

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE ADDING, CANCELING,
OR AMENDING A TOTAL OF SEVEN
PROJECTS TO MEET FEDERAL
TRANSPORTATION PROJECT DELIVERY
REQUIREMENTS**) RESOLUTION NO. 24-5426
)
) 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 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 U.S. Department of Transportation's (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, the Oregon Department of Transportation's (ODOT) statewide funding shortfall has triggered a required State Transportation Improvement Program rebalancing action to determine which ODOT funded projects can be delayed, slipped to later years, determined to be a delivery priority, or can be canceled from the STIP; and

WHEREAS, the STIP rebalancing action impacts four of the seven projects resulting in required funding adjustments, fund swaps, phase delivery delays, or outright cancelation from the STIP; and

WHEREAS, Metro is receiving their regular three-year Transportation Options funding allocation from ODOT totaling \$1,462,875 in support of required Regional Travel Options program activities which Metro will lead and complete for ODOT; and

WHEREAS, the Oregon Parks and Recreation Department has awarded a \$33,660, Recreational Trails Program discretionary grant award to the Tualatin Riverkeepers that

will provide updated trail information and also impacts the Metro Pedestrian and Bicycle modeling networks which results in an MTIP programming action; and

WHEREAS, the latest cost estimate for ODOT's US26 Powell Blvd project that will provide multiple street, pedestrian, and bicyclist upgrades requires an additional \$39.8 million construction phase funding increase to enable the construction phase to be obligated and implemented; and

WHEREAS, on July 12, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution and on July 18, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

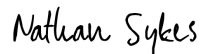
BE IT RESOLVED that the Metro Council adopts this resolution to amend or add the five projects as stated in more within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this 1st day of August 2024.



Lynn Peterson, Council President

Approved as to Form:



Nathan Sykes, Deputy Metro Attorney

Exhibit A
July #1 FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: JL24-10-JUL1

The July #1 Federal Fiscal Year 2024 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 eight projects. Several of the required project changes continue the ODOT STIP rebalancing effort which is examining ways to save on project costs and diminish the impact of an existing funding shortfall. A summary of the ~~eight~~ **seven** projects includes the following:

1. Projects Being Canceled from the 2024-27 MTIP and STIP:

- **Key 23410 - I-84: NE Martin Luther King Jr Blvd - I-205 (ODOT)**: As part the STIP rebalancing actions to address an existing ODOT funding shortfall, Key 23419 is being canceled. The project current contains only the Preliminary Engineering phase programmed and is intended to design for pavement resurfacing to repair ruts and surface wear.

2. New Projects Being Added to the 2024-27 MTIP and STIP:

- **New Project Key 23676 - Metro Transportation Options FFY25 - FFY27 (Metro)**: Metro is receiving its regular three-year funding allocation from ODOT supporting the Regional Travel Options (RTO) program. The funding supplements the existing RTO program funding approved in the Metro Unified Planning Work Program (UPWP). The RTO program creates safe, vibrant and livable communities by providing grants and supporting efforts that increase walking, biking, ride sharing, telecommuting and public transit use.
- **New Project Key 23671 - Portland Metro & Surrounding Areas Signing (ODOT)**: The formal amendment adds the new safety project to the MTIP which will provide various signing upgrades on Region 1 corridors for safety and maintenance improvements. Specific locations are to be determined.
- **New Project Key 23658 - Tualatin River Water Trail Access Enhancements (Tualatin Riverkeepers)**: The project was awarded Recreational Trail Program (RTP) funds from the Oregon Parks and Recreations Department and will provide various access improvements to the Tualatin Water Trail

3. Existing Projects Being Amended as Part of the July #1 Regular Formal Amendment Bundle:

- **Project Key 22613 - Portland Metro and Surrounding Areas Safety Reserve (ODOT):** Combining funds into Key 23671as noted previously enabling Key 23671 to be added to the MTIP with full required funding.

- ~~**Project Key 21709 - OR120: Columbia Slough Bridge (ODOT):** The formal amendment updates the prior obligated Planning phase, decreases the PE phase, and primarily adds the required funding to the construction phase.~~

~~7/2/2024 Update: Per ODOT's request, Key 21709 has been removed from the amendment bundle. The construction phase will not be added to the project at this time. This decreases the July #1 202 MTIP Formal Amendment bundle from 8 to seven projects. The removal is considered part of the public notification process for the amendment.~~

- **Project Key 22431 - OR141/OR217 Curb Ramps (ODOT):** The MTIP formal amendment corrects a programming discrepancy between the MTIP and STIP (corrects and updates the per phase obligations) and adds funding to the construction phase to address a funding shortfall.
- **Project Key 21178 - US26 (Powell Blvd): SE 99th Ave - East City Limits (ODOT):** The formal amendment updates the funding levels in PE and ROW, plus adds new funds to support the construction phase.

The Exhibit A Tables that follow on the next pages contain the specific project changes for the fives in the July #2 Formal MTIP Amendment Bundle., See the Exhibit A/MTIP Worksheets for the detailed changes and consistency review areas. Additionally, the Portland Broadway Main Street and Supporting Connections project is being included for information and processing consistency purposes.

2024-2027 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 24-5426

July #1 FFY 2024 (Regular) Formal Amendment Bundle Contents
 Amendment Type: Formal/Full
 Amendment #: JL24-10-JUL1
 Total Number of Projects: **8 7**

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Existing Projects Being Canceled in the 2024-27 MTIP				
(#1) ODOT Key # 23410 MTIP ID 71200	ODOT	I-84: NE Martin Luther King Jr Blvd - I-205	Design for pavement resurfacing to repair ruts and surface wear.	<u>CANCEL PROJECT:</u> The MTIP formal amendment cancels the PE phase which effectively cancels the project from the MTIP and STIP. The cancelation results per the recent STIP rebalancing review as a cost savings action to address ODOT's funding shortfall

Category: Adding New Projects to the 2024-2027 MTIP

(#2) ODOT Key # 23676 MTIP ID TBD <i>New Project</i>	Metro	Metro Transportation Options FFY25 - FFY27	Metro funding to promote and encourage the use of alternative transportation options during federal fiscal years 2025, 2026 and 2027.	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the ODOT fund project grouping bucket (PGB) supporting Regional Travel Options (RTO) activities for Metro. The RTO program creates safe, vibrant and livable communities by providing grants and supporting efforts that increase walking, biking, ride sharing, telecommuting and public transit use
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Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#3) ODOT Key # 23671 MTIP ID TBD <i>New Project</i>	ODOT	Portland Metro & Surrounding Areas Signing	Complete various signing upgrades in Region 1 corridors for safety and maintenance improvements. Locations to be determined as needed based on investigations. This will allow for quicker response to safety concerns.	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new safety PGB providing safety signage upgrades by combining funds from Key 22613.
(#4) ODOT Key # 23658 MTIP ID TBD <i>New Project</i>	ODOT	Tualatin River Water Trail Access Enhancements	Access improvements to the Tualatin Water Trail including updated map and river information, signage, personal flotation device (PFD) kiosks, and a boat storage shelter.	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new OPRD Tualatin Rive Trail RTP funded project to the MTIP. The project is located on the Metro Pedestrian and Bicycle networks resulting in its classification as a regionally significant project.
Category: Existing MTIP Projects Being Amended				
(#5) ODOT Key # 22613 MTIP ID 71337	ODOT	Portland Metro and Surrounding Areas Safety Reserve	Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.	<u>COMBINE FUNDS:</u> The formal MTIP amendment commits and transfers the available funding to ODOT new safety signage PGB in Key 23671 as noted above. As a result, Key 22613 is left "zero programmed".
(#6) ODOT Key # 21709 MTIP ID 71195	ODOT	OR120: Columbia Slough Bridge	Bridge replacement of the existing timber structure that is obsolete, costly to continuously repair, and can no longer support heavier loads.	<u>ADD PHASE:</u> The formal MTIP amendment updates the prior obligated Planning phase, decreases the PE phase, and primarily adds the required funding to the construction phase. The project is now fully programmed based on an estimated total project cost of \$59,676,998.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#6) ODOT Key # 22431 MTIP ID 71247	ODOT	OR141/OR217 Curb Ramps	At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.	<u>COST INCREASE:</u> The MTIP formal amendment corrects a programming discrepancy between the MTIP and STIP (corrects and updates the per phase obligations) and adds funding to the construction phase to address a funding shortfall
(#7) ODOT Key # 21178 MTIP ID 71033	ODOT	US26 (Powell Blvd): SE 99th Ave - East City Limits	On US26 (Powell Blvd) in SE Portland, widen from three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.	<u>COST INCREASE:</u> The MTIP formal amendment updates the funding levels in PE and ROW, plus adds new funds to support the construction phase

Proposed Amendment Review and Approval Steps:

Date	Action
July #2 (JL24-11-JUL2) Rose Quarter Improvement Project Formal MTIP Amendment Required Approval Actions	
Tuesday, July 2, 2024	Post amendment & begin 30+ day notification/comment period.
Friday, July 12, 2024	July 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, July 18, 2024	July JPACT meeting. JPACT will be requested to approve the amendment resolution and provide an approval recommendation to Metro Council
Friday, July 30, 2024	End the 30-day public comment period.
Thursday, August 1, 2024	Metro Council meeting. Request final Metro approval for the July #1 MTIP Formal Amendment bundle under amendment JL24-10-JUL1.
Wednesday, August 7, 2024	Submit final Metro approved July #1 amendment bundle to ODOT and FHWA to complete final approval steps.
Late August, 2024	Final approval from FHWA estimated should occur.

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
CANCEL PROJECT
Cancel PE phase per STIP
rebalancing review

Project #1 **CANCELED PROJECT**

Project Details Summary							
ODOT Key #	23410	RFFA ID:	N/A	RTP ID:	12094	RTP Approval Date:	11/30/2023
MTIP ID:	71200	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-10-JUL1	STIP Amendment ID:		24-27-1287		

Summary of Amendment Changes Occurring:
The MTIP formal amendment cancels the PE phase which effectively cancels the project from the MTIP and STIP. The action results per the recent STIP rebalancing review to address ODOT's funding shortfall. The first action was to slip existing projects to future STIP years. Now, per the review, certain projects are now being canceled from the MTIP and STIP. The action also will be part of the annual STIP amendment that the Oregon Transportation Commission (OTC) will consider during their August 1, 2024 meeting.

Project Name:	I-84: NE Martin Luther King Jr Blvd - I-205						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	N/A	Delivery as Direct Recipient:	N/A		

Short Description:
Design for pavement resurfacing to repair ruts and surface wear.

MTIP Detailed Description (Internal Metro use only):
Design for a future pavement resurfacing project to repair ruts and surface wear.

