



Annual Listing of Federally Obligated Projects

Federal fiscal year 2024

(October 1, 2023 – September 30, 2024)

December 31, 2024



Tilikum Crossing and Ross Island Bridge, photo courtesy of Steve Morgan

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Public service

*We are here to serve the public
with the highest level of
integrity.*

Excellence

*We aspire to achieve exceptional
results*

Teamwork

*We engage others in ways that foster
respect and trust.*

Respect

*We encourage and appreciate
diversity in people and ideas.*

Innovation

*We take pride in coming up with
innovative solutions.*

Sustainability

*We are leaders in demonstrating
resource use and protection.*

Metro's values and purpose

We inspire, engage, teach, and invite people to preserve and enhance the quality of life and the environment for current and future generations.

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions.

MTIP web site: oregonmetro.gov/mtip

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Table of Contents

- What is Metro?1
- Where is Metro?1
- Who is Metro?1
- Metro is the Metropolitan Planning Organization (MPO) for the Portland region.....1
- Regional Transportation Plan (RTP)3
- Metropolitan Transportation Improvement Program (MTIP).....3
 - Annual Listing of Obligated Projects3
 - About Obligations.....4
 - FFY 2024 Obligation Summary.....5
 - Regional Flexible Funds*8
 - Advance Construction*10
 - List of Acronyms.....21
 - Data Field Definitions.....23
 - Glossary of Terms.....25

Figures and Tables

- Figure 1. Metropolitan Planning Area map 2
- Figure 2. FFY 2024 Federal Funds Percent of Total Obligated by Federal Fund Program 6
- Figure 3. Historical Federal Obligations (FFY 2020-2024)..... 8
- Figure 4. Obligated Metro RFFA Federal Funds..... 9

- Table 1. FFY 2024 Obligation of Federal Transportation Funds by Program.....5
- Table 2. Metro RFFA Funds MTIP Report and FMIS Obligation.....8
- Table 3. FFY 2024 FHWA Obligations by Lead Agency.....11
- Table 4. FFY 2024 FHWA Obligations by Federal Fund Source.....15
- Table 5. FFY 2024 FTA Obligations.....19
- Table 6. FFY 2024 Advance Construction.....20

What is Metro?

Metro works with communities, businesses, and residents in the Portland metropolitan area to chart a wise course for the future while protecting the things we love about this place.

Where is Metro?

Metro serves more than 1.5 million people in Clackamas, Multnomah, and Washington counties. The agency's boundary encompasses Portland, Oregon and 23 other cities – from the Columbia River in the north to the bend of the Willamette River near Wilsonville, and from the foothills of the Coast Range near Forest Grove to the banks of the Sandy River at Troutdale.

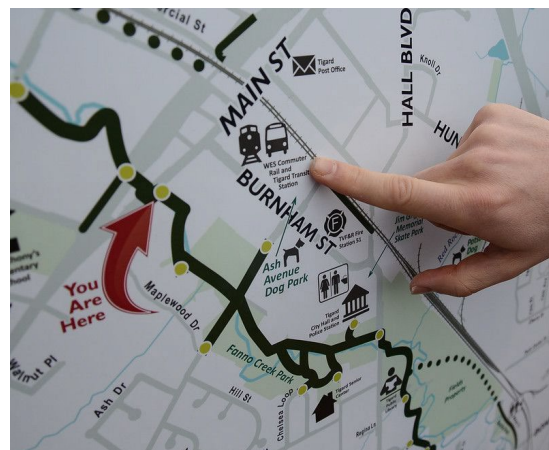
Who is Metro?

The [Metro Council](#) consists of a president, elected region wide, and six councilors who are elected by district every four years in nonpartisan races. The [Metro Auditor](#), elected region wide, is responsible for oversight of Metro's annual financial statements and for conducting performance audits. The council appoints a chief operating officer to carry out council policies and manage Metro operations. The chief operating officer oversees a diverse [workforce](#) of more than 1,600 employees including park rangers, economists, teachers, scientists, designers, planners, animal keepers, stagehands and cartographers. Hundreds of [volunteers](#) lend a hand at Metro's parks, cemeteries, natural areas, offices, and visitor venues.

