



**Metro is in receipt of the 2024-27 MTIP November FFY 2025 Formal Amendment for Resolution 24-5443**

Amendment Purpose Statement for Resolution 24-5443 (Amendment Number NV25-02-NOV)

**FOR THE PURPOSE OF ADDING OR AMENDING, A TOTAL OF SIX PROJECTS TO THE 2024-27 MTIP  
TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS.**

**Public Notification Comment Opportunities for the November FFY 2025 Formal MTIP Amendment for Resolution 24-5443**

The public review period for this project amendment is [10/29/2024](#) and concludes on [11/27/2024](#), at 5:00 pm.

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the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.

**Added Notes**

The November FFY 2025 MTIP Formal Amendment contains six projects and is under amendment number NV25-02-NOV. The assigned Metro Resolution number is 24-5443 (Placeholder assignment at this time. The specific Resolution number will be assigned by JPACT.) The amendment includes adding four new projects and amending two projects to adjust and update the project funding.

Submission of public comments for either July 2024 formal amendment bundles may occur by attending one of the two Metro approval committees required for the formal amendment to complete:

- (1) Transportation Policy Alternatives Committee (TPAC).
- (2) At the Joint Policy Advisory Committee on Transportation (JPACT).

Public comments can occur at the Metro Council where the formal amendment receives final Metro approval. Please check the Metro website for the specific committee to see if the amendment is included on that month's agenda. Finally, written comments may be emailed or submitted in letter form via email or mailed directly to Metro.

### Final Note About MTIP Formal/Full Amendments

Formal MTIP amendments represent a significant change to a project from the original funding or scope of improvement activities. The various required Metro process and approval steps are intended to demonstrate that the required changes have no significant impact upon air conformity, plus fiscal constraint is still maintained, and/or the priorities, policies, and goals established in the approved Regional Transportation Plan (RTP) have not changed. Formal MTIP amendments normally fall into one or more of the following categories:

1. Significantly adds, revises, reduces, or changes the project scope of improvement activities.
2. Requires a significant change to the project limits (greater than 1 mile).
3. Involves a significant cost change (increase or decrease normally 20% or 30% greater).
4. Adds or cancels a project from the MTIP.

Additional guidance about the thresholds for completing administrative changes versus formal/full amendments is covered in the MTIP Amendment Matrix in Chapter 8, Administering the 2024-2027 Metropolitan Transportation Improvement Program (MTIP). A summary of the project changes follows on the next pages.

**Exhibit A**  
**November FFY 2025 Formal/Full MTIP Amendment Summary**  
**Formal Amendment #: NV25-02-NOV**

The November Federal Fiscal Year (FFY) 2025 MTIP Formal Amendment represents the regular bundle of projects being amended or added to the 2024-27 MTIP to meet various federal delivery process approval requirements for November 2024. The amendment bundle contains six projects. This amendment adds four new projects and amends two existing projects primarily completing funding adjustments to the existing projects. There are no projects being canceled from the MTIP and STIP through this amendment. A summary of the six projects includes the following:

**1. Projects Being Canceled from the 2024-27 MTIP and STIP: None.**

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

- **Key 23738 - Supplemental Planning: Civil Rights & Community (Clackamas County):** The MTIP formal amendment adds the Safe Street For All discretionary awarded planning project to the MTIP for historical accounting purposes. The project is a FHWA FFY 2023 Planning and Demonstration grant award planning project. Clackamas County is delivering this project as a direct recipient working directly with FHWA. This award will be used by Clackamas County to update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements.
- **Key 23692 - Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 2 (ODOT):** The formal amendment adds the new ADA curb and ramps upgrades construction phase portion to the MTIP. Preliminary Engineering was completed through Key 22978. A list of the proposed curb and map improvement site locations is included with the MTIP worksheet. Approval from the Oregon Transportation Commission is required and is scheduled to occur during their December 4, 2024 meeting. With no issues expected at OTC, concurrent processing is authorized to initiate MTIP and STIP programming actions. OTC approval is scheduled to occur before final Metro Council approval on December 12, 2024.
- **Key 23043 - Portland Metro Area 2024-2027 ADA Curb Ramp Construction (ODOT):** This is a non-MPO state project grouping bucket (PGB) that is providing the construction phase funding to Key 23692 above. \$10,850,000 is being split from Key 23043 and committed to Key 23692.

- **Key 22316 - I-5: Interstate Bridge, NB Electrical Components (Portland) (ODOT)**: This project is being re-added to the MTIP and STIP. The PE and construction phases previously obligated under the 2021-24 MTIP and STIP. As a result, the project was not carried over into the 2024-27 MTIP and STIP as no further obligations needed to occur. However, the construction bids came in much higher than expected resulting in a delay to the construction phase. The delay was significant enough that the construction had to be de-obligated. Now resolved, the construction phase can move forward. The project must be first re-added to them MTIP and STIP before the construction phase can complete a re-obligation. The construction phase is expected to re-obligate during FFY 2025. Please note that this project is an operations and maintenance type project and not related to the I-5 Interstate Bridge Replacement project.
- **Key 23769 - Portland Streetcar Montgomery Park Extension (TriMet)**: The formal amendment adds the Preliminary Engineering and Other phase with local funding to the MTIP. TriMet is moving forward to secure a FTA Small Starts Capital Investment Grant (CIG) for the construction phase. Adding the project now to the MTIP and STIP will allow the pre-award authorization clock to be established enabling the local funds committed to PE and the other phase to count as part of the required match to the Small Starts grant. The programming action also enables TriMet the ability to initiate the streetcar vehicle procurement process with FTA. A total of \$41 million dollars of local funds are being added to the MTIP and TSIP for the project. The preliminary estimated total project cost is \$186 million dollars.

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

- **Project Key 23043 - Portland Metro Area 2024-2027 ADA Curb Ramp Construction (ODOT)**: The Non-MPO State PGB providing the construction phase funding to Key 23692 as described in the New Projects section.
- **Key 23026 - ~~Enhanced Mobility E&D (5310) - TriCounty Area FY26~~**  
**Oregon Transportation Network - TriMet FFY26 (ODOT)**: The formal amendment reduces the authorized funding award to TriMet per a change in the FTA allocation to ODOT. OTC approval was required and occurred during their August 2024 meeting. ODT Public Transportation Division remains as lead agency to initiate the funding flex transfer to FTA. TriMet will then complete their TrAMS grant application to obligate and expend the funds.

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

2024-2027 Metropolitan Transportation Improvement Program  
**Exhibit A to Resolution 24-5443**

**November FFY 2025 Regular Formal Amendment Bundle Contents**  
**Amendment Type: Formal/Full**  
**Amendment #: NV25-02-NOV**  
**Total Number of Projects: 6**

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

**Category: Adding New Projects to the 2024-2027 MTIP (includes split transfer from Key 23043)**

(#1) ODOT Key # <b>23738</b> MTIP ID TBD <i>New Project</i>	Clackamas County	<b>Supplemental Planning: Civil Rights &amp; Community</b>	This award will be used by Clackamas County to update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements.	<b><u>ADD NEW PROJECT:</u></b> The formal MTIP amendment adds the FFY 2023 Safe Streets For All discretionary planning grant to the MTIP for Clackamas County.
(#2) ODOT Key # <b>23692</b> MTIP ID TBD <i>New Project</i>	ODOT	<b>Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 2</b>	ODOT project grouping bucket supporting region-wide construction of ADA curb and ramp safety upgrades on multiple routes including I-5 , OR8, OR10, US26, OR47, OR99W, OR127, OR141, and OR217 in Hillsboro, Tigard, Beaverton Tualatin, Forest Grove, and Sherwood to meet compliance with the American with Disabilities Act (ADA) standards.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the new ODOT Region 1 project grouping bucket (PGB) supporting ADA curb and ramp safety upgrades. UR and construction phases are being added. The PE phase was completed through Key 22978. The propose site locations are on multiple locations. A copy of the proposed site locations is included at the end of the MTIP worksheet. Funding for the project is sourced from a fund split from Key 23043.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#3) ODOT Key # <b>23043</b> MTIP ID 71410	ODOT	<b>Portland Metro Area 2024-2027 ADA Curb Ramp Construction</b>	ADA program funding for future construction activities. Projects to be identified at a later date.	<b>SPLIT PROJECT:</b> The formal amendment splits \$10,850,00 from this PGB and commits the funding to Key 23602 (previous project) to support construction activities for the new ADA Curb and Ramps project. Key 23043 is a non-MPO PGB and included in the amendment bundle for informational purposes.
(4) ODOT Key # <b>22316</b> MTIP ID 71235	ODOT	<b>I-5: Interstate Bridge, NB Electrical Components (Portland)</b>	Restore the electrical components to their original locations, so that they can be connected permanently. Washington Department of Transportation is paying 50% of the total project (Bridge ID 01377A)	<b>RE-ADD PROJECT:</b> The formal amendment re-adds the project to the MTIP and STIP enabling the construction phase to re-obligate it's funds and proceed forward.
(#5) ODOT Key # <b>23769</b> MTIP ID TBD <i>New Project</i>	TriMet	<b>Portland Streetcar Montgomery Park Extension</b>	Extend the Portland Streetcar NS Line 0.65 miles on 23rd Ave to Roosevelt St looping around to 26th Ave/Wilson St including guideway/track, stations, site work upgrades plus purchase up to 10 hybrid off-wire streetcars plus 23rd Ave rebuild/stormwater mitigation upgrades	<b>ADD NEW PROJECT:</b> The formal amendment adds the PE and Other phases to the MTIP and STIP. PE will complete necessary project development activities (e.g. NEPA and final design). The other phase contains funding to support the require streetcars to support the route expansion. This action allows the FTA pre-award authorization clock to be established as TriMet continues their effort to secure a FTA Small Starts Capital Investment Grant (CIG). The city of Portland is anticipated to provide construction phase delivery and completion.