STIP Description:
Design for pavement resurfacing to repair ruts and surface wear.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Preservation or Maintenance	Maintenance and Preservation
ODOT Work Type:	PRESRV		

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									
NHPP	Y002	2025		\$ 1,725,436					\$ -
									\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025		\$ 145,564					\$ -
									\$ -
State Totals:			\$ -	\$ 145,564	\$ -	\$ -	\$ -	\$ -	\$ -
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:			\$ -	\$ 1,871,000	\$ -	\$ -	\$ -	\$ -	\$ 1,871,000
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but is being canceled.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ (1,871,000)	\$ -	\$ -	\$ -	\$ -	\$ (1,871,000)
Phase Change Percent:	0.0%	-100.0%	0.0%	0.0%	0.0%	0.0%	-100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	0.00%	N/A	N/A	N/A	N/A	N/A

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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:		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? PE was funded with federal National Highway Performance Program funds
2. Does the amendment include changes or updates to the project funding? All existing funding is being removed from the project.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via STIP Impacts Worksheet.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Yes, OTC approval will be required as part of the ODOT
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-84	0.40	7.12	6.72
Cross Streets	Route or Arterial		Cross Street		Cross Street
	I-84		I-5 interchange		I-205 Interchange

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	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num Not Applicable
Last Amendment Action	Not Applicable					

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			X		X		Limits cross several EFA sections with various "yes" designations for POC, LEP, and LI
Added notes:								

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: Pavement resurfacing and/or rehabilitation.
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# 12094 - Highway Pavement Maintenance: 2023-2030
RTP Project Description:	Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) that do not add motor vehicle capacity.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Throughway
Yes	Transit	Light Rail Transit
Yes	Freight	Main Roadway Routes and Branch Rail Lines
Yes	Bicycle	Bicycle Parkway
No	Pedestrian	None

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-84	NHS Interstate
Functional Classification	Yes	I-84	Urban Interstate
Federal Aid Eligible Facility	Yes	I-84	1 = Interstate

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.
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 # 2.1 Safe 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 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
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.

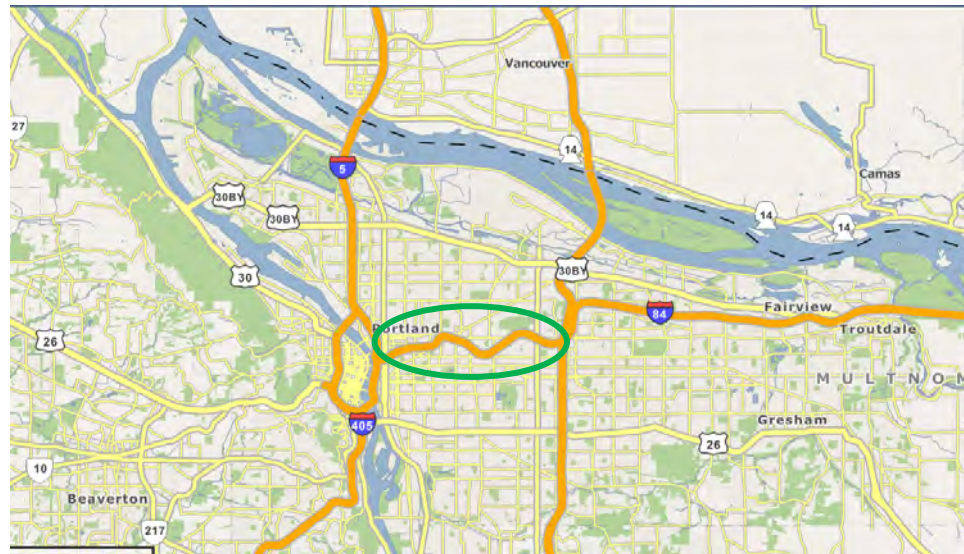
Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be July 2, 2024 to July 30, 2024
3.	Was the comment period completed consistent 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? Not expected

Fund Codes References

State	General state funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]

Name: I-84: NE Martin Luther King Jr Blvd - I-205		Key: 23410	
Description: Design for pavement resurfacing to repair ruts and surface wear.		Region: 1	
MPO: Portland Metro MPO		Work Type: PRESRV	
Applicant: ODOT		Status: PROJECT FUNDED THROUGH FINAL PLANS	
Location(s)-			
Mileposts	Length	Route	Highway
0.40 to 7.12	6.72	I-84	COLUMBIA RIVER
		ACT	County(s)
		REGION 1 ACT	MULTNOMAH
Current Project Estimate			
	Planning	Prelim. Engineering	Right of Way
Year		2025	Utility Relocation
Total		\$1,871,000.00	Construction
Fund 1		Y002 \$1,725,436.20	Other
Match			Project Total
Fund 2		S070 \$145,563.80	
Match			

Footnote:



2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the ODOT funded RTO PGB bucket to the MTIP

Project #2

Project Details Summary

ODOT Key #	23676	RFFA ID:	N/A	RTP ID:	11054	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-10-JUL1		STIP Amendment ID:		24-27-1250	

Summary of Amendment Changes Occurring:
 The formal MTIP amendment adds the ODOT fund project grouping bucket (PGB) supporting Regional Travel Options (RTO) activities for Metro. The RTO program creates safe, vibrant and livable communities by providing grants and supporting efforts that increase walking, biking, ride sharing, telecommuting and public transit use. ODOT funding is being pulled from similar non-MPO PGBs. Funding source includes \$461,189.80 from project Key 23147, \$438,454.69, from project Key 23048, and \$563,230.67 from project Key 23397. Keys 23147,23048, and 23397 are outside the MPO programming boundary. They will be updated in the STIP, but do not need updates in the MTIP.

Project Name:	Metro Transportation Options FFY25 - FFY27						
Lead Agency:	Metro	Applicant:	Metro	Administrator:	ODOT		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No		

Short Description:
 Metro funding to promote and encourage the use of alternative transportation options during federal fiscal years 2025, 2026 and 2027.

MTIP Detailed Description (Internal Metro use only):
 Region-wide PGB supporting Metro's RTO program that creates safe, vibrant and livable communities by providing grants and supporting efforts that increase walking, biking, ride sharing, telecommuting and public transit use.(FFY 2025-27 allocation, Y240/State STBG initial fund code)

STIP Description:
 Metro funding to promote and encourage the use of alternative transportation options during federal fiscal years 2025, 2026 and 2027.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	New Capacity - General Purpose	Capital Improvement
ODOT Work Type:	OP-TDM		

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	2025						\$ 1,312,638	\$ 1,312,638
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,312,638	\$ 1,312,638

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025						\$ 150,237	\$ 150,237
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,237	\$ 150,237

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,462,875	\$ 1,462,875
Total Estimated Project Cost							\$ 1,462,875
Total Cost in Year of Expenditure:							\$ 1,462,875

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,462,875	\$ 1,462,875
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,237	\$ 150,237
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,312,638	\$ 1,312,638
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,237	\$ 150,237
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,462,875	\$ 1,462,875

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	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%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	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
Completion Date Notes:	The State STBG fund obligation is assumed to be through FHWA's FMIS system and not flex transferred to FTA.						
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 State Surface Transportation Block Grant (STBG) funds
2. Does the amendment include changes or updates to the project funding? Yes. New State STBG is being added to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes. ODOT cited the existing PGBs where the funding is being shifted.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT program manager 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	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	0	No activity.	
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						

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			Other possible performance measure may apply once specific locations are identified
Added notes:								

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:	Air Quality - Continuation of ride-sharing and van-pooling promotion activities at current levels
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# 11054 - Regional Travel Options (RTO) Program Activities for 2023-2030
RTP Project Description:	Education, services, and small capital projects that promote and make transit, bicycling, walking and ridesharing easier to use. Program elements are delivered by local government agencies, community non-profit organizations and colleges with US and Oregon Department of Transportation funding allocated by the Metro Regional Travel Options program. The program helps the region meet goals for increased access to jobs, education and services and to reduce motor vehicle miles traveled.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not Applicable
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

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? Yes.
3a. If yes, is an amendment required to the UPWP? A separate budget amendment will need to occur to reflect the new funding.
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)? Metro funded stand-alone project.
4. Applicable RTP Goal: 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.
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 July 2, 2024 to July 30, 2024
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? Not expected.
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.

Fund Codes References

State	General state funds committed to the project that normally cover the minimum match requirement to the federal funds
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.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex I/JA	100.00%	1,462,875.16	89.73%	1,312,637.88	10.27%	150,237.28	0.00%	0.00
OT Totals			100.00%	1,462,875.16		1,312,637.88		150,237.28		0.00
Grand Totals						1,312,637.88		150,237.28		0.00

Source of Funding for Key 23676	State STBG	State Match
\$461,190 from Key 23147	\$413,826	\$47,364
\$ 438,455 from Key 23048	\$393,425	\$45,030
<u>\$563,230 from Key 23397</u>	<u>\$505,386</u>	<u>\$57,844</u>
\$1,462,875 total	\$1,312,637	\$150,238

Name: **Transportation Options Provider Grants FY25-26**

Key: **23147**

Description **Funding to promote and encourage the use of alternative transportation options during federal fiscal years 2025 and 2026.**

Region: **6**

MPO: **Non-MPO**

Work Type: **OP-TDM**

Applicant: **ODOT**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
				STATEWIDE	STATEWIDE	

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$2,507,522.57	\$2,507,522.57
Fund 1					Y240	\$2,250,000.00	
Match						\$257,522.57	

Footnote:

2024-2027 Active STIP

STATEWIDE

2024-2027 Active STIP

Name: **ECO Rule Implementation FY25, 26 and 27** Key: **23048**

Description **Commuter-focused program to support new Employee Commute Options (ECO) rule implementation.** Region: 6

MPO: **Non-MPO**

Work Type: **OP-TDM**

Applicant: **ODOT**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				STATEWIDE	STATEWIDE

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$2,228,908.95	\$2,228,908.95
Fund 1						Y240 \$2,000,000.00	
Match						\$228,908.95	

Footnote:

Name: **Innovative Mobility Federal Competitive Grants FFY24** Key: **23397**

Description **Federal funding for competitive grants and contracted services to assist the transportation needs of historically marginalized groups during federal fiscal year 2024. Projects will be selected based on requirements of funds.** Region: 6

MPO: **Non-MPO**

Work Type: **OPERAT**

Applicant: **ODOT**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				STATEWIDE	STATEWIDE

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$6,615,635.80	\$6,615,635.80
Fund 1						Y240 \$5,936,210.00	
Match						\$679,425.80	

Footnote:

Most Recent Approved Amendment	
Amendment No: 24-27-1052	Approval Date: 4/15/2024
Requested Action: Slip the project to start in federal fiscal year 2025.	

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add the new safety PGB by
combining funds from Key 22613

Project #3

Project Details Summary

ODOT Key #	23671	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-10-JUL1	STIP Amendment ID:		24-27-1240		

Summary of Amendment Changes Occurring:

The formal MTIP amendment adds the new safety PGB providing safety signage upgrades by combining funds from Key 22613.

Project Name:	Portland Metro & Surrounding Areas Signing						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

Various signing upgrades in Region 1 corridors for safety and maintenance improvements. Locations to be determined as needed based on investigations. This will allow for quicker response to safety concerns.

MTIP Detailed Description (Internal Metro use only):

At various highway corridor locations across Region 1, install safety signage upgrades for motorist safety and maintenance improvements. Specific locations to be determined from scoping and specific investigations to address priority safety concerns.

STIP Description:

Various signing upgrades on Region 1 corridors for safety and maintenance improvements. Locations to be determined as needed based on investigations. This will allow for quicker response to safety concerns.

Project Classification Details

Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	System Management and Operations	Systems Management, ITS, and Operations
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									
									\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
HB2017	S070	2025		\$ 91,710					\$ 91,710
HB2017	S070	2025					\$ 275,127		\$ 275,127
									\$ -
State Totals:			\$ -	\$ 91,710	\$ -	\$ -	\$ 275,127	\$ -	\$ 366,837
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			\$ -	\$ 91,710	\$ -	\$ -	\$ 275,127	\$ -	\$ 366,837
Total Estimated Project Cost									\$ 366,837
Total Cost in Year of Expenditure:									\$ 366,837

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed. The funds are being transferred to new Key 23671.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 91,710	\$ -	\$ -	\$ 275,127	\$ -	\$ 366,837
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	0.00%	N/A	N/A	0.00%	N/A	0.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ 91,710	\$ -	\$ -	\$ 275,127	\$ -	\$ 366,837
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 91,710	\$ -	\$ -	\$ 275,127	\$ -	\$ 366,837

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	0.0%	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%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	25.0%	0.0%	0.0%	75.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	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							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
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? Original source was to be HB2017. Now, not applicable
2. Does the amendment include changes or updates to the project funding? Yes, all funds are being transferred to new Key 23671.
3. Was proof-of-funding documentation provided to verify the funding change? Yes
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC action is required, expected 8-1.2024
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	Various	Various	Various	Various
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	

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, etc.).
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num
Last Amendment Action	Not Applicable					

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 The safety PGB is regional.
						X		
Added notes: Safety upgrades at specific locations will be addressed as part of the ongoing performance measures monitoring process.								