Metro is the Metropolitan Planning Organization (MPO) for the Portland region

A metropolitan planning organization is a federally mandated and federally funded transportation policy-making organization for urbanized areas with a population greater than 50,000. Made up of representatives from local government and transportation authorities, MPOs ensure regional cooperation in transportation based on a continuing, cooperative, and comprehensive (“3C”) planning process. As the MPO for the Portland metropolitan area, Metro is authorized by Congress and the State of Oregon to coordinate and plan investments in the transportation system for the three-county metropolitan planning area. Metro uses this authority to expand transportation options, make the most of existing streets and improve public transit service.

Metro [works collaboratively](#) with cities, counties and transportation agencies to decide how to invest federal highway and public transit funds within its service area. It creates a long-range [transportation plan \(RTP\)](#), a 4 year transportation funding program ([MTIP](#)), and leads efforts to expand the public transit system and helps make strategic use of a small subset of [transportation funding](#) that Congress designates MPOs allocate to projects.



Metropolitan Planning Area

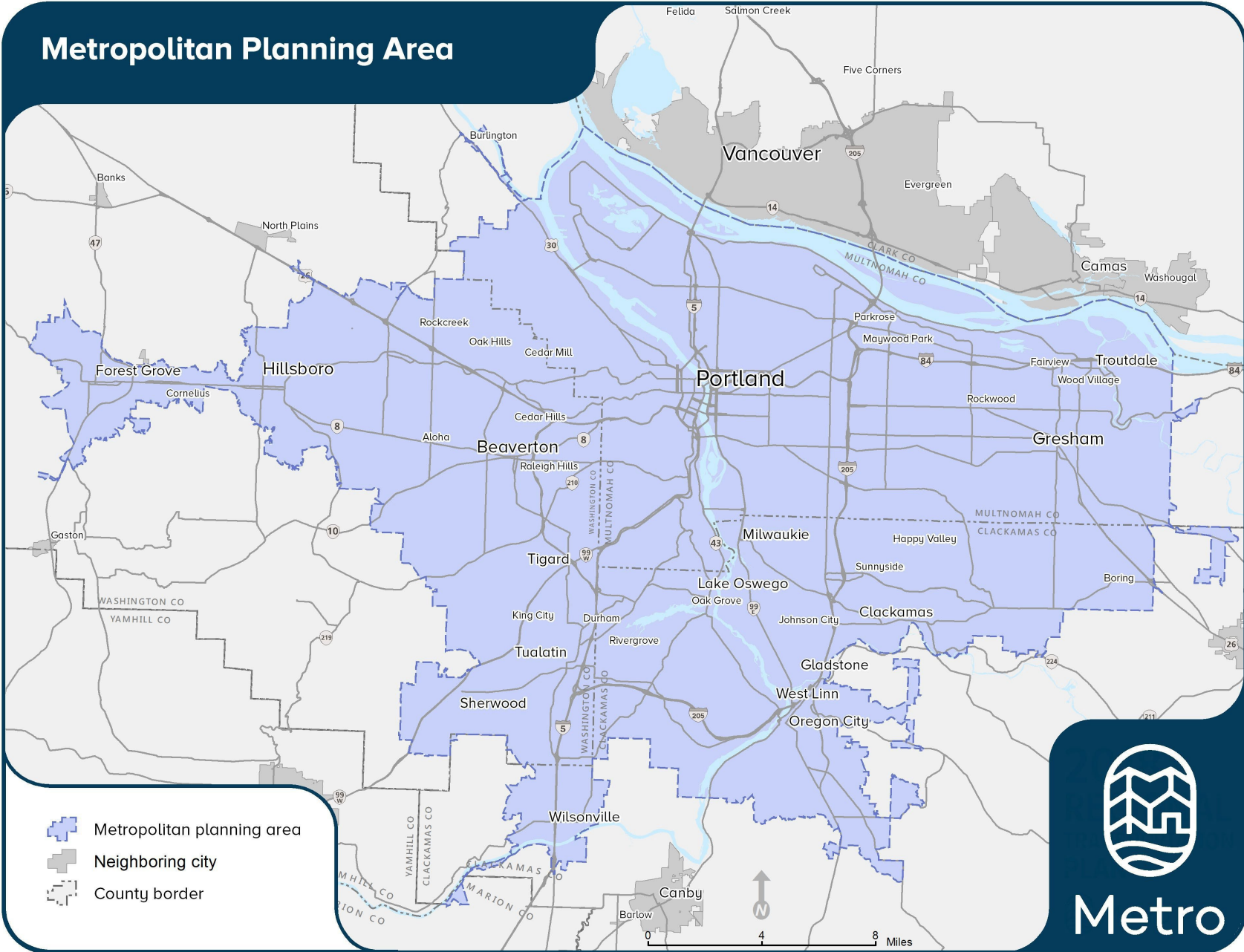


Figure 1. Metropolitan Planning Area map

Regional Transportation Plan (RTP)

The Regional Transportation Plan is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle, and walking – and the movement of goods and freight throughout the Portland metropolitan region. The plan identifies current and future transportation needs, investments needed to meet those needs and what funds the region expects to have available over the next 25 years to make those investments a reality. The RTP is the guiding policy document which outlines the long-range vision of the region’s urban transportation system. As a component of the policy document, it identifies priority transportation investments (i.e., projects and programs) which will help achieve the long-range vision. The RTP list represents priorities beyond what can be afforded by the region in any given year. As a result, Metro is required to develop a four-year expenditure plan known as the Metropolitan Transportation Improvement Program (MTIP) for the Portland urban area for projects to receive federal transportation funding, they must be included in the financially constrained Regional Transportation Plan.

Metropolitan Transportation Improvement Program (MTIP)