**Category: Existing MTIP Projects Being Amended**

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
ODOT Key # <b>23043</b> MTIP ID 71410	ODOT	<b>Portland Metro Area 2024-2027 ADA Curb Ramp Construction</b>	ADA program funding for future construction activities. Projects to be identified at a later date.	<b>SPLIT PROJECT:</b> See project #3 entry in the new project section that supports adding the new ADA Curb and Ramps project on 23692.
(#6) ODOT Key # <b>23026</b> MTIP ID 71382	ODOT	<del>Enhanced Mobility E&amp;D (5310) - TriCounty Area FY26</del> <b>Oregon Transportation Network - TriMet FFY26</b>	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	<b>REDUCE FUNDS:</b> Reduce the authorized funding per FTA and OTC action. The authorized funding decreases from \$5,536,725 to \$1,894,572.

**Proposed Amendment Review and Approval Steps**

Date	Action
<b>November FFY 2025 (NV25-02-NOV) Formal Ammendment estimated processing and approval timing</b>	
Tuesday, October 29, 2024	Post amendment & begin 30+ day notification/comment period.
Friday, November 1, 2024	November 2024 TPAC Meeting. Provide TPAC members will receive their official notification of the amendment bundle and be requested to provide an approval recommendation for the amendment resolution to JPACT.
Thursday, November 21, 2024	November JPACT meeting. JPACT will be requested to approve the amendment resolution and provide an approval recommendation to Metro Council. (Proposed to be a Consent Calendar item.)
Wednesday, November 27, 2024	End the 30-day public comment period.
Wednesday December 4, 2024	Oregon Transportation Commission meeting. Required for approval the new ADA curb and ramps upgrade project in Key 23692.
Thursday, December 12, 2024	Metro Council meeting. Request final Metro approval for the July #1 MTIP Formal Amendment bundle under amendment NV25-02-NOV. (Proposed to be a Consent Calendar item.)
Wednesday, December 18, 2024	Submit final Metro approved FFY 2025 November Formal amendment bundle to ODOT and FHWA to complete final approval steps.
Late January, 2025	Final approval from FHWA estimated will occur. Added note: Several projects also will require FTA approval.



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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the new SS4A planning project to the MTIP

**Project #1**

Project Details Summary							
ODOT Key #	23738	RFFA ID:	N/A	RTP ID:	11103	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV25-02-NOV		STIP Amendment ID:		24-27-1737	<b>DIR RECIPIENT</b>

**Summary of Amendment Changes Occurring:**  
 The MTIP formal amendment adds the Safe Street For All discretionary awarded planning project to the MTIP for historical accounting purposes. The project is under direct recipient delivery rules. Clackamas County is working directly with FHWA to delivery the project without ODOT oversight. The project is already obligated through the USDOT DELPHI system. The project will be amended into Metro's SFY 2025 UPWP as an external led (non-Metro funded) planning project. The award is from the SS4A 2023 grant cycle.

Project Name:	<b>Supplemental Planning: Civil Rights &amp; Community</b>						
Lead Agency:	Clackamas County	Applicant:	Clackamas County	Administrator:	FHWA		
Certified Agency Delivery:	YES	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES		

**Short Description:**  
 This award will be used by Clackamas County to update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements.

**MTIP Detailed Description (Internal Metro use only):**  
 A USDOT Safe Streets For All discretionary planning grant award (UEI = NVWKAVB8JND6) FFY 2023 funding cycle to Clackamas County to update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements. Project completion will be via direct recipient delivery rules

**STIP Description:**  
 This award will be used by Clackamas County to update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements.



Project Classification Details			
Project Type	Category	Features	System Investment Type
Planning	Planning - Other		Planning
ODOT Work Type:	PLANNG		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
AC--SS4A23	ACPO	2024	\$ 330,000						\$ 330,000
									\$ -
<b>Federal Totals:</b>			\$ 330,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 330,000

**State Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024	\$ 82,500						\$ 82,500
Other	OTH0	2024	\$ 1,405						\$ 1,405
<b>Local Totals:</b>			\$ 83,905	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 83,905

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	<del>\$ -</del>	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ 413,905	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 413,905
Total Estimated Project Cost							\$ 413,905
Total Cost in Year of Expenditure:							\$ 413,905

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:	\$ 413,905	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 413,905
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 82,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82,500
Amended Phase Matching Percent:	20.00%	N/A	N/A	N/A	N/A	N/A	20.00%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 330,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 330,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 83,905	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 83,905
Total	\$ 413,905	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 413,905

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	79.73%	0.0%	0.0%	0.0%	0.0%	0.0%	79.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.27%	0.0%	0.0%	0.0%	0.0%	0.0%	20.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

**Phase Programming Percentage**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	79.73%	0.0%	0.0%	0.0%	0.0%	0.0%	79.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.27%	0.0%	0.0%	0.0%	0.0%	0.0%	20.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							USDOT
EA End Date:							FMIS or TRAMS
Known Expenditures:							DELPHI
						Estimated Project Completion Date:	12/31/2026
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Is the project delivery a direct recipient?		Yes	How will or did the obligation occur:			DELPHI through USDOT	

Fiscal Constraint Consistency Review	
1. What is the source of funding? A discretionary <b>Safe Streets For All FFY 2023 cycle award from USDOT</b>	
2. Does the amendment include changes or updates to the project funding? <b>Yes, new SSFA warded funding is being added to the MTIP.</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the SSFA project award list.</b>	
4. Did the funding change require OTC, ODOT Director, ODOT program manager, or other approval? <b>Yes, USDOT approval was required.</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

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
Note: The planning project is applicable to the Clackamas County area.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	D	Project implementation in progress.	
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		X		

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Other - Planning and Technical Studies</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>ID 11103 - Regional MPO Activities for 2023-2030</b>
RTP Project Description:	<b>Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as a metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars.</b>

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? **Not currently, but an amendment will occur to add the project to the SFY 2025 UPWP.**
- 3a. If yes, is an amendment required to the UPWP? **Yes.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes. Concurrent processing between the MTIP and UPWP is authorized**
- 3c. What is the UPWP category (Primary Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Non-Metro federally funded regionally significant external project.**
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.
  - Goal #3 - Equitable Transportation:**  
Objective 3.1 - Transpiration 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 Tuesday, October 29, 2024 to Wednesday, November 27, 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? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

**Fund Codes References**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
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-SS4A23	Federal Advance Construction funds assigned to the project with the expected later conversion will be the designated Safe Streets for All fund code.
Other	General local funds committed to the project above the minimum match requirement to cover phase costs.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	ACPO	ADVANCE CONSTRUCT PR	100.00%	413,905.00	0.00%	330,000.00	0.00%	0.00	0.00%	83,905.00
	<b>PL Totals</b>		<b>100.00%</b>	<b>413,905.00</b>		<b>330,000.00</b>		<b>0.00</b>		<b>83,905.00</b>
<b>Grand Totals</b>						<b>330,000.00</b>		<b>0.00</b>		<b>83,905.00</b>



## Safe Streets and Roads for All FY23 Planning and Demonstration Awards by State

The following tables list all Fiscal Year 2023 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City of Eugene	The First and Last Mile Study: Advancing Safety and Mobility for All Road Users in Eugene	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$384,000
City of Medford	Medford Oregon Transportation Safety Action Plan	Develop New Action Plan (only)	Rural	\$400,000
City of Salem	Salem Oregon Vision Zero Plan and 20-is-Plenty Project	Develop Action Plan as well as Demonstration or Other Supplemental Planning	Urban	\$2,800,000
City of Stayton, Oregon	City of Stayton Safety Action Plan	Develop New Action Plan (only)	Rural	\$120,000
City of Umatilla	City of Umatilla Roadway Comprehensive Safety Action Plan	Develop New Action Plan (only)	Rural	\$139,840
Clackamas County Department of Transportation and	Supplemental Planning for Civil Rights and Community Engagement in the Clackamas	Develop Action Plan as well as Demonstration or Other Supplemental	Urban	\$330,000



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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the new Region 1 ADA  
 Construction PGB to the MTIP

**Project #2**

Project Details Summary							
ODOT Key #	23692	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV25-02-NOV		STIP Amendment ID:		24-27-1396	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the new ODOT Region 1 project grouping bucket supporting ADA curb and ramp safety upgrades. UR and construction phases are being added. The PE phase was completed through Key 22978. The propose site locations are on I-5 and OR10. A copy of the proposed site locations is included at the end of the worksheet. Funding for the project is sourced from a fund split from Key 23043. Key 23043 is a non-MPO ODOT funded general ADA construction phase project grouping bucket. A copy of the adjustment to Key 23043 is included as part of the amendment bundle

Project Name:	<b>Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 2</b>						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

**Short Description:**  
 Construct curb ramps on I-5 , OR8, OR10, US26, OR47, OR99W, OR127, OR141, and OR217, to meet compliance with the American with Disabilities Act (ADA) standards.

