE BASELINE ST. (SE 10TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.53	4	1	Hillsboro	SE BASELINE ST. (SE 10TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.69	2	1	Hillsboro	SE 8TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.69	2	2	Hillsboro	SE 8TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.69	3	1	Hillsboro	SE 8TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.69	3	2	Hillsboro	SE 8TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.77	1	1	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.77	2	1	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.77	2	2	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.77	3	1	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.77	3	2	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.77	4	1	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.93	2	1	Hillsboro	SE 5TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.93	2	2	Hillsboro	SE 5TH AVE.	Yes

Key 23762 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 5

Attachment 3:
Key 23762 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 5	OR8	TUALATIN VALLEY	02900I00	12.93	4	1	Hillsboro	SE 5TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.93	4	2	Hillsboro	SE 5TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	13.13	1	1	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	13.13	3	1	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	13.13	3	2	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	13.13	4	1	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	13.13	4	2	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	13.21	2	1	Hillsboro	SE 2ND AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	13.36	1	1	Hillsboro	SW ADAMS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	13.36	2	1	Hillsboro	SW ADAMS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	13.36	3	1	Hillsboro	SW ADAMS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	13.36	4	1	Hillsboro	SW ADAMS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	13.36	4	2	Hillsboro	SW ADAMS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	13.58	1	1	Hillsboro	SW DENNIS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	13.58	2	1	Hillsboro	SW DENNIS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	13.58	2	2	Hillsboro	SW DENNIS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	13.92	1	1	Hillsboro	SW MAIN ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	13.92	2	1	Hillsboro	SW MAIN ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	13.92	3	1	Hillsboro	SW MAIN ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	13.92	3	2	Hillsboro	SW MAIN ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	13.92	4	1	Hillsboro	SW MAIN ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	14.15	3	1	Hillsboro	SW 17TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	14.15	3	2	Hillsboro	SW 17TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	14.15	4	1	Hillsboro	SW 17TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	15.36	1	1	Cornelius	SW 345TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	15.36	2	1	Cornelius	SW 345TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	15.36	3	1	Cornelius	SW 345TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	15.72	1	1	Cornelius	N 26TH AVE. (S 26TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	15.72	1	2	Cornelius	N 26TH AVE. (S 26TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	15.72	2	1	Cornelius	N 26TH AVE. (S 26TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	15.72	2	2	Cornelius	N 26TH AVE. (S 26TH AVE.)	Yes

Key 23762 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 5

Attachment 3:
Key 23762 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 5	OR8	TUALATIN VALLEY	02900I00	15.72	3	1	Cornelius	N 26TH AVE. (S 26TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	15.72	3	2	Cornelius	N 26TH AVE. (S 26TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	15.72	4	1	Cornelius	N 26TH AVE. (S 26TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	15.72	4	2	Cornelius	N 26TH AVE. (S 26TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	15.9	1	1	Cornelius	ENTRANCE TO CORNELIUS GATEWAY	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	15.9	1	2	Cornelius	ENTRANCE TO CORNELIUS GATEWAY	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	15.9	2	1	Cornelius	ENTRANCE TO CORNELIUS GATEWAY	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	15.9	2	2	Cornelius	ENTRANCE TO CORNELIUS GATEWAY	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	15.9	3	1	Cornelius	ENTRANCE TO CORNELIUS GATEWAY	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	15.9	4	1	Cornelius	ENTRANCE TO CORNELIUS GATEWAY	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	16.06	1	1	Cornelius	N 20TH AVE. (S 20TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	16.06	2	1	Cornelius	N 20TH AVE. (S 20TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	16.06	3	1	Cornelius	N 20TH AVE. (S 20TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	16.06	4	1	Cornelius	N 20TH AVE. (S 20TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	16.06	4	2	Cornelius	N 20TH AVE. (S 20TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	16.06	5	1	Cornelius	N 20TH AVE. (S 20TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	16.06	1A	1	Cornelius	N 20TH AVE. (S 20TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	16.06	1A	2	Cornelius	N 20TH AVE. (S 20TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	16.06	1A	3	Cornelius	N 20TH AVE. (S 20TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	16.44	1	1	Cornelius	N 14TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	16.44	1	2	Cornelius	N 14TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	16.44	2	1	Cornelius	N 14TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	16.44	2	2	Cornelius	N 14TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	16.44	3	1	Cornelius	N 14TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	16.44	3	2	Cornelius	N 14TH AVE.	Yes

Key 23762 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 5

Attachment 3:
Key 23762 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 5	OR8	TUALATIN VALLEY	02900I00	16.44	4	1	Cornelius	N 14TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	16.44	4	2	Cornelius	N 14TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	17.03	1	1	Cornelius	N 4TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	17.03	2	1	Cornelius	N 4TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	17.03	3	1	Cornelius	N 4TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	17.03	4	1	Cornelius	N 4TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	17.48	1	1	Forest Grove	MOUNTAIN VIEW LN.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	17.48	2	1	Forest Grove	MOUNTAIN VIEW LN.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	17.48	3	1	Forest Grove	MOUNTAIN VIEW LN.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	17.48	4	1	Forest Grove	MOUNTAIN VIEW LN.	Yes
PH 5	OR219	HILLSBORO-SILVERTON	14000I00	0.18	1	1	Hillsboro	SW WALNUT ST. (SE WALNUT ST.)	Yes
PH 5	OR219	HILLSBORO-SILVERTON	14000I00	0.18	2	1	Hillsboro	SW WALNUT ST. (SE WALNUT ST.)	Yes
PH 5	OR219	HILLSBORO-SILVERTON	14000I00	0.18	3	1	Hillsboro	SW WALNUT ST. (SE WALNUT ST.)	Yes
PH 5	OR219	HILLSBORO-SILVERTON	14000I00	0.18	4	1	Hillsboro	SW WALNUT ST. (SE WALNUT ST.)	Yes
PH 5	OR219	HILLSBORO-SILVERTON	14000I00	0.26	3	1	Hillsboro	SE CEDAR ST.	Yes
PH 5	OR219	HILLSBORO-SILVERTON	14000I00	0.26	3	2	Hillsboro	SE CEDAR ST.	Yes
PH 5	OR219	HILLSBORO-SILVERTON	14000I00	0.26	4	1	Hillsboro	SE CEDAR ST.	Yes
PH 5	OR219	HILLSBORO-SILVERTON	14000I00	0.26	4	2	Hillsboro	SE CEDAR ST.	Yes

Key 23748 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 4

Attachment 4:
Key 23748 Project Locations

STATUS	Route #	Hwy Name	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 4	I-84	COLUMBIA RIVER	002BBI00	10.28	1	1	Portland	NE 122ND AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002BBI00	10.28	1	2	Portland	NE 122ND AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002BBI00	10.28	2	1	Portland	NE 122ND AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002BBI00	10.28	3	1	Portland	NE 122ND AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002BBI00	10.28	4	1	Portland	NE 122ND AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002BBI00	10.28	4	2	Portland	NE 122ND AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002BDI00	13.05	1	1	Gresham	NE 181ST AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002BDI00	13.05	2	2	Gresham	NE 181ST AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002BDI00	13.05	3	1	Gresham	NE 181ST AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002BDI00	13.05	4	1	Gresham	NE 181ST AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	16.9	1	1	Troutdale	002BM CONN. (NW MARINE DR.) M.P. 1C16.90	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	16.9	2	1	Troutdale	002BM CONN. (NW MARINE DR.) M.P. 1C16.90	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	16.9	2	2	Troutdale	002BM CONN. (NW MARINE DR.) M.P. 1C16.90	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	16.9	3	1	Troutdale	002BM CONN. (NW MARINE DR.) M.P. 1C16.90	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	16.9	3	2	Troutdale	002BM CONN. (NW MARINE DR.) M.P. 1C16.90	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	16.9	4	1	Troutdale	002BM CONN. (NW MARINE DR.) M.P. 1C16.90	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	16.9	4	2	Troutdale	002BM CONN. (NW MARINE DR.) M.P. 1C16.90	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	16.99	1	1	Troutdale	NW CULPEPPER DR.	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	16.99	2	1	Troutdale	NW CULPEPPER DR.	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	17.22	1	1	Troutdale	NW PHOENIX DR.	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	17.22	2	1	Troutdale	NW PHOENIX DR.	null
PH 4	I-84	COLUMBIA RIVER	002BSI00	18.6	1	1		002BR CONN. M.P. 1C18.03	Yes
PH 4	I-84	COLUMBIA RIVER	002BSI00	18.6	2	1		002BR CONN. M.P. 1C18.03	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.49	3	1	Hood River	N 8TH ST.	Yes

Key 23748 ADA Upgrade Sites
 Portland Metro Area 2024-2027 Curb Ramps, Phase 4

Attachment 4:
 Key 23748 Project Locations

STATUS	Route #	Hwy Name	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.49	4	1	Hood River	N 8TH ST.	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.62	3	1	Hood River	ANCHOR WAY	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.88	2	1	Hood River	002DR CONN. M.P. 2C64.31	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.88	3	2	Hood River	002DR CONN. M.P. 2C64.31	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.88	4	1	Hood River	002DR CONN. M.P. 2C64.31	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.88	1A	1	Hood River	002DR CONN. M.P. 2C64.31	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.88	1A	2	Hood River	002DR CONN. M.P. 2C64.31	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.88	1A	3	Hood River	002DR CONN. M.P. 2C64.31	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.95	1	1	Hood River	002DQ CONN. M.P. 1C63.93	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.95	1	2	Hood River	002DQ CONN. M.P. 1C63.93	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.95	2	1	Hood River	002DQ CONN. M.P. 1C63.93	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.95	3	1	Hood River	002DQ CONN. M.P. 1C63.93	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.95	4	1	Hood River	002DQ CONN. M.P. 1C63.93	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	64.02	1	1	Hood River	CASCADE AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	64.02	1	2	Hood River	CASCADE AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	64.02	2	1	Hood River	CASCADE AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	64.02	2	2	Hood River	CASCADE AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	64.02	3	1	Hood River	CASCADE AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	64.02	3	2	Hood River	CASCADE AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	64.02	4	1	Hood River	CASCADE AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	64.02	4	2	Hood River	CASCADE AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.32	1	1	Hood River	002DY FRONT. (DOCK RD.) M.P. 1F64.21	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.32	2	1	Hood River	002DY FRONT. (DOCK RD.) M.P. 1F64.21	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.42	1	1	Hood River	002IV CONN. M.P. 6C64.38	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.42	2	1	Hood River	002IV CONN. M.P. 6C64.38	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.42	4	2	Hood River	002IV CONN. M.P. 6C64.38	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.42	1A	1	Hood River	002IV CONN. M.P. 6C64.38	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.48	1	2	Hood River	002DW CONN. M.P. 4C64.74	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.48	2	1	Hood River	002DW CONN. M.P. 4C64.74	null

Key 23748 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 4

Attachment 4:
Key 23748 Project Locations

STATUS	Route #	Hwy Name	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.52	1	1	Hood River	E MARINA WAY	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.52	2	1	Hood River	E MARINA WAY	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.52	3	1	Hood River	E MARINA WAY	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.52	4	1	Hood River	E MARINA WAY	Yes
PH 4	I-84	COLUMBIA RIVER	002HRI00	13.74	1	2	Gresham	NE 181ST AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002HRI00	13.74	2	1	Gresham	NE 181ST AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002HRI00	13.74	3	1	Gresham	NE 181ST AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002HRI00	13.74	4A	1	Gresham	NE 181ST AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002HRI00	13.74	4A	2	Gresham	NE 181ST AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002IJI00	14.39	2	1	Fairview	002IK CONN. M.P. 3C14.42	Yes
PH 4	I-84	COLUMBIA RIVER	002IJI00	14.39	2	2	Fairview	002IK CONN. M.P. 3C14.42	Yes
PH 4	I-84	COLUMBIA RIVER	002IJI00	14.39	3	1	Fairview	002IK CONN. M.P. 3C14.42	Yes
PH 4	I-84	COLUMBIA RIVER	002IJI00	14.39	4	1	Fairview	002IK CONN. M.P. 3C14.42	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	15.97	1	1	Wood Village	002BJ CONN. M.P. 2C15.97	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	15.97	1	2	Wood Village	002BJ CONN. M.P. 2C15.97	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	15.97	2	1	Wood Village	002BJ CONN. M.P. 2C15.97	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	15.97	2	2	Wood Village	002BJ CONN. M.P. 2C15.97	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	15.97	3	1	Wood Village	002BJ CONN. M.P. 2C15.97	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	15.97	3	2	Wood Village	002BJ CONN. M.P. 2C15.97	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	15.97	4	1	Wood Village	002BJ CONN. M.P. 2C15.97	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	15.97	4	2	Wood Village	002BJ CONN. M.P. 2C15.97	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	16.06	1	2	Wood Village	002HQ CONN. M.P. 3C16.44	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	16.06	2	1	Wood Village	002HQ CONN. M.P. 3C16.44	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	16.06	3	1	Wood Village	002HQ CONN. M.P. 3C16.44	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	16.06	3	2	Wood Village	002HQ CONN. M.P. 3C16.44	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	16.06	4	1	Wood Village	002HQ CONN. M.P. 3C16.44	Yes
PH 4	US26	MT. HOOD	026BFI00	53.5	1	1		E WYEAST TRAIL	Yes
PH 4	US26	MT. HOOD	026BFI00	53.5	2	1		E WYEAST TRAIL	Yes
PH 4	US26	MT. HOOD	026BFI00	53.5	3	1		E WYEAST TRAIL	Yes
PH 4	US26	MT. HOOD	026BFI00	53.5	4	1		E WYEAST TRAIL	Yes

Key 23748 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 4

Attachment 4:
Key 23748 Project Locations

STATUS	Route #	Hwy Name	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 4	US26	MT. HOOD	026BFI00	53.55	1	1		E MULTORPOR DR. (E BLOSSOM TRAIL)	Yes
PH 4	US26	MT. HOOD	026BFI00	53.55	1	2		E MULTORPOR DR. (E BLOSSOM TRAIL)	Yes
PH 4	US26	MT. HOOD	026BFI00	53.55	2	1		E MULTORPOR DR. (E BLOSSOM TRAIL)	Yes
PH 4	US26	MT. HOOD	026BFI00	53.55	2	2		E MULTORPOR DR. (E BLOSSOM TRAIL)	Yes
PH 4	US26	MT. HOOD	026BFI00	53.55	3	1		E MULTORPOR DR. (E BLOSSOM TRAIL)	Yes
PH 4	US26	MT. HOOD	026BFI00	53.55	3	2		E MULTORPOR DR. (E BLOSSOM TRAIL)	Yes
PH 4	US26	MT. HOOD	026BFI00	53.55	4	1		E MULTORPOR DR. (E BLOSSOM TRAIL)	Yes
PH 4	US26	MT. HOOD	026BFI00	53.55	4	2		E MULTORPOR DR. (E BLOSSOM TRAIL)	Yes
PH 4	US26	MT. HOOD	026BFI00	53.59	1	1		E MELDRUM ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.59	1	2		E MELDRUM ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.59	2	1		E MELDRUM ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.59	2	2		E MELDRUM ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.59	3	1		E MELDRUM ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.59	3	2		E MELDRUM ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.59	4	1		E MELDRUM ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.59	4	2		E MELDRUM ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.61	1	1		E YULE ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.61	2	1		E YULE ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.61	3	1		E YULE ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.61	3	2		E YULE ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.61	4	1		E YULE ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.61	4	2		E YULE ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.67	1	1		E LITTLE TRAIL	Yes

Key 23748 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 4

Attachment 4:
Key 23748 Project Locations

STATUS	Route #	Hwy Name	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 4	US26	MT. HOOD	026BFI00	53.67	2	1		E LITTLE TRAIL	Yes
PH 4	US26	MT. HOOD	026BFI00	53.67	3	1		E LITTLE TRAIL	Yes
PH 4	US26	MT. HOOD	026BFI00	53.67	4	1		E LITTLE TRAIL	Yes
PH 4	US26	MT. HOOD	026BFI00	53.67	4	2		E LITTLE TRAIL	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	12.94	1	1	Oregon City	TUMWATER ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	12.94	2	1	Oregon City	TUMWATER ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	12.98	1	1	Oregon City	ACCESS TO PARKING	Yes (Not Listed)
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	12.99	4	1	Oregon City	START OF SIDEWALK	null
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13	1	1	Oregon City	S 2ND ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13	2	1	Oregon City	S 2ND ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13	3	1	Oregon City	S 2ND ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13	4	1	Oregon City	S 2ND ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.44	2	1	Oregon City	HEDGES ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.44	3	1	Oregon City	HEDGES ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.49	1	1	Oregon City	MILLER ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.49	2	1	Oregon City	MILLER ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.49	3	1	Oregon City	MILLER ST.	Yes