The Metropolitan Transportation Improvement Program is the federally mandated four-year schedule of expenditures (i.e., spending) of federal transportation funds as well as significant state and local funds in the Portland metropolitan region. As a report, the MTIP provides the upcoming four-year implementation schedule of transportation projects in the Portland region. The MTIP also demonstrates how the transportation projects to be implemented comply with federal regulations regarding project eligibility, air quality impacts, environmental justice, and public involvement. The MTIP serves as the implementation strategy for the first four years of the region’s long-range transportation plan (RTP). The MTIP coordinates spending of federal and state transportation funds for four different public agencies: Metro, the Oregon Department of Transportation (ODOT), Tri-County Metropolitan Transportation District (TriMet), and South Metro Area Regional Transit (SMART).

Programming in the MTIP is based on a forecast of revenues expected to be available through annual appropriations and apportionments of federal transportation funds. Forecasted revenues are assigned to estimated costs by project phase, such as design and engineering, right-of-way acquisition, and construction. As funding becomes available each federal fiscal year, programming is adjusted for that year based on project readiness, with some projects slipping to future years while others move to the current year. Projects in this report are also in the MTIP.

Annual Listing of Obligated Projects

The 2024 Annual Listing of Federally Obligated Projects lists the Metro area programs and projects for which Federal transportation funds have been obligated. The programs and projects listed in this report are located within the Portland metropolitan planning area boundary, representing 24 cities and 3 counties (see Figure 1). The obligation lists are organized by lead agency which can be a city, county, state (ODOT), transit authority (TriMet or SMART), Metro or any other agency authorized to receive federal transportation funds.

This report provides a yearly update about the progress of projects scheduled for construction or implementation and is useful for understanding the process by which federal investments are made in the communities of this region.

Table 3 lists the projects obligated through the Federal Highway Administration (FHWA) and is sorted by

Lead Agency. Table 4 lists projects obligated through FHWA and is sorted by Federal Fund Source. Table 5 lists projects obligated through The Federal Transit Administration (FTA).