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 -Traffic control devices and operating assistance other than signalization projects
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.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not Applicable
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

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
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 Goal: Goal # 2 - Safe 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 July 2, 2024 to July 30, 2024
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? Not expected
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.

Fund Codes References

HB2017	State funding that originates from Oregon House Bill 2017. HB2017 made a significant investment in transportation to help further the things Oregonians value, such as a vibrant economy with good jobs, choices in transportation, a healthy environment, and safe communities
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Key Number: 23671 **2024-2027 STIP**

Project Name: Portland Metro & surrounding areas signing (DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	S070	HB2017 Funding Package	100.00%	91,710.00	0.00%	0.00	100.00%	91,710.00	0.00%	0.00
	PE Totals		100.00%	91,710.00		0.00		91,710.00		0.00
CN	S070	HB2017 Funding Package	100.00%	275,127.00	0.00%	0.00	100.00%	275,127.00	0.00%	0.00
	CN Totals		100.00%	275,127.00		0.00		275,127.00		0.00
Grand Totals				366,837.00		0.00		366,837.00		0.00

2024-2027 Active STIP		CLACKAMAS		2024-2027 Active STIP			
Name: Portland Metro and surrounding areas safety reserve			Key: 22613				
Description: Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.					Region: 1		
MPO: Non-MPO		Work Type: SAFETY					
Applicant: ODOT		Status: BUCKET OF FUNDS					
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	CLACKAMAS		
				REGION 1 ACT	HOOD RIVER		
				REGION 1 ACT	MULTNOMAH		
				REGION 1 ACT	WASHINGTON		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$366,837.85		\$366,837.85
Fund 1				ACPO	\$330,154.06		
Match					\$36,683.79		
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0392			Approval Date: 10/31/2023				

Funding for Key 23671 originates by combining funding into 23671 from Key 22613 at left

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add the new 2023 RTP awarded project to the MTIP

Project #4

Project Details Summary

ODOT Key #	23658	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-10-JUL1	STIP Amendment ID:		24-27-1213		

Summary of Amendment Changes Occurring:

The formal MTIP amendment adds the new OPRD Tualatin Rive Trail RTP funded project to the MTIP. The project is located on the Metro Pedestrian and Bicycle networks resulting in its classification as a regionally significant project. MTIP programming is required in support of federal delivery approval steps and performance measures reporting,

Project Name:	Tualatin River Water Trail Access Enhancements						
Lead Agency:	Tualatin Riverkeepers	Applicant:	Tualatin Riverkeepers	Administrator:	OPRD (Oregon Parks and Rec)		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

Access improvements to the Tualatin Water Trail including updated map and river information, signage, personal flotation device (PFD) kiosks, and a boat storage shelter.

MTIP Detailed Description (Internal Metro use only):

In Southern Tigard, across Tualatin, and wester Durham along the Tualatin River from SW 108th Ave and east/southeast to east of SW 50th Ave, complete access improvements to the Tualatin Water Trail including updated map and river information, signage, personal flotation device (PFD) kiosks, and a boat storage shelter (Inclusion in Metro Ped and Bicycle networks) 2023 RTP grant award.)

STIP Description:

Access improvements to the Tualatin Water Trail including updated map and river information, signage, personal flotation device (PFD) kiosks, and a boat storage shelter.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Multi-use Path	Other	Other
ODOT Work Type:	BIKPED		

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									
RTP (IIJA)	Y940	2025						\$ 33,660	\$ 33,660
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,660	\$ 33,660

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						\$ 28,000	\$ 28,000
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,000	\$ 28,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,660	\$ 61,660
Total Estimated Project Cost							\$ 61,660
Total Cost in Year of Expenditure:							\$ 61,660

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,660	\$ 61,660
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,000	\$ 28,000
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	45.41%	45.41%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,660	\$ 33,660
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,000	\$ 28,000
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,660	\$ 61,660

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	54.6%	54.6%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	45.4%	45.4%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	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%	0.0%	0.0%	54.6%	54.6%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	45.4%	45.4%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	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
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? Federal Recreational Trails Program (RTP) funds.
2. Does the amendment include changes or updates to the project funding? Yes, new federal RTP funds are added to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the official 2023 RTP award list.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OPRD 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	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Tualatin River Trail		SW 80th Ave		SW 50th Ave
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

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, etc.).
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num Not Applicable
Last Amendment Action	Not Applicable. The formal amendment represent the initial project programming in the MTIP.					

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 Equity POC=Yes, LEP = Yes, LI = Yes
				X	X			
Added notes:								

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:	Air Quality - Bicycle and Pedestrian Facilities
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# 10744 - Tualatin River Pathway
RTP Project Description:	Fill in system gaps from eastern city limits to western city limits.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No designation
No	Transit	No designation
No	Freight	No designation
Yes	Bicycle	Regional Bikeway (Tualatin River Greenway Trail)
Yes	Pedestrian	Regional Pedestrian Corridor

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

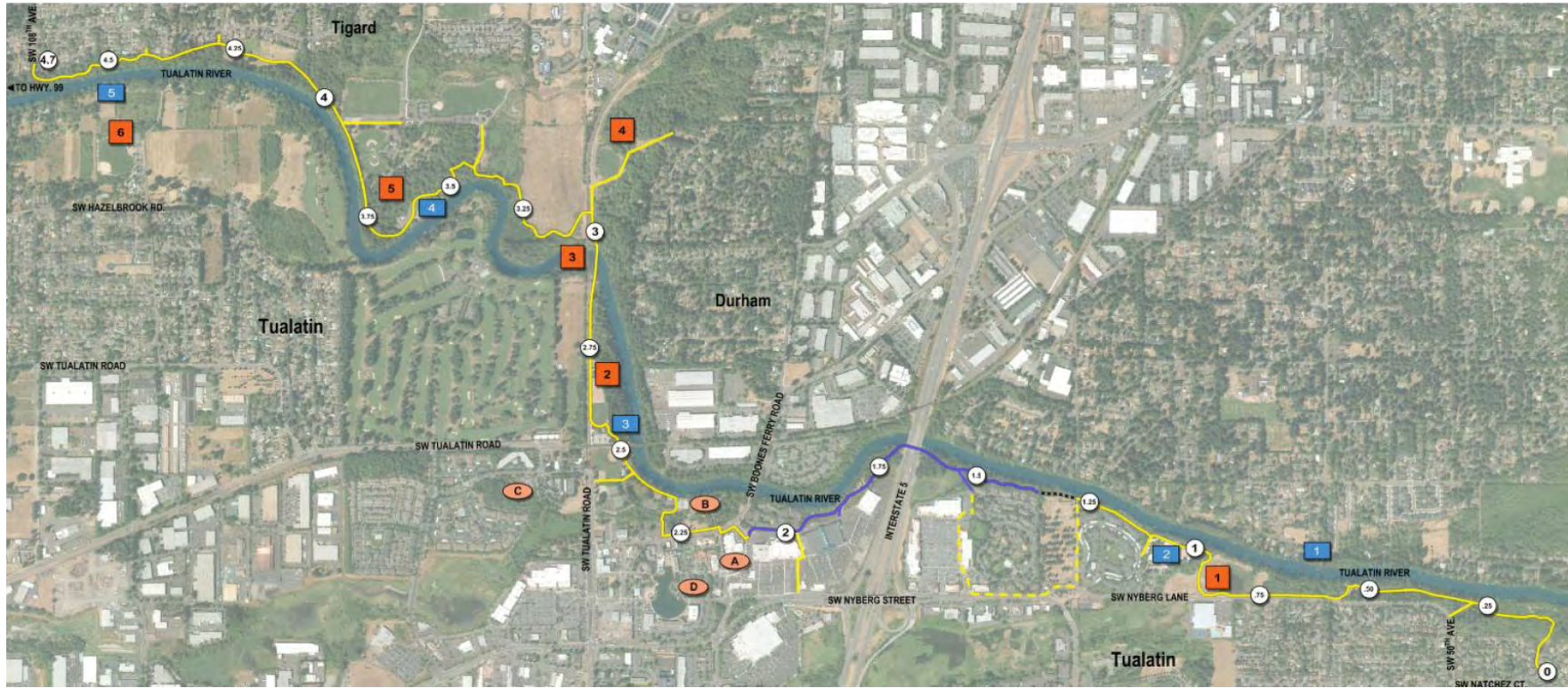
Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? Yes
3a.	If yes, is an amendment required to the UPWP? 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 Goal:</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 #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.</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 public notification/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 July 2, 2024 to July 30, 2024
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? Not expected
7.	Added notes:

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
RTP	Recreational Trails Program. A federal funding source (FHWA based) that provides funds to the States to develop and maintain recreational trails and trail-related facilities for motorized and nonmotorized recreational trail uses. RTP funds are a special set-aside group of funds under STBG funding program

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y940	Recreational trail program (RTP) IJJA	100.00%	61,660.00	55.00%	33,660.00	0.00%	0.00	45.00%	28,000.00
	OT Totals		100.00%	61,660.00		33,660.00		0.00		28,000.00
Grand Totals				61,660.00		33,660.00		0.00		28,000.00

2023 Recreational Trails Program (RTP) Grants				
Project Name	Project Sponsor	Project Description	Total Project Cost	Grant Request Amount
<i>Non-Motorized</i>				
Cline Buttes Mountain Bike Trail Construction*	Central Oregon Trail Alliance	This is phase one of a multi-phase project to expand the Cline Butte and Cascade View mountain bike trail systems by building new trail, rerouting existing trails, building a trailhead, and adding signage.	\$183,050	\$145,470
Little North Santiam Trail Reconstruction	National Forest Foundation	Post-fire reconstruction of the Little North Santiam Trail on the Detroit Ranger District of the Willamette National Forest. To include construction of bridges, staircase, puncheon, and retaining walls.	\$290,100	\$144,500
Millicoma Marsh Improvement Project 2.0*	Coos Bay School District 9	Restoration of the Millicoma Marsh Trail and purchase of maintenance tools	\$74,877	\$59,875
Jack-Ash Trail Construction Phase 2 Completion*	Siskiyou Upland Trails Association	Construct new non-motorized trails for Phase II of the Jack-Ash Trail project in Jackson County, OR. Install interpretive sign, waypoint and trailhead signage.	\$95,849	\$76,679
Tualatin River Water Trail Access Enhancements	Tualatin Riverkeepers	Access improvements to the Tualatin Water Trail including updated map and river information, signage, personal flotation device (PFD) kiosks, and a boat storage shelter.	\$61,660	\$33,660
Mt. Ashland Bull Gap Trail Conversion*	Rogue Valley Mountain Bike Association	The Bull Gap Road to Trail Conversion would convert a degraded Forest Service road into two separate trails - a dual direction multi-use trail and a descending mountain bike trail.	\$149,909	\$117,212



Tualatin River Water Trail



2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
COMBINE FUNDS
Transfer all funds to new safety
signage PGB in Key 23671

Project #5

Project Details Summary

ODOT Key #	22613	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	11/30/2023
MTIP ID:	71337	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-10-JUL1	STIP Amendment ID:		24-27-1240		

Summary of Amendment Changes Occurring:

The formal MTIP amendment commits and transfers the available funding to ODOT new safety signage PGB in Key 23671. Key 23671 is also part of this amendment bundle. As a result, Key 22613 is left "zero programmed".