Key 23748 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 4

Attachment 4:
Key 23748 Project Locations

STATUS	Route #	Hwy Name	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.49	4	1	Oregon City	MILLER ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.54	1	1	Oregon City	JEROME ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.54	2	1	Oregon City	JEROME ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.54	3	1	Oregon City	JEROME ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.54	4	1	Oregon City	JEROME ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.6	1	1	Oregon City	APPERSON ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.6	2	1	Oregon City	APPERSON ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.6	3	1	Oregon City	APPERSON ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.6	4	1	Oregon City	APPERSON ST.	Yes
PH 4	US30	HISTORIC COLUMBIA RIVER	10000I00	2.55	2	1		SE STARK ST.	Yes
PH 4	US30	HISTORIC COLUMBIA RIVER	10000I00	2.55	2	2		SE STARK ST.	Yes
PH 4	US30	HISTORIC COLUMBIA RIVER	10000I00	4.27	4	1		E BELL RD.	Yes
PH 4	US30	HISTORIC COLUMBIA RIVER	10000I00	6.77	3	1		NE EVANS RD.	Yes
PH 4	US30	HISTORIC COLUMBIA RIVER	10000I00	6.77	4	1		NE EVANS RD.	Yes
PH 4	US30	HISTORIC COLUMBIA RIVER	10000I00	30.46	2	1	Cascade Locks	TOLL HOUSE PARK RD.	Yes

Key 23748 ADA Upgrade Sites
 Portland Metro Area 2024-2027 Curb Ramps, Phase 4

Attachment 4:
 Key 23748 Project Locations

STATUS	Route #	Hwy Name	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 4	US30	HISTORIC COLUMBIA RIVER	10000I00	30.81	2	1	Cascade Locks	SW ONEONTA ST.	Yes
PH 4	OR211	WOODBURN-ESTACADA	16100I00	33.49	2	1	Estacada	HWY. 171 M.P. 23.36	Yes
PH 4	OR211	WOODBURN-ESTACADA	16100I00	33.49	3	1	Estacada	HWY. 171 M.P. 23.36	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.06	1	1	Hood River	STATE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.06	2	1	Hood River	STATE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.06	3	1	Hood River	STATE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.06	3	2	Hood River	STATE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.06	4	1	Hood River	STATE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.06	4	2	Hood River	STATE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.1	1	1	Hood River	SHERMAN AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.1	1	2	Hood River	SHERMAN AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.1	2	1	Hood River	SHERMAN AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.1	3	1	Hood River	SHERMAN AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.1	4	1	Hood River	SHERMAN AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.16	2	1	Hood River	EUGENE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.16	3	1	Hood River	EUGENE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.16	3	2	Hood River	EUGENE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.16	4	1	Hood River	EUGENE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.16	4	2	Hood River	EUGENE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.23	1	1	Hood River	MONTELLO AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.23	1	2	Hood River	MONTELLO AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.23	2	1	Hood River	MONTELLO AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.23	2	2	Hood River	MONTELLO AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.23	3	1	Hood River	MONTELLO AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.23	3	2	Hood River	MONTELLO AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.23	4	1	Hood River	MONTELLO AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.23	4	2	Hood River	MONTELLO AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.83	1	1	Hood River	NIX DR.	Yes

Key 23748 ADA Upgrade Sites
Portland Metro Area 2024-2027 Curb Ramps, Phase 4

Attachment 4:
Key 23748 Project Locations

STATUS	Route #	Hwy Name	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 4	OR281	HOOD RIVER	28100I00	0.83	2	1	Hood River	NIX DR.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.83	3	1	Hood River	NIX DR.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.83	4	1	Hood River	NIX DR.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.92	1	1	Hood River	PACIFIC AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.92	1	2	Hood River	PACIFIC AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.92	2	1	Hood River	PACIFIC AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.92	3	1	Hood River	PACIFIC AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.92	4	1	Hood River	PACIFIC AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.04	1	1	Hood River	ROAD	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.04	2	1	Hood River	ROAD	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.04	2	2	Hood River	ROAD	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.04	3	1	Hood River	ROAD	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.04	4	1	Hood River	ROAD	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.04	4A	1	Hood River	ROAD	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.04	4A	2	Hood River	ROAD	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.17	1	1	Hood River	BROOKSIDE DR. (ELIOT DR.)	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.17	2	1		BROOKSIDE DR. (ELIOT DR.)	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.17	3	1		BROOKSIDE DR. (ELIOT DR.)	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.17	4	1	Hood River	BROOKSIDE DR. (ELIOT DR.)	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.79	1	1		2ND ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.79	2	1		2ND ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.79	3	1		2ND ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.84	1	1		3RD ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.84	2	1		3RD ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.84	3	1		3RD ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.84	4	1		3RD ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.88	3	1		4TH ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.88	3	2		4TH ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.88	4	1		4TH ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.88	4	2		4TH ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.9	4	1		MIDBLOCK CROSSING	Yes

Key 23748 ADA Upgrade Sites
 Portland Metro Area 2024-2027 Curb Ramps, Phase 4

Attachment 4:
 Key 23748 Project Locations

STATUS	Route #	Hwy Name	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 4	OR282	ODELL	28200I00	2.05	3	1		HOMESTEAD DR.	Yes
PH 4	OR282	ODELL	28200I00	2.05	4	1		HOMESTEAD DR.	Yes
PH 4	OR282	ODELL	28200I00	2.16	2	1		EAGLE LOOP	Yes
PH 4	OR282	ODELL	28200I00	2.23	1	1		EAGLE LOOP (A.G.A. ROAD)	Yes
PH 4	OR282	ODELL	28200I00	2.23	2	1		EAGLE LOOP (A.G.A. ROAD)	Yes
PH 4	OR282	ODELL	28200I00	2.64	1	1		ATKINSON DR.	Yes
PH 4	OR282	ODELL	28200I00	2.64	2	1		ATKINSON DR.	Yes

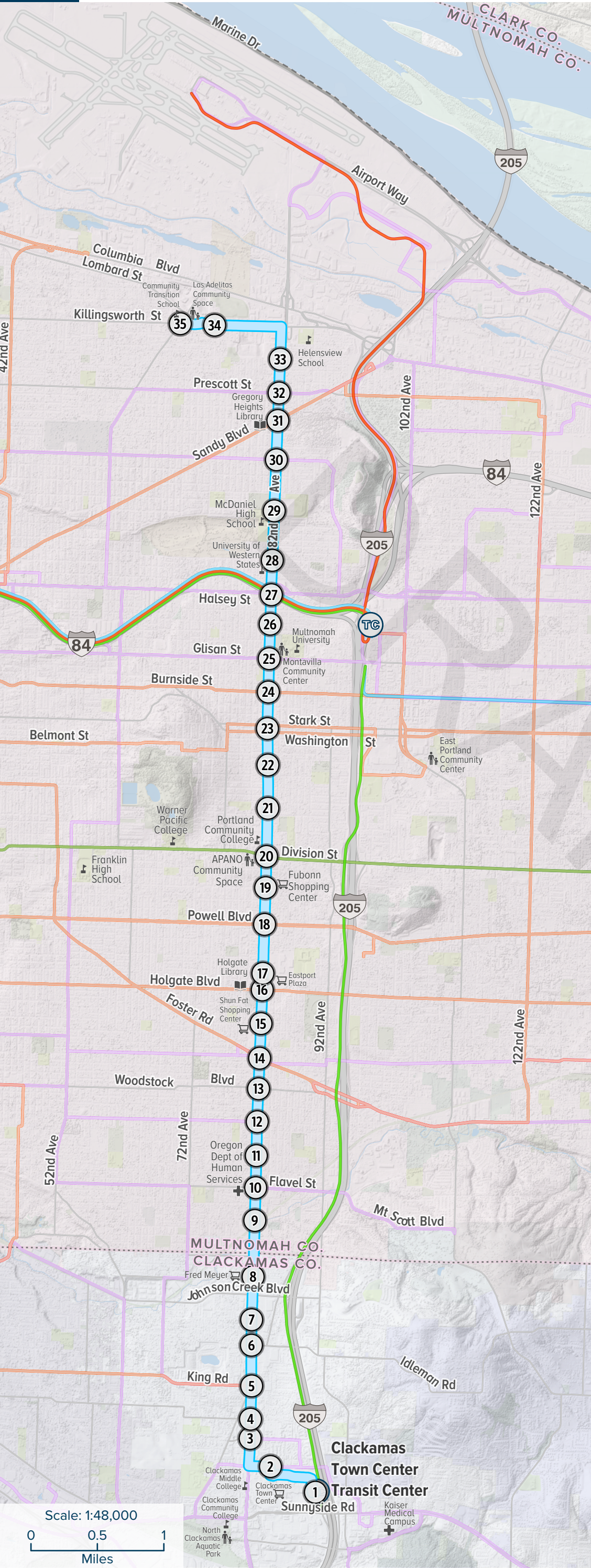
82nd Avenue Transit Project Steering Committee Locally Preferred Alternative

The recommended Locally Preferred Alternative for high-capacity transit in the 82nd Avenue corridor is Frequent Express (FX) bus rapid transit with general station locations indicated on the attached map, operating between Clackamas Town Center Transit Center and the Cully Boulevard and Killingsworth Street area.



82nd Avenue Transit Project

Locally Preferred Alternative



Elements of Locally Preferred Alternative

Frequent express bus rapid transit route

General station location

Transit Network

Green MAX line

Red MAX line

Blue MAX line

Blue, green, red MAX lines

FX-2 frequent express service bus line

Frequent service bus line

Other bus line

Transit center

Community space

Medical facility

School

Major shopping hub

Library

Map Key	Proposed General Station Locations
1	Clackamas Town Center Transit Center
2	Clackamas Town Center
3	SE Causey Ave & SE 82nd Ave
4	South of SE Boyer Dr (Winco) & SE 82nd Ave
5	SE King Rd & SE 82nd Ave
6	SE Ottly Rd & SE 82nd Ave
7	SE Overland St & SE 82nd Ave
8	SE Lindy St & SE 82nd Ave
9	SE Crystal Springs Blvd & SE 82nd Ave
10	SE Flavel St & SE 82nd Ave
11	SE Bybee & SE 82nd Ave
12	SE Duke St & SE 82nd Ave
13	SE Woodstock St & SE 82nd Ave
14	SE Foster Rd & SE 82nd Ave
15	SE Raymond St & SE 82nd Ave
16	SE Holgate Blvd & SE 82nd Ave
17	SE Boise St & SE 82nd Ave
18	SE Powell Blvd & SE 82nd Ave
19	SE Woodward St & SE 82nd Ave
20	SE Division St & SE 82nd Ave
21	SE Mill St & SE 82nd Ave
22	SE Taylor Ct & SE 82nd Ave
23	SE Stark St / SE Washington St & NE 82nd Ave
24	E Burnside St & NE 82nd Ave
25	NE Glisan St & NE 82nd Ave
26	NE Holladay St & NE 82nd Ave
27	I-84 & NE 82nd Ave
28	NE Tillamook St & NE 82nd Ave
29	McDaniel High School & NE 82nd Ave
30	NE Fremont St & NE 82nd Ave
31	NE Sandy Blvd & NE 82nd Ave
32	NE Prescott St & NE 82nd Ave
33	NE Alberta St & NE 82nd Ave
34	NE Lombard St & NE 72nd Ave
35	NE Cully Blvd & NE Killingsworth St

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, January 3, 2025
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Principal Transportation Planner
Ted Leybold, Transportation Policy Director
Subject: 2028-2030 Regional Flexible Fund Step 1A.1 – Bond Scenarios and Reference Scenarios

Purpose: To provide an overview of five bond scenarios and reference scenario options and gather TPAC input prior to finalizing the scenarios to undergoing the financial assessment for the new project bond proposal development process.

Background & Current Place in Development:

As part of the adoption of the 2028-2030 Regional Flexible Fund Program Direction, regional leadership agreed to move forward in the development of a new project bond proposal (also referred to as Step 1A.1) for consideration by the region. After the candidate project evaluation of the nine transit projects in contention and gathering input towards concepts/themes as direction in shaping bond scenarios, the following materials are to share five identified potential bond scenarios (not financially assessed to date) and financial information for the reference book end scenarios.

28-30 RFFA Step 1A.1: Getting to a Preferred Bond Scenario

The bond scenarios and the subsequent financial assessment of the scenarios are among several pieces of information to inform and shape bond scenarios and an eventual preferred bond scenario/proposal for consideration by TPAC, JPACT, and Metro Council. These are:

- Technical Information
 - Performance evaluation
 - Bond purpose and principles
 - Regional Transportation Plan (RTP) goals and outcomes
 - Project delivery assessment
 - Financial assessment of bond scenarios
- Financial, Administrative, and Regulatory
 - Bond mechanism selection and requirements (e.g. restrictions, reporting, costs)
 - Regulatory and economic outlook
- Policy Direction
 - Objectives of the 28-30 RFFA Program Direction are met
- Partner and Public Input
 - TPAC, JPACT, and Metro Council input bond scenario themes/concepts
 - Public comment
 - TPAC, JPACT, and Metro Council input on local priorities

Input on Bond Scenario Concepts & Themes

The input on the concepts and themes is to help guide and shape bond scenarios (also known as investment packages) to undergo financial assessment. The financial assessment of scenarios will help to answer critical questions on debt servicing, schedule, proceeds availability and understand the trade-offs. The information will support a discussion among regional partners as to whether a potential package can meet all the program direction objectives and ultimately if the region sees it as a strategic decision to move forward with a bond package at this time.

At the December meetings of TPAC and JPACT, Metro staff requested input on concepts and themes for bond scenarios development. Members responded and a summary of what was heard included the following:

- Maximize advancing the RTP goals and outcomes, with particular emphasis on equity, safety, and climate.
- Ensure the costs of bonding creates positive value and therefore:
 - Emphasize discretionary funding leverage
 - Take into account project readiness for implementation
- Represent a mix of transit investment types by having the three transit project categories represented.
 - Honor the deliberation by JPACT to expand bonding for other types of transit projects beyond high capacity transit.
- Emphasize regional and corridor-scale projects meeting regional needs.
- Ensure all Program Direction objectives are met, including having regional flexible funds invested throughout the region.
 - To create public support and unified lobbying power for federal discretionary dollars.

Metro staff aims to have a limited and manageable number of bond scenarios taken through the financial assessment to understand the overall commitment, tradeoffs, and costs for advancing revenues. In addition, Metro has a set of reference book ends scenarios to set context (described in a following section). As previously stated, regardless of the bond scenario concept, all bond scenarios will need to meet the policy direction adopted in the 2028-30 RFFA Program Direction.

Bond Scenarios

Based on the inputs available to date, Metro staff developed an initial draft set of scenarios which focuses on maximizing an individual theme. Table 1. outlines the draft scenario according to the theme. The theme of funding projects throughout the region – geographic representation – is not an individual project performance theme, but rather assessed on the package of projects identified. It may be utilized, along with other bond packaging considerations, such as the financial analysis, as a factor in selecting projects to include in a proposed bond package.

Table 1. Bond Scenarios to Maximize Individual Themes

Scenario	<i>Maximized RTP Outcomes</i>	<i>Leverage</i>	<i>Categorical Representation</i>	<i>Regional/Corridor Scale</i>	<i>Readiness</i>
Projects	82 nd Avenue Transit Project	82 nd Avenue Transit Project	82 nd Avenue Transit Project	82 nd Avenue Transit Project	82 nd Avenue Transit Project
	TV Highway Transit Project	TV Highway Transit Project	TV Highway Transit Project	TV Highway Transit Project	TV Highway Transit Project
	Montgomery Park Streetcar Extension	Montgomery Park Streetcar Extension	Better Bus Program	Sunrise Gateway Corridor Project	Montgomery Park Streetcar Extension
	Transit Access and	Transit Access and	Sunrise Gateway	Transit Access and Vehicle	Transit Access and

	Vehicle Priority – Burnside Bridge	Vehicle Priority – Burnside Bridge	Corridor Project	Priority – Burnside Bridge	Vehicle Priority – Burnside Bridge
	OR99E (McLoughlin Boulevard)	185 th MAX Overcrossing			
Requested Bond Proceeds Total	\$114 million	\$117,618,499 million	\$86 million	\$100 million	\$105 million
Other Themes/Factor Achieved					
Readiness	high	medium-high	medium-low	medium	high
Leverage	high- medium	high	medium-low	medium	high
RTP Outcomes	high- medium	medium-high	medium	medium-high	high
Category Representation	high	high	high	high	medium
Corridor/Regional Scale	medium	medium	medium-high	high	high- medium
Geographic Representation	high	low	high	high	low

The draft bond scenario concepts try to maximize performance according to an individual theme. As identified in the “other themes achieved” section of the table, maximizing performance under one theme can lower performance in other themes. Under these draft bond scenario concepts, no one scenarios can meet all the Program Direction objectives without considering a tradeoff in performance.