This document is available for download on the Metro website at: www.oregonmetro.gov/mtip.

About Obligations

An obligation in the context of this report is the Federal government’s legal commitment to pay the Federal share of a project’s cost. An obligated project is one that has been authorized by the Federal agency as meeting eligibility requirements for federal funds.

For FTA projects, obligation occurs when the FTA grant is awarded. For FHWA projects, obligation occurs by phase when a project agreement is executed and FHWA authorizes the federal funds. A project agreement defines specific project elements that are eligible for funding; how financing will occur; and agency roles, responsibilities, and liabilities.

Once funds have been obligated, the project sponsor/lead agency begins incurring eligible project expenses and then requests reimbursement. The reimbursement request must demonstrate that the recipient incurred the costs consistent with the project agreement and all federal requirements.

Projects for which funds have been obligated are not necessarily initiated or completed in the program year. For obligations on a construction project, typically the project needs to complete a competitive bid process and begin construction (if an acceptable bid is received) before receiving reimbursement of project costs with federal funds. Alternatively, projects may have obtained permission to proceed to construction using local funds, with the ability to be obligated and reimbursed with federal funds at a later date. Some of those projects in this report may already have been constructed.

The amount of the obligation usually does not equal the total cost of the project. An obligation may be for only one phase of a multi-phased project, and the obligation amount listed does not account for local funding spent on a project. The total estimated cost of the project is included in the report for reference.

Occasionally, an agency may request that funds be “de-obligated” from a project. This occurs most frequently when the sponsor agency has completed the phase of a project without using all the obligated funds. It also occurs if the agency has decided not to proceed with that project or if an agency decides to change sources of funding for a project. In the case of changing categories of funds, there may be a report entry showing the obligation of the second funding category to the project. De-obligations are shown on the obligation table in parenthesis ().

Following are the funding charts, graphs and projects in the Portland metropolitan area that were obligated in Federal Fiscal Year 2024 (October 1, 2023 – September 30, 2024).

For further information on these fund types: <http://www.fhwa.dot.gov/federalaid/projects.cfm>



Installed the concrete panel tub at crossing, photo courtesy of TriMet

FFY 2024 Obligation Summary

Federal Transportation Funds

A total of approximately \$147 million in federal program funds were obligated in federal fiscal year 2024 on 84 projects within the Portland metropolitan region. Funds from the Federal Highway Administration (FHWA) accounted for 39% of the total and approximately \$58 million on 70 projects. Funds from the Federal Transit Administration (FTA) accounted for 61% of the total and approximately \$90 million on 14 projects. The table and chart below show fund amounts and percentages in more detail.

Table 1. FFY 2024 Obligation of Federal Transportation Funds by Program

Obligation of Federal Transportation Funds		
Federal Fund Program	2024 Funds Obligated	Percent of Total
CMAQ-Tech	\$ 15,147.93	0.01%
CMAQ-Urban	\$ 12,883,350.00	8.73%
CRP-Urban	\$ 846,349.62	0.57%
FTA Section 5307	\$ 54,010,256.00	36.60%
FTA Section 5310	\$ 2,024,086.00	1.37%
FTA Section 5339	\$ 760,000.00	0.51%
FTA-Areas of Persistent Poverty	\$ 630,000.00	0.43%
FTA-Community Project	\$ 6,560,000.00	4.44%
HIP	\$ (1,000,870.25)	-0.68%
HIP-Bridge	\$ 664,874.55	0.45%
HIP-Congressional	\$ 1,315,849.60	0.89%
HSIP	\$ 2,048,039.43	1.39%
MPO Planning	\$ 3,002,857.72	2.03%
NHPP	\$ (2,585,046.27)	-1.75%
NHPP-Exempt	\$ 10,423,638.64	7.06%
Rail Highway	\$ 229,837.50	0.16%
Redistribution	\$ (133,332.06)	-0.09%
STBG-State	\$ 20,411,908.20	13.83%
STBG-Urban	\$ 32,284,053.41	21.87%
TA/TAP-Urban	\$ 3,070,781.98	2.08%
TAP-Small Urban	\$ (2,539.89)	0.00%
TIFIA	\$ 125,474.24	0.09%
Grand Total	\$ 147,584,716.35	100.00%