Project Name:	Portland Metro and Surrounding Areas Safety Reserve						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

MTIP Detailed Description (Internal Metro use only):

Across the Region 1 total four county area, establish a safety bucket reserve to support future urgent safety issues and project safety improvement needs are time sensitive and require immediate mitigation. Similar to Emergency Relieve funding bucket logic. (OTC approval: July 14, 2022)

STIP Description:

Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

Project Classification Details

Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	System Management and Operations	Systems Management, ITS, and Operations
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									
ADVCON	ACPO	2024					330,154		\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2024					37,788		\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 37,788	\$ -	\$ -
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:			\$ -	\$ -	\$ -	\$ -	367,942	\$ -	367,942
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed. The funds are being transferred to new Key 23671.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ (367,942)	\$ -	\$ (367,942)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-100.0%	0.0%	-100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	0.00%	N/A	0.00%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

0							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
						Estimated Project Completion Date:	Not Applicable
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? Original source was to be HB2017. Now, not applicable
2. Does the amendment include changes or updates to the project funding? Yes, all funds are being transferred to new Key 23671.
3. Was proof-of-funding documentation provided to verify the funding change? Yes
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC action is required, expected 8-1.2024
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	Various	Various	Various	Various
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	2	Last Amendment	Administrative	Date of Last Amendment	August 2023	Last MTIP Amend Num	AM23-25-AUG4
Last Amendment Action	PHASE SLIP & COST ADJUSTMENT: Cons slipped to FFY 2024. Programming amount reduced based on current STIP programming level						

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:								

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 -Traffic control devices and operating assistance other than signalization projects
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.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not Applicable
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

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
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 Goal: Goal # 2 - Safe 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 July 2, 2024 to July 30, 2024
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? Not expected
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.

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.
State	General state funds used like local funds to provide the minimum match requirement to the federal funds,

Key Number: 22613

2024-2027 STIP

Project Name: Portland Metro and surrounding areas safety

(DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	ACPO	ADVANCE CONSTRUCT PR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	CN Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				0.00		0.00		0.00		0.00

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
COST INCREASE
 Update PE phase obligations and add
 Cons phase funds

Project #6

Project Details Summary

ODOT Key #	22431	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	11/30/2023
MTIP ID:	71247	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-10-JUL1	STIP Amendment ID:		24-27-1268		

Summary of Amendment Changes Occurring:

The MTIP formal amendment corrects a programming discrepancy between the MTIP and STIP (corrects and updates the per phase obligations) and adds funding to the construction phase to address a funding shortfall. The net cost change to the project results in an increase of almost 40% which well above the 20% administrative cost change threshold. This triggers the need to complete the cost changes as a formal/full amendment. The cost increase results from a ADA curb upgrade from 96 to 115 now as well as inflation impacts tot he project.

Project Name:	OR141/OR217 Curb Ramps						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	No		

Short Description:

At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.

MTIP Detailed Description (Internal Metro use only):

On OR 141 (Hall Blvd at two locations between MP 4.97 to 7.07) and on SW 72nd Ave (between SW Beveland Rd to SW Varnes St) in the Tigard area, construct ADA compliant curbs and ramps for safety improvements **impacting up to 115 planned curb upgrades.** (ADA PGB)

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									
State STBG	Z24E	2021		\$ 851,830					\$ 851,830
State STBG	Y240	2021		\$ 1,279,257					\$ -
State STBG	Y240	2021		\$ 1,727,907					\$ 1,727,907
State STBG	Y240	2023			\$ 748,348				\$ -
State STBG	Y240	2023			\$ 183,049				\$ 183,049
State STBG	Z240	2023			\$ 565,299				\$ 565,299
State STBG	Y240	2024					\$ 3,866,715		\$ -
State STBG	Y240	2025					\$ 3,866,715		\$ 3,866,715
AC-GARVEE	ACPO	2025					\$ 2,221,465		\$ 2,221,465
Federal Totals:			\$ -	\$ 2,579,737	\$ 748,348	\$ -	\$ 6,088,180	\$ -	\$ 9,416,265

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (Z24E)	Match	2021		\$ 97,496					\$ 97,496
State (Y240)	Match	2021		\$ 146,417					\$ -
State (Y240)	Match	2021		\$ 197,767					\$ 197,767
State (Y240)	Match	2023			\$ 85,652				\$ -
State (Y240)	Match	2023			\$ 20,951				\$ 20,951
State (Z240)	Match	2023			\$ 64,701				\$ 64,701
State (Y240)	Match	2024					\$ 442,563		\$ -
State (Y240)	Match	2025					\$ 442,563		\$ 442,563
State (AC)	Match	2025					\$ 254,257		\$ 254,257
State Totals:			\$ -	\$ 295,263	\$ 85,652	\$ -	\$ 696,820	\$ -	\$ 1,077,735

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:			\$ -	\$ 2,375,000	\$ 834,000	\$ -	\$ 4,309,278	\$ -	\$ 7,518,278
Amended Programming Totals			\$ -	\$ 2,875,000	\$ 834,000	\$ -	\$ 6,785,000	\$ -	\$ 10,494,000
Total Estimated Project Cost									\$ 10,494,000
Total Cost in Year of Expenditure:									\$ 10,494,000
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	\$ -	\$ -	\$ 2,475,722	\$ -	\$ 2,975,722	
Phase Change Percent:		0.0%	21.1%	0.0%	0.0%	57.5%	0.0%	39.6%	
Amended Phase Matching Funds:		\$ -	\$ 295,263	\$ 85,652	\$ -	\$ 696,820	\$ -	\$ 1,077,735	
Amended Phase Matching Percent:		N/A	10.27%	10.27%	N/A	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	\$ -	\$ 2,579,737	\$ 748,348	\$ -	\$ 6,088,180	\$ -	\$ 9,416,265		
State	\$ -	\$ 295,263	\$ 85,652	\$ -	\$ 696,820	\$ -	\$ 1,077,735		
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Total	\$ -	\$ 2,875,000	\$ 834,000	\$ -	\$ 6,785,000	\$ -	\$ 10,494,000		

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	0.0%	89.73%	0.0%	89.73%
State	0.0%	10.27%	10.27%	0.0%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
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%	24.58%	7.13%	0.0%	58.02%	0.0%	89.73%
State	0.0%	2.81%	0.82%	0.0%	6.64%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	27.4%	7.9%	0.0%	64.7%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 2,875,000	\$ 834,000				Aid ID
Federal Funds Obligated:		\$ 2,579,737	\$ 748,348				SA00(448)
EA Number:		PE003333	R9894000				FHWA or FTA
Initial Obligation Date:		8/31/2021	7/27/2023				FHWA
EA End Date:		Not Available	Not Available				FMIS or TRAMS
Known Expenditures:		Not Available	Not Available				FMIS

						Estimated Project Completion Date:	12/31/2028
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Completion Date Notes:	Estimate only						
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Are federal funds being flex transferred to FTA?	No	If yes, expected FTA conversion code:			N/A		
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Fiscal Constraint Consistency Review

1. What is the source of funding? **Primarily ODOT Surface Transportation Block Grant Funds (STBG)**
2. Does the amendment include changes or updates to the project funding? **Yes, AC funds are added to the construction phase.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via STIP Impacts Worksheet**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **OTC approval is required - Concurrent with August.**
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	OR141 (SW Hall Blvd)	4.97	7.07	2.1
		SW 72nd Ave	6.56	6.84	0.28
Cross Streets		Route or Arterial	Cross Street	Cross Street	
		SW Hall Blvd	SW Garden Pl	SW Durham Rd	
		SW 72nd Ave	SW Beveland Rd	SW Varnes St	

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

1st Year Programmed	2021	Years Active	4	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	4	Last Amendment	Formal	Date of Last Amendment	November 2023	Last MTIP Amend Num	NV23-03-NOV
Last Amendment Action	COST INCREASE: The formal amendment addresses a cons phase funding shortfall by adding OTC approved IJA funds.						

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 Equity POC = Yes LEP = Yes LI = Yes
				X		X		

Added notes:

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 - Safety
Exemption Reference:	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:	<p>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.</p>
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Project Location in the Metro Transportation Network

Yes/No	Network	Designation
Yes	Motor Vehicle	OR141 & 72nd Ave = Minor Arterial
Yes	Transit	OR141 = Frequent Bus
No	Freight	OR141 = No designation
Yes	Bicycle	OR141 = Bicycle Parkway and Regional Bikeway in places, 72nd Ave = Regional Bikeway
Yes	Pedestrian	OR141 = Pedestrian Parkway, 72nd Ave - Regional Pedestrian Corridor

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	OR141	No designation for either SW Hall Blvd or 72nd Ave in the project limits
Functional Classification	Yes	OR141	4 = Minor Arterial
Federal Aid Eligible Facility	Yes	OR141	Urban Minor Arterial

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.**
- 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 # 2- Safe System:
 Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
Goal # 3 - Equitable Transportation:
 Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
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 July 2, 2024 to July 30, 2024
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? Not expected
7.	Added notes:

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	Advanced Construction committed funds with the anticipated conversion code to be GARVEE bond funds
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.
State	General state funds committed by the lead agency that normally will cover the minimum match requirement to the federal funds.

Key Number: 22431

2024-2027 STIP

Project Name: OR141/OR217 curb ramps

(DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	66.98%	1,925,674.00	89.73%	1,727,907.28	10.27%	197,766.72	0.00%	0.00
	Z24E	Surface transportation block grants - flex FAST ext	33.02%	949,326.00	89.73%	851,830.22	10.27%	97,495.78	0.00%	0.00
	PE Totals			100.00%	2,875,000.00		2,579,737.50		295,262.50	
RW	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	24.46%	204,000.00	89.73%	183,049.20	10.27%	20,950.80	0.00%	0.00
	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	75.54%	630,000.00	89.73%	565,299.00	10.27%	64,701.00	0.00%	0.00
	RW Totals			100.00%	834,000.00		748,348.20		85,651.80	
CN	ACPO	ADVANCE CONSTRUCT PR	36.49%	2,475,722.00	89.73%	2,221,465.35	10.27%	254,256.65	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	63.51%	4,309,278.00	89.73%	3,866,715.15	10.27%	442,562.85	0.00%	0.00
	CN Totals			100.00%	6,785,000.00		6,088,180.50		696,819.50	
Grand Totals					10,494,000.00		9,416,266.20		1,077,733.80	0.00



OR 141 (SW Hall Boulevard) and SW 72nd Avenue Curb Ramps Project

Fall 2023

Overview

We are bringing sidewalk curb ramps into compliance with Americans with Disabilities Act (ADA) accessibility standards on highways throughout Oregon including OR 141 (SW Hall Boulevard) and 72nd Avenue. These upgrades create safer and more accessible highway connections for all sidewalk users.

We will upgrade over 120 sidewalk curb ramps at approximately 90 intersections in Tigard along SW Hall Boulevard between Oregon 99W and Durham Road, and on SW 72nd Avenue between Gonzaga Street and Varns Street, making them ADA compliant. Work includes:

Upgrading existing ADA curb ramps

- This improvement will allow all users, including people in wheelchairs and using mobility aids, to make a smooth transition from the street to the sidewalk.