With the resulting bond scenario concepts unable to meet all the Program Direction objectives, Metro staff propose developing bond scenarios that achieve a balance of maximizing acceptable performance across all the bond themes. The development of these scenarios will be informed by the input and performance analysis to date. These scenarios will be utilized, along with financial analysis of bond funding capacity and costs, to frame the development of a preferred bond proposal. Metro staff seeks input on this approach.

Financial assessment has not begun on the bond scenarios, so at this time it is still undetermined as to whether the scenario as an investment package can meet certain key bond principles as outlined in the Program Direction.

Bond Mechanism Reference Options

In efforts to provide context setting for the building the bond scenario packages, Metro staff developed a set of bond mechanism reference scenarios. While a bond mechanism has yet to be selected, among the several different factors affecting the selection of a bond mechanism, two basic options are in consideration.

- Bond mechanism option 1 – single bond: use of a single bond mechanism to advance funds for projects identified in the preferred bond scenario, as long as the projects meet bond requirements and administrative criteria. Requires additional partnerships to facilitate the

ability to utilize a single bond mechanism to meet the bond mechanism requirements or administrative criteria.

- Bond mechanism option 2 – multiple bonds: use of more than one bond mechanism to advance funds for projects identified in the preferred bond scenario. Allows for different types of projects without additional partnerships to meet bond mechanism requirements or administrative criteria.

Based on revenue forecasts, each bond mechanism option has a high and low estimate of possible proceeds to be generated to address the Program Direction principles specified for consideration of bonding Regional Flexible Fund revenues.

Bond Mechanism Option 1 – Single Bond

Optimistic RFFA Revenue Forecast	
Proceeds generated	\$84M
Overall cost (in year of expenditure)	\$127M
28-30 Step 2 available	
Less Optimistic RFFA Revenue Forecast	
Proceeds generated	\$70M
Overall cost (in year of expenditure)	\$109M
28-30 Step 2 available	

Bond Mechanism Option 2 – Multiple Bond*

Optimistic RFFA Revenue Forecast	
Proceeds generated	\$TBD
Overall cost (in year of expenditure)	\$TBD
28-30 Step 2 available	
Less Optimistic RFFA Revenue Forecast	
Proceeds generated	\$TBD
Overall cost (in year of expenditure)	\$TBD
28-30 Step 2 available	

*Multiple bond mechanism costs are still under development

While the proceeds and costs under a multiple bond mechanism are still under development, the higher costs to account for double the number of fees and requirements will likely result in less bond proceeds available to allocate to projects. Lastly, if the region elects not to move forward with a new project bond at this time, then the estimated 28-30 Regional Flexible Funds under each category is as follows:

- Step 1A - \$51.78 million
- Step 1B - \$40.58 million
- Step 2 – approximately \$57-\$60 million

Discussion Questions

1. What input do TPAC members have on utilizing an approach that balances maximizing acceptable performance across all the bond themes of: RTP outcomes performance, leveraging of other funds, inclusion of all transit category types, corridor scale projects, project readiness, and geographical representation, to develop bond package scenarios and a preferred bond package? (e.g. are there specific trade-offs in performance of bond themes that TPAC members would like to have presented by draft bond package scenarios)? Are there local factors or priorities for consideration?

2. What questions do TPAC members have in relation to the bond mechanism reference scenarios?

Next Steps – 2028-2030 RFFA – New Project Bond Development Process

Through March 2025, Metro staff will continue analysis and provide information to support the discussion of shaping bond scenarios and ultimately taking action on a preferred bond scenario to carry through public comment. Tables 2. and 3. both summarize upcoming bond development activities and key dates. Short descriptions of the activities follow.

Table 2. Upcoming Activities, Timeframe, and Audiences

Timeframe	Activities	Audiences
January 2025	Technical Information <ul style="list-style-type: none"> Financial assessment of bond scenarios (draft) Financial, Administrative, and Regulatory <ul style="list-style-type: none"> Bond mechanism identification and requirements (e.g. restrictions, reporting, costs) Partner and Public Input <ul style="list-style-type: none"> Metro Council input bond scenario themes/concepts 	TPAC JPACT Metro Council
February 2025	Technical Information <ul style="list-style-type: none"> Financial assessment of bond scenarios (revised) Financial, Administrative, and Regulatory <ul style="list-style-type: none"> Bond mechanism selection and requirements (e.g. restrictions, reporting, costs) (tentative) Policy Direction <ul style="list-style-type: none"> 28-30 RFFA Program Direction objectives met Partner and Public Input <ul style="list-style-type: none"> TPAC, JPACT, and Metro Council input on local priorities 	TPAC JPACT
March 2025	Technical Information <ul style="list-style-type: none"> Financial assessment of bond scenarios (for preferred scenario) Policy Direction <ul style="list-style-type: none"> 28-30 RFFA Program Direction objectives met Partner and Public Input <ul style="list-style-type: none"> TPAC, JPACT, and Metro Council input on local priorities Open public comment 	TPAC JPACT Metro Council*
April 2025	Public comment	Public

*Indicates tentative date. Unconfirmed on committee or Metro Council calendars.

Project Evaluation and Bond Scenarios Assessment (December 2024 – February 2025)

Following the candidate project evaluations, Metro staff seeks to gather regional partner input concepts/themes build different scenarios for financial evaluation. With the candidate evaluation results as a starting point for the discussion, this input was sought in December 2024 in efforts to maintain the schedule for completing the financial analysis of the scenarios.

With the combination of the concepts/themes input and the candidate evaluation results, Metro staff continue to develop scenarios, while gathering partner input, to go through a financial analysis to understand additional information regarding costs, revenues advances, future revenues committed to debt service, and implications for Step 2. Scenarios will be assessed under the

identified and selected bond mechanism or bond mechanisms, which may add new considerations or complexity towards the incurred costs for bonding. The financial analysis will convey the different funding tradeoffs relative of each composed scenario while adhering to the bond principles in the Program Direction.

Metro staff will engage with community members on potential bond scenarios during this time frame through outlets such as Metro news. A first look at the draft financial analysis of the bond scenario analysis is anticipated for January 2025 with revised updates in February and March as input and further information on the regulatory and economic outlook comes into focus. The bond scenario analysis results will be shared with TPAC, JPACT, and Metro Council. The committees will have the opportunity to provide input and/or recommendations as they deliberate composing the preferred bond scenario/proposal.

Preferred Bond Scenario/Proposal Selection and Public Comment (February – May 2025)

The results of the bond scenarios assessment will be presented at TPAC and JPACT. At the committee meetings regional partners will have the opportunity to express their preferred bond scenario or local priorities, or components of different scenarios to create a preferred bond scenario/proposal. The preferred bond scenario will be assessed one last time to assure the size, schedule of repayment, and funding availability meet the bond purpose and principles. At the following meeting, Metro staff will request TPAC recommendation for JPACT to consider releasing the preferred bond scenario/proposal for public comment.

Step 1A.1 and Step 2 will converge at the public comment period, where the public comment will solicit whether there is general support for the preferred bond scenario, gather input on the Step 2 candidates. Following the public comment period, a summary and public comment report with responses and, as appropriate, recommendations in response to comments will be available for TPAC and JPACT deliberations.

Deliberations and Adoption (June – July 2025)

Following the public comment period and public comment report, the regional committees will have until July to deliberate on the preferred bond scenario/proposal. Any additions or significant changes via an amendment to the preferred bond scenario at this stage will be subject to re-evaluation for meeting policy objectives and financial analysis. Future conditions on the allocation approval will also be adopted at this time to ensure projects continue to meet the Program Direction principals and objectives, the intent of the final allocation decision, identified risk management issues, and bond mechanism and bonding agency requirements. Metro staff will request TPAC and JPACT for recommendation to approve the full 2028-2030 Regional Flexible Fund Allocation at their July 2025 meetings.

Table 3. 2028-2030 RFFA – New Project Bond Development – Key Dates

Activity	Date
Bond scenarios development and assessment <ul style="list-style-type: none"> Utilizing concept and themes input Gather Metro Council input Continue to gather regional partner input 	December 2024 – January 2025
First draft bond scenarios and reference scenarios released	January 10 & 16*, 2025
Second draft bond scenarios with financial assessment	February 7 & 20, 2025

Activity	Date
<ul style="list-style-type: none"> Gather regional partner input to identify a preferred bond scenario 	
Request action to release recommended preferred bond scenario/proposal (TPAC and JPACT)	March 7 & 20, 2025
2028-2030 RFFA public comment opens	March 24, 2025
2028-2030 RFFA public hearing/testimony	April 17, 2025*
2028-2030 RFFA public comment closes	April 28, 2025
Summary of 2028-2030 RFFA public comments with responses and draft/tentative staff recommendations for refinements to TPAC & JPACT	May 2 & 15, 2025*
TPAC and JPACT opportunity to deliberate input received on preferred bond scenario and finalize the preferred bond proposal	June 2025
TPAC and JPACT action on 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2	July 2025

*Indicates tentative date. Unconfirmed on committee or Metro Council calendars or delivery date project work is on the aggressive side and may change.

Cooling Corridors Study

This project offers the opportunity to develop a data informed approach on ways to increase regional resilience to extreme heat in future work, including an updated 2040 Vision.

Introduction

The Portland-Vancouver region, like many places in the world, is experiencing the impact of global climate change in the form of more frequent and longer periods of extreme heat at higher temperatures, with higher impacts to people of color, older adults, and low-income and unhoused people. These effects on people are compounded by damage to the natural environment and critical infrastructure, such as buckling roads and transit rail lines, and heat-related power outages.

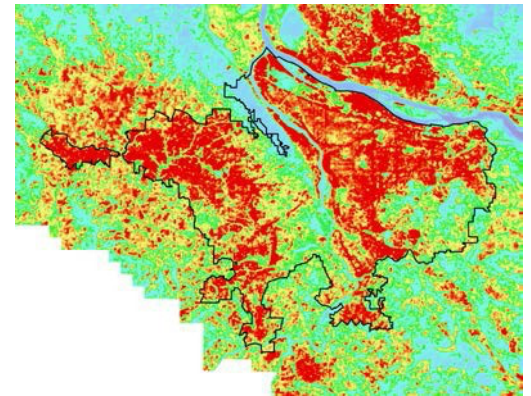
Project description

The project team will engage and partner with subject matter experts, community-based organizations, and other jurisdictions to learn how other places across the country and the world are addressing more frequent, intense and prolonged extreme heat events. The project team will identify areas of heat risk, paired with potential intervention strategies. The strategies will be identified through best practices research, a review of federal guidance and governmental tools and programs, and engagement with expert panels and community-based organizations. This work will identify the benefits of a regional approach and how it could guide future policies and investment decisions.

Project outcomes

Research findings and recommendations will be summarized in a final report that includes:

- **Research on existing efforts and best practices** in the region and among peer regions, including cost-effectiveness and benefits of different approaches.



Metro heat mapping analysis

- **Regional geographic information system (GIS) analysis** (e.g., heat island mapping, topography, hydrology, meteorology, land cover, tree canopy) to visualize heat risk areas, existing cooling corridors and potential opportunities to connect existing cooling corridors.
- **Equity analysis** to understand which geographic areas and communities in the region are disproportionately affected by urban heat.
- **Implementation recommendations** on opportunities to help make the region cooler and provide relief during extreme heat events.
- **A network of subject matter experts, community-based organizations, and jurisdictions** to engage in heat resiliency projects and strategies for funding.

Timeline for Cooling Corridors study



Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: January 2, 2025

To: TPAC and Interested Parties

From: Ken Lobeck, Funding Programs Lead

Subject: FFY 2025 Redistribution Supplemental Funding Call Funding Options

PURPOSE STATEMENT

FOR THE PURPOSE OF PROVIDING TPAC TWO FFY 2025 REDISTRIBUTION FUNDING OPTIONS TO REVIEW AND EVALUATE.

Requested TPAC action: Review and evaluate the two funding options provided to determine a final award recommendation at the February TPAC meeting.

BACKGROUND

The FFY 20205 Redistribution Funding Call commits \$10 million dollars (of the \$13.6 million Redistribution allocation to Metro) of federal Surface Transportation Block Grant (STBG) funds to support prior funded Regional Flexible Funding Allocation (RFFA) awarded projects that have experienced external inflationary or added delivery requirements outside of the agency's control resulting in delayed delivery and/or significant cost increases. Metro received nine applications requesting \$12,413,835 of Redistribution funds.

FFY 2025 Redistribution Finding Call Funding Submissions			
Lead Agency	Key	Project Name	Requested Funding
Clackamas County	22131	Courtney Ave Complete Street: River Road - OR99E	\$2,421,841
Gresham	20808	NE Cleveland Ave.: SE Stark St - NE Burnside	\$2,166,504
Milwaukie	22141	Washington/Monroe Street: SE 37th - SE Linwood Ave	\$1,805,526
Portland	18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	\$ 471,027
Portland	20814	Jade and Montavilla Multi-modal Improvements	\$2,494,095
Portland	22134	NE 122nd Ave Safety: Access:	\$ 821,084
Portland	22135	NE MLK Blvd Safety & Access to Transit: Cook-Highland	\$412,758
Tigard	23253	Fanno Creek: SW Durham Rd to SW Bonita Rd Project Development	\$500,000
THPRD	19357	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	\$1,321,000
Total:			\$12,413,835
Available Redistribution Funding:			\$10,000,000
Over Subscription Amount:			(\$2,413,835)

The funding request over-subscription requires obvious funding adjustments to the projects. Starting on the following pages, two funding approaches are provided to TPAC members for their review and consideration. No decision from TPAC is required at this time. The final funding approach and specific award recommendations to JPACT will occur during the February TPAC meeting.

All nine projects met the submission requirements and all eligible to receive Redistribution funds. However, with only \$10 million available, either project funding reductions must occur, or one or more projects are eliminated from funding consideration. During November and December, staff identified several funding adjustment options to consider as the funding mechanism. Each of the possible funding options provides various pros and cons along with opportunity cost if selected. Upon review of the options, two final options emerged and are being proposed for TPAC consider. They include: (1) The “806” or 80.6% Funding Level Approach and (2) Targeted Reduction Funding Approach. A review of each follows over the next pages.

Option #1: The “806” (80.6%) Funding Approach

This approach will:

- Awards all nine projects with Redistribution funds
- Award funding at 80.6% of their requested level.
- Require the lead agency to agree to cover the difference with added local funds as overmatch.

80.6% Redistribution Funding Award Option						
Lead Agency	Key	Project Name	Original Request	Redistribution Award at 81%	Required Extra Overmatching Funds	Total Project Cost
Clackamas County	22131	Courtney Ave	\$2,421,841	\$1,952,003	\$523,622	\$8,355,460
Gresham	20808	Cleveland Ave	\$2,166,504	\$1,746,202	\$468,407	\$7,849,954
Milwaukie	22141	Washington/Monroe	\$1,805,526	\$1,455,253	\$949,364	\$8,506,083
Portland	18837	Columbia Blvd	\$ 471,027	\$379,647	\$101,540	\$9,430,549
Portland	20814	Jade and Montavilla	\$2,494,095	\$2,010,240	\$539,345	\$11,793,666
Portland	22134	NE 122 nd Ave	\$ 821,084	\$661,793	\$177,523	\$7,345,777
Portland	22135	NE MLK Blvd	\$412,758	\$332,682	\$89,241	\$5,683,000
Tigard	23253	Fanno Creek Trail	\$500,000	\$403,000	\$97,000	\$2,078,600
THPRD	19357	Beaverton Creek Trail	\$1,321,000	\$1,064,726	\$285,605	\$11,533,871
Total:				\$10,005,546		

See Attachment 1 for a summary of the programming changes using this approach.

Option #2 The Targeted Reduction Approach:

This option awards Redistribution funding based on multiple subjective factors. These could include:

- Geographic funding distribution consideration based on population.
- Age of project and current delivery status.
- Anticipated construction phase on-time delivery assessment.
- Prior MTIP/STIP amendments required.
- Prior identified project delivery barriers due to insufficient scoping.
- Prior identified project delivery delays due to poor cost estimating actions.
- Prior down-scoping adjustments required from the original Metro award.
- Noted project delivery delays and prior required phase slips to later years.

- Confidence that the Redistribution funding award will resolve the project's funding shortfall and ensure an on-time, on budget, and fully scoped project consistent with the goals and strategies in the approved RTP.