FFY 2024 Federal Funds Percent of Total Obligated by Federal Fund Program

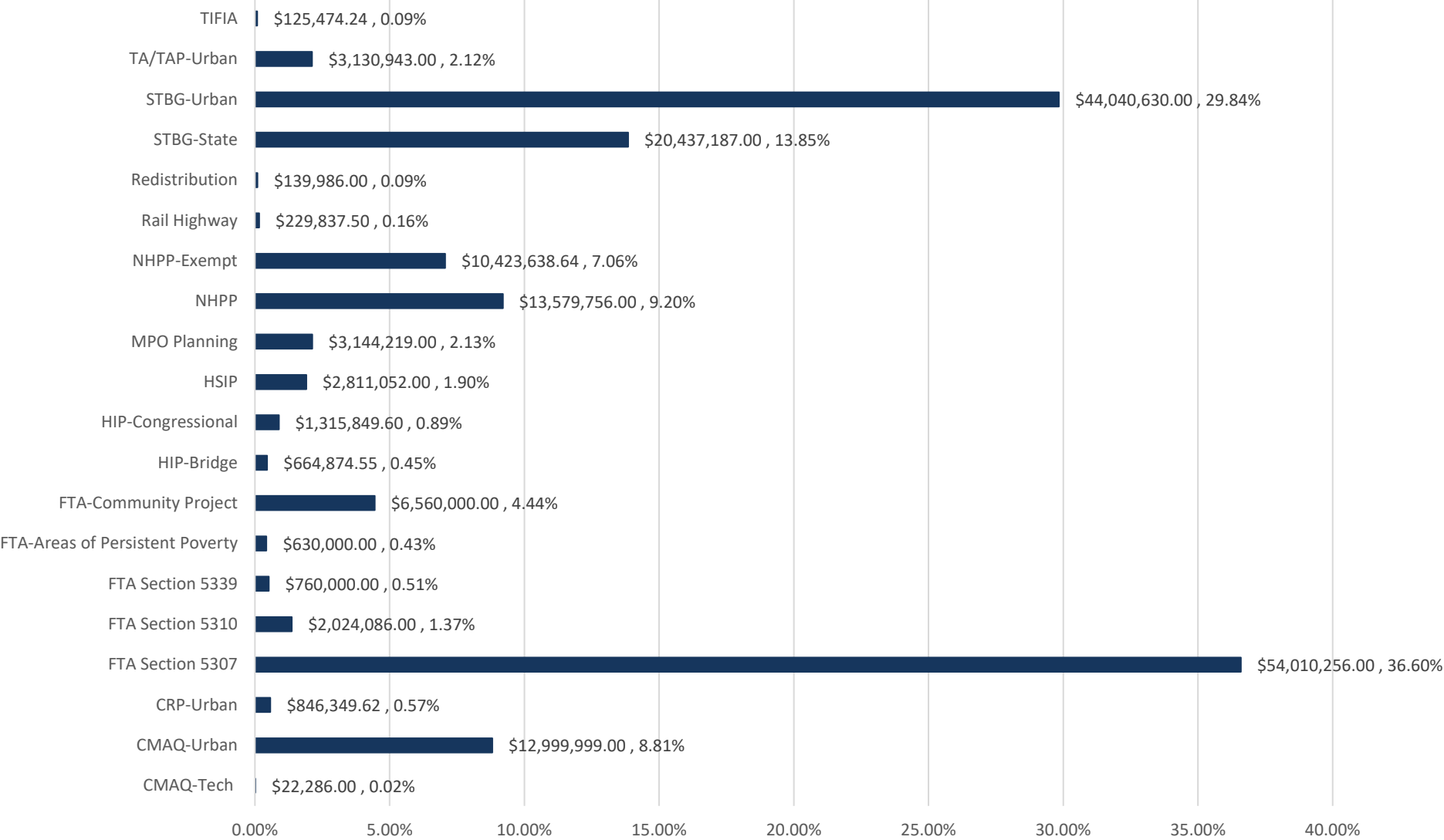
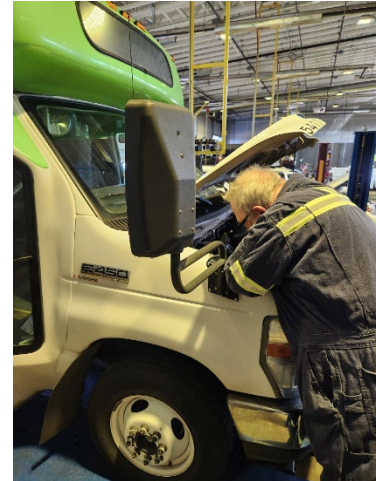