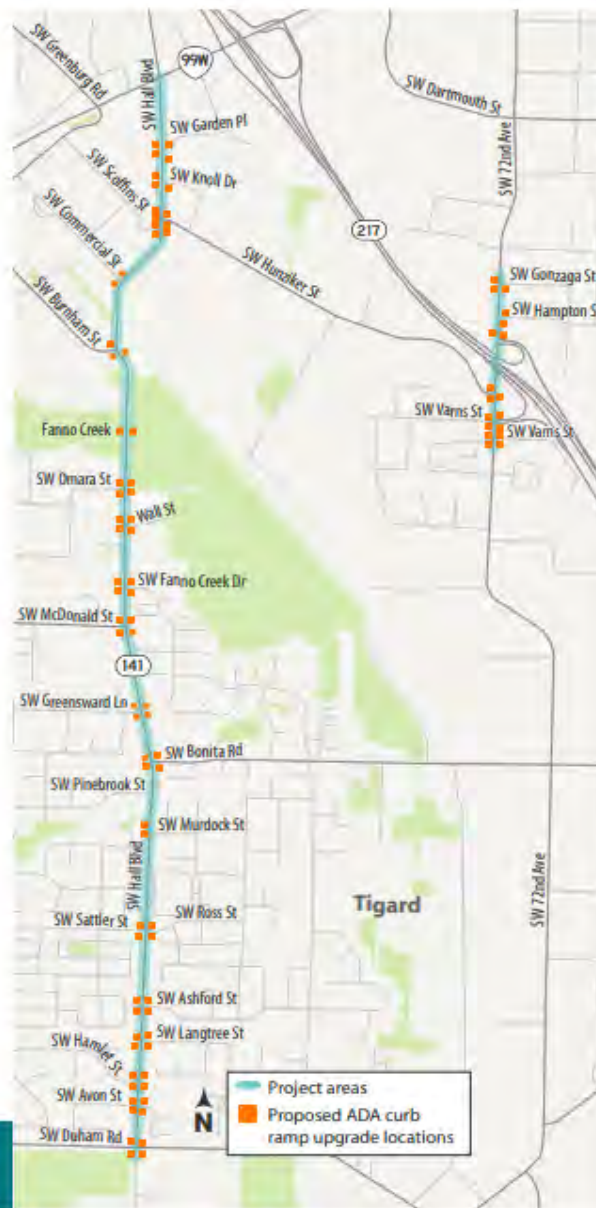
Lowering crosswalk buttons and installing audible pedestrian signals

- These upgrades help all pedestrians cross the street safely by accessing the crosswalk button at signalized intersections and providing an audible cue for the crosswalk signal.

Restriping and realigning crosswalks

- These upgrades will improve visibility and create a direct path from curb-to-curb, increasing pedestrian safety while crossing the street.

The project is currently in design and is scheduled to start construction in 2025.



2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
COST INCREASE
Update PE and ROW phases, add funds to construction phase

Project #7

Project Details Summary

ODOT Key #	21178	RFFA ID:	N/A	RTP ID:	11742	RTP Approval Date:	11/30/2023
MTIP ID:	71033	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-10-JUL1		STIP Amendment ID:		24-27-1291	

Summary of Amendment Changes Occurring:
The MTIP formal amendment updates the funding levels in PE and ROW, plus adds new funds to support the construction phase. Construction is now in FFY 2025. As a result the total project cost increases to \$158 million from 119 million which equals a 33% cost increase and is above the 20% threshold for administrative cost changes. The construction phase cost increase is cited as inflationary impacts to the project.

Project Name:	US26 (Powell Blvd): SE 99th Ave - East City Limits						
Lead Agency:	ODOT		Applicant:	ODOT		Administrator:	ODOT
Certified Agency Delivery:	No		Non-Certified Agency Delivery:	Yes		Delivery as Direct Recipient:	No

Short Description:
On US26 (Powell Blvd) in SE Portland, widen from three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.

MTIP Detailed Description (Internal Metro use only):
On US26 (Powell Blvd) in SE Portland, widen from three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 122th Ave to SE 136th Ave which is in Key 19690 . (HB2017 awarded project, \$110,000,000 original award) (\$66 million in construction in 2022)

STIP Description:
Widen street to three lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility and to add enhanced pedestrian and bike crossings. This project is intended to provide a safer continuous travel facility for multiple modes of travel and allow for a more connected neighborhood.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	New capacity - general purpose	Capital Improvement
	Highway - Pedestrian	Protected parallel facility	
	Highway - Bicycle	Protected parallel facility	
ODOT Work Type:	MODERN		

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									
NHPP	Y001	2018		\$ 1,435,680					\$ 1,435,680
AC-HB2017	ACP0	2018		\$ 15,432,600					\$ 15,432,600
State-STBG	Y240	2020			\$ 256,936				\$ -
AC-HB2017	ACP0	2021				\$ 1,004,167			\$ 1,004,167
NHPP	Y001	2022						\$ 623,624	\$ -
NHPP	Y001	2022						\$ 123,032	\$ 123,032
AC-HB2017	ACP0	2022						\$ 1,000,000	\$ -
State-STBG	Y240	2024					\$ 11,143,260		\$ -
State STBG	Y240	2025					\$ 11,900,788		\$ 11,900,788
AC-HB2017	ACP0	2024					\$ 54,580,939		\$ -
ADVCON	ACP0	2025					\$ 82,272,839		\$ 82,272,839
Federal Totals:			\$ -	\$ 16,868,280	\$ -	\$ 1,004,167	\$ 94,173,627	\$ 123,032	\$ 112,169,106

Note: Construction phase Advance Constructions funding will draw from the SW Great Streets program. Specific fund code TBD

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (Y001)	Match	2018		\$ 164,320					\$ 164,320
ACS-HB2017	ACPO	2018		\$ 16,346,000					\$ -
State (ACPO)	Match	2018		\$ 1,766,330					\$ 1,766,330
State (Y240)	Match	2020			\$ 29,407				\$ -
ACS-HB2017	ACPO	2020			\$ 24,040,000				\$ 24,040,000
HB2017	S070	2020			\$ 814,000				\$ 814,000
State (AC)	Match	2021				\$ 114,931			\$ 114,931
State (Y001)	Match	2022						\$ 71,337	\$ -
State (Y001)	Match	2022						\$ 14,082	\$ 14,082
HB2017	S070	2022						\$ 557,886	\$ 557,886
State (Y240)	Match	2024					\$ 1,275,396		\$ -
State (Y240)	Match	2025					\$ 1,362,098		\$ 1,362,098
State (AC)	Match	2024					\$ 6,247,033		\$ -
State (AC)	Match	2025					\$ 6,555,133		\$ 6,555,133
HB2017	S070	2025					\$ 5,442,114		\$ 5,442,114
State Totals:			\$ -	\$ 1,930,650	\$ 24,854,000	\$ 114,931	\$ 13,359,345	\$ 571,968	\$ 40,830,894

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2018		\$ 231,500					\$ 231,500
Other	OTH0	2025					\$ 5,555,100		\$ 5,555,100
Local Totals:			\$ -	\$ 231,500	\$ -	\$ -	\$ 5,555,100	\$ -	\$ 5,786,600

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 18,177,500	\$ 25,140,343	\$ 1,119,098	\$ 73,246,628	\$ 1,694,961	\$ 119,378,530
Amended Programming Totals	\$ -	\$ 19,030,430	\$ 24,854,000	\$ 1,119,098	\$ 113,088,072	\$ 695,000	\$ 158,786,600
Total Estimated Project Cost							\$ 158,786,600
Total Cost in Year of Expenditure:							\$ 158,786,600

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:	\$ -	\$ 852,930	\$ (286,343)	\$ -	\$ 39,841,444	\$ (999,961)	\$ 39,408,070
Phase Change Percent:	0.0%	4.7%	-1.1%	0.0%	54.4%	-59.0%	33.0%
Amended Phase Matching Funds:	\$ -	\$ 1,930,650	\$ -	\$ 114,931	\$ 7,917,231	\$ 14,082	\$ 9,976,894
Amended Phase Matching Percent:	N/A	10.27%	0.00%	10.27%	7.76%	10.27%	7.80%

Note: The Amended Phase Matching percent only represents the match against the federal funds and does not include overmatching funds.

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 16,868,280	\$ -	\$ 1,004,167	\$ 94,173,627	\$ 123,032	\$ 112,169,106
State	\$ -	\$ 1,930,650	\$ 24,854,000	\$ 114,931	\$ 13,359,345	\$ 571,968	\$ 40,830,894
Local	\$ -	\$ 231,500	\$ -	\$ -	\$ 5,555,100	\$ -	\$ 5,786,600
Total	\$ -	\$ 19,030,430	\$ 24,854,000	\$ 1,119,098	\$ 113,088,072	\$ 695,000	\$ 158,786,600

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	88.6%	0.0%	0.0%	83.3%	17.7%	70.6%
State	0.0%	10.1%	100.0%	0.0%	11.8%	82.3%	25.7%
Local	0.0%	1.2%	0.0%	0.0%	4.9%	0.0%	3.6%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	10.6%	0.0%	0.6%	59.3%	0.1%	70.6%
State	0.0%	1.2%	15.7%	0.1%	8.4%	0.4%	25.7%
Local	0.0%	0.1%	0.0%	0.0%	3.5%	0.0%	3.6%
Total	0.0%	12.0%	15.7%	0.7%	71.2%	0.4%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 19,030,430	\$ 24,854,000	\$ 1,119,098	\$ -	\$ 695,000	Aid ID
Federal Funds Obligated:		\$ 16,868,280	\$ -	\$ 1,004,167	\$ -	\$ 123,032	S026(130)
EA Number:		PE002980	R9549000	U0000201		C0261067	FHWA or FTA
Initial Obligation Date:		7/26/2018	7/2/2020	5/22/2023		5/31/2022	FHWA
EA End Date:		N/A	N/A	N/A		N/A	FMIS or TRAMS
Known Expenditures:		N/A	N/A	N/A		N/A	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? Multiple federal, state, and local committed funds.
2. Does the amendment include changes or updates to the project funding? Yes, the project TPC increases by 33%.
3. Was proof-of-funding documentation provided to verify the funding change? Yes via STIP Summary Report and OTC action to occur in August.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval is 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	US26	5.97	9.96	3.99
Cross Streets	Route or Arterial	Cross Street	Cross Street		
	US26/Powell Blvd	99th Ave	East City Limits (at Gresham)		

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2018	Years Active	7	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation	
Total Prior Amendments	10	Last Amendment	Administrative	Date of Last Amendment	September 2023	Last MTIP Amend Num	AM23-26-SEP1
Last Amendment Action	The admin mod slips the construction phase to FFY 2024.						