**MTIP Detailed Description (Internal Metro use only):**  
 ODOT project groping bucket supporting region-wide construction of ADA curb and ramp safety upgrades on multiple routes including I-5 , OR8, OR10, US26, OR47, OR99W, OR127, OR141, and OR217 in Hillsboro, Tigard, Beaverton Tualatin, Forest Grove, and Sherwood to meet compliance with the American with Disabilities Act (ADA) standards.

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

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

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
AC-GARVEE	ACPO	2025				\$ 44,865			\$ 44,865
AC-GARVEE	ACPO	2025					\$ 9,690,840		\$ 9,690,840
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ 44,865	\$ 9,690,840	\$ -	\$ 9,735,705

**State Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (ACPO)	Match	2025				\$ 5,135			\$ 5,135
State (ACPO)	Match	2025					\$ 1,109,160		\$ 1,109,160
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ 5,135	\$ 1,109,160	\$ -	\$ 1,114,295

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	<del>\$ -</del>	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ -	\$ -	\$ 50,000	\$ 10,800,000	\$ -	\$ 10,850,000
Total Estimated Project Cost							\$ 10,850,000
Total Cost in Year of Expenditure:							\$ 10,850,000



Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ 50,000	\$ 10,800,000	\$ -	\$ 10,850,000
Phase Change Percent:	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ 5,135	\$ 1,109,160	\$ -	\$ 1,114,295
Amended Phase Matching Percent:	N/A	0.00%	0.00%	10.27%	10.27%	N/A	10.27%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ 44,865	\$ 9,690,840	\$ -	\$ 9,735,705
State	\$ -	\$ -	\$ -	\$ 5,135	\$ 1,109,160	\$ -	\$ 1,114,295
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ 50,000	\$ 10,800,000	\$ -	\$ 10,850,000

**Phase Composition Percentages**

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

**Phase Programming Percentage**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.41%	89.32%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.05%	10.22%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.5%	99.5%	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? <b>ODOT GARVEE bond funds</b>
2. Does the amendment include changes or updates to the project funding? Yes. <b>These are new funds to the MTIP</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the fund split from Key 23043.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>OTC approval is required and is scheduled for the December 4, 2024 meeting. Concurrent programming is authorized as no issues from OTC are expected.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	at 293.55	----	N/A
	Yes	OR10	0.97	1.77	0.8
	Yes	US26	67.13	67.28	0.15
	Yes	OR99W	12.30	15.07	2.77
	Yes	OR127	at 7.75	----	N/A
	Yes	OR141	at 4.89	----	N/A
	Yes	OR217	0.23	4.85	4.62
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

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	6	Pre-construction activities (pre-bid, construction management oversight, etc.).	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
				X		X	X	Various designations across the multiple route locations
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Other - Planning and Technical Studies</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>ID# 12095 - Safety &amp; Operations Projects: 2023-2030</b>
RTP Project Description:	<b>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.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	<b>Motor Vehicle</b>	
	I-5	at MP 293.55 = Throughway
	OR10	MP 0.97 to MP 1.77 = Major/Minor arterial
	US26	MP 67.13 to MP 67.28 = Throughway
	OR99W	MP 12.30 to MP 15.07 = Major Arterial
	OR127	at MP 7.75 = Major Arterial
	OR141	at MP 4.89 = Minor Arterial
	OR217	MP 0.23 to MP 4.85 = Throughway
No	<b>Transit</b>	
	I-5	Regional Bus
	OR10	Frequent Bus
	US26	Frequent Bus
	OR99W	Frequent Bus
	OR127	No designation
	OR141	Frequent Bus
	OR217	Light Rail
No	<b>Freight</b>	
	I-5	Main Roadway Route
	OR10	No designation
	US26	Main Roadway Route
	OR99W	Main Roadway Route
	OR127	Roadway Connector
	OR141	No designation
	OR217	Main Roadway Route
No	<b>Bicycle</b>	
	I-5	No designation
	OR10	No designation
	US26	No designation
	OR99W	Bicycle Parkway
	OR127	Regional Bikeway
	OR141	Bicycle Parkway
	OR217	No designation

No	Pedestrian	
	I-5	No designation
	OR10	Pedestrian Parkway
	US26	No designation
	OR99W	Pedestrian Parkway
	OR127	Regional Pedestrian Corridor
	OR141	Pedestrian Parkway
	OR217	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	All	Multiple
Functional Classification	Yes	All	Multiple
Federal Aid Eligible Facility	No	All	Multiple

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

**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 Tuesday, October 29, 2024 to Wednesday, November 27, 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? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

**Fund Codes References**

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

Note: Preliminary Engineering for the new ADA site locations in Key 23692 was completed in Key 22978 as shown below and programmed in the 2021-24 MTIP

[home](#) | [admin](#) | [RTP](#) | [RFFA](#) | [MTIP](#) | [FUND](#) |

[details](#) | [costs](#) | [programming](#) | [map](#) | [amendments](#) | [obligations](#) | [earmarks](#) | [comments](#)

**ODOT Key: 22978 | MTIP ID: 71335**

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

Project(s) in this cycle are not editable

**Current Programming**

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

[update](#)

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

**Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations**

Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
I-5	Pacific	001RLI00	289.43	1	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	2	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	3	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	1A	2	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	3A	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	2	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	3	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RQI00	290.42	1	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	2	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	3	2	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	4	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	1A	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	1A	2	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.61	1	1	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	1	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	2	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	3	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001SHI00	293.55	1	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	1	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	3	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	3	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	4	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2A	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2A	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
OR-8	Tualatin Valley	02900D00	12.52	1	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.52	1	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.52	2	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.52	4	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.61	2	1	SE 8TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.61	3	1	SE 8TH AVE.	Hillsboro



OR-8	Tualatin Valley	02900D00	12.61	3	2	SE 8TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.78	1	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.78	3	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.78	4	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.95	1	1	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.95	1	2	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.95	2	1	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	2	1	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	2	2	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	3	1	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	3	2	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	4	1	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.35	2	1	SW BAILEY AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.35	3	2	SW BAILEY AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	1	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	2	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	3	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	3	2	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	4	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	4	2	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.85	1	1	SW MAIN ST.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.85	1	2	SW MAIN ST.	Hillsboro
OR-8	Tualatin Valley	02900I00	1.55	3	1	SW 87TH AVE.	Beaverton
OR-8	Tualatin Valley	02900I00	2.94	1	1	144BT CONN. M.P. 1C1.49 (029AC CONN. M.P. 2C2.94)	Beaverton
OR-8	Tualatin Valley	02900I00	2.94	1	2	144BT CONN. M.P. 1C1.49 (029AC CONN. M.P. 2C2.94)	Beaverton
OR-8	Tualatin Valley	02900I00	2.94	3	1	144BT CONN. M.P. 1C1.49 (029AC CONN. M.P. 2C2.94)	Beaverton
OR-8	Tualatin Valley	02900I00	3.18	3	1	SW 117TH AVE. (SW BROADWAY ST.)	Beaverton
OR-8	Tualatin Valley	02900I00	3.5	1	1	SW HALL BLVD.	Beaverton
OR-8	Tualatin Valley	02900I00	3.5	1	2	SW HALL BLVD.	Beaverton
OR-8	Tualatin Valley	02900I00	11.28	1	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	1	2	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	2	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	3	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	4	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	4	2	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.34	1	1	ENTRANCE TO HILLSBORO TOWN CENTER	Hillsboro
OR-8	Tualatin Valley	02900I00	11.34	2	1	ENTRANCE TO HILLSBORO TOWN CENTER	Hillsboro

OR-8	Tualatin Valley	02900100	11.4	1	1	ENTRANCE TO CRIMSON CORNER	Hillsboro
OR-8	Tualatin Valley	02900100	11.4	2	1	ENTRANCE TO CRIMSON CORNER	Hillsboro
OR-8	Tualatin Valley	02900100	11.46	1	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	11.46	1	2	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	11.46	2	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	11.46	3	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	11.46	4	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	1	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	1	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	2	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	2	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	3	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	3	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	4	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	1	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	1	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	3	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	3	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	4	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	4	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	13.04	2	1	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	13.04	2	2	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	14.15	2	1	SW 17TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	14.93	3	1	NW 336TH AVE.	Cornelius
OR-8	Tualatin Valley	02900100	14.93	4	1	NW 336TH AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.39	1	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.39	2	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.39	3	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.39	4	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.53	1	1	N 29TH AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.53	1	2	N 29TH AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.53	2	1	N 29TH AVE.	Cornelius
OR-8	Tualatin Valley	02900100	16.06	1	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	2	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	3	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	4	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	4	2	N 20TH AVE. (S 20TH AVE.)	Cornelius