Figure 2. FFY 2024 Federal Funds Percent of Total Obligated by Federal Fund Program. (Note: Program totals that result in de-obligations have not been included in this graph.)

Federal funds from FHWA help fund major bridge and highway projects in the Portland metropolitan area. There are also many local transportation projects that are partially funded by FHWA and FTA. Local projects include active transportation projects such as on-street bicycle and pedestrian improvements as well projects that support safety, access to transit, trails, freight movement and economic development initiatives.

Of the obligated FTA funds, approximately 60% are programmed for vehicle preventive maintenance and purchase of equipment for bus and rail, 25% are for High-Capacity Transit projects, 8% construction projects, and the remaining 7% include Regional Travel Options, planning, safe route to school projects, and projects to enhance mobility of seniors and individuals with disabilities. The program fund source of these projects includes FTA's annual formula grants, competitive grants, and transfer funds from FHWA's STBG-Urban and CMAQ-Urban programs.



Mechanic working on bus engine maintenance. Photo courtesy of SMART.

Annual Obligations vs. Historical Obligations

A total of approximately \$148 million in federal program funds were obligated in FFY 2024 which follows recent decrease trend from the FFY 2023 obligations which totaled \$152 million. There was an overall total decrease of 3% in FHWA and FTA obligated funds. This is consistent with the decrease observed from FFY 2022 to FFY 2023 obligations.

The FTA program saw an increase of 87%, approximately \$41 million, this last year. This increase is largely caused by Section 5307 formula funds, normally used to pay for preventive maintenance costs each year, which were deferred to FFY 2024 to continue using the American Rescue Plan Act (ARPA) funds until they were drawn down completely. Although there was an increase, the transit funding originally programmed for FFY 2024 has not fully obligated due to delays in receiving updated UZA balances. Transit agencies such as TriMet, SMART, and CTRAN received a revised UZA formula appropriation near the end of the year. As a result, additional transit formula funded projects had to move to FFY 2025 to allow approval through FTA's Transit Award Management System.

The FHWA obligations also decreased in FFY 2024, \$46 million less than 2023. There are several factors that have contributed. Inflation continues impact significantly with project delivery and the ability for projects to obligate on schedule. As Metro, ODOT and the local agencies continue to work to address increase in costs, projects have been moved to FFY 2025 to address funding shortfalls, however the federal obligations are delayed as a result. Additional causes include delays in the Grant Agreement processes for direct discretionary funding, agencies workload and resource shortages, and an overall decrease in revenues available in FFY 2024.