Using this approach the following funding recommendations are shown in the below table:

Targeted Reduction Redistribution Funding Award Option						
Lead Agency	Key	Project Name	Original Request	Targeted Funding Reduction Award	Required Extra Overmatching Funds	Total Project Cost
Clackamas County	22131	Courtney Ave	\$2,421,841	\$2,021,841	\$445,790	\$8,355,460
Gresham	20808	Cleveland Ave	\$2,166,504	\$1,772,372	\$439,242	\$7,849,954
Milwaukie	22141	Washington/Monroe	\$1,805,526	\$1,505,526	\$893,337	\$8,506,083
Portland	18837	Columbia Blvd	\$ 471,027	\$379,647	\$101,640	\$9,430,549
Portland	20814	Jade and Montavilla	\$2,494,095	\$2,294,095	\$223,002	\$11,793,666
Portland	22134	NE 122 nd Ave	\$ 821,084	\$661,793	\$177,523	\$7,345,777
Portland	22135	NE-MLK Blvd	-\$412,758	\$0	\$460,000	\$5,683,000
Tigard	23253	Fanno Creek Trail	\$500,000	\$300,000	\$222,892	\$1,790,600
THPRD	19357	Beaverton Creek Trail	\$1,321,000	\$1,064,726	\$285,605	\$11,533,871
Total:				\$10,000,000		

Summary of changes from the original agency funding request:

1. Clackamas County's Courtney Ave project funding award will be reduced to \$2,021,841 resulting in a need for the agency to contribute \$445,790 of local overmatching funds based on a total project cost of \$8,355,460.
2. Gresham's Cleveland Ave project funding award is reduced to \$1,772,372 which then requires over match of \$439,242 based on a total project cost of \$7,849,954.
3. Milwaukie's Washington/Monroe project is reduced to \$1,505,526 and requires an overmatch commitment of \$893,337 based on a total project cost of \$85,06,083.
4. Portland's NE Columbia Blvd: Cully Blvd and Alderwood Rd is reduced to \$379,647 which then requires an overmatch of \$101,640 based on a total project cost of \$9,430,549.
5. Portland's Jade and Montavilla Multi-modal Improvements project is reduced to \$2,294,095 which then requires and overmatch commitment of \$223,002 based on a total project cost estimate of \$11,793,666.
6. Portland's NE 122nd Ave Safety & Access: Beech - Wasco project is reduced to \$661,793 and requires an overmatch of \$177,523 based on a total project cost of \$7,345,777.
7. Portland NE MLK project is removed from funding consideration under this scenario.
8. Tigard's Fanno Creek Project funding is reduced from \$500,000 to \$300,000 based on a total project decrease to \$1,790,600 based on a scoping adjustment to the project.
9. THPRD's Beaverton Creek Trail: Westside Trail - SW Hocken Ave project award is reduced to \$1,064,726 and requires an overmatch of \$285,605 based on a total project cost estimate of \$11,533,871.

80.6% versus Targeted Funding Reduction Options Award Comparison

80.6 vs Targeted Reduction Award Comparison						
Lead Agency	Key	Project Name	Original Request	Funding 80.6% Award Option	Targeted Funding Reduction	Total Project Cost
Clackamas County	22131	Courtney Ave	\$2,421,841	\$1,952,003	\$2,021,841	\$8,355,460
Gresham	20808	Cleveland Ave	\$2,166,504	\$1,746,202	\$1,772,372	\$7,849,954
Milwaukie	22141	Washington/Monroe	\$1,805,526	\$1,455,253	\$1,505,526	\$8,506,083
Portland	18837	Columbia Blvd	\$ 471,027	\$379,647	\$379,647	\$9,430,549
Portland	20814	Jade and Montavilla	\$2,494,095	\$2,010,240	\$2,294,095	\$11,793,666
Portland	22134	NE 122 nd Ave	\$ 821,084	\$661,793	\$661,793	\$7,345,777
Portland	22135	NE MLK Blvd	\$412,758	\$332,682	\$0	\$5,683,000
Tigard	23253	Fanno Creek Trail (project development)	\$500,000	\$403,000	\$300,000	\$2,078,600 or \$1,790,600
THPRD	19357	Beaverton Creek Trail	\$1,321,000	\$1,064,726	\$1,064,726	\$11,533,871
Total:				\$10,005,046	\$10,000,000	

Notes:

1. The total funding to Portland under the 80.6% scenario is \$3,384,362. Under the Targeted Reduction Funding option is \$3,335,535. This represents an added reduction of \$48,827 and Portland would lose the MLK project from funding consideration under the Targeted Reduction Funding option.
2. THPR's Fanno Creek's project funding reduction under the Targeted Reduction Funding option occurs based on a possible acceptable scope adjustment. The down-scoping would still provide sufficient funding to deliver the project deliverables consistent with the intention of the original proposed RFFA award.

80.6% and Targeted Reduction Funding Percent Comparison								
Agency	Key	Project	Request	80.6% Award	Percent Reduced	Targeted Reduction Award	Percent Reduced	Total Project Cost
Clackamas County	22131	Courtney Ave	\$2,421,841	\$1,952,003	19.4%	\$2,021,841	16.5%	\$8,355,460
Gresham	20808	Cleveland Ave	\$2,166,504	\$1,746,202	19.4%	\$1,772,372	18.2%	\$7,849,954
Milwaukie	22141	Washington/Monroe	\$1,805,526	\$1,455,253	19.4%	\$1,505,526	16.6%	\$8,506,083
Portland	18837	Columbia Blvd	\$ 471,027	\$379,647	19.4%	\$379,647	19.4%	\$9,430,549
Portland	20814	Jade and Montavilla	\$2,494,095	\$2,010,240	19.4%	\$2,294,095	8.0%	\$11,793,666
Portland	22134	NE 122 nd Ave	\$ 821,084	\$661,793	19.4%	\$661,793	19.4%	\$7,345,777
Portland	22135	NE MLK Blvd	\$412,758	\$332,682	19.4%	\$0	100%	\$5,683,000
Tigard	23253	Fanno Creek Trail (project development)	\$500,000	\$403,000	19.4%	\$300,000	40%	\$2,078,600 or \$1,790,600
THPRD	19357	Beaverton Creek Trail	\$1,321,000	\$1,064,726	19.4%	\$1,064,726	19.4%	\$11,533,871
Totals:			\$12,413,835	\$10,005,546		\$10,000,000		\$72,288,960

Note:

The Portland four project original requests total \$4,198,964. The 80.6% awards a total of \$3,384,362 in funding awards. The Targeted Reduction Funding Option awards a total of \$3,335,535 in funding awards. The funding awards for the three Targeted Reduction equals a net reduction percent from the original requested funding of 79.4% versus the 80.6% option.

Attachments:

1. Attachment 1: 80.6% Funding Scenario Programming Tables
2. Attachment 2: Targeted Reduction Funding Scenario Programming Tables
3. Attachment 3: Targeted Reduction Summary Review Factors

FFY 2025 Redistribution Funding via 80.6% Option											
Key:	22131	MTIP ID:	71097	Project Name:		Courtney Ave Complete Street: River Rd - OR99E					
Lead Agency:		Clackamas County		Description:		On Courtney Ave from River Rd to OR99E construct separated sidewalks, bike lanes, storm water management rain gardens, ADA improvements and crosswalk enhancements.					
80.6% Redistribution Funding Award:				\$ 1,952,003							
Programming and Funding Changes											
		Current Programming					Requested Changes				
Phase	Year	Fund Type Code	Federal	State or Local Match	Overmatch	Total	Fund Type Code	Federal	State/Local Match	Overmatch	Total
Planning						\$ -					
PE	2022	CMAQ	\$ 1,007,058	\$ 115,262	\$ -	\$ 1,122,320	CMAQ	\$ 1,007,058	\$ 115,262	\$ -	\$ 1,122,320
ROW	2025	CMAQ	\$ 608,818	\$ 69,682	\$ 418,195	\$ 1,096,695	CMAQ	\$ 608,818	\$ 69,682	\$ -	\$ 678,500
							REDIST	\$ 307,227	\$ 35,164	\$ -	\$ 342,391
UR	2025	CMAQ	\$ 4,486	\$ 514	\$ -	\$ 5,000		\$ 4,486	\$ 514	\$ -	\$ -
Cons	2026	CMAQ	\$ 3,459,630	\$ 395,970	\$ 517,300	\$ 4,372,900	CMAQ	\$ 3,459,630	\$ 395,970	\$ 517,300	\$ 3,855,600
							REDIST	\$ 1,644,776	\$ 188,252	\$ 523,622	\$ 2,356,650
Other											\$ -
Totals:			\$ 5,079,992	\$ 581,428	\$ 935,495	\$ 6,596,915	Totals:	\$ 7,027,509	\$ 804,843	\$ 523,622	\$ 8,355,460
Prior Metro or Federal Awards to the Project											
Type		Cycle		Amount		Cost Increase Notes:					
RFFA		2022-24 Cycle		\$ 5,079,992							

FFY 2025 Redistribution Funding via 80.6% Option											
Key:	20808	MTIP ID:	70878	Project Name:		NE Cleveland Ave.: SE Stark St - NE Burnside					
Lead Agency:		Gresham		Description:		Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters.					
80.6% Redistribution Funding Award:				\$ 1,746,202							
Programming and Funding Changes											
		Current Programming					Requested Changes				
Phase	Year	Fund Type code	Federal	State or Local Match	Overmatch	Total	Fund Type code	Federal	State/Local Match	Overmatch	Total
Planning			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
PE	2019	STBG-U	\$ 451,491	\$ 51,675	\$ -	\$ 503,166	STBG-U	\$ 451,491	\$ 51,675	\$ -	\$ 503,166
ROW	2021	CMAQ	\$ 376,569	\$ 43,100	\$ 987,649	\$ 1,407,318	CMAQ	\$ 376,569	\$ 43,100	\$ 987,649	\$ 1,407,318
			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
UR			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
Cons	2025	CMAQ	\$ 2,313,096	\$ 264,744	\$ 947,160	\$ 3,525,000	CMAQ	\$ 2,313,096	\$ 264,744	\$ 947,160	\$ 3,525,000
					\$ -	\$ -	REDIST	\$ 1,746,202	\$ 199,861	\$ 468,407	\$ 2,414,470
Other											\$ -
Totals:			\$ 3,141,156	\$ 359,519	\$ 1,934,809	\$ 5,435,484	Totals:	\$ 4,887,358	\$ 559,380	\$ 2,403,216	\$ 7,849,954

Prior Metro or Federal Awards to the Project			
Type	Cycle	Amount	Cost Increase Notes
RFFA	2019-21 Cycle	\$ 3,141,156	

FFY 2025 Redistribution Funding via 80.6% Option											
Key:	22141	MTIP ID:	71087	Project Name:			Washington/Monroe Street: SE 37th - SE Linwood Ave				
Lead Agency:		Milwaukie		Description:			Construct bicycle and pedestrian improvements (segments D & E) on Washington & Monroe starting on Washington Street/37th Ave east to Ada Lane to Home Ave, Home Ave to Monroe, and Monroe east to Linwood providing pedestrian/cyclists safety improvements.				
80.6% Redistribution Funding Award:				\$ 1,455,253							
Programming and Funding Changes											
		Current Programming					Requested Changes				
Phase	Year	Fund Type code	Federal	State or Local Match	Overmatch	Total	Fund Type code	Federal	State/Local Match	Overmatch	Total
Planning						\$ -					
PE	2022	TA-U	\$ 712,387	\$ 81,536	\$ 861,233	\$ 1,655,156	TA-U	\$ 712,387	\$ 81,536	\$ 861,233	\$ 1,655,156
ROW	2025	Other	\$ -	\$ -	\$ 671,000	\$ 671,000	Other	\$ -	\$ -	\$ 671,000	\$ 671,000
UR						\$ -					\$ -
Cons	2026	STBG-U	\$ 3,148,401	\$ 360,349	\$ -	\$ 3,508,750	STBG-U	\$ 3,148,401	\$ 360,349	\$ -	\$ 3,508,750
							REDIST	\$ 1,455,253	\$ 166,560	\$ 949,364	\$ 2,571,177
Other	2026	Other	\$ -	\$ -	\$ 100,000	\$ 100,000	Other	\$ -	\$ -	\$ 100,000	\$ 100,000
Totals:			\$ 3,860,788	\$ 441,885	\$ 1,632,233	\$ 5,934,906	Totals:	\$ 5,316,041	\$ 608,445	\$ 2,581,597	\$ 8,506,083
									-		
Prior Metro or Federal Awards to the Project											
Type		Cycle		Amount		Cost Increase Notes					
RFFA		2022-24		\$ 3,860,788							

FFY 2025 Redistribution Funding via 80.6% Option											
Key:	18837	MTIP ID:	70778	Project Name:			NE Columbia Blvd: Cully Blvd and Alderwood Rd				
Lead Agency:		Portland		Description:			Combine Keys 18837 and 22132 that will install new signal at Columbia/Alderwood, add a new right turn lane, add sidewalks/bike lanes, add a new signal at the Columbia/Cully intersection, plus intersection safety improvements.				
80.6% Redistribution Funding Award:				\$ 379,647							
Programming and Funding Changes											
		Current Programming					Requested Changes				
Phase	Year	Fund Type code	Federal	State or Local Match	Overmatch	Total	Fund Type code	Federal	State/Local Match	Overmatch	Total
Planning						\$ -					
PE	2017	St STBG	\$ 1,018,868	\$ 116,614	\$ -	\$ 1,135,482	St STBG	\$ 1,018,868	\$ 116,614	\$ -	\$ 1,135,482
		St STBG	\$ 667,620	\$ 76,412	\$ -	\$ 744,032	St STBG	\$ 667,620	\$ 76,412	\$ -	\$ 744,032
							REDIST	\$ 179,896	\$ 20,590	\$ -	\$ 200,486
ROW	2024	St STBG	\$ 2,548,906	\$ 291,734	\$ -	\$ 2,840,640	St STBG	\$ 2,548,906	\$ 291,734	\$ -	\$ 2,840,640
UR	2018	St STBG	\$ 89,730	\$ 10,270		\$ 100,000	St STBG	\$ 89,730	\$ 10,270	\$ -	\$ 100,000
Cons	2026	St STBG	\$ 1,468,078	\$ 168,028	\$ -	\$ 1,636,106	St STBG	\$ 1,468,078	\$ 168,028	\$ -	\$ 1,636,106
		STBG-U	\$ 2,179,847	\$ 249,493	\$ -	\$ 2,429,340	STBG-U	\$ 2,179,847	\$ 249,493		\$ 2,429,340
		Other	\$ -	\$ -	\$ 20,000	\$ 20,000	Other	\$ -	\$ -	\$ 20,000	\$ 20,000
							REDIST	\$ 199,751	\$ 22,862	\$ 101,640	\$ 324,253
Other			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
Totals:			\$ 7,973,049	\$ 912,551	\$ 20,000	\$ 8,905,600	Totals:	\$ 8,352,696	\$ 956,003	\$ 121,640	\$ 9,430,339
Prior Metro or Federal Awards to the Project											
Type		Cycle		Amount		Cost Increase Notes					
Metro RFFA		2022-24		\$ 3,434,193		Key 18837 was originally ODOT STBG funded. Key 22132 was the Metro project. The two were combined as shown above.					
ODOT		Key 18837 original		\$ 3,823,679							

FFY 2025 Redistribution Funding via 80.6% Option											
Key:	20814	MTIP ID:	70884	Project Name:		Jade and Montavilla Multi-modal Improvements					
Lead Agency:		Portland		Description:		Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers.					
80.6% Redistribution Funding Award:				\$ 2,010,240							
Programming and Funding Changes											
		Current Programming					Requested Changes				
Phase	Year	Fund Type code	Federal	State or Local Match	Overmatch	Total	Fund Type code	Federal	State/Local Match	Overmatch	Total
Planning						\$ -					
PE	2020	STBG-U	\$ 1,158,450	\$ 132,590	\$ 1,025,860	\$ 2,316,900	STBG-U	\$ 1,158,450	\$ 132,590	\$ 2,208,960	\$ 3,500,000
ROW	2022	TA-U	\$ 720,014	\$ 82,409	\$ -	\$ 802,423	TA-U	\$ 305,082	\$ 34,918	\$ -	\$ 340,000
UR	2022	Other	\$ -	\$ -	\$ 50,000	\$ 50,000	Other	\$ -	\$ -	\$ 50,000	\$ 50,000
Cons	2024	STBG-U	\$ 1,241,536	\$ 142,099	\$ -	\$ 1,383,635	STBG-U	\$ 1,241,536	\$ 142,099	\$ -	\$ 1,383,635
		St STBG	\$ 2,600,000	\$ 297,582	\$ -	\$ 2,897,582	St STBG	\$ 2,600,000	\$ 297,582		\$ 2,897,582
		HSIP	\$ 400,000	\$ 45,782	\$ -	\$ 445,782	HSIP	\$ 400,000	\$ 45,782	\$ -	\$ 445,782
		Other	\$ -	\$ -	\$ 1,117,678	\$ 1,117,678	Other	\$ -	\$ -	\$ 397,001	\$ 397,001
							REDIST	\$ 2,010,240	\$ 230,081	\$ 539,345	\$ 2,779,666
Other			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Totals:			\$ 6,120,000	\$ 700,462	\$ 2,193,538	\$ 9,014,000	Totals:	\$ 7,715,308	\$ 883,052	\$ 3,195,306	\$ 11,793,666
Prior Metro or Federal Awards to the Project											
Type		Cycle		Amount		Cost Increase Notes					
RFFA		2019-22		\$ 3,200,000		Total project cost increases by \$2,779,555 or 30.8% from existing programming levels.					
ODOT		N/A		\$ 3,000,000		ODOT contribution is split between State STBG & HSIP funds. Portland covers match.					