OR-8	Tualatin Valley	02900100	16.06	1A	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	1A	2	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	1A	3	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	17.88	2	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	4	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	1A	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	1A	2	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	1A	3	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	3A	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	3A	2	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	3A	3	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	4A	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	4A	2	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	4A	3	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-10	Beaverton-Hillsdale	04000100	0.97	1	1	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	0.97	2	1	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	0.97	1A	1	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	0.97	1A	2	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	0.97	1A	3	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	1	2	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	3	1	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	4	1	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	3A	1	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	3A	2	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	3A	3	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.11	1	1	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.11	2	1	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.11	1A	1	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.11	1A	2	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.14	1	1	SW 110TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.21	2	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.21	3	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.21	3	2	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.21	4	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.21	2A	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.21	2A	2	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.48	3	2	SW 103RD AVE.	Beaverton

OR-10	Beaverton-Hillsdale	04000I00	1.48	4	1	SW 103RD AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.5	2	1	SW WESTERN AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	1	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	2	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	3	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	3	2	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	4	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	1	1	SW 98TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	2	1	SW 98TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	3	1	SW 98TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	4	1	SW 98TH AVE.	Beaverton
US 26	Sunset	047AQI00	61.05	2	1	NW MEEK RD.	Hillsboro
US 26	Sunset	047AQI00	61.09	1	1	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	2	1	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	2	2	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	1A	1	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	1A	2	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.27	2	1	047DS CONN. M.P. 7C61.33	Hillsboro
US 26	Sunset	047AWI00	62.39	2	1	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	2	2	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	4	1	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	1A	1	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	1A	2	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.54	3A	1	047DP CONN. M.P. 5C63.03	Hillsboro
US 26	Sunset	047AWI00	62.54	3A	2	047DP CONN. M.P. 5C63.03	Hillsboro
US 26	Sunset	047BBI00	64.23	1	1	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.23	4	1	047DA CONN. M.P. 6C63.66	Beaverton
US 26	Sunset	047BBI00	64.23	1A	1	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.23	1A	2	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.23	1A	3	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.29	1	1	047CX CONN. M.P. 3C64.09	Hillsboro
US 26	Sunset	047BBI00	64.34	1	2	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	4	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2A	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2A	2	047CV CONN. M.P. 1C64.34	Hillsboro

US 26	Sunset	047BBI00	64.34	2A	3	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3A	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3A	2	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3A	3	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BGI00	65.68	1	1	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	2	1	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	3	2	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	4	1	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	4	2	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	4A	2	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.75	1	1	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	2	1	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	3	2	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	4	1	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	4	2	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.86	3	1	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4	1	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4A	1	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4A	2	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4A	3	NW BRONSON RD.	Beaverton
US 26	Sunset	047BHI00	65.8	1	1	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	1	2	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	4	1	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	2A	1	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	2A	2	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	2A	3	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.89	1	2	047BI CONN. M.P. 4C65.89	Beaverton
US 26	Sunset	047BHI00	65.89	2	1	047BI CONN. M.P. 4C65.89	Beaverton
US 26	Sunset	047BHI00	65.89	4	1	047BI CONN. M.P. 4C65.89	Beaverton
US 26	Sunset	047BHI00	65.98	1	2	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2	1	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	3	1	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2A	1	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2A	2	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2A	3	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BKI00	67.13	2	1	NW MILL CREEK DR.	
US 26	Sunset	047BKI00	67.13	2	2	NW MILL CREEK DR.	

US 26	Sunset	047BK100	67.13	3	1	NW MILL CREEK DR.	Beaverton
US 26	Sunset	047BK100	67.28	1	2	047BN CONN. M.P. 4C67.73	Beaverton
US 26	Sunset	047BQ100	68.34	1	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQ100	68.34	2	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQ100	68.34	3	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQ100	68.34	4	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQ100	68.5	1	2	047BT CONN. M.P. 4C69.34	Beaverton
US 26	Sunset	047BQ100	68.5	2	1	047BT CONN. M.P. 4C69.34	Beaverton
US 26	Sunset	047BQ100	68.5	2A	1	047BT CONN. M.P. 4C69.34	Beaverton
US 26	Sunset	047BQ100	68.5	2A	3	047BT CONN. M.P. 4C69.34	Beaverton
OR-99W	Pacific Hwy West	09100D00	12.3	3	1	SW HAZELBROOK RD.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.3	3A	1	SW HAZELBROOK RD.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.3	3A	2	SW HAZELBROOK RD.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.98	3	1	SW 130TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.98	4	1	SW 130TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.98	3A	2	SW 130TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100D00	15.13	3	1	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100D00	15.13	4	1	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100D00	15.13	3A	1	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100D00	15.13	3A	2	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100I00	10.36	1	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	1	2	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	3	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2A	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2A	2	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2A	3	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	11.19	3	1	SW ROYALTY PARKWAY(SW ROYALTY PKWY.)	Tigard
OR-99W	Pacific Hwy West	09100I00	11.19	2A	1	SW ROYALTY PARKWAY(SW ROYALTY PKWY.)	Tigard
OR-99W	Pacific Hwy West	09100I00	11.19	2A	2	SW ROYALTY PARKWAY(SW ROYALTY PKWY.)	Tigard
OR-99W	Pacific Hwy West	09100I00	12.66	1	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	3	2	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4A	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4A	2	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4A	3	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	5A	1	SW 124TH AVE.	Tualatin

OR-99W	Pacific Hwy West	09100I00	12.66	5A	2	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	14.68	2	1	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	3	2	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4	1	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4A	1	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4A	2	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4A	3	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	1	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	2	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	2	2	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	3	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	3	2	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4A	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4A	2	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4A	3	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.75	1	1	START OF SIDEWALK	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	1	1	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	2	1	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	1A	1	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	1A	2	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	1	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2A	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2A	2	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2A	3	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	4A	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	4A	2	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	4A	3	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	091CII00	15.07	3	1	SW LANGER DR.	Sherwood
OR-47	Nahalem	10200I00	88.93	1	1	NW SUNSET DR.(NW BEAL RD.)	Forest Grove
OR-47	Nahalem	10200I00	88.93	2	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	3	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	4	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	1A	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	1A	2	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	1A	3	NW SUNSET DR.(NW BEAL RD.)	

OR-127	Cornelius Pass	127AAI00	7.75	1	1	NW CORNELIUS PASS RD.	Hillsboro
OR-127	Cornelius Pass	127AAI00	7.75	1	2	NW CORNELIUS PASS RD.	Hillsboro
OR-127	Cornelius Pass	127AAI00	7.75	2	1	NW CORNELIUS PASS RD.	Hillsboro
OR-219	Hillsboro-Silverton	14000I00	0.35	3	1	SE MAPLE ST.	Hillsboro
OR-219	Hillsboro-Silverton	14000I00	0.35	4	1	SE MAPLE ST.	Hillsboro
OR-141	Beaverton-Tualatin	14100I00	4.89	1	1	MIDBLOCK CROSSING	Tigard
OR-141	Beaverton-Tualatin	14100I00	4.89	4	1	MIDBLOCK CROSSING	Tigard
OR-141	Beaverton-Tualatin	14100I00	4.89	1A	1	MIDBLOCK CROSSING	Tigard
OR-141	Beaverton-Tualatin	14100I00	4.89	1A	2	MIDBLOCK CROSSING	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	1	1	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	1	2	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	2	1	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	4	2	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	4A	1	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	4A	2	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	144AFI00	0.23	2	1	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	3	1	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	2A	2	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	3A	1	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	3A	3	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	1	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	1	2	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	2	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	3	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	3	2	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	4	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	4	2	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.1	4	1	SW 105TH AVE.	Beaverton
OR-217	Beaverton-Tigard	144BFI00	4.85	3	2	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	4	1	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	1A	1	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	1A	2	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	3A	1	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	3A	2	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.63	3	1	SW HUNZIKER ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.63	3A	1	SW HUNZIKER ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.63	3A	2	SW HUNZIKER ST.	Tigard



OR-217	Beaverton-Tigard	144BNI00	6.74	3	1	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.74	4	1	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.74	2A	1	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.74	2A	2	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	1	1	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	1	2	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	2	1	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	1A	2	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BVI00	0.88	1	1	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	2	1	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	2	2	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	4A	1	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	4A	2	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton



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

MTIP Formal Amendment  
**SPLIT FUNDS**  
 Shift \$10.85 million to new ADA  
 Region 1 PGB Key 23692

**Project #3**

**Project Details Summary**

<b>ODOT Key #</b>	<b>23043</b>	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>N/A</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>NV25-02-NOV</b>	STIP Amendment ID:		24-27-1396		

**Summary of Amendment Changes Occurring:**  
 Key 23043 is ODOT'S general project grouping bucket of funding supporting construction of ADA curb and ramp improvements. The project is considered a non-MPO PGB and not included in the Metro MTIP. The formal amendment shifts \$10,850,000 of Advance Construction funding to new Key 23692 supporting ADA curb and ramp improvements to occur in Region 1. Key 23043 is included as part of the MTIP FFY 2025 November Formal Amendment bundle to accounting, informational purposes, and to provide the required proof-of-funding for fiscal constraint verification. ODOT will update Key 23043 with the fund transfer in the STIP. The fund shift will require OTC approval which is schedule now for their December 4, 2024 meeting. Concurrent processing pending OTC approval is authorized for this amendment.