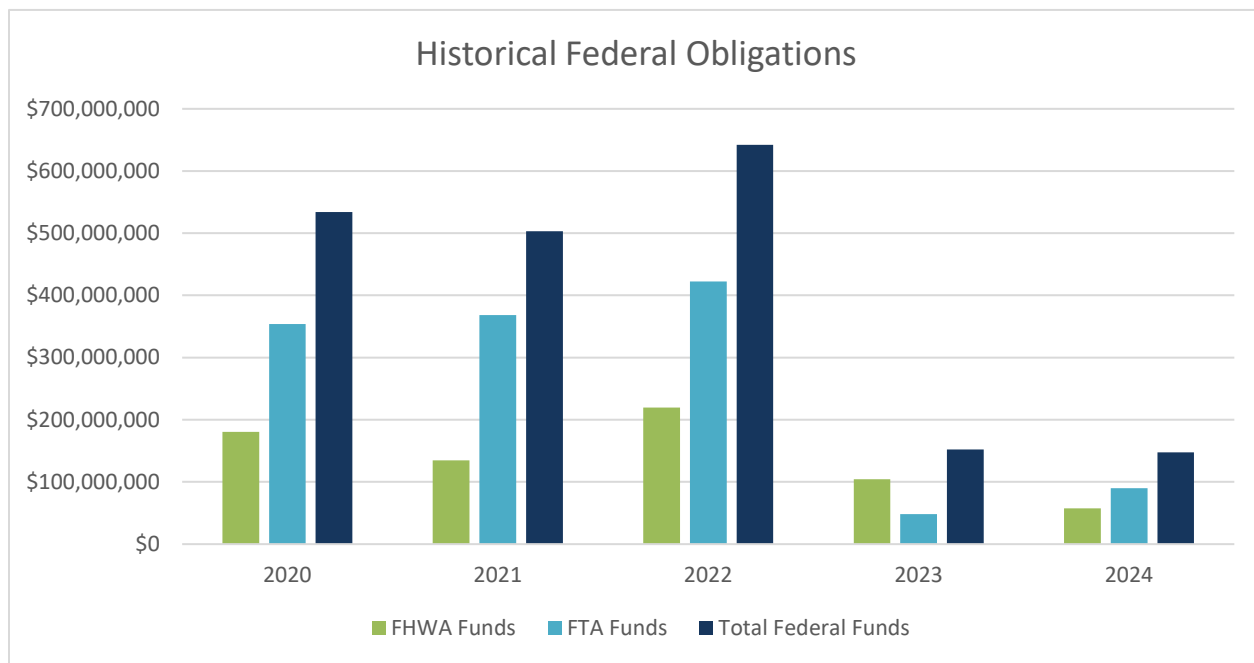


Figure 3. Historical Federal Obligations (FFY 2020-2024)

Regional Flexible Funds

Metro allocates the local federal highway program funds, referred to as the Regional Flexible Fund Allocation (RFFA). The urban federal program funds include Surface Transportation Block Grant Program (STBG), formerly Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ) and Transportation Alternatives Program (TA, formerly TAP). A total of approximately \$49 million in regional flexible funds were obligated in federal fiscal year 2024 on 42 projects within the Portland metropolitan region. Funds from the STP/STBG Program accounted for 66%. Funds from the CMAQ Program accounted for 26%, 6% were TA/TAP Program funds, and 2% of the funds allocated were Carbon Reduction Program (CRP) funds. The table and chart below show fund amounts and percentages in more detail.

Table 2. Metro RFFA Funds MTIP Report and FMIS Obligation

Metro MTIP Report & FMIS Report							
Federal Fund (RFFA Source)	2024 Limitation	Prior Year Carryover	Total Funds Available	2024 Programming	2024 Obligations	Obligation % (Obs/Programming)	Obligation % (Obs/Avail)
CMAQ	\$ 13,199,427	\$ 9,310,258	\$ 22,509,685	\$ 16,742,312	\$ 12,883,350	76.95%	57.23%
STP/STBG - URBAN	\$ 31,321,277	\$ 33,081,105	\$ 64,402,382	\$ 26,812,103	\$ 32,284,053	120.41%	50.13%
TA/TAP - URBAN	\$ 2,914,562	\$ 9,720,863	\$ 12,635,425	\$ 250,598	\$ 3,070,782	1225.38%	24.30%
CRP - URBAN	\$ 3,692,893	\$ 7,258,372	\$ 10,951,265	\$ 8,313,163	\$ 846,350	10.18%	7.73%
Total	\$ 51,128,159	\$ 59,370,598	\$ 110,498,757	\$52,118,176	\$ 49,084,535	94.18%	44.42%

Notes: 2024 Limitation amounts and Prior Year Carryover amounts from ODOT's STIP Financial Plan Detail Report

The annual obligation amounts can exceed annual programming when new obligations are made on project phases from prior years.