FFY 2025 Redistribution Funding via 80.6% Option											
Key:	22134	MTIP ID:	71098	Project Name:			NE 122nd Ave Safety & Access: Beech Wasco				
Lead Agency:		Portland		Description:			Construct new enhanced and marked crossings in NE 122nd Ave near NE Beech Street/NE Failing Street, NE Sacramento Street/NE Brazee Street, NE Broadway/NE Hancock Street, and NE Wasco St/NE Multnomah St to improve safety and accessibility				
80.6% Redistribution Funding Award:				\$ 661,793							
Programming and Funding Changes											
		Current Programming					Requested Changes				
Phase	Year	Fund Type code	Federal	State or Local Match	Overmatch	Total	Fund Type code	Federal	State/Local Match	Overmatch	Total
Planning						\$ -					
PE	2022	STBG-U	\$ 854,902	\$ 97,847	\$ 713,627	\$ 1,666,376	STBG-U	\$ 854,902	\$ 97,847	\$ 713,627	\$ 1,666,376
ROW	2025	STBG-U	\$ 143,568	\$ 16,432	\$ -	\$ 160,000	STBG-U	\$ 143,568	\$ 16,432	\$ -	\$ 160,000
UR	2025	STBG-U	\$ 89,730	\$ 10,270	\$ -	\$ 100,000	STBG-U	\$ 89,730	\$ 10,270	\$ -	\$ 100,000
Cons	2026	STBG-U	\$ 3,545,230	\$ 405,767	\$ -	\$ 3,950,997	STBG-U	\$ 3,545,230	\$ 405,767	\$ -	\$ 3,950,997
		Other	\$ -	\$ -	\$ 553,343	\$ 553,343	Other	\$ -	\$ -	\$ 553,343	\$ 553,343
							REDIST	\$ 661,793	\$ 75,745	\$ 177,523	\$ 915,061
Other			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
Totals:			\$ 4,633,430	\$ 530,316	\$ 1,266,970	\$ 6,430,716	Totals:	\$ 5,205,493	\$ 606,061	\$ 1,444,493	\$ 7,345,777
Prior Metro or Federal Awards to the Project											
Type		Cycle		Amount		Cost Increase Notes					
RFFA		2022-24		\$ 4,543,700							

FFY 2025 Redistribution Funding via 80.6% Option											
Key:	22135	MTIP ID:	71090	Project Name: NE MLK Blvd Safety & Access to Transit: Cook Highland							
Lead Agency:		Portland		Description:		Construct pedestrian crossing and intersection channelization improvements on NE MLK Blvd at various locations between Cook St and Highland St. Complete signal upgrades at NE Fremont and NE Killingsworth. Add protected left turn lane at both intersections					
80.6% Redistribution Funding Award:				\$ 332,682							
Programming and Funding Changes											
		Current Programming					Requested Changes				
Phase	Year	Fund Type Code	Federal	State or Local Match	Overmatch	Total	Fund Type Code	Federal	State/Local Match	Overmatch	Total
Planning						\$ -					
PE	2022	STBG-U	\$ 987,030	\$ 112,970	\$ -	\$ 1,100,000	STBG-U	\$ 987,030	\$ 112,970	\$ -	\$ 1,100,000
ROW	2025	STBG-U	\$ 78,065	\$ 8,935	\$ -	\$ 87,000	STBG-U	\$ 78,065	\$ 8,935	\$ -	\$ 87,000
UR	2025	STBG-U	\$ 44,865	\$ 5,135	\$ -	\$ 50,000	STBG-U	\$ 44,865	\$ 5,135		\$ 50,000
Cons	2026	STBG-U	\$ 1,436,769	\$ 164,445	\$ -	\$ 1,601,214	STBG-U	\$ 1,436,769	\$ 164,445	\$ -	\$ 1,601,214
		Other	\$ -	\$ -	\$ 1,799,786	\$ 1,799,786	Other	\$ -	\$ -	\$ 2,384,786	\$ 2,384,786
							REDIST	\$ 332,682	\$ 38,077	\$ 89,241	\$ 460,000
Other			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
Totals:			\$ 2,546,729	\$ 291,485	\$ 1,799,786	\$ 4,638,000	Totals:	\$ 2,879,411	\$ 329,562	\$ 2,474,027	\$ 5,683,000
Prior Metro or Federal Awards to the Project											
Type		Cycle		Amount		Cost Increase Notes					
RFFA		2022-24		\$ 2,623,000		\$76,271 of approved Metro STBG was removed to support TDM requirements. Project STBG is reduce to \$2,546,729.					

FFY 2025 Redistribution Funding via 80.6% Option											
Key:	23253	MTIP ID:	71285	Project Name:		Fanno Creek: SW Durham Rd to SW Bonita Rd Project Development					
Lead Agency:		Tigard		Description:		The Fanno Creek (Durham Rd to Bonita Rd) project development study will provide site analysis to prepare for funding, easement acquisition, design, and construction for this commuter trail segment.					
80.6% Redistribution Funding Award:				\$ 403,000							
Programming and Funding Changes											
		Current Programming					Requested Changes				
Phase	Year	Fund Type code	Federal	State or Local Match	Overmatch	Total	Fund Type code	Federal	State/Local Match	Overmatch	Total
Planning	2025	STBG-U	\$ 1,106,705	\$ 126,667	\$ 345,228	\$ 1,578,600	STBG-U	\$ 1,106,705	\$ 126,667	\$ 299,103	\$ 1,532,475
							REDIST	\$ 403,000	\$ 46,125	\$ 97,000	\$ 546,125
PE			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
ROW			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
UR			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
Cons			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
Other			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
Totals:			\$ 1,106,705	\$ 126,667	\$ 345,228	\$ 1,578,600	Totals:	\$ 1,509,705	\$ 172,792	\$ 396,103	\$ 2,078,600
Prior Metro or Federal Awards to the Project											
Type		Cycle		Amount		Cost Increase Notes					
RFFA		2025-27		\$ 1,106,705		Original RFFA request was \$1,606,705. Reduced for Allen Blvd PD project					

FFY 2025 Redistribution Funding via 80.6% Option											
Key:	19357	MTIP ID:	70689	Project Name:		Beaverton Creek Trail: Westside Trail - SW Hocken Ave					
Lead Agency:		THPRD		Description:		Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings.					
80.6% Redistribution Funding Award:				\$		1,064,726					
Programming and Funding Changes											
		Current Programming					Requested Changes				
Phase	Year	Fund Type code	Federal	State or Local Match	Overmatch	Total	Fund Type code	Federal	State/Local Match	Overmatch	Total
Planning	2016	TAP-U	\$ 672,851	\$ 77,011	\$ -	\$ 749,862	TAP-U	\$ 672,851	\$ 77,011	\$ -	\$ 749,862
PE	2023	TAP-U	\$ 127,149	\$ 14,553	\$ -	\$ 141,702	TAP-U	\$ 127,149	\$ 14,553	\$ -	\$ 141,702
	2023	TA-U	\$ 766,926	\$ 87,778	\$ -	\$ 854,704	TA-U	\$ 766,926	\$ 87,778	\$ -	\$ 854,704
ROW	2024	STBG-U	\$ 702,585	\$ 80,414	\$ 1,755,410	\$ 2,538,409	STBG-U	\$ 702,585	\$ 80,414	\$ 1,755,410	\$ 2,538,409
UR	2026	STBG-U	\$ 134,595	\$ 15,405	\$ -	\$ 150,000	STBG-U	\$ 134,595	\$ 15,405	\$ -	\$ 150,000
Cons	2027	STBG-U	\$ 4,144,754	\$ 474,386	\$ 1,007,860	\$ 5,627,000	STBG-U	\$ 4,144,754	\$ 474,386	\$ 1,007,860	\$ 5,627,000
							REDIST	\$ 1,064,726	\$ 121,863	\$ 285,605	\$ 1,472,194
Other			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
Totals:			\$ 6,548,860	\$ 749,547	\$ 2,763,270	\$ 10,061,677	Totals:	\$ 7,613,586	\$ 794,399	\$ 3,048,875	\$ 11,533,871
Prior Metro or Federal Awards to the Project											
Type		Cycle		Amount		Cost Increase Notes					
RFFA		2016-18		\$ 800,000		In support of Project Development activities					
RFFA		2019-21		\$ 3,693,212		Regular RFFA cycle					
RFFA		2025-27		\$ 2,055,647		Regular RFFA cycle					
Total RFFA Awards:				\$ 6,548,859		Regular cycle. Added: No Supplemental HIP awarded to the project					

FFY 2025 Redistribution Funding via the Targeted Funding Reduction Option											
Key:	22131	MTIP ID:	71097	Project Name:		Courtney Ave Complete Street: River Rd - OR99E					
Lead Agency:		Clackamas County		Description:		On Courtney Ave from River Rd to OR99E construct separated sidewalks, bike lanes, storm water management rain gardens, ADA improvements and crosswalk enhancements.					
Targeted Funding Reduction Award:				\$ 2,021,841							
Programming and Funding Changes											
		Current Programming					Requested Changes				
Phase	Year	Fund Type Code	Federal	State or Local Match	Overmatch	Total	Fund Type Code	Federal	State/Local Match	Overmatch	Total
Planning						\$ -					
PE	2022	CMAQ	\$ 1,007,058	\$ 115,262	\$ -	\$ 1,122,320	CMAQ	\$ 1,007,058	\$ 115,262	\$ -	\$ 1,122,320
ROW	2025	CMAQ	\$ 608,818	\$ 69,682	\$ 418,195	\$ 1,096,695	CMAQ	\$ 608,818	\$ 69,682	\$ -	\$ 678,500
							REDIST	\$ 307,227	\$ 35,164	\$ -	\$ 342,391
UR	2025	CMAQ	\$ 4,486	\$ 514	\$ -	\$ 5,000		\$ 4,486	\$ 514	\$ -	\$ -
Cons	2026	CMAQ	\$ 3,459,630	\$ 395,970	\$ 517,300	\$ 4,372,900	CMAQ	\$ 3,459,630	\$ 395,970	\$ 517,300	\$ 3,855,600
							REDIST	\$ 1,714,614	\$ 196,245	\$ 445,790	\$ 2,356,649
Other											\$ -
Totals:			\$ 5,079,992	\$ 581,428	\$ 935,495	\$ 6,596,915	Totals:	\$ 7,097,347	\$ 812,837	\$ 445,790	\$ 8,355,460
Prior Metro or Federal Awards to the Project											
Type		Cycle		Amount		Cost Increase Notes:					
RFFA		2022-24 Cycle		\$ 5,079,992							

FFY 2025 Redistribution Funding via the Targeted Funding Reduction Option											
Key:	20808	MTIP ID:	70878	Project Name:		NE Cleveland Ave.: SE Stark St - NE Burnside					
Lead Agency:		Gresham		Description:		Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters.					
Targeted Funding Reduction Award:				\$ 1,772,372							
Programming and Funding Changes											
		Current Programming					Requested Changes				
Phase	Year	Fund Type code	Federal	State or Local Match	Overmatch	Total	Fund Type code	Federal	State/Local Match	Overmatch	Total
Planning			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
PE	2019	STBG-U	\$ 451,491	\$ 51,675	\$ -	\$ 503,166	STBG-U	\$ 451,491	\$ 51,675	\$ -	\$ 503,166
ROW	2021	CMAQ	\$ 376,569	\$ 43,100	\$ 987,649	\$ 1,407,318	CMAQ	\$ 376,569	\$ 43,100	\$ 987,649	\$ 1,407,318
			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
UR			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
Cons	2025	CMAQ	\$ 2,313,096	\$ 264,744	\$ 947,160	\$ 3,525,000	CMAQ	\$ 2,313,096	\$ 264,744	\$ 947,160	\$ 3,525,000
					\$ -	\$ -	REDIST	\$ 1,772,372	\$ 202,856	\$ 439,242	\$ 2,414,470
Other											\$ -
Totals:			\$ 3,141,156	\$ 359,519	\$ 1,934,809	\$ 5,435,484	Totals:	\$ 4,913,528	\$ 562,375	\$ 2,374,051	\$ 7,849,954

Prior Metro or Federal Awards to the Project			
Type	Cycle	Amount	Cost Increase Notes
RFFA	2019-21 Cycle	\$ 3,141,156	

FFY 2025 Redistribution Funding via the Targeted Funding Reduction Option											
Key:	22141	MTIP ID:	71087	Project Name:			Washington/Monroe Street: SE 37th - SE Linwood Ave				
Lead Agency:		Milwaukie		Description:			Construct bicycle and pedestrian improvements (segments D & E) on Washington & Monroe starting on Washington Street/37th Ave east to Ada Lane to Home Ave, Home Ave to Monroe, and Monroe east to Linwood providing pedestrian/cyclists safety improvements.				
Targeted Funding Reduction Award:				\$ 1,505,526							
Programming and Funding Changes											
		Current Programming					Requested Changes				
Phase	Year	Fund Type code	Federal	State or Local Match	Overmatch	Total	Fund Type code	Federal	State/Local Match	Overmatch	Total
Planning						\$ -					
PE	2022	TA-U	\$ 712,387	\$ 81,536	\$ 861,233	\$ 1,655,156	TA-U	\$ 712,387	\$ 81,536	\$ 861,233	\$ 1,655,156
ROW	2025	Other	\$ -	\$ -	\$ 671,000	\$ 671,000	Other	\$ -	\$ -	\$ 671,000	\$ 671,000
UR						\$ -					\$ -
Cons	2026	STBG-U	\$ 3,148,401	\$ 360,349	\$ -	\$ 3,508,750	STBG-U	\$ 3,148,401	\$ 360,349	\$ -	\$ 3,508,750
							REDIST	\$ 1,505,526	\$ 172,314	\$ 893,337	\$ 2,571,177
Other	2026	Other	\$ -	\$ -	\$ 100,000	\$ 100,000	Other	\$ -	\$ -	\$ 100,000	\$ 100,000
Totals:			\$ 3,860,788	\$ 441,885	\$ 1,632,233	\$ 5,934,906	Totals:	\$ 5,366,314	\$ 614,199	\$ 2,525,570	\$ 8,506,083
									-		
Prior Metro or Federal Awards to the Project											
Type		Cycle		Amount		Cost Increase Notes					
RFFA		2022-24		\$ 3,860,788							

FFY 2025 Redistribution Funding via the Targeted Funding Reduction Option											
Key:	18837	MTIP ID:	70778	Project Name:			NE Columbia Blvd: Cully Blvd and Alderwood Rd				
Lead Agency:		Portland		Description:			Combine Keys 18837 and 22132 that will install new signal at Columbia/Alderwood, add a new right turn lane, add sidewalks/bike lanes, add a new signal at the Columbia/Cully intersection, plus intersection safety improvements.				
Targeted Funding Reduction Award:				\$ 379,647							
Programming and Funding Changes											
		Current Programming					Requested Changes				
Phase	Year	Fund Type code	Federal	State or Local Match	Overmatch	Total	Fund Type code	Federal	State/Local Match	Overmatch	Total
Planning						\$ -					
PE	2017	St STBG	\$ 1,018,868	\$ 116,614	\$ -	\$ 1,135,482	St STBG	\$ 1,018,868	\$ 116,614	\$ -	\$ 1,135,482
		St STBG	\$ 667,620	\$ 76,412	\$ -	\$ 744,032	St STBG	\$ 667,620	\$ 76,412	\$ -	\$ 744,032
							REDIST	\$ 179,896	\$ 20,590	\$ -	\$ 200,486
ROW	2024	St STBG	\$ 2,548,906	\$ 291,734	\$ -	\$ 2,840,640	St STBG	\$ 2,548,906	\$ 291,734	\$ -	\$ 2,840,640
UR	2018	St STBG	\$ 89,730	\$ 10,270		\$ 100,000	St STBG	\$ 89,730	\$ 10,270	\$ -	\$ 100,000
Cons	2026	St STBG	\$ 1,468,078	\$ 168,028	\$ -	\$ 1,636,106	St STBG	\$ 1,468,078	\$ 168,028	\$ -	\$ 1,636,106
		STBG-U	\$ 2,179,847	\$ 249,493	\$ -	\$ 2,429,340	STBG-U	\$ 2,179,847	\$ 249,493		\$ 2,429,340
		Other	\$ -	\$ -	\$ 20,000	\$ 20,000	Other	\$ -	\$ -	\$ 20,000	\$ 20,000
							REDIST	\$ 199,751	\$ 22,862	\$ 101,640	\$ 324,253
Other			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
Totals:			\$ 7,973,049	\$ 912,551	\$ 20,000	\$ 8,905,600	Totals:	\$ 8,352,696	\$ 956,003	\$ 121,640	\$ 9,430,339
Prior Metro or Federal Awards to the Project											
Type		Cycle		Amount		Cost Increase Notes					
Metro RFFA		2022-24		\$ 3,434,193		Key 18837 was originally ODOT STBG funded. Key 22132 was the Metro project. The two were combined as shown above.					
ODOT		Key 18837 original		\$ 3,823,679							