<b>Project Name:</b>	<b>Portland Metro Area 2024-2027 ADA Curb Ramp Construction</b>						
<b>Lead Agency:</b>	<b>ODOT</b>	<b>Applicant:</b>	ODOT		<b>Administrator:</b>	ODOT	
<b>Certified Agency Delivery:</b>	No	<b>Non-Certified Agency Delivery:</b>	No		<b>Delivery as Direct Recipient:</b>	<b>Yes</b>	

**MTIP Short Description:**  
 Not Applicable

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**MTIP Detailed Description (Internal Metro use only):**  
 Not Applicable

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

Project Classification Details			
Project Type	Category	Features	System Investment Type
Not Applicable (Outside MPA boundary)	Not Applicable	Not Applicable	Not Applicable
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
<b>Federal Funds</b>									
ADVCON	ACP0	2025					<del>-\$ 105,694,884</del>		\$ -
ADVCON	Acp0	2025					\$ 85,104,314		\$ 85,104,314
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ 85,104,314	\$ -	\$ 85,104,314

Note: Advance construction funds (ADVCON) were programmed initially as 100% federal funds without a required match. The fund shift includes the addition of a 10.27% match.

**State Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025					\$ 9,740,570		\$ 9,740,570
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ 9,740,570	\$ -	\$ 9,740,570

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	<del>-\$ 105,694,884</del>	\$ -	<del>-\$ 105,694,884</del>
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 94,844,884	\$ -	\$ 94,844,884
Total Estimated Project Cost							\$ 94,844,884
Total Cost in Year of Expenditure:							\$ 94,844,884

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:	\$ -	\$ -	\$ -	\$ -	\$ (10,850,000)	\$ -	\$ (10,850,000)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-10.27%	0.0%	-10.27%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 9,740,570	\$ -	\$ 9,740,570
Amended Phase Matching Percent:	N/A	0.00%	N/A	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	\$ -	\$ -	\$ -	\$ -	\$ 85,104,314	\$ -	\$ 85,104,314
State	\$ -	\$ -	\$ -	\$ -	\$ 9,740,570	\$ -	\$ 9,740,570
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 94,844,884	\$ -	\$ 94,844,884

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	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%	0.0%	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%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	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%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
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? <b>ODOT federal Advance Construction funds.</b>	
2. Does the amendment include changes or updates to the project funding? <b>Yes, \$19.85 million is being shifted from this project to the new Region 1 ADA curbs and ramps project in Key 23692.</b>	
3. Was proof-of-funding documentation provided to verify the funding change?	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>OTC approval is required and is schedule for their December 4, 2024 meeting.</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Note: This is a regional non-specific location project grouping bucket with funding reserved for ADA curb and ramp improvements					
Cross Streets	Route or Arterial		Cross Street	Cross Street	
Not Applicable	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	Not Applicable	Years Active	Not Applicable	Project Status	Active	Non-MPO programmed project grouping bucket	
Total Prior Amendments	Not Applicable	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable: TH project is programmed outside of the MTIP's MPA boundary and only in the STIP.						

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		

Added notes: Performance Measure informational is included for information purposes only for Key 23043..

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Safety - Projects that correct, improve, or eliminate a hazardous location or feature.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>Not Applicable</b>
RTP Project Description:	<b>Not Applicable: The PGB is located outside of the Metro MPA boundary. Inclusion in the constrained RTP is not required.</b>

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**  
 Objective2.1 - Vision Zero: 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 Tuesday, October 29, 2024 to Wednesday, November 27, 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? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

**Fund Codes References**

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

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	100.00%	94,844,884.00	89.73%	85,104,314.41	10.27%	9,740,569.59	0.00%	0.00
	<b>CN Totals</b>		<b>100.00%</b>	<b>94,844,884.00</b>		<b>85,104,314.41</b>		<b>9,740,569.59</b>		<b>0.00</b>
<b>Grand Totals</b>						<b>85,104,314.41</b>		<b>9,740,569.59</b>		<b>0.00</b>

Name: **Portland Metro area 2024-2027 ADA curb ramp construction** Key: **23043**

Description: **ADA program funding for future construction activities. Projects to be identified at a later date.** Region: **1**  
 MPO: **Non-MPO** Work Type: **ADAP**  
 Applicant: **ODOT** Status: **BUCKET OF FUNDS**

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				<b>REGION 1 ACT</b>	<b>VARIOUS</b>

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

**Footnote:**  
**Most Recent Approved Amendment**  
 Amendment No: **24-27-0814** Approval Date: **6/13/2024**  
 Requested Action: **Reduce the project estimate by \$11,735,116, moving funds to project key 23612.**





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

MTIP Formal Amendment  
**RE-ADD PROJECT**  
 Re-add the project with the  
 construction phase in 2025

**Project #4**

Project Details Summary							
ODOT Key #	22316	RFFA ID:	N/A	RTP ID:	12092	RTP Approval Date:	11/30/2023
MTIP ID:	71235	CDS ID:	N/A	Bridge #:	01377A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV25-02-NOV		STIP Amendment ID:		24-27-1882	

**Summary of Amendment Changes Occurring:**  
 The MTIP formal amendment re-adds Key 22316 to the 2024-27 MTIP to enable the construction phase to re-obligate and move forward. The construction phase had obligated back I FFY 2022 and then de-obligated due bid issues. The construction phase was held in abeyance until the phase costs could be resolved. With no additional delivery guidance, the project was not carried over into the 2024-27 MTIP and STIP and removed. The ODOT Bridge program has now resolved the construction bid issues, but the project now must re-obligate the construction phase to begin expending the funds. The project has to be re-added into the MTIP as a new project. There is no change in scope or total project costs. Finally, the use of local "Other" funds represents WSDOT's 50% funding commitment to the project as well.

Project Name:	<b>I-5: Interstate Bridge, NB Electrical Components (Portland)</b>						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	<b>Yes</b>		

**Short Description:**  
~~Restore the electrical components to make the system permanent, rather than a temporary fix. (Bridge ID: 01377A).~~  
**Restore the electrical components to their original locations, so that they can be connected permanently. Washington Department of Transportation is paying 50% of the total project (Bridge ID 01377A)**

**MTIP Detailed Description (Internal Metro use only):**  
 In northern Portland on I-5 from MP 308.04 to MP 308.72, Restore the electrical components to make the system permanent, rather than a temporary fix (Bridge ID: 01377A) (OTC Approval August 2020). **(Construction phase deobligated and held until now to move forward again FFY 2025)**

**STIP Description:**  
 Restore the electrical components to their original locations, so that they can be connected permanently. Washington Department of Transportation is paying 50% of the total project.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Bridge	Reconstruction/Preservation	Maintenance and Preservation
ODOT Work Type:	BRIDGE		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**State Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
HB2017	S070	2022		\$ 40,000					\$ 40,000
HB2017	S070	2025					\$ 460,000		\$ 460,000
<b>State Totals:</b>			\$ -	\$ 40,000	\$ -	\$ -	\$ 460,000	\$ -	\$ 500,000

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2022		\$ 40,000					\$ 40,000
Other	OTH0	2025					\$ 460,000		\$ 460,000
<b>Local Totals:</b>			\$ -	\$ 40,000	\$ -	\$ -	\$ 460,000	\$ -	\$ 500,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ -</del>	\$ -	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ 80,000	\$ -	\$ -	\$ 920,000	\$ -	\$ 1,000,000

Total Estimated Project Cost \$ 1,000,000  
Total Cost in Year of Expenditure: \$ 1,000,000

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:	\$ -	\$ 80,000	\$ -	\$ -	\$ 920,000	\$ -	\$ 1,000,000
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%	0.00%	0.00%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ 40,000	\$ -	\$ -	\$ 460,000	\$ -	\$ 500,000
Local	\$ -	\$ 40,000	\$ -	\$ -	\$ 460,000	\$ -	\$ 500,000
Total	\$ -	\$ 80,000	\$ -	\$ -	\$ 920,000	\$ -	\$ 1,000,000