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 Equity Areas POC = Yes LEP = Yes LI = Yes
				X	X	X	X	

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	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?	No. The project has completed an air quality conformity analysis and transportation modeling analysis as part of the 2023 RTP Update
Exemption Reference:	Other - Planning and Technical Studies
Was an air analysis required as part of RTP inclusion?	Yes
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes
RTP Constrained Project ID and Name:	ID# 11742 - Powell, SE (I-205 to 174th) Multi-Modal Improvements, Phase 2
RTP Project Description:	Widen Street to 3-4 lanes (inclusive of center turn lane) with sidewalks, buffered bike lanes or other enhanced bike facility, and enhanced pedestrian/bicycle crossings. Phase 2 includes all segments except phase 1 (RTP # 11648): 116th to 136th.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Major Arterial
Yes	Transit	Hight Capacity Transit (HCT) corridor
Yes	Freight	Roadway Connector
Yes	Bicycle	Bicycle Parkway
Yes	Pedestrian	Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	US26/Powell Blvd	MAP-21 Principal Arterial
Functional Classification	Yes	US26/Powell Blvd	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	US26/Powell Blvd	3 = Other Principal Arterial

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 Goal:</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 - Safe 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 3.2 - 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 July 2, 2024 to July 30, 2024
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? Not expected

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
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-HB2017	Advance Construction with the anticipation that the final conversion code could be HB2017. In this case, the commitment of another type of federal funds is also still possible. This is why the Advance Construction funds are programmed as federal funds.
ACS-HB2017	Advance construction funds which are expected to convert to state HB2017. In this case, the funds are programmed then as state funds.
ADVCON (no designation)	Advance construction funds without a conversion fund code designation. This is generic advance Construction with the expected conversion code not yet finalized for the project.
HB2017	State funds that originate from HB2017 which are formally committed to the project. HB2017 made a significant investment in transportation to help further the things Oregonians value, such as a vibrant economy with good jobs, choices in transportation, a healthy environment, and safe communities
Other	General local or state funds committed to the project above the minimum match requirement. Also referred to as "overmatching" funds.
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]
State	General state funds use to cover the required minimum match requirement to the federal funds in a specific phase
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: 21178

2024-2027 STIP

Project Name: US26 (Powell Blvd): SE 99th Ave - East City Limits

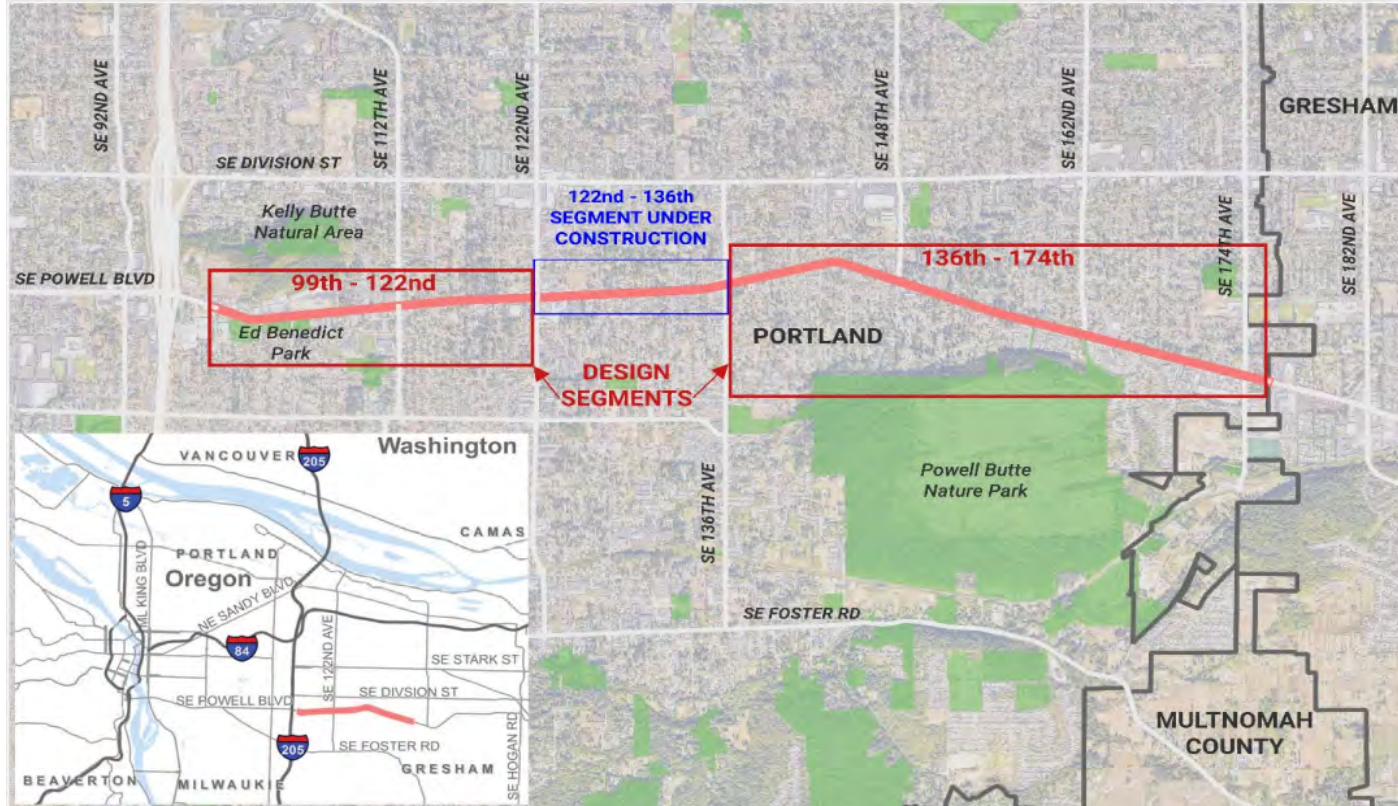
(DRAFT AMENDMENT)

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	90.37%	17,198,930.00	89.73%	15,432,599.89	10.27%	1,766,330.11	0.00%	0.00	
	OTH0	OTHER THAN STATE OR	1.22%	231,500.00	0.00%	0.00	0.00%	0.00	100.00%	231,500.00	
	Y001	National Highway Perf IJJA	8.41%	1,600,000.00	89.73%	1,435,680.00	10.27%	164,320.00	0.00%	0.00	
	PE Totals			100.00%	19,030,430.00		16,868,279.89		1,930,650.11		231,500.00
RW	ACPO	ADVANCE CONSTRUCT PR	96.72%	24,040,000.00	0.00%	0.00	100.00%	24,040,000.00	0.00%	0.00	
	S070	HB2017 Funding Package	3.28%	814,000.00	0.00%	0.00	100.00%	814,000.00	0.00%	0.00	
	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	
	RW Totals			100.00%	24,854,000.00		0.00		24,854,000.00		0.00
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	1,119,098.00	89.73%	1,004,166.64	10.27%	114,931.36	0.00%	0.00	
	UR Totals			100.00%	1,119,098.00		1,004,166.64		114,931.36		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	78.55%	88,827,972.00	0.00%	82,272,839.28	0.00%	6,555,132.72	0.00%	0.00	
	OTH0	OTHER THAN STATE OR	4.91%	5,555,100.00	0.00%	0.00	0.00%	0.00	100.00%	5,555,100.00	
	S070	HB2017 Funding Package	4.81%	5,442,113.63	0.00%	0.00	100.00%	5,442,113.63	0.00%	0.00	
	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA	11.73%	13,262,886.37	89.73%	11,900,787.94	10.27%	1,362,098.43	0.00%	0.00	
	CN Totals			100.00%	113,088,072.00		94,173,627.22		13,359,344.78		5,555,100.00
OT	S070	HB2017 Funding Package	80.27%	557,886.37	0.00%	0.00	100.00%	557,886.37	0.00%	0.00	
OT	Y001	National Highway Perf IJJA	19.73%	137,113.63	89.73%	123,032.06	10.27%	14,081.57	0.00%	0.00	
	OT Totals			100.00%	695,000.00		123,032.06		571,967.94		0.00
Grand Totals					158,786,600.00		112,169,105.81		40,830,894.19		5,786,600.00

26 (Powell Blvd): SE 99th Ave – East City Limits

MP 5.81 – MP 9.96

Phase 2: SE 99th to SE 122nd and SE 136th to SE 174th





Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: July 15, 2024
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: July #1 FFY 2024 MTIP Formal Amendment & Resolution 24-5426 Approval Request – JL24-10-JUL1

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE ADDING, CANCELING, OR AMENDING A TOTAL OF SEVEN PROJECTS TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS

BACKGROUND

What This Is - Amendment Summary:

The July #1 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment is the first of two submitted July 2024 formal amendment bundles. This formal amendment is considered the “regular” monthly MTIP formal amendment. The July #1 Formal Amendment bundle has been separated from the Rose Quarter Improvement Project Formal Amendment bundle in amendment number JL24-11-JUL2 (or the July #2 Rose Quarter formal amendment).

The two July 2024 formal amendment bundles mark the end of MTIP formal amendment submissions for FFY 2024. MTIP and STIP management efforts will now turn to maximizing FFY 2024 phase obligations to ensure both ODOT and Metro meet our minimum obligation targets. The end of the federal year close-out process begins. ODOT and Metro will complete a full review of all projects to confirm they will obligate their phase funding before the end of FFY 2024 or need to be slipped to FFY 2025. Project phase slip actions will occur administratively under FHWA and FTA’s oversight. Regular MTIP and STIP formal/full amendments will return in October with the start of FFY 2025.

Adding to the end-of-year close-out review process is ODOT’s current STIP rebalancing effort to resolve a significant state funding shortfall. The review actions began last May to first identify projects that can be delayed and slipped to FFY 2025 or later. The next step involves a triage action to leverage and maximize the use of existing funds. This involves determining projects will be canceled from the current STIP and reprogram their funds to other projects to ensure they can move forward. The July #1 2024 Regular Formal MTIP Amendment bundle contains a few results of the rebalancing projects. The impacts and required amendments to the MTIP and STIP will continue for several months.

TPAC July 12, 2024 Meeting Summary Notes:

TPAC met on July 12, 2024. Ken Lobeck, Metro staff provided TPAC members with their amendment notification and overview of the included projects in the July #1 2024 MTIP Formal Amendment bundle. A question arose from a TPAC member about the intended locations for new ODOT Portland Metro and Surrounding Areas Signing project in Key 23671. Ken explained that as far as he understood that specific project locations had not yet been determined. The project was being added to the MTIP as a region-wide project grouping bucket (PGB) with specific locations for the safety warning signs to be evaluated. He added that the funding was being shifted from another PGB to formalize the funding commitment to the Region 1 warning signs. ODOT will now move forward to identify, evaluate, rank, and list the final site locations.

Since several of the project changes have emerged as a result from the ODOT STIP Rebalancing Review, a few questions arose about the impacts the STIP Rebalancing could have on other ODOT funded projects. Ken Asked TPAC members that if they specific project questions to please contact ODOT directly as for the reasons for the phase delay, fund swaps, or project cancelations in the STIP. He added may of the future changes would be accomplished administratively with a summary included as part of the monthly amendments report to TPAC. With no further questions or discussion, TPAC provided their approval recommendation to JPACT to approve Resolution 24-5426

JPACT July 18, 202 Meeting Summary Notes:

JPACT is scheduled to met on Thursday, July 18, 2024. The July #1 2024 MTIP Formal Amendment will be included on the Consent Calendar. The bundle contains the regular type of needed project changes to meet federal delivery requirements (e.g., cost increases, phase slips, scope updates, adding new projects, etc.). Due to the routine nature of the amendment contents, JPACT approval is expected with little or no discussion. If a project id pulled for at JPACT, a summary will be provided to Metro Council for their review.

July #1 2024 MTIP Formal Amendment Project Contents Summary:

- **Key 23410 - I-84: NE Martin Luther King Jr Blvd - I-205 (ODOT):**
As part the STIP rebalancing actions to address an existing ODOT funding shortfall, Key 23419 is being canceled. The project current contains only the Preliminary Engineering phase programmed and is intended to design for pavement resurfacing to repair ruts and surface wear.
- **New Project Key 23676 - Metro Transportation Options FFY25 - FFY27 (Metro):**
Metro receives a regular three-year federal funding allocation from ODOT supporting the Regional Travel Options (RTO) program. The funding supplements the existing RTO program funding approved in the Metro Unified Planning Work Program (UPWP). The RTO program creates safe, vibrant, and livable communities by providing grants and supporting efforts that increase walking, biking, ride sharing, telecommuting and public transit use. Metro and ODOT will now coordinate the priorities for the use of the allocated funds.