FFY 2025 Redistribution Funding via the Targeted Funding Reduction Option											
Key:	20814	MTIP ID:	70884	Project Name:		Jade and Montavilla Multi-modal Improvements					
Lead Agency:		Portland		Description:		Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers.					
Targeted Funding Reduction Award:				\$ 2,294,095							
Programming and Funding Changes											
		Current Programming					Requested Changes				
Phase	Year	Fund Type code	Federal	State or Local Match	Overmatch	Total	Fund Type code	Federal	State/Local Match	Overmatch	Total
Planning						\$ -					
PE	2020	STBG-U	\$ 1,158,450	\$ 132,590	\$ 1,025,860	\$ 2,316,900	STBG-U	\$ 1,158,450	\$ 132,590	\$ 2,208,960	\$ 3,500,000
ROW	2022	TA-U	\$ 720,014	\$ 82,409	\$ -	\$ 802,423	TA-U	\$ 305,082	\$ 34,918	\$ -	\$ 340,000
UR	2022	Other	\$ -	\$ -	\$ 50,000	\$ 50,000	Other	\$ -	\$ -	\$ 50,000	\$ 50,000
Cons	2024	STBG-U	\$ 1,241,536	\$ 142,099	\$ -	\$ 1,383,635	STBG-U	\$ 1,241,536	\$ 142,099	\$ -	\$ 1,383,635
		St STBG	\$ 2,600,000	\$ 297,582	\$ -	\$ 2,897,582	St STBG	\$ 2,600,000	\$ 297,582		\$ 2,897,582
		HSIP	\$ 400,000	\$ 45,782	\$ -	\$ 445,782	HSIP	\$ 400,000	\$ 45,782	\$ -	\$ 445,782
		Other	\$ -	\$ -	\$ 1,117,678	\$ 1,117,678	Other	\$ -	\$ -	\$ 397,001	\$ 397,001
							REDIST	\$ 2,294,095	\$ 262,569	\$ 223,002	\$ 2,779,666
Other			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Totals:			\$ 6,120,000	\$ 700,462	\$ 2,193,538	\$ 9,014,000	Totals:	\$ 7,999,163	\$ 915,540	\$ 2,878,963	\$ 11,793,666
Prior Metro or Federal Awards to the Project											
Type		Cycle		Amount		Cost Increase Notes					
RFFA		2019-22		\$ 3,200,000		Total project cost increases by \$2,779,555 or 30.8% from existing programming levels.					
ODOT		N/A		\$ 3,000,000		ODOT contribution is split between State STBG & HSIP funds. Portland covers match.					

FFY 2025 Redistribution Funding via the Targeted Funding Reduction Option											
Key:	22134	MTIP ID:	71098	Project Name:			NE 122nd Ave Safety & Access: Beech Wasco				
Lead Agency:		Portland		Description:			Construct new enhanced and marked crossings in NE 122nd Ave near NE Beech Street/NE Failing Street, NE Sacramento Street/NE Brazee Street, NE Broadway/NE Hancock Street, and NE Wasco St/NE Multnomah St to improve safety and accessibility				
Targeted Funding Reduction Award:				\$ 661,793							
Programming and Funding Changes											
		Current Programming					Requested Changes				
Phase	Year	Fund Type code	Federal	State or Local Match	Overmatch	Total	Fund Type code	Federal	State/Local Match	Overmatch	Total
Planning						\$ -					
PE	2022	STBG-U	\$ 854,902	\$ 97,847	\$ 713,627	\$ 1,666,376	STBG-U	\$ 854,902	\$ 97,847	\$ 713,627	\$ 1,666,376
ROW	2025	STBG-U	\$ 143,568	\$ 16,432	\$ -	\$ 160,000	STBG-U	\$ 143,568	\$ 16,432	\$ -	\$ 160,000
UR	2025	STBG-U	\$ 89,730	\$ 10,270	\$ -	\$ 100,000	STBG-U	\$ 89,730	\$ 10,270	\$ -	\$ 100,000
Cons	2026	STBG-U	\$ 3,545,230	\$ 405,767	\$ -	\$ 3,950,997	STBG-U	\$ 3,545,230	\$ 405,767	\$ -	\$ 3,950,997
		Other	\$ -	\$ -	\$ 553,343	\$ 553,343	Other	\$ -	\$ -	\$ 553,343	\$ 553,343
							REDIST	\$ 661,793	\$ 75,745	\$ 177,523	\$ 915,061
Other			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
Totals:			\$ 4,633,430	\$ 530,316	\$ 1,266,970	\$ 6,430,716	Totals:	\$ 5,205,493	\$ 606,061	\$ 1,444,493	\$ 7,345,777
Prior Metro or Federal Awards to the Project											
Type		Cycle		Amount		Cost Increase Notes					
RFFA		2022-24		\$ 4,543,700							

FFY 2025 Redistribution Funding via the Targeted Funding Reduction Option											
Key:	22135	MTIP ID:	71090	Project Name: NE MLK Blvd Safety & Access to Transit: Cook Highland							
Lead Agency:		Portland		Description:		Construct pedestrian crossing and intersection channelization improvements on NE MLK Blvd at various locations between Cook St and Highland St. Complete signal upgrades at NE Fremont and NE Killingsworth. Add protected left turn lane at both intersections					
Targeted Funding Reduction Award:				\$ -							
Programming and Funding Changes											
Current Programming							Requested Changes				
Phase	Year	Fund Type Code	Federal	State or Local Match	Overmatch	Total	Fund Type Code	Federal	State/Local Match	Overmatch	Total
Planning						\$ -					
PE	2022	STBG-U	\$ 987,030	\$ 112,970	\$ -	\$ 1,100,000	STBG-U	\$ 987,030	\$ 112,970	\$ -	\$ 1,100,000
ROW	2025	STBG-U	\$ 78,065	\$ 8,935	\$ -	\$ 87,000	STBG-U	\$ 78,065	\$ 8,935	\$ -	\$ 87,000
UR	2025	STBG-U	\$ 44,865	\$ 5,135	\$ -	\$ 50,000	STBG-U	\$ 44,865	\$ 5,135		\$ 50,000
Cons	2026	STBG-U	\$ 1,436,769	\$ 164,445	\$ -	\$ 1,601,214	STBG-U	\$ 1,436,769	\$ 164,445	\$ -	\$ 1,601,214
		Other	\$ -	\$ -	\$ 1,799,786	\$ 1,799,786	Other	\$ -	\$ -	\$ 2,384,786	\$ 2,384,786
							REDIST	\$ -	\$ -	\$ 460,000	\$ 460,000
Other			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
Totals:			\$ 2,546,729	\$ 291,485	\$ 1,799,786	\$ 4,638,000	Totals:	\$ 2,546,729	\$ 291,485	\$ 2,844,786	\$ 5,683,000
Prior Metro or Federal Awards to the Project											
Type		Cycle		Amount		Cost Increase Notes					
RFFA		2022-24		\$ 2,623,000		\$76,271 of approved Metro STBG was removed to support TDM requirements. Project STBG is reduce to \$2,546,729.					

FFY 2025 Redistribution Funding via the Targeted Funding Reduction Option											
Key:	23253	MTIP ID:	71285	Project Name:		Fanno Creek: SW Durham Rd to SW Bonita Rd Project Development					
Lead Agency:		Tigard		Description:		The Fanno Creek (Durham Rd to Bonita Rd) project development study will provide site analysis to prepare for funding, easement acquisition, design, and construction for this commuter trail segment.					
Targeted Funding Reduction Award:				\$ 300,000							
Programming and Funding Changes											
		Current Programming					Requested Changes				
Phase	Year	Fund Type code	Federal	State or Local Match	Overmatch	Total	Fund Type code	Federal	State/Local Match	Overmatch	Total
Planning	2025	STBG-U	\$ 1,106,705	\$ 126,667	\$ 345,228	\$ 1,578,600	STBG-U	\$ 1,106,705	\$ 126,667	\$ 345,228	\$ 1,233,372
							REDIST	\$ 300,000	\$ 34,336	\$ 222,892	\$ 557,228
PE			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
ROW			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
UR			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
Cons			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
Other			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
Totals:			\$ 1,106,705	\$ 126,667	\$ 345,228	\$ 1,578,600	Totals:	\$ 1,406,705	\$ 161,003	\$ 568,120	\$ 1,790,600
Prior Metro or Federal Awards to the Project											
Type		Cycle		Amount		Cost Increase Notes					
RFFA		2025-27		\$ 1,106,705		Original RFFA request was \$1,606,705. Reduced for Allen Blvd PD project					

FFY 2025 Redistribution Funding via the Targeted Funding Reduction Option											
Key:	19357	MTIP ID:	70689	Project Name:		Beaverton Creek Trail: Westside Trail - SW Hocken Ave					
Lead Agency:		THPRD		Description:		Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings.					
Targeted Funding Reduction Award:				\$		1,064,726					
Programming and Funding Changes											
		Current Programming					Requested Changes				
Phase	Year	Fund Type code	Federal	State or Local Match	Overmatch	Total	Fund Type code	Federal	State/Local Match	Overmatch	Total
Planning	2016	TAP-U	\$ 672,851	\$ 77,011	\$ -	\$ 749,862	TAP-U	\$ 672,851	\$ 77,011	\$ -	\$ 749,862
PE	2023	TAP-U	\$ 127,149	\$ 14,553	\$ -	\$ 141,702	TAP-U	\$ 127,149	\$ 14,553	\$ -	\$ 141,702
	2023	TA-U	\$ 766,926	\$ 87,778	\$ -	\$ 854,704	TA-U	\$ 766,926	\$ 87,778	\$ -	\$ 854,704
ROW	2024	STBG-U	\$ 702,585	\$ 80,414	\$ 1,755,410	\$ 2,538,409	STBG-U	\$ 702,585	\$ 80,414	\$ 1,755,410	\$ 2,538,409
UR	2026	STBG-U	\$ 134,595	\$ 15,405	\$ -	\$ 150,000	STBG-U	\$ 134,595	\$ 15,405	\$ -	\$ 150,000
Cons	2027	STBG-U	\$ 4,144,754	\$ 474,386	\$ 1,007,860	\$ 5,627,000	STBG-U	\$ 4,144,754	\$ 474,386	\$ 1,007,860	\$ 5,627,000
							REDIST	\$ 1,064,726	\$ 121,863	\$ 285,605	\$ 1,472,194
Other			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
Totals:			\$ 6,548,860	\$ 749,547	\$ 2,763,270	\$ 10,061,677	Totals:	\$ 7,613,586	\$ 794,399	\$ 3,048,875	\$ 11,533,871
Prior Metro or Federal Awards to the Project											
Type		Cycle		Amount		Cost Increase Notes					
RFFA		2016-18		\$ 800,000		In support of Project Development activities					
RFFA		2019-21		\$ 3,693,212		Regular RFFA cycle					
RFFA		2025-27		\$ 2,055,647		Regular RFFA cycle					
Total RFFA Awards:				\$ 6,548,859		Regular cycle. Added: No Supplemental HIP awarded to the project					

FFY 2025 Redistribution Funding Targeted Reduction Review Factors									
Key #	22131	22141	20808	18837	20814	22134	22135	23253	19357
Lead	Clackamas County	Milwaukie	Gresham	Portland	Portland	Portland	Portland	Tigard	THPRD
Project	Courtney Ave	Washington/ Monroe	Cleveland	Columbia	Jade & Montavilla	NE 122nd	NE MLK	Fanno Creek	Beaverton Creek
Geo Area	Clackamas County	Clackamas County	East Multnomah County	Portland	Portland	Portland	Portland	Washington County	Washington County
Geo Funding	\$2,000,000		\$1,500,000	\$4,000,000				\$2,500,000	
Request	\$2,421,821	\$1,805,526	\$2,166,504	\$471,027	\$2,494,095	\$821,064	\$412,758	\$500,000	\$1,321,000
Capacity or Deficit	\$2,227,347		\$666,504	\$198,944				\$679,000	
1st Programmed Year	2022	2021	2019	2016	2019	2022	2022	2025	2016
Years Active	4	5	7	10	7	4	4	1	10 (Project Dev)
Current Status	PE phase	PE phase	ROW phase	ROW/UR	ROW/UR	PE phase	PE phase	Finish IGA	ROW phase
Prior MTIP/STIP Amendments	2	3	10	11	8	2	2	1	9
Past Phase Slips	1	2	5	6	2	1	1	0	4
Past Funding Issues Identified	Cost increase	Cost increase	Cost increase	Cost increase	Cost increase	Cost increase	Cost increase	Local funding need	Cost increase
Past Scoping Issues identified	N/A	Alignment	N/A	Stormwater	N/A	N/A	N/A	Avail funding versus scope	N/A

Project Status References

Capital and Implementation Project Status Codes

Status Codes:

- 0 = No activity.
- 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).
- 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps assessments.)
- 3 = (PE) Preliminary Engineering (NEPA) activities initiated
- 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).
- 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.
- 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).
- 7 = Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.
- 8 = Post construction activities occurring (e.g. final rehab work, ITS system test and evaluation actions, etc.)
- 9 = Construction complete, facility open for use - no further obligations.
- 10 = Project close-out (final billings, de-obligations, etc.) in progress.
- 11 = Project completed, reimbursements finished.

Planning Project Status Codes

Implementation Status Codes:

- 0 = No activity.
- A = In approved MTIP moving forward to obligate funds
- B = IGA completed, funds obligated.
- C = Ramp-up, pre-implementation activities/NTP received.
- D = Project implementation in progress.
- E = Completion of tasks and deliverables nearly finished.
- F = Project complete (tasks and deliverables completed).
- G = Project close-out (final billings, reimbursements, etc.).

Project Delivery Assessment Considerations**Infrastructure Delivery Programming Delivery Factors:****Acceptable delivery progress:**

- PE = 2 years to complete
- ROW = 2 years to complete
- UR = 1 year to complete
- Construction = Start in year 5 or 6.

Marginal delivery progress: Construction starts in years 7 or 8

Unsatisfactory delivery; Construction begins in year 9 or later.

MTIP/STIP Required Amendments:

- Under 4 = Satisfactory/Acceptable
- 5 to 6 = marginal
- 7 or more = unsatisfactory

Other Project Delivery Progress Considerations

- Amendments involving down scoping and their reasons/justifications.
- Number of phase slips resulting in phase obligation delays
- Identified NEPA issues delaying PS&E completion and negatively impacting timely delivery progress
- IGA amendment or other delivery barriers that emerge:
 - Barrier type
 - Impact to scope and IGA

Prior Project Cost Issues Identified:

- Nature and phase impacted
- Reason for the cost increase
- External impact (design change, NEPA impacts,) added requirements (e.g. stormwater mitigation) etc.
- Agency ability to address cost change or impact upon approved scope,

Materials following this page were distributed at the meeting.