### 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%	50.0%	0.0%	0.0%	50.0%	0.0%	50.0%
Local	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	50.0%
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%	4.0%	0.0%	0.0%	46.0%	0.0%	50.0%
Local	0.0%	4.0%	0.0%	0.0%	46.0%	0.0%	50.0%
Total	0.0%	8.0%	0.0%	0.0%	92.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 80,000					Aid ID
Federal Funds Obligated:		\$ -					S001(558)
EA Number:		PE003322					FHWA or FTA
Initial Obligation Date:		8/4/2022					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		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? <b>ODOT state HB2017 and Washington DOT funds.</b>	
2. Does the amendment include changes or updates to the project funding? <b>Yes. The project and funding is being re-added to the MTIP to enable the construction to move forward and re-obligate during fyfi 2025.</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the Bridge Program Manger and STIP Coordinator confirmation.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>ODOT Bridge Program Manager approval.</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	308.04	308.72	0.68
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	2021	Years Active	4	Project Status	6	Pre-construction activities (pre-bid, construction management oversight, etc.).
Total Prior Amendments	2	Last Amendment	Formal	Date of Last Amendment	August 2021	Last MTIP Amend Num AB21-22-AUG2
Last Amendment Action	COST INCREASE: The formal amendment increases the project cost from \$500,000 to \$1,000,000. The project estimate used for programming only provided the Oregon portion of the project costs and is being corrected through this amendment					

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

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>ID# - 12092: Bridge Rehabilitation &amp; Repair: 2023-2030</b>
RTP Project Description:	<b>Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	I-5 = Throughway
Yes	Transit	I-5 = Frequent Bus
Yes	Freight	I-5 = Main Roadway Routes
Yes	Bicycle	I-5 = Bicycle Parkway
Yes	Pedestrian	I-5 = Pedestrian Parkway.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Interstate 5	Interstate
Functional Classification	Yes	Interstate 5	Urban Interstate
Federal Aid Eligible Facility	Yes	Interstate 5	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. Not Applicable.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
4. Applicable RTP Goals:
  - Goal #1 - Mobility Options:**  
Objective 1.4 - Regional Mobility: Maintain reliable person-trip and freight mobility for all modes in the region’s mobility corridors, consistent with the designated modal functions of each facility and planned transit service within each corridor.
  - 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.**

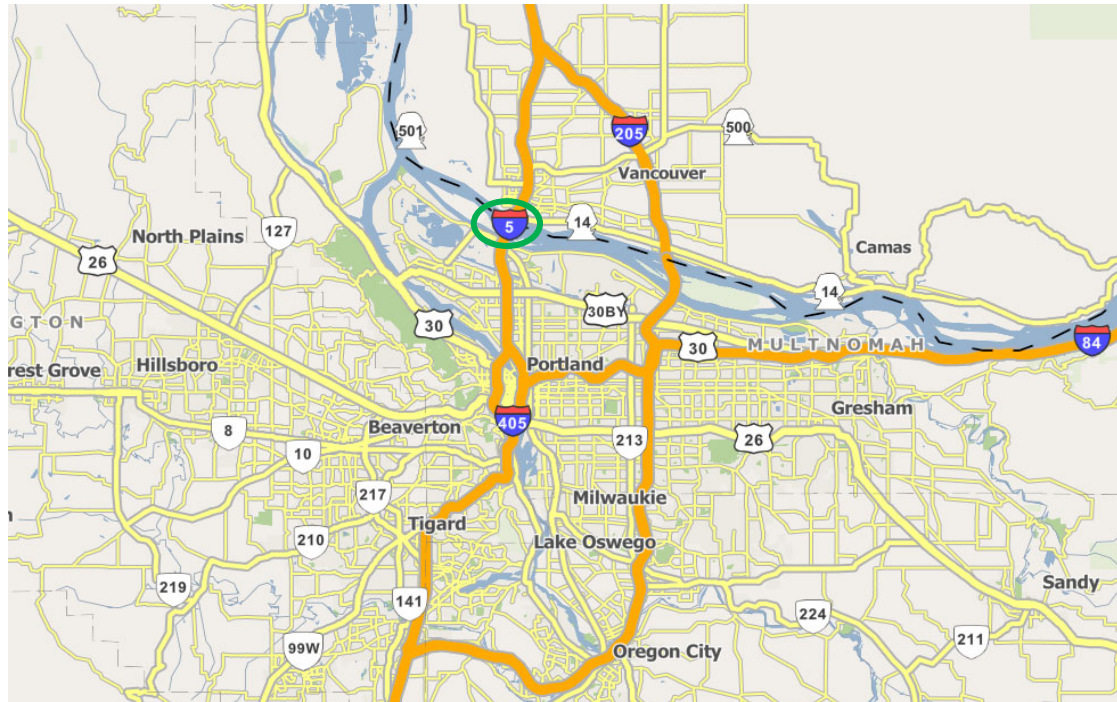
**Public Notification/Opportunity to Comment Consistency Requirement**

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 Tuesday, October 29, 2024 to Wednesday, November 27, 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? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

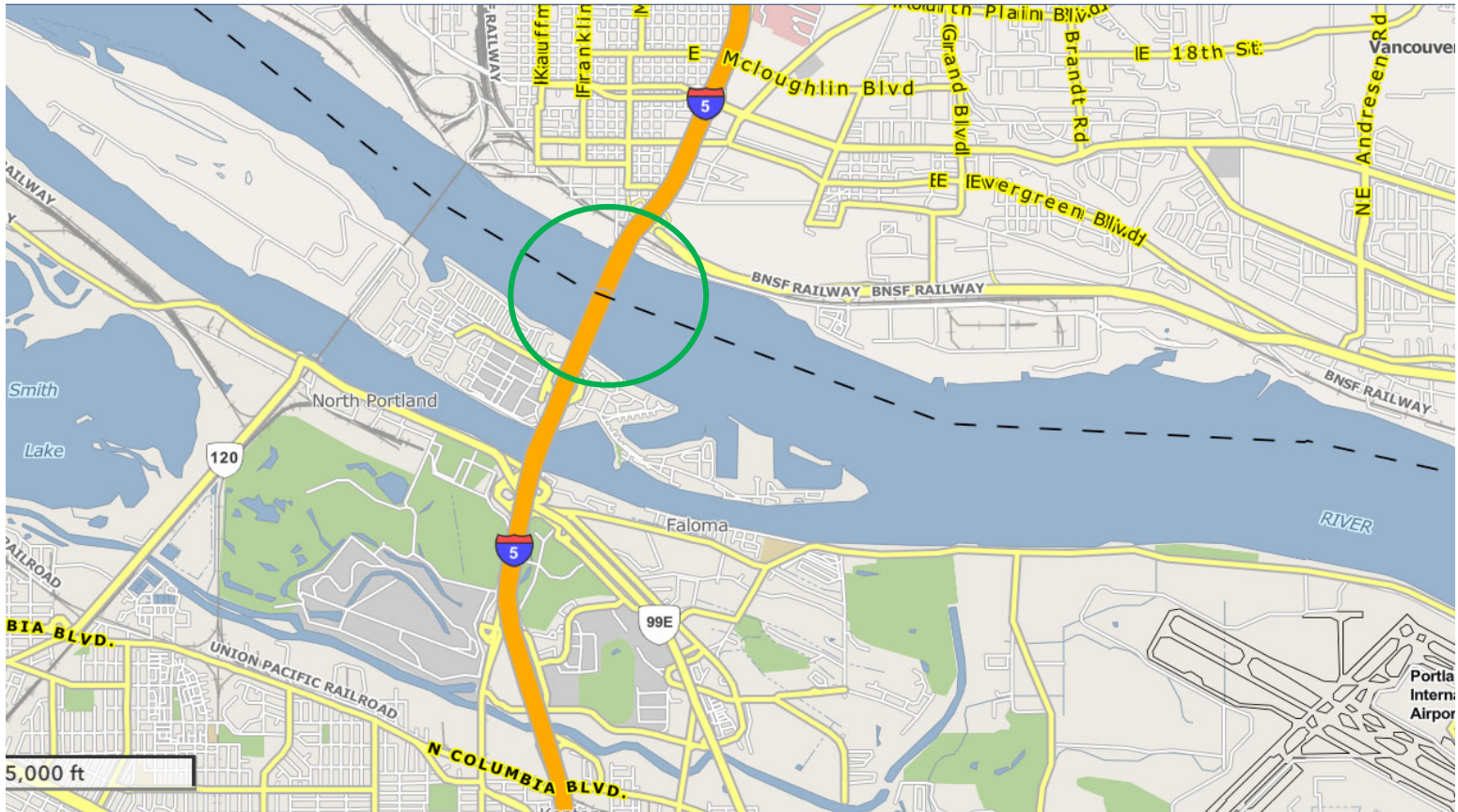
**Fund Codes References**

HB2017	State funds approved under HB2017 for various transportation improvements. HB 2017 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	Generally local or state funds committed to the project above the required minimum match to cover the federal funds match requirement, or as a way to locally fund a phase without federal funds.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	OTH0	OTHER THAN STATE OR	50.00%	40,000.00	0.00%	0.00	0.00%	0.00	100.00%	40,000.00
	S070	HB2017 Funding Package	50.00%	40,000.00	0.00%	0.00	100.00%	40,000.00	0.00%	0.00
	<b>PE Totals</b>		<b>100.00%</b>	<b>80,000.00</b>		<b>0.00</b>		<b>40,000.00</b>		<b>40,000.00</b>
CN	OTH0	OTHER THAN STATE OR	50.00%	460,000.00	0.00%	0.00	0.00%	0.00	100.00%	460,000.00
	S070	HB2017 Funding Package	50.00%	460,000.00	0.00%	0.00	100.00%	460,000.00	0.00%	0.00
	<b>CN Totals</b>		<b>100.00%</b>	<b>920,000.00</b>		<b>0.00</b>		<b>460,000.00</b>		<b>460,000.00</b>
<b>Grand Totals</b>				<b>1,000,000.00</b>		<b>0.00</b>		<b>500,000.00</b>		<b>500,000.00</b>