- **New Project Key 23671 - Portland Metro & Surrounding Areas Signing (ODOT):**
The formal amendment adds the new safety project to the MTIP which will provide various signing upgrades on Region 1 corridors for safety and maintenance improvements. Specific locations are to be determined. This is a regional project grouping bucket (PGB) being added to the MTIP. The \$366,837 committed to the project is being transferred from Key 22613. Key 22613 is non-MPO PGB. No action in the MTIP is required for key 22613.
- **New Project Key 23658 - Tualatin River Water Trail Access Enhancements (Tualatin Riverkeepers):**
The project was awarded Recreational Trail Program (RTP) funds from the Oregon Parks and Recreation Department and will provide various access improvements to the Tualatin Water Trail. Because the project upgrades are located on the Metro Bicycle and Pedestrian networks, the project becomes regionally significant for performance measures tracking which requires MTIP programming.
- **Project Key 22613 - Portland Metro and Surrounding Areas Safety Reserve (ODOT):**
The formal amendment combines the project funds into Key 23671 as noted above enabling Key 23671 to be added to the MTIP with full required funding.
- **Project Key 22431 - OR141/OR217 Curb Ramps (ODOT):**
The MTIP formal amendment corrects a programming discrepancy between the MTIP and STIP (corrects and updates the per phase obligations) and adds funding to the construction phase to address a funding shortfall.
- **Project Key 21178 - US26 (Powell Blvd): SE 99th Ave - East City Limits (ODOT):**
The formal amendment updates the funding levels in PE and ROW, plus adds new funds to support the construction phase.

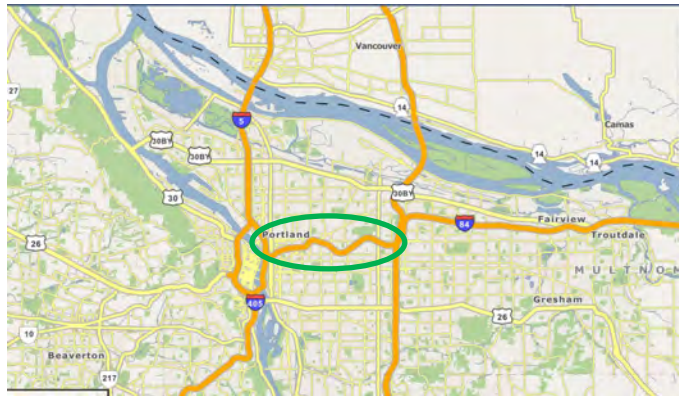
Added note: Per ODOT 's request, Key 21709, OR120: Columbia Slough Bridge (ODOT), has been pulled and removed from the July #1 MTIP Formal Amendment Bundle. The construction phase will not be added to the project at this time. This reduces the July #1 regular MTIP Formal Amendment Bundle under Resolution 24-5426 from eight to seven projects.

What is the requested action?

JPACT approved resolution 24-5426 and now recommends Metro Council provide the final approval enabling all required MTIP programming actions to be completed for the July #1 MTIP Formal Amendment.

A summary of the individual projects follows:

- **Key 23410 - I-84: NE Martin Luther King Jr Blvd - I-205 (ODOT):**
 - Lead Agency: ODOT.
 - Description: Design for pavement resurfacing to repair ruts and surface wear
 - Funding Summary: The project is currently programmed in FFY 2025 and funded with \$1,725,436 of federal National Highway Performance Program (NHPP) plus match for a total of \$1,871,000 in the Preliminary Engineering (PE) phase.
 - Action: The formal amendment cancels the PE phase and consequently the project from the MTIP and STIP. The action is part of the ODOT STIP rebalancing action. The funds will be re-allocated to other projects across the state.



- **New Project Key 23676 - Metro Transportation Options FFY25 - FFY27 (Metro):**
 - Lead Agency: Metro
 - Description: ODOT provides Metro with a three-year suballocation in support of the Regional Travel Options (RTO) program that supports the creation of safe, vibrant, and livable communities by providing grants and supporting efforts that increase walking, biking, ride sharing, telecommuting and public transit use. Since Metro has an existing and well-defined program, ODOT provides the suballocation to Metro to complete RTO activities throughout the Metro Metropolitan Planning Area (MPA) boundary. ODOT and Metro coordinate together the specific activities for the RTO program to complete.
 - Funding Summary: The ODOT allocation provides Metro with \$1,312,637 of federal Surface Transportation Block Grant (STBG) and match of \$150,238 for a project total of \$1,462,875.

Three ODOT non-MPO project grouping buckets will commit funding to the Metro RTO allocation as shown below. Added note: The ODOT contribution originates from PGBs outside of the Metro region. ODOT will complete the required adjustments to Keys 21347, 23048, and 23397 in the STIP. No action in the MTIP is required as the three PGBs do not exist in the Metro MTIP.

Source of Funding for Key 23676	State STBG	State Match
\$461,190 from Key 23147	\$413,826	\$47,364
\$ 438,455 from Key 23048	\$393,425	\$45,030
\$563,230 from Key 23397	\$505,386	\$57,844
\$1,462,875 total	\$1,312,637	\$150,238

- Action: The formal amendment adds the new travel options allocation in Key 23676 to the MTIP in FFY 2025. The funding supplements existing approved Metro RTO funding from the Unified Planning Work Program (UPWP) in Key 23215. The new funding also will proceed through the FHWA Financial Management Information System (FMIS) to be obligated and expended.
- **New Project Key 23671 Portland Metro & Surrounding Areas Signing (ODOT):**
 - Lead Agency: ODOT.
 - Description: Implement various signing upgrades in Region 1 corridors for safety and maintenance improvements. Locations to be determined as needed based on investigations. This will allow for quicker response to safety concerns.
Added Note: This is a region-wide project grouping Bucket (PGB) being added to the MTIP. Specific project locations have not yet been identified.
 - Funding Summary: The project is being programmed with \$366,837 if state HB2017 funds. The funds are being transferred from Key 22613 (Also part of this amendment bundle. See next project)
 - Action: The formal amendment adds the region-wide PGB to the MTIP.
- **Key 22613 - Portland Metro and Surrounding Areas Safety Reserve (ODOT):**
 - Lead Agency: ODOT
 - Description: A region-wide project grouping bucket (PGB) that makes funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah, and Washington counties.

- **Funding Summary:** The project is currently has \$366,837 of ODOT committed funds that will be transferred to Key 23671 as noted above.
- **Action:** The formal amendment transfers the funds to Key 23671 which essentially cancels project Key 22613.

2024-2027 Active STIP		CLACKAMAS		2024-2027 Active STIP			
Name: Portland Metro and surrounding areas safety reserve			Key: 22613				
Description: Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties. Region: 1							
MPO: Non-MPO			Work Type: SAFETY				
Applicant: ODOT			Status: BUCKET OF FUNDS				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	CLACKAMAS		
				REGION 1 ACT	HOOD RIVER		
				REGION 1 ACT	MULTNOMAH		
				REGION 1 ACT	WASHINGTON		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year:	2024						
Total					\$366,837.85		\$366,837.85
Fund 1				ACPO	\$330,154.06		
Match					\$36,683.79		
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0392			Approval Date: 10/31/2023				

- **New Project Key 23658 - Tualatin River Water Trail Access Enhancements (Tualatin Riverkeepers):**

- **Lead Agency:** Tualatin Riverkeepers
- **Description:** Access improvements to the Tualatin Water Trail including updated map and river information, signage, personal flotation device (PFD) kiosks, and a boat storage shelter.
- **Funding Summary:** The project was awarded a small Recreational Trails Program (RTP) grant of \$33,660. Along with the required local match, the total project cost estimate is \$61,660.
- **Action:** The formal amendment adds the new project to the MTIP.
- **Added Note:** RTP funded projects often are awarded to recreational type trail improvements. As such, there usually are not considered regionally significant or are located on the Metro Pedestrian and Bicycle networks. The location of this project is on the Metro Pedestrian and Bicycle networks. The project is now required to be included in the MTIP in support of Metro’s performance measures.



2023 Recreational Trails Program (RTP) Grants				
Project Name	Project Sponsor	Project Description	Total Project Cost	Grant Request Amount
Tualatin River Water Trail Access Enhancements	Tualatin Riverkeepers	Access improvements to the Tualatin Water Trail including updated map and river information, signage, personal flotation device (PFD) kiosks, and a boat storage shelter.	\$61,660	\$33,660

- **Key 22431 - OR141/OR217 Curb Ramps (ODOT):**

 - Lead Agency: ODOT.
 - Description: At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps impacting up to 115 site locations.
 - Funding Summary: The project currently is programmed with multiple federal funds for a federal total of \$6,746,150. With match the total existing programming is \$7,518,278. The formal amendment adds State managed Surface Transportation Block Grant (STBG) and Advance Construction funding to the project’s PE and Construction phases. This increases the federal contribution to \$9,416,265. Along the required match to the project, the revised project total is \$10,494,000. The increase represents a 39% increase which is above the 20% administrative threshold for cost change.
 - Action: The formal amendment adds the STBG and AC funds to PE and construction. The funding shortfall in the construction phase is resolved through the amendment allowing the construction phase to obligate during FFY 2025.



**OR 141 (SW Hall Boulevard) and SW 72nd Avenue
Curb Ramps Project**
Fall 2023

Overview

We are bringing sidewalk curb ramps into compliance with Americans with Disabilities Act (ADA) accessibility standards on highways throughout Oregon including OR 141 (SW Hall Boulevard) and 72nd Avenue. These upgrades create safer and more accessible highway connections for all sidewalk users.

We will upgrade over 120 sidewalk curb ramps at approximately 90 intersections in Tigard along SW Hall Boulevard between Oregon 99W and Durham Road, and on SW 72nd Avenue between Gonzaga Street and Varns Street, making them ADA compliant. Work includes:

Upgrading existing ADA curb ramps

- This improvement will allow all users, including people in wheelchairs and using mobility aids, to make a smooth transition from the street to the sidewalk.

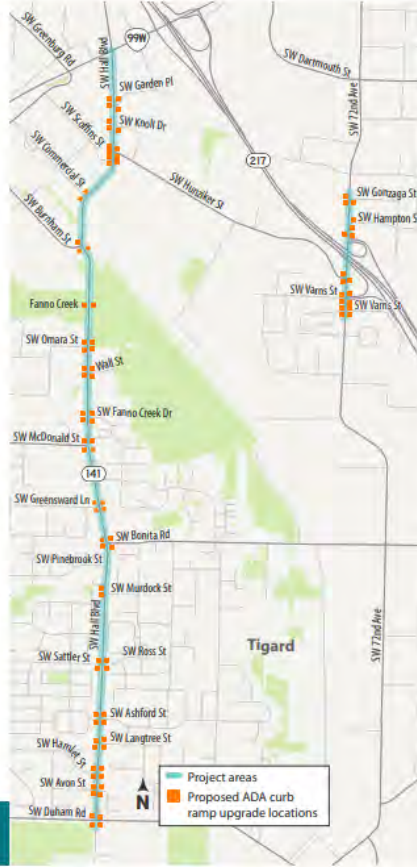
Lowering crosswalk buttons and installing audible pedestrian signals

- These upgrades help all pedestrians cross the street safely by accessing the crosswalk button at signalized intersections and providing an audible cue for the crosswalk signal.