December traffic deaths in Clackamas, Multnomah and Washington counties*

Patricia J. Esler, 75, driving , NE Lombard St., Portland, Multnomah, 11/28

Hong Huynh, 75, walking, SE Division St., Portland, Multnomah, 12/4

Darin Boyd, 61, motorcycling, SW Minter Bridge Rd., Hillsboro, Washington, 12/5

Winchester Ryan Scott, 50, walking, NE Burnside Rd. near NE Cleveland Ave., Gresham, Multnomah, 12/7

Muoi Te Hua, 81, walking, Powell Blvd. and SE 82nd Ave., Portland, Multnomah, 12/15

John Erik Andersson, 59, driving, I-84 near milepost 25, Multnomah, 12/21

Matthew Leroy Cooper, 43, driving, Hwy 224, Clackamas, 12/27

Unidentified, driving, Hwy 99 W at SW Canterbury Ln., Tigard, Washington, 12/30

**Traffic deaths as of 12/31/24 ODOT initial fatal crash report, and police and news reports –information is preliminary and subject to change. May include names not included in the previous month's report.*



Continually committing to systemic change to prevent future traffic deaths

Safe Streets: Redesign our most dangerous streets represented by the High Injury Corridors

Safe Speeds: Slow down travel speeds, using a variety of tools to do so

Safe People: Create a culture of shared responsibility through education, direct engagement, and safety campaigns

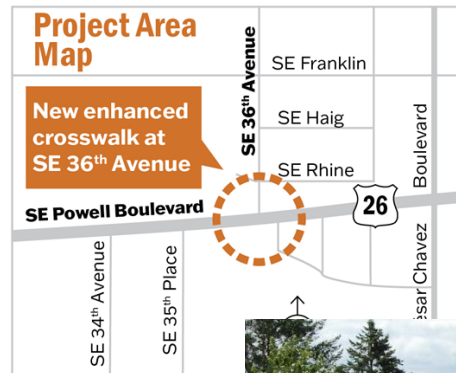
As well as **Safe Vehicle** size and technology and **Post-Crash Care** and response.



Monthly highlights

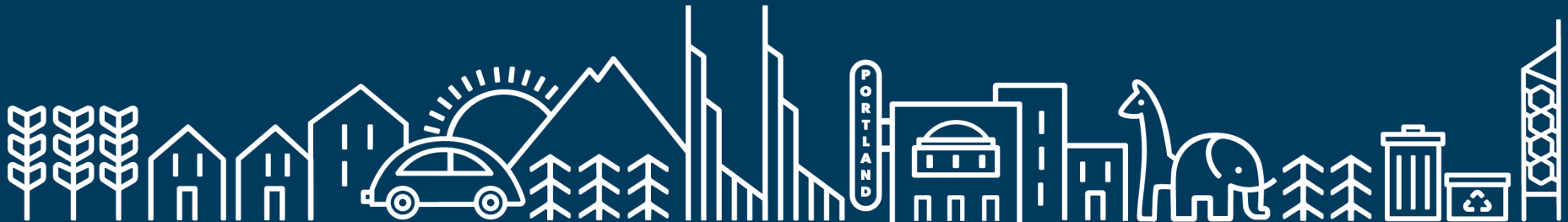
Some of the actions regional partners are taking for safer streets

- **ODOT** is upgrading the currently unsignalized crosswalk on SE Powell Blvd. at SE 36th Ave. with a new pedestrian activated beacon, or Rectangular Rapid Flashing Beacon (RRFB).
- **NCHRP, Toole Design, Portland State University, Safe Streets Research and Consulting, and Oregon State University** partnered to develop new research with a decision tool and guidelines to reduce conflicts between people bicycling and turning motorists.
- **Tualatin** has installed Rectangular Rapid Flashing Beacons (RRFBs) at 30 crosswalks on local streets through the Tualatin Moving Forward program.

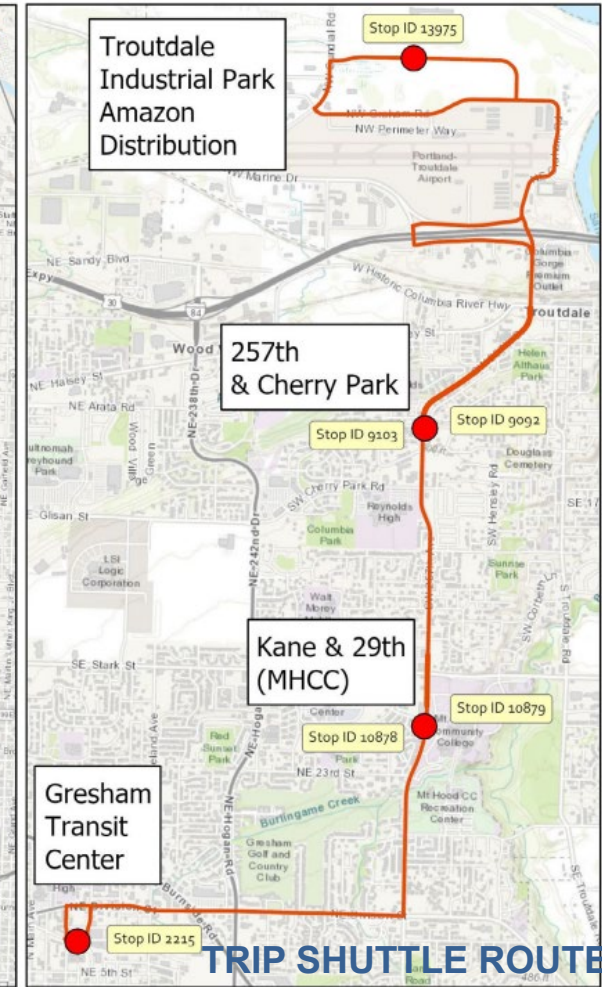


Today in the transit minute...

60 SECONDS



December/January Transit News Highlight





TPAC Agenda Item

January 2025 Formal MTIP Amendment

Resolution 25-5456

Amendment # JA25-04-JAN1

Applies to the 2024-27 MTIP

Agenda Support Materials:

- Draft Resolution 25-5456
- Exhibit A to Resolution 25-5456 (MTIP Worksheets)
- Staff Narrative with 4 Attachments

January 10, 2025

Metropolitan Transportation
Improvement Program

Ken Lobeck
Metro Funding Programs Lead

January 2025 Formal MTIP Amendment

Formal Amendment Bundle Overview

ADA = Americans with Disabilities Act

- Amending or adding a total of 9 projects:
 - Adding 6 new ADA upgrade projects
 - Amending 2 existing projects
 - 1 partial cancelation
- Cover briefly and open for discussion
- Seek approval recommendation to JPACT for Resolution 25-5456
- Staff Recommendation:

Staff is providing TPAC their official notification and requests an approval recommendation to JPACT to complete all required MTIP programming actions for the nine projects in the January 2025 MTIP Formal Amendment under Resolution 25-5456

January 2025 Formal MTIP Amendment

Themes

- Americans with Disabilities Act (ADA) curb and ramp safety upgrades.
- 6 new ADA safety upgrade projects are being added to the MTIP/STIP
- 2 more Congressionally Directed Spending (CDS) funding awards to add to the MTIP/STIP

January FFY 2025 Formal MTIP Amendment

Adding two new CDS funding awards

Item	A	B
Key Number	23814 New Project	20304 Existing Project
Project Name	East Forest Grove Safety Improvement Project	City of Portland Safety Project
Lead Agency	Forest Grove	Portland
Federal \$	\$850,000	\$2,349,600
Description	On OR8/N Adair St in eastern Forest Grove at the Yew St intersection, install a new traffic signal to reduce crashes and provide better protection for. (CDS 2024 award #225)	Work may include intersection improvements upgrade to ADA; utility relocation; signal work; medians; traffic separators; striping; signing; warnings and other safety improvements. (ARTS PGB)

January FFY 2025 Formal MTIP Amendment

Canceling Columbia Slough Bridge PE and ROW Phases

Item	A
Key Number	21709 Existing Project
Project Name	OR120: Columbia Slough Bridge (Portland)
Lead Agency	ODOT
Federal \$	\$15,254,100 is removed from the PE and ROW phases. The funds will be reprogrammed to ODOT's Abernethy (Key 22467 - I-205: I-5 to OR213, Phase 1A) and Center St Bridge (Key 21705 - OR22: Center St Bridge - Salem) projects. A planning phase remains with \$676,998 programmed.
Description	Prior Amendment Description: Bridge replacement of the existing timber structure that is obsolete, costly to continuously repair, and can no longer support heavier loads

January 2025 Formal MTIP Amendment

Adding 6 New ADA Curb and Ramp Safety Upgrade Projects

OTC = Oregon Transportation Commission

- Results from the 2017 settlement
- Goal is to upgrade nearly 26,000 curb and ramps up to ADA standards.
- Funding from the 2024-27 STIP
- Quarterly approved allocations from OTC
- 3 new implementation phase projects (Attachments 2 through 4 for site locations)
- 3 new projects starting PE (Final site locations not determined)

January 2025 Formal MTIP Amendment

The 3 New ADA Safety Upgrade Implementation Projects

Note: See Attachments 2 through 4 for project site locations

Item	A	B	C
Key Number	23734 New Project	23762 New Project	23748 New Project
Project Name	Portland Metro Area 2024-2027 Curb Ramps, Phase 3	Portland Metro Area 2024-2027 Curb Ramps, Phase 5	Portland Metro Area 2024-2027 Curb Ramps, Phase 4
Lead Agency	ODOT	ODOT	ODOT
Total OTC Approved	\$10,850,000	\$8,320,000	\$10,200,000
Description	Construct curb ramps to meet compliance with the ADA standards on OR99E and US26	Construct curb ramps to meet compliance with the ADA standards on OR219 and OR8.	Construct curb ramps to meet compliance with (ADA) standards along I-84, US26, US30, OR99E, OR211, OR281, and OR282

January 2025 Formal MTIP Amendment

The 3 New ADA Safety Upgrade Projects – Starting PE

PE = Preliminary Engineering

Item	A	B	C
Key Number	23770 New Project	23771 New Project	23772 New Project
Project Name	OR8 Curb Ramps (Beaverton & Hillsboro)	OR224 & OR213 Curb Ramps (Happy Valley & Mulino)	OR141 Curb Ramps (Durham)
Lead Agency	ODOT	ODOT	ODOT
Total OTC Approved	\$3,646,000	\$1,690,000	\$2,374,000
Description	Construct curb ramps to meet compliance with ADA standards on OR8.	Construct curb ramps to meet compliance to ADA standards on OR224 and OR213.	Construct curb ramps to meet compliance with ADA standards on OR141

MPO CFR Compliance Requirements

MTIP Amendment Review Factors

CFR = Code of Federal Regulations

- ✓ Project must be included in and consistent with the current constrained Regional Transportation Plan
- ✓ Passes fiscal constraint review and proof of funding verification
- ✓ Passes RTP consistency review:
 - Reviewed for possible air quality impacts
 - Verified as a Regionally Significant project status
 - Verified RTP and MTIP project costs consistent
 - Satisfies RTP goals and strategies
- ✓ MTIP & STIP programming consistency is maintained against obligations.
- ✓ Passes MPO responsibilities verification
- ✓ Completed public notification requirement
- ✓ Examined how performance measurements may apply and if initial impact assessments are required

January 2025 Formal MTIP Amendment

Proposed Approval Timing

Action	Target Date
Start 30-day Public Notification/Comment Period	January 6, 2025
TPAC Notification and Approval Recommendation	January 10, 2025
JPACT Approval and Recommendation to Council	January 16, 2025
End 30-day Public Notification/Comment Period	February 4, 2025
Metro Council Approval	February 6, 2025
Final Estimated Approvals	Mid-March 2025

January 2025 Formal MTIP Amendment

Discussion, Questions, and Approval Request

- Open for discussion and questions.
- Approval request includes completing any necessary corrections.
- Complete project updates as required.
- Requested approval motion is:

Staff is providing TPAC their official notification and requests an approval recommendation to JPACT to complete all required MTIP programming actions for the nine projects in the January 2025 MTIP Formal Amendment under Resolution 25-5456

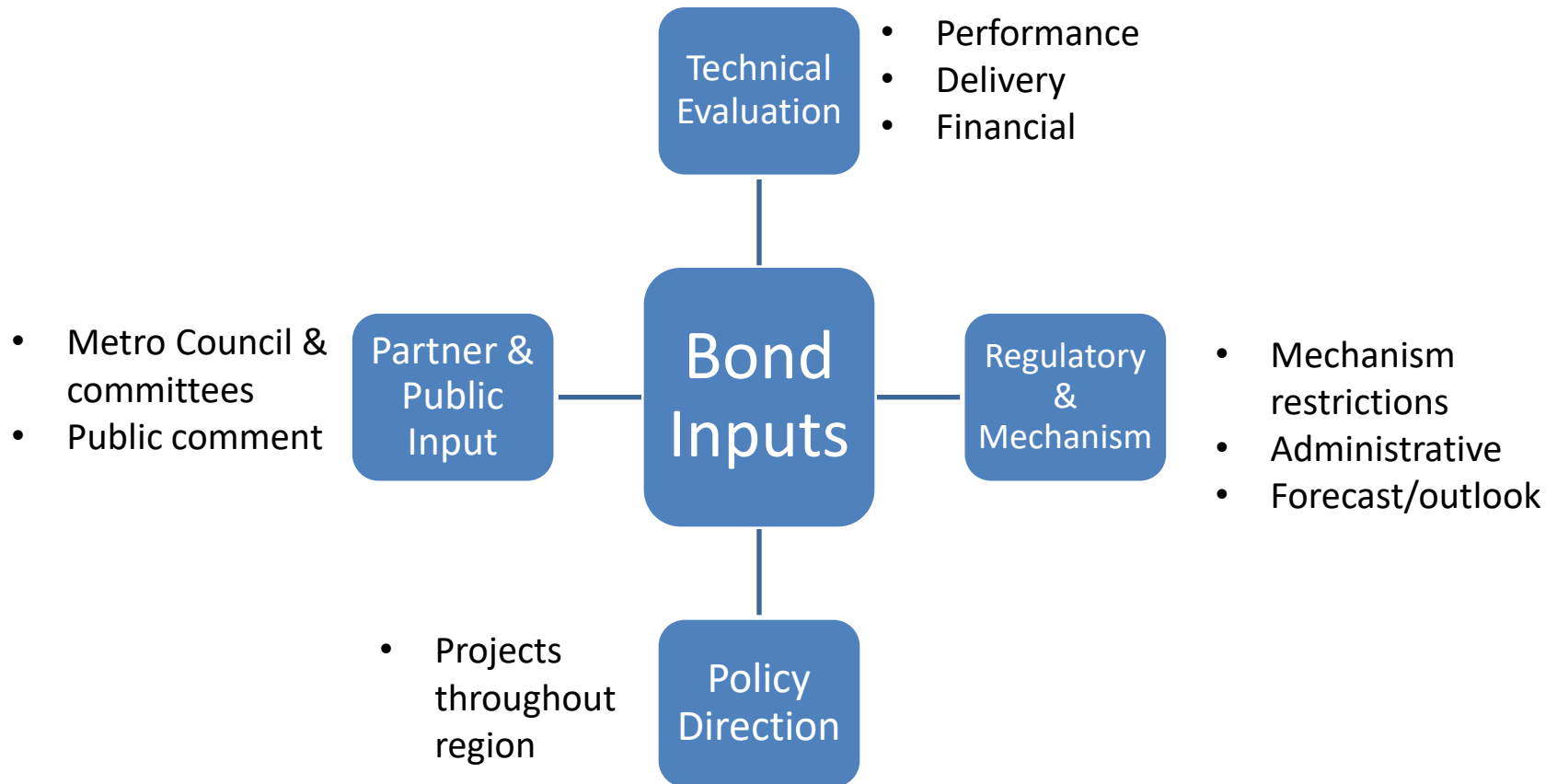
2028-30 Regional Flexible Funds Allocation (RFFA) Step 1A.1 – Bond and Reference Scenarios + Next Steps