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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add project development to PE  
 and vehicle purchase to Other

**Project #5**

Project Details Summary							
ODOT Key #	23769	RFFA ID:	N/A	RTP ID:	11319	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV25-02-NOV		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The MTIP formal amendment adds the PE for project development work for the Portland Streetcar Extension project to Montgomery Park. An Other phase also is being added with local funds that will be used for the later procurement of up to 10 replacement and/or Project development work is being added through the Preliminary Engineering phase. This is required to occur to establish the pre-award clock for the project. TriMet is pursuing a FTA Small Starts Capital Investment Grants (CIG) funding award. Between the city of Portland's commitment and the CIG grant, both agencies believe they will be able to cover the estimated \$182 million total project cost. Only PE/project development and the Other phase supporting the streetcar procurement are being added through this amendment. The implementation phases will be added upon the Small Starts CIG award. Finally, the city of Portland will deliver the project for TriMet.

Project Name:	<b>Portland Streetcar Montgomery Park Extension</b>						
Lead Agency:	TriMet	Applicant:	TriMet		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:

Extend PSC NS Line 0.65 miles on 23rd Ave to Roosevelt St looping around to 26th Ave/Wilson St including guideway/track, stations, site work upgrades plus purchase up to 10 hybrid off-wire streetcars plus 23rd Ave rebuild/stormwater mitigation upgrades

MTIP Detailed Description (Internal Metro use only):

Extend the Portland Streetcar system 0.65 miles up to Montgomery Park NS Line along NW 23rd Avenue to Montgomery Park in Northwest Portland up to Roosevelt St looping around to 26th Ave/Wilson St including guideway and track, stations upgrades, site work and special conditions, plus purchase up to 10 hybrid off-wire capable streetcars and include 23rd Ave rebuild, stormwater mitigation and accessibility upgrades

STIP Description:

TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit Capital	Capital Rail	Capital Improvement
ODOT Work Type:	TBD		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
									\$ -
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**State Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2025		\$ 11,000,000					\$ 11,000,000
Other	OTH0	2026						\$ 30,000,000	\$ 30,000,000
									\$ -
<b>Local Totals:</b>			\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	\$ 30,000,000	\$ 41,000,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ -</del>	\$ -	\$ -	\$ -	<del>\$ -</del>	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	\$ 30,000,000	\$ 41,000,000

Total Estimated Project Cost							\$ 186,192,000
Total Cost in Year of Expenditure:							\$ 186,192,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	Only PE and the Other phase are being programmed now. Construction will be later.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	\$ 30,000,000	\$ 41,000,000
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	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	\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	\$ 30,000,000	\$ 41,000,000
Total	\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	\$ 30,000,000	\$ 41,000,000

### 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%	100.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Total	0.0%	100.0%	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%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	26.83%	0.0%	0.0%	0.0%	73.17%	100.0%
Total	0.0%	26.8%	0.0%	0.0%	0.0%	73.2%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Grant ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2030
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? Local funds initially from <b>TriMet and Portland to complete the project development work and to initiate the vehicle procurement portion. FTA federal Small Starts CIG grant proposed to complete construction.</b>
2.	Does the amendment include changes or updates to the project funding? <b>Yes. Local funds to complete PE/project development and the vehicle procurement portion to the project.</b>
3.	Was proof-of-funding documentation provided to verify the funding change?
4.	Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>Local agency (TriMet) approval.</b>
5.	Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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		
	NW 23rd Ave	NW Lovejoy St	NW Roosevelt St		
	NW Roosevelt St	NW 26th Ave	NW 23rd Ave		
	NW Wilson St	NW 26th Ave	NW 23rd Ave		
	NW 26th Ave	NW Roosevelt St	NW Wilson St		

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current MTIP	
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: This amendment represents the initial project programming into the MTIP and STIP.						

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 EFA = No HIC = No
	X	X	X		X			
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>This is a capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>No. The project is not exempt from transportation modeling and air conformity analysis</b>
Exemption Reference:	<b>Not applicable.. The project is not exempt.</b>
Was an air analysis required as part of RTP inclusion?	<b>Yes</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>Yes. The Montgomery Streetcar Extension project is include in the current constrained 2023 RTP. Transportation modeling and air conformity analysis as required has been completed as part of the 2023 RTP Update.</b>
RTP Constrained Project ID and Name:	<b>ID# 11319 - HCT: Streetcar Montgomery Park Extension</b>
RTP Project Description:	<b>Extend streetcar from NW Lovejoy/Northrup to Montgomery Park.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	NW 23rd Ave = No designation
Yes	Transit	NW 23rd Ave = Frequent Bus/Future Streetcar line
No	Freight	NW 23rd Ave = No designation
Yes	Bicycle	NW 23rd Ave = Regional Bikeway
Yes	Pedestrian	NW 23rd Ave = Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	NW 23rd Ave	No designation
Functional Classification	No	NW 23rd Ave	5 = Major Collector

Federal Aid Eligible Facility	No	NW 23rd Ave	Unban Major Collector
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**Additional RTP Consistency Check Areas**

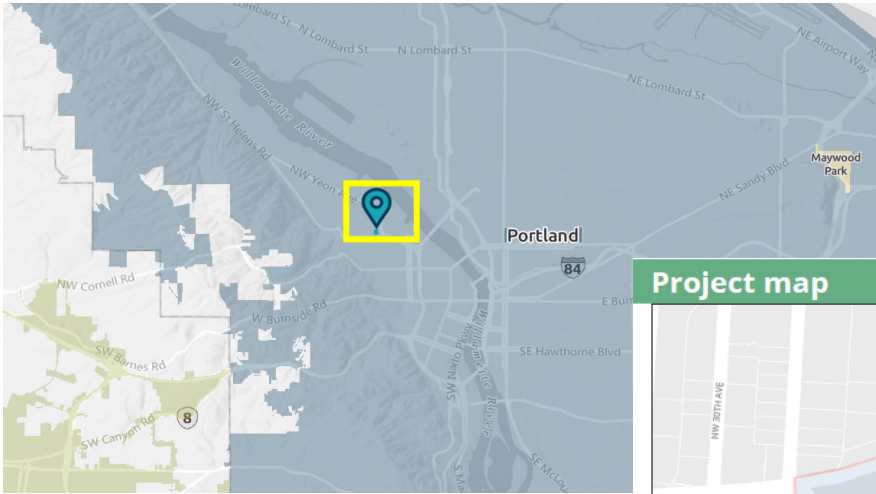
1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project 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 # 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  
Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service.
  - Goal #4 - Thriving Economy:**  
Objective 4.1 - Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of thoroughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region.
  - Goal #5 - Climate Action and Resilience:**  
Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **Yes. The project is considered capacity enhancing and exceeds \$100 million in total project cost. The special performance evaluation is required a condition when the construction phase is added to the project**