Restriping and realigning crosswalks

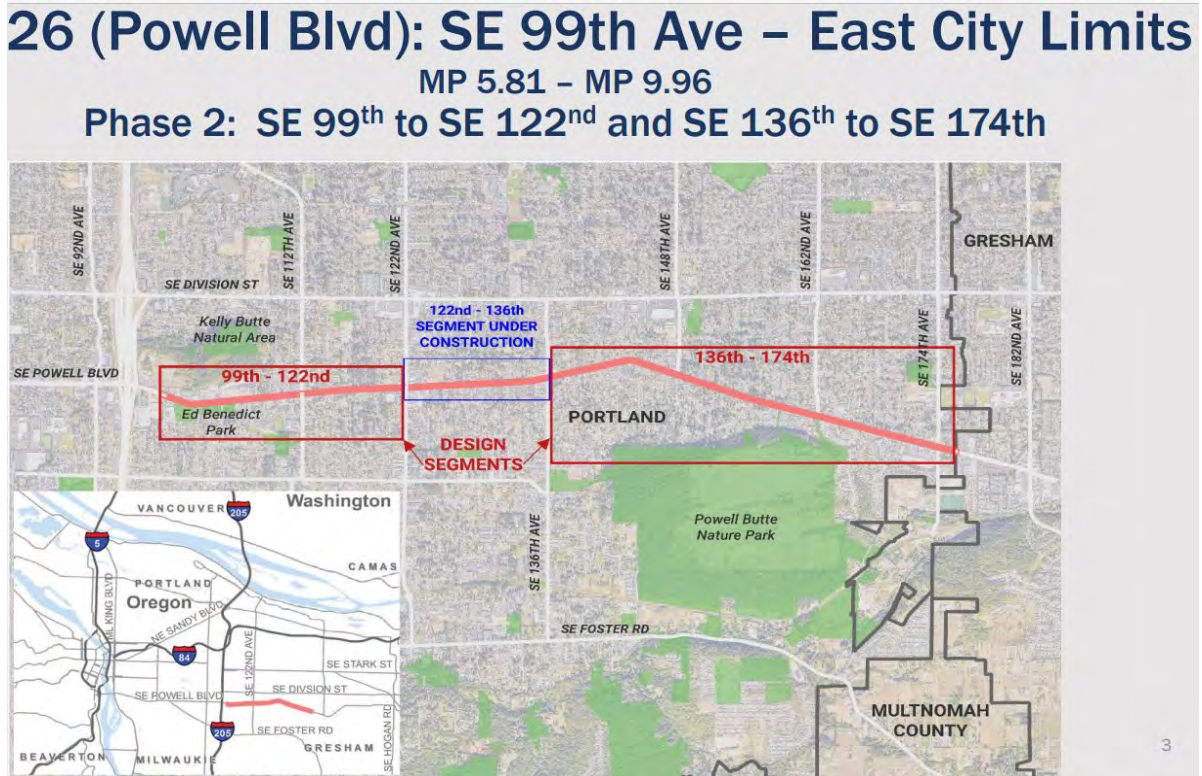
- These upgrades will improve visibility and create a direct path from curb-to-curb, increasing pedestrian safety while crossing the street.

The project is currently in design and is scheduled to start construction in 2025.



- **Key 21178 - US26 (Powell Blvd): SE 99th Ave - East City Limits (ODOT):**
 - **Lead Agency:** ODOT.
 - **Description:** On US26 (Powell Blvd) in SE Portland, widen from three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.
 - **Funding Summary:** The project contains multiple federal and state funds for an existing project total of \$119,378,530. The construction phase currently is programmed with a total of \$73,246,248. The latest cost estimate for the construction totals \$113,088,072. The construction phase requires added funding totaling \$39,841,824. Along with addressing the construction phase funding shortfall, funding updates are required to the PE, ROW, and Other phase to the project. The updates result in a revised total project cost of \$158,786,600. The cost increase represents a 33% increase to the project which is above the 20% threshold for administrative cost changes to projects.

- **Action:** The formal amendment updates the PE, ROW construction, and other phase with the required additional funds. This will enable the construction to move forward to obligate and be implemented in FFY 2025.
- **Added Note:** See Attachment 1, draft OTC Staff Report, for additional details.



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 July #1 FFY 2024 Formal MTIP amendment (JL24-10-JUL1) 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.

<u>Action</u>	<u>Target Date</u>
• Initiate the required public notification/comment process.....	July 2, 2024
• TPAC agenda mail-out.....	July 5, 2024
• TPAC approval recommendation to JPACT.....	July 12, 2024
• JPACT approval and recommendation to Council.....	July 18, 2024
• Completion of public notification/comment process.....	July 30, 2024
• Metro Council approval.....	August 1, 2024

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps (The below timeline is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	August 6 ,2024
• USDOT clarification and final amendment approval.....	Late August 2024

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 projects to be added 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:** There is one direct impact to the Metro budget. The Travel Options allocation from ODOT in Key 23676 - Metro Transportation Options FFY25 - FFY27 provides supplemental funding to the Metro RTO program. This appears to require a minor budget adjustment to the SFY 2025 UPWP. Other than Key 23676, the remaining projects and their funding adjustments do not have an impact to the Metro budget. The identified funding for these projects does not originate from Metro.

RECOMMENDED ACTION:

JPACT approved resolution 24-5426 and now recommends Metro Council provide the final approval enabling all required MTIP programming actions to be completed for the July #1 MTIP Formal Amendment.

One attachment: Key 21178 – US26 Powell Cost Increase Draft OTC Staff Report



Oregon
Tina Kotek, Governor

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

DATE: August 1, 2024
TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda X** – Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to increase funding for *US26 (Powell Blvd): SE 99th Ave - East City Limits* project.

Requested Action:

Approve amending the 2024-2027 Statewide Transportation Improvement Program (STIP) to increase the project funding for the *US26 (Powell Blvd): SE 99th Ave - East City Limits* project (K21178) from \$119,231,500 to \$158,786,600, for a total increase of \$39,555,100.

Project to increase funding:

US26 (Powell Blvd): SE 99th Ave - East City Limits (K21178)			
PHASE	YEAR	Current	Proposed
Preliminary Engineering	2018	\$19,030,430	\$19,030,430
Right of Way	2020	\$25,140,344	\$24,854,000
Utility Relocation	2023	\$1,119,098	\$1,119,098
Construction	2025	\$73,246,628	\$113,088,072
Other	2022	\$695,000	\$695,000
TOTALS		\$119,231,500	\$158,786,600

The additional \$39,841,444 of funding in the Construction Phase is coming from:

Fund/Description	Amount
FFY24 Redistribution Funding	\$25,000,000
ADA GARVEE Bond funds	\$8,000,000
City of Portland – Portland Water Bureau - city's share of the waterline work	\$5,000,000
City of Portland – Bureau of Environmental Services (IGA for \$450,000 and CIA for \$61,500)	\$511,500
Utility add-work agreements (Lumen, NW Natural, and Ziplly)	\$43,600
Funds previously de-obligated from Other phase	\$1,000,000
Unneeded funds from the Right of Way phase	\$286,344
TOTAL	\$39,841,444

Background

The purpose of the *US26 (Powell Blvd): SE 99th Ave - East City Limits* project (K21178) is to make safety improvements to US26 (SE Powell Blvd) that include sidewalks, buffered bike lanes, enhanced pedestrian crossings, and a center turn lane. In 2007, ODOT began collaborating with the residents of East Portland and the city of Portland on how to turn Powell Boulevard into a safe and high-quality corridor to better serve the community with a specific focus on improving conditions for people walking, biking and accessing public transportation. The Oregon legislature provided funding, through House Bill 2017, for ODOT to design and construct the project on SE Powell Blvd from SE 99th Avenue to the east city limits (just past SE 174th). Upon completion of construction, the corridor will be jurisdictionally transferred to the city of Portland.

Throughout the design phase, the design team utilized several tools to continually manage the project costs and find opportunities for cost reductions and project efficiencies including:

- **A Value Engineering (VE) Study** at the Design Acceptance Package (Dec 2020) – This study found cost reductions in stormwater design, set expectations for close coordination with utilities and work zones to minimize risks, and established the need for early procurement packages to reduce schedule risks.
- **Constructability Workshop with the Association of General Contractors (AGC)** (Jan 2022) between Advance and Final plans – Contractors provided valuable information that the team used to assess an alternative traffic control strategy, as well as unit cost info that led to a refined cost estimate.
- **Cost Risk Analysis (CRA)** at the Advance and Final plans stage (May and Aug 2022) – The CRA evaluated and confirmed appropriate market conditions, unit prices, and contingencies; and addressed strategies to mitigate top project risks.
- **Variability analysis for unit costs and quantities** (each project milestone) – This cost estimating tool further refined estimate certainty range.
- **Project Risk Register** (ongoing) – This project management tool continually identified and assessed project risks and determined the best risk response strategies to mitigate cost and schedule impacts.
- **Project Financial Plan** (ongoing) established during design in collaboration with Division leadership, the Finance Office and Statewide Project Delivery Branch to identify costs risks and develop long term funding strategies to deliver the project through construction completion.

Even with these measures in place, some cost elements grew beyond what the project team could control and estimated project costs expanded past the available funding. ODOT now seeks to add \$39.8 million to the CN phase to ensure that when the project is bid, there are adequate funds to support the project for the full five-year construction duration. To do so, ODOT is seeking to add \$39.8 million to the construction phase via:

- \$5.5 million from the city of Portland to cover agreed upon improvements on their behalf.
- \$8 million in ADA funding for replacement of over 240 ADA settlement ramps.
- \$25 million from the FFY 2024 Redistribution process to cover the following:

Oregon Transportation Commission

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- \$15 million: Increased effort to administer a 5-year construction contract. This project originally anticipated a Construction Engineering (CE) budget of 20% of the biddable items. Since the project cost was originally estimated, the biddable item costs and the percentage guidance for CE budgets have both increased. For a project of this complexity (urban arterial, multiple partner agencies, five-year construction duration) the recommended CE percentage is now 30% to 40%. The increased CE estimate is based on lessons learned from recent long-term projects such as OR217 and Abernethy Bridge, and guidance from the statewide construction office.
- \$10 million: Additional funding to cover design, right of way and material costs due to two-year delay associated with resolving contracting methodology and approach. The delay required extensions of temporary ROW easements, additional consultant work to update project plans and specs with updated requirements, and additional ODOT work to review and coordinate additional final design and contracting submittals.
 - \$1.3M for Portland Water Bureau and other utility relocation work.

Outcomes:

With approval of the increased project funding, ODOT will proceed to fund, award, and construct *US26 (Powell Blvd): SE 99th Ave - East City Limits* project as described above.

Without approval, ODOT will not move forward with constructing the entire project alignment in one contract. ODOT will direct the design team to revise the plan set to deliver a segment of the project alignment, from SE 136th to 174th, and to develop a second set of plans for SE 99th to SE 122nd for delivery at a future date, when funding is secured. ODOT will request a STIP amendment at your October 2024 meeting to add funding from the City of Portland and the ADA program and to revise the project limits.

This revised approach will result in the following impacts:

- Additional design costs to divide the project into multiple bid packages.
- Increased total construction cost due to inflation impacts on delayed work.
- Additional costs due to inefficiencies from splitting the project into multiple packages.
- Delayed completion of the city of Portland Water Bureau work on the west segment
- New or amended intergovernmental agreements with our project partners at the city of Portland to split the project, which could further delay both phases.
- Delay of safety improvements for all Outer Powell roadway users.
- Delay of the Jurisdictional Transfer to city of Portland.

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Attachments:

- Attachment 1 – Vicinity and Location Maps