TPAC

January 10, 2025



Bond Development Process

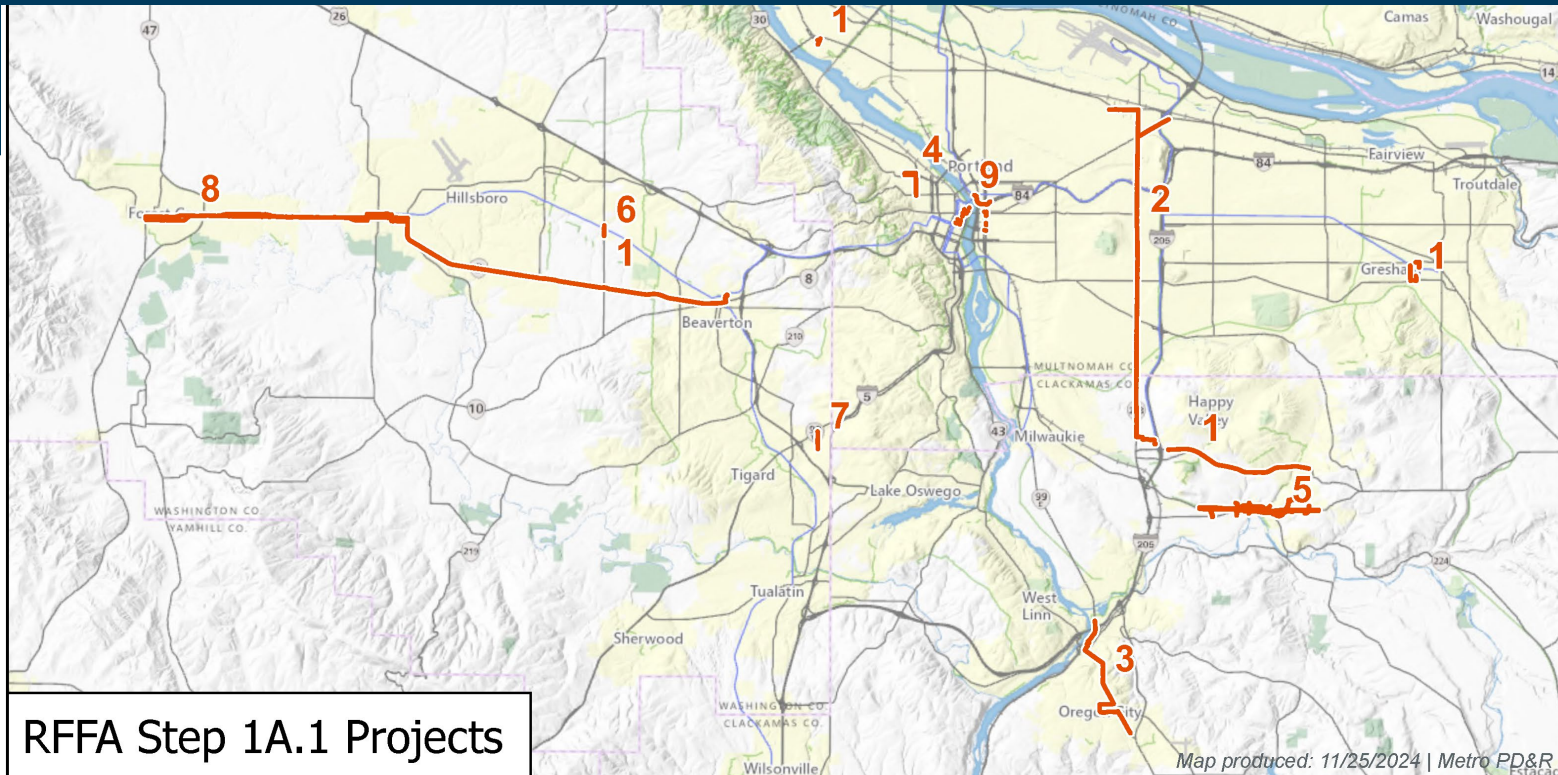




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Summary of Initial Bond Scenarios

Candidate Projects



RFFA Step 1A.1 Projects

Map Label	Project Name	Applicant	Application Category	Funding Request
1	Better Bus Program [Representative projects]	Metro	Transit Vehicle Priority	\$11,000,000.00
2	82nd Avenue Transit Project	TriMet	CIG	\$30,000,000.00
3	OR99E First and Last Mile and Safe Access to Transit Streetscape Enhancements	City of Oregon City	First-Last Mile/Safe Access	\$9,000,000.00
4	Portland Streetcar: Montgomery Park Extension	City of Portland	CIG	\$20,000,000.00
5	Sunrise Gateway Corridor/Hwy 212	Clackamas County	First-Last Mile/Safe Access	\$15,000,000.00
6	SW 185th Avenue MAX Overcrossing Project	City of Hillsboro	Transit Vehicle Priority	\$12,618,499.00
7	72nd Ave. Phase 1 Tigard Triangle Corridor Improvements	City of Tigard	First-Last Mile/Safe Access	\$15,904,000.00
8	Tualatin Valley Highway Transit Project	TriMet	CIG	\$30,000,000.00
9	Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project	Multnomah County	Combined First-Last Mile and Transit	\$25,000,000.00

Starting Place: Bond Concepts Input

Regional partners input

- Maximize advancing RTP goals
 - Emphasis on equity, safety, climate
- Make bonding worth it
 - Leverage discretionary funding
 - Account for project readiness and implementation
- Invest across nominating categories⁵
- Emphasis on regional or corridor scale investment
- Reflect all Program Direction objectives are met
 - Including investment across the region



Initial Bond Scenarios Approach

Initial Bond Scenarios (not final)

- Preliminary/opening exercise
 - Focused on:
 - Maximized performance according to one theme
 - Input from December 2024
 - Unconstrained
 - Candidate evaluation results



Bond Scenarios Theme & Composition

Scenario	Maximized RTP Outcomes	Leverage	Category Type	Regional-Corridor Scale	Readiness
Projects	82 nd Avenue Transit	82 nd Avenue Transit	82 nd Avenue Transit	82 nd Avenue Transit	82 nd Avenue Transit
	TV Highway Transit	TV Highway Transit	TV Highway Transit	TV Highway Transit	TV Highway Transit
	Montgomery Park Streetcar Extension	Montgomery Park Streetcar Extension	Better Bus Program	Sunrise Gateway Corridor	Montgomery Park Streetcar Extension
	Burnside Bridge Transit Access/Priority	Burnside Bridge Transit Access/Priority	Sunrise Gateway Corridor	Burnside Bridge Transit Access/Priority	Burnside Bridge Transit Access/Priority
	OR99E (McLoughlin Boulevard)	185 th MAX Overcrossing			
Requested Bond Proceeds Total	\$114 million	\$117,618,499 million	\$86 million	\$100 million	\$105 million

Bond Scenarios Theme & Other Themes Achieved

Scenario	Maximized RTP Outcomes	Leverage	Category Type	Regional-Corridor Scale	Readiness
Other Themes/Factor Achieved					
Readiness	high	medium-high	medium-low	medium	high
Leverage	high-medium	high	medium-low	medium	high
RTP Outcomes	high-medium	medium-high	medium	medium-high	high
Category Type	high	high	high	high	medium
Corridor-Regional Scale	medium	medium	medium-high	high	high-medium
Geographic Representation	high	low	high	high	low

Initial Bond Scenarios Findings & Takeaway

- Cannot meet Program Direction objectives with one driving theme
 - Maximizing one means lower performance in other themes
- Propose balanced approach for building scenarios
 - Minimum acceptable performance in all/most themes
 - Maximize overall performance across all themes
- Upcoming financial assessment contributes to whether Program Direction objectives met



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Reference Scenario Options

Bond Scenario Assessment Purpose

Understand financial implications of potential bond proposals

Answers:

- Schedule of proceeds availability
 - Relative to project schedules
- Length of debt repayment
- Annual obligations of debt servicing
- Overall bond size
- Trade offs with Step 2

What it also tells us:

- Pass Program Direction sniff test



Reference Scenarios and Bond Mechanism Role

Reference Scenarios:

- Option 1 – single bond
- Option 2 – multiple bond
- Option 3 – no bond

Option 3 – No bond

- Step 1A: \$51.78
- Step 1B: \$40.58
- Step 2: \$57-\$60M

Reference Scenarios and Bond Mechanism Role

Bond mechanism option 1 – single bond

Optimistic RFFA Revenue Forecast	
Proceeds generated	\$84M
Overall cost (in year of expenditure)	\$127M
Less Optimistic RFFA Revenue Forecast	
Proceeds generated	\$70M
Overall cost (in year of expenditure)	\$109M

3

Step 2 allocation reduced from \$57-60M to \$XM. Remainder of reduction in years 2031-2039.

Reference Scenarios and Bond Mechanism Role

Bond mechanism option 2 – multiple bond



- Calculations in progress
 - Generalized calculation based on Program Direction objectives
 - Likely to generate less in proceeds and be more costly than Option 1



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Discussion Questions

Bond & Reference Scenario Questions

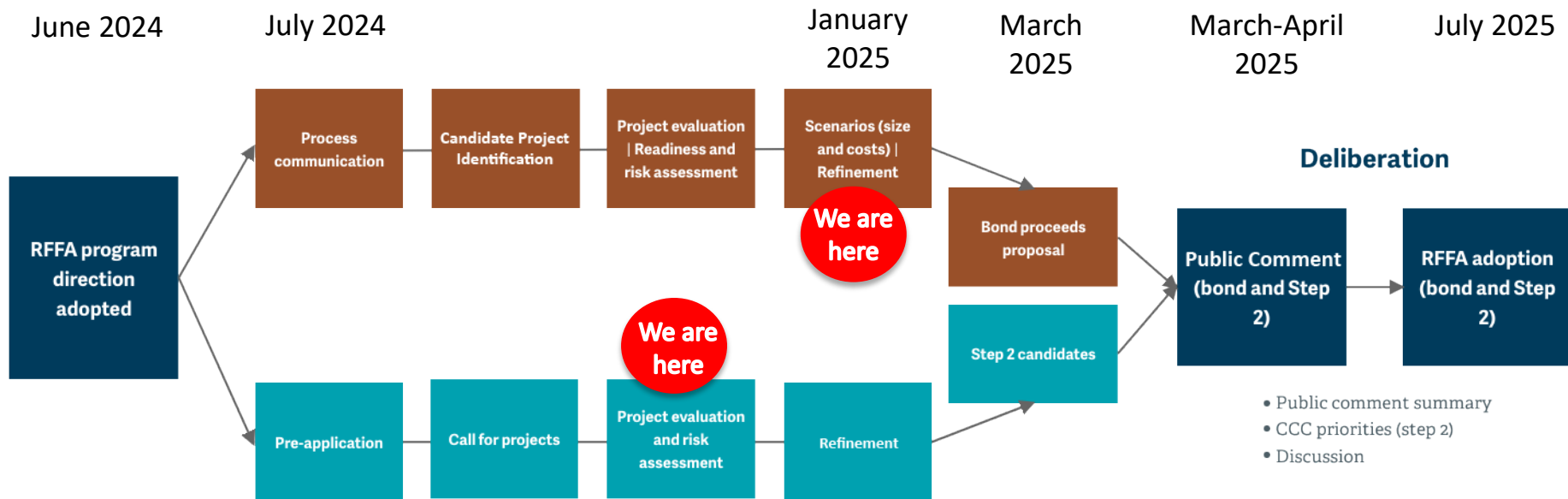
- Does TPAC agree to the described balanced approach?
- What input does TPAC have regarding the proposed approach?
 - Are there specific performance trade offs to explore with a bond scenario?
 - What local priorities or factors to consider in creating final scenarios for assessment?
- What questions do TPAC members have regarding the reference scenario options?



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Next Steps

Where we are: Step 1A.1 & Step 2



Next Steps

Bond Scenario Assessment: December 2024 – February 2025

- Scenario building & analysis
 - Input opportunities: January 2025
 - Reference scenario options
- Scenario assessment results
 - Input on preferred scenarios, local priorities, etc.



Next Steps

Selecting Preferred Bond Scenario: March 2025

- TPAC recommendation to JPACT: March 7th
- JPACT approval: March 20th

Public Comment

- Open public comment: March 24th
 - Includes public comment on Step 2 applications



Questions? Comments

Contact: Grace Cho

grace.cho@oregonmetro.gov

oregonmetro.gov/rffa



Arts and events

Garbage and recycling

Land and transportation

Oregon Zoo

Parks and nature

oregonmetro.gov

TPAC Agenda Item

FFY 2025 Redistribution Funding Options

Agenda Support Materials:

- Staff Narrative Report with 3 Attachments
- Attachment 1: 80.6% Award Breakout
- Attachment 2: Targeted Funding Reduction Approach
- Attachment 3: Targeted Funding Reduction Factors

January 10, 2025

Ken Lobeck
Metro Funding Programs Lead

FFY 2025 Redistribution Funding Options

Overview

- As a result of exceeding Metro's annual obligation targets = \$13.6 million Redistribution funding bonus
- \$10 million set-aside to support prior RFFA funded projects impacted by inflation to resolve project funding shortfalls and ensure on-time, on budget, and fully scoped projects
- Solicited funding requests
- Received 9 requests totaling \$12.4 million
- **Next step: Recommend approach to award the \$10 million available**

FFY 2025 Redistribution Funding Options

Submitted Funding Requests

FFY 2025 Redistribution Finding Call Funding Submissions			
Lead Agency	Key	Project Name	Requested Funding
Clackamas County Gresham Milwaukie Portland Portland Portland Portland Tigard THPRD	22131	Courtney Ave Complete Street: River Road - OR99E	\$2,421,841
	20808	NE Cleveland Ave.: SE Stark St - NE Burnside	\$2,166,504
	22141	Washington/Monroe Street: SE 37th - SE Linwood Ave	\$1,805,526
	18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	\$ 471,027
	20814	Jade and Montavilla Multi-modal Improvements	\$2,494,095
	22134	NE 122nd Ave Safety: Access:	\$ 821,084
	22135	NE MLK Blvd Safety & Access to Transit: Cook-Highland	\$412,758
	23253	Fanno Creek: SW Durham Rd to SW Bonita Rd Project Development	\$500,000
	19357	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	\$1,321,000
Total:			\$12,413,835
Available Redistribution Funding:			\$10,000,000
Over Subscription Amount:			(\$2,413,835)

FFY 2025 Redistribution Funding Options

Today's Action

- Review and discuss approaches to develop a \$10 million package of projects
- No formal action, decision or recommendation required today
- Bring draft funding option to February TPAC for recommendation to JPACT

Option #1:

80.6% Funding Approach

- Percentage Based Approach: All project requests funded at 80.6% of total request
- Assumes no change in total project cost
- Assumes lead agency can cover the additional required overmatch

Option #1:

80.6% Funding Approach

- All project requests funded at 80.6% of total request

80.6% Redistribution Funding Award Option						
Lead Agency	Key	Project Name	Original Request	Redistribution Award at 80.6%	Required Extra Overmatching Funds	Total Project Cost
Clackamas County	22131	Courtney Ave	\$2,421,841	\$1,952,003	\$523,622	\$8,355,460
Gresham	20808	Cleveland Ave	\$2,166,504	\$1,746,202	\$468,407	\$7,849,954
Milwaukie	22141	Washington/Monroe	\$1,805,526	\$1,455,253	\$949,364	\$8,506,083
Portland	18837	Columbia Blvd	\$ 471,027	\$379,647	\$101,540	\$9,430,549
Portland	20814	Jade and Montavilla	\$2,494,095	\$2,010,240	\$539,345	\$11,793,666
Portland	22134	NE 122 nd Ave	\$ 821,084	\$661,793	\$177,523	\$7,345,777
Portland	22135	NE MLK Blvd	\$412,758	\$332,682	\$89,241	\$5,683,000
Tigard	23253	Fanno Creek Trail	\$500,000	\$403,000	\$97,000	\$2,078,600
THPRD	19357	Beaverton Creek Trail	\$1,321,000	\$1,064,726	\$285,605	\$11,533,871
Total:				\$10,005,546		

Option #2

Targeted Funding Approach

- Stated option is illustrative and not the final proposal
- Funds projects across the region
- Applies various project delivery and readiness factors (see Attachment 3)
- Other approaches are possible

Option #2

Targeted Funding Approach

- Funds projects across the region
 - Eliminates NE MLK Blvd project
 - Reflects acceptable scope adjustment for Fanno Creek Trail
 - Reduces award for remaining projects

Targeted Reduction Redistribution Funding Award Option						
Lead Agency	Key	Project Name	Original Request	Targeted Funding Reduction Award	Required Extra Overmatching Funds	Total Project Cost
Clackamas County Gresham Milwaukie Portland Portland Portland Portland Tigard THPRD	22131	Courtney Ave	\$2,421,841	\$2,021,841	\$445,790	\$8,355,460
	20808	Cleveland Ave	\$2,166,504	\$1,772,372	\$439,242	\$7,849,954
	22141	Washington/Monroe	\$1,805,526	\$1,505,526	\$893,337	\$8,506,083
	18837	Columbia Blvd	\$ 471,027	\$379,647	\$101,640	\$9,430,549
	20814	Jade and Montavilla	\$2,494,095	\$2,294,095	\$223,002	\$11,793,666
	22134	NE 122 nd Ave	\$ 821,084	\$661,793	\$177,523	\$7,345,777
	22135	NE MLK Blvd	-\$412,758	\$0	\$460,000	\$5,683,000
	23253	Fanno Creek Trail	\$500,000	\$300,000	\$222,892	\$1,790,600
	19357	Beaverton Creek Trail	\$1,321,000	\$1,064,726	\$285,605	\$11,533,871
	Total:			\$10,000,000		

FFY 2025 Redistribution Funding Options

Next Steps After Today

- Revise options based on TPAC feedback
- Follow up with lead agencies on revised request and availability of required overmatch (if any)
- Bring draft funding option to February 7, 2025 TPAC for recommendation to JPACT

FFY 2025 Redistribution Funding Options

Discussion, Questions, and Requested Actions

- Initial Poll: Consensus on preferred option?
- Consider and discuss:
 - Benefits and drawbacks of each option
 - Project delivery factors to implement if utilizing Option 2
 - Follow up actions needed for Option 1 and Option 2