**Public Notification/Opportunity to Comment Consistency Requirement**

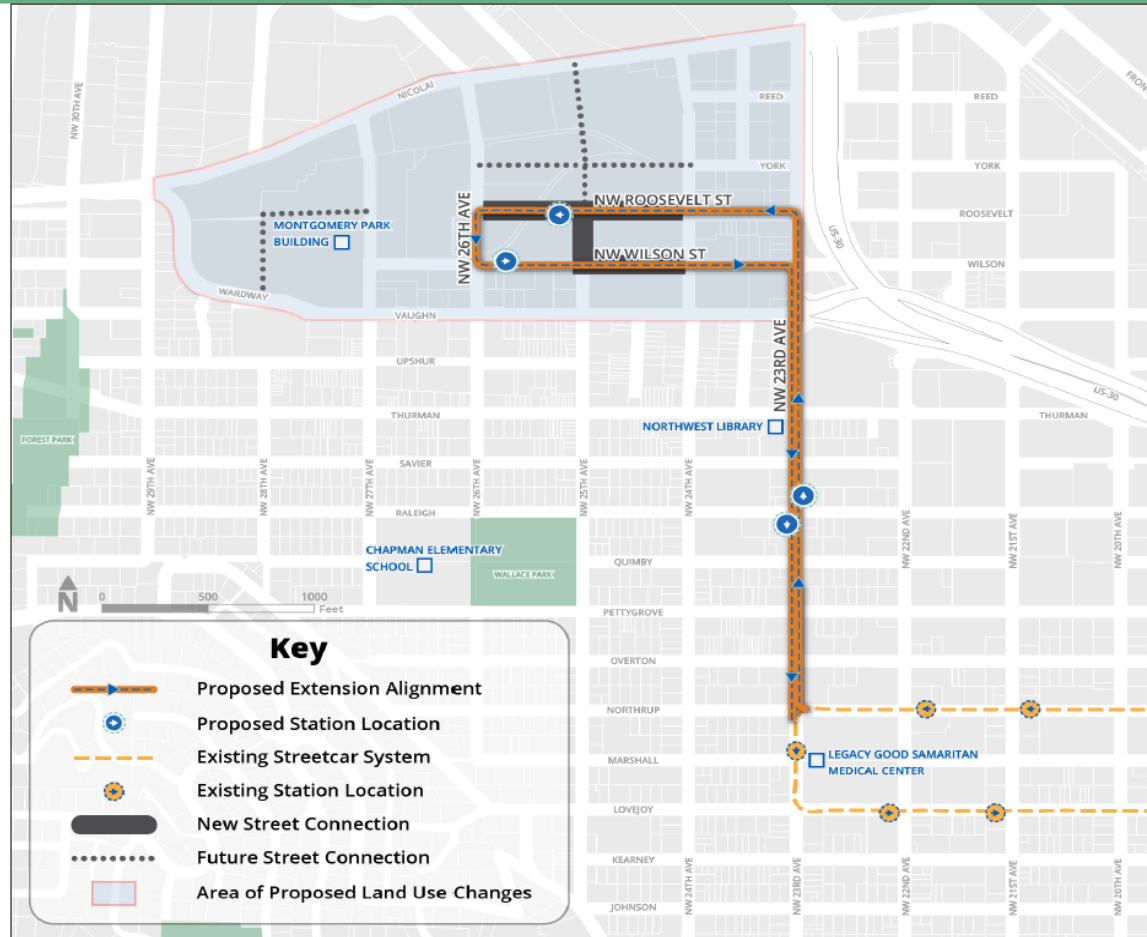
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, October 29, 2024 to Wednesday, November 27, 2024**
3. Was the comment period completed consistent with the Metro Public Participation 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 could be submitted.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

## Fund Codes References

Other	General Local funds committed by the lead agency above the required minimum match if federal funds are included, or represent the phase being locally funded.
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### Project map





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

MTIP Formal Amendment  
**REDUCE FUNDS**  
 Reduce the authorized funding per  
 FTA and OTC action

**Project #6**

Project Details Summary							
ODOT Key #	23026	RFFA ID:	N/A	RTP ID:	<del>11134</del> 10928	RTP Approval Date:	11/30/2023
MTIP ID:	71382	CDS ID:	N/A	Bridge #:	N/A	<b>FTA Flex &amp; Conversion Code</b>	<b>Yes, 5310</b>
MTIP Amendment ID:		NV25-02-NOV	STIP Amendment ID:		24-27-1503		

**Summary of Amendment Changes Occurring:**  
 The formal amendment reduces the authorized funding award to TriMet per a change in the FTA allocation to ODOT. OTC approval was required and occurred during their August 2024 meeting. The fund code and fund type code are being changed from FTA Section 5310 to be State Surface Transportation Block Grant (STBG) funds. The project name is also being update. The project scope remains unchanged. ODOT will flex transfer the funds to FTA with an expected conversion code of FTA 5310 funds. TriMet will then complete their TrAMS grant application to access and expanded the funds. The change in authorized funding decrease is

Project Name:	<del>Enhanced Mobility E&amp;D (5310) - TriCounty Area FY26</del> <span style="color: blue;">Oregon Transportation Network - TriMet FFY26</span>				
Lead Agency:	ODOT PTD	Applicant:	ODOT PTD	Administrator:	FTA
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes

**Short Description:**  
 Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

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**MTIP Detailed Description (Internal Metro use only):**  
 Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

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**STIP Description:**  
 Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.



Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit Capital	Capital Vehicle Operations	Systems Management, ITS, and Operations
ODOT Work Type:	TR-CAP		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
<del>FTA-5310</del>	<del>5310</del>	<del>2026</del>						<del>\$ 4,968,103</del>	\$ -
State STBG	Y240	2026						\$ 1,700,000	\$ 1,700,000
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ 1,700,000

**State Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2026</del>						<del>\$ 568,622</del>	\$ -
Local	Match	2026						\$ 194,572	\$ 194,572
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,572	\$ 194,572

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 5,536,725</del>	<del>\$ 5,536,725</del>
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,894,572	\$ 1,894,572
Total Estimated Project Cost							\$ 1,894,572
Total Cost in Year of Expenditure:							\$ 1,894,572

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (3,642,153)	\$ (3,642,153)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	-65.8%	-65.8%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,572	\$ 194,572
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ 1,700,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,572	\$ 194,572
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,894,572	\$ 1,894,572

### Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	#DIV/0!	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	#DIV/0!	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	#DIV/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%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
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:							FTA
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							TrAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes: Estimate only for 2027-30 MTIP carry-over purposes							
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? <b>ODOT appropriated STBG funds</b>	
2. Does the amendment include changes or updates to the project funding? <b>Yes, the awarded funding is decreased.</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via OTC staff report item</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>OTC approval was required.</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

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
Note: The authorized funding does is not highway, arterial, or route specific.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current MTIP	
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					X	X	

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing.</b>
RTP Constrained Project ID and Name:	<b>ID# 0 10928 - Operating Capital: Fleet Vehicles: Phase 1</b>
RTP Project Description:	<b>Replacement, refurbishment and/or service expansion of zero emission buses, articulated buses, light rail and LIFT vehicles.</b>

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? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3.	Is the project included as part of the approved: UPWP? <b>No.</b>
3a.	If yes, is an amendment required to the UPWP? <b>No.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable.</b>
4.	Applicable RTP Goal: <u><b>Goal # 1 - Mobility Options:</b></u> Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service.  <u><b>Goal #2 - Safe System:</b></u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

**Public Notification/Opportunity to Comment Consistency Requirement**

1.	Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>
2.	What are the start and end dates for the comment period? <b>Estimated to be Tuesday, October 29, 2024 to Wednesday, November 27, 2024</b>
3.	Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>
4.	Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>
5.	Did the project amendment result in a significant number of comments? <b>Comments are not expected</b>
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.</b>

**Fund Codes References**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
FTA 5310	Federal funds from FTA that aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in all areas

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 IIJA	100.00%	1,894,572.00	89.73%	1,700,000.00	0.00%	0.00	10.27%	194,572.00
	<b>OT Totals</b>		<b>100.00%</b>	<b>1,894,572.00</b>		<b>1,700,000.00</b>		<b>0.00</b>		<b>194,572.00</b>
<b>Grand Totals</b>				<b>1,894,572.00</b>		<b>1,700,000.00</b>		<b>0.00</b>		<b>194,572.00</b>



**Oregon**  
Tina Kotek, Governor

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

**DATE:** July 18, 2024  
**TO:** Oregon Transportation Commission  
  
**FROM:** Kristopher W. Strickler  
Director  
**SUBJECT:** Agenda Item N – 2024 Annual STIP Adjustment

**Requested Action:**  
Approve the attached list of added, modified, or canceled projects to the Statewide Transportation Improvement Program (STIP).

**Background:**  
The 2024-2027 Statewide Transportation Improvement Program (STIP) consists of about 1,350 projects and is a dynamic and living document. Projects in the STIP change in scope and cost from the time the commission approves the STIP through the end of the three-year STIP period. The 2024-2027 STIP is comprised of 501 projects on the state highway system, 611 local agency projects, 208 transit and rail projects and 33 other state / federal agency projects.

Agenda Item N, Attachment 01

2024 Annual STIP Adjustment

Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference
22323	1	Oregon Transportation Network - TriMet FFY24				OT	Transit	SW Transit	\$ 4,162,951	\$ 1,658,234	\$ (2,504,717)
	1	Mt. Hood Transit Enhancements Project- Clackamas County				OT	Transit	SW Transit	\$ -	\$ 947,286	\$ 947,286
	1	Mass Transit Vehicle Replacement FY25 TriMet				OT	Transit	SW Transit	\$ -	\$ 3,403,333	\$ 3,403,333
	1	Oregon Transportation Network - TriMet FFY25				OT	Transit	SW Transit	\$ -	\$ 1,894,572	\$ 1,894,572
22507	1	I-205: OR213 - Stafford Rd variable rate tolling project				All	Operations	Tolling HB3055	\$ 84,257,890	\$ 27,257,890	\$ (57,000,000)
21371	1	I-5 and I-205: Regional Mobility Pricing				All	Operations	Tolling HB3055	\$ 261,610,000	\$ 63,250,000	\$ (198,360,000)
23026	1	Enhanced Mobility E&D - TriCounty Area FY26				OT	Transit	SW Transit	\$ 5,536,725	\$ 1,894,572	\$ (3,642,153)
23042	1	Enhanced Mobility E&D (5310) - TriCounty Area FY27				OT	Transit	SW Transit	\$ 5,536,725	\$ 1,894,572	\$ (3,642,153)