Programming totals from FY24-27 MTIP Report of 8/31/24 (End of federal fiscal year)

Obligations from FFY 2024 FMIS Obligation Report

Obligation of Regional Flexible Funds

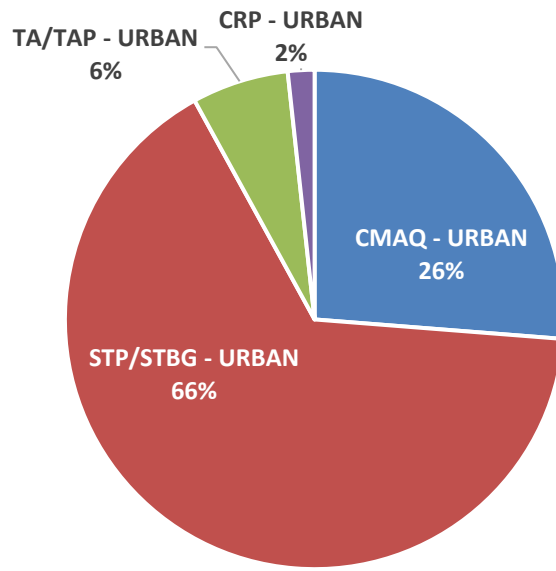


Figure 4. Obligated Metro RFFA Federal Funds

Advance Construction

Advance construction (AC) allows states to begin a project even in the absence of sufficient Federal-aid obligation authority at a particular point in time to cover the Federal share of project costs. The Federal Highway Administration can approve use of AC and the ability of a project to proceed as eligible to receive reimbursement from federal fund sources if all other federal requirements for obligation have been met and the state DOT anticipates use of future obligation funding authority for use on that project.

Prior to Federal authorization of a project as AC, the project must be included in the Federally approved STIP/TIP [see 23 CFR 630.705]. The project will support the fiscally constrained element of the STIP/TIP using all or some combination of State, local, and/or private funds. The financial limit on the amount of AC is set by the State's or MPO's ability to demonstrate fiscal constraint. Consideration should be given to the future availability of Federal-aid funds to accommodate the AC conversion.



NE 82nd MAX Station Shelter, Photo courtesy of TriMet

Generally, when an AC project is converted to a federally funded project, the STIP/TIP will document the full or partial conversion of this project. The amount of conversion is limited to the apportioned Federal- funds available in the category. As with any project, the State is not locked into the category of funds identified in the approved STIP/TIP. If the approved AC "conversion" substantially changes the current STIP/TIP's fiscal constraint determination, the STIP/TIP's will need to be amended. The fiscal constraint determination should be based on the individual, or group of project conversions, or the total amount and source(s) of Federal funds which are presented within the STIP/TIP.

When the state DOT AC's a project, they are committing state, local, or private funds on the project up front so the project can commence until federal funds are available. When federal funds become available, the AC designation is converted to an eligible federal fund type. This typically happens 3-12 months after receiving designation as AC.

In federal fiscal year 2024, the Oregon Department of Transportation (ODOT) utilized Advance Construction for 10 projects in the Portland Metropolitan area. Those obligations totaled \$126,765,710. We have incorporated an Advance Construction Listing (Table 6) to show which projects and funds were impacted. These AC funded obligations will eventually convert to federal funds and reported in the FFY 2025 Annual Listing of Obligated projects.

Further information

For additional information regarding specific projects contained within this report, please contact the project sponsor.

Table 3. FFY 2024 FHWA Obligations by Lead Agency

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Project Status	Fund Code	Fund Code Description	Phase	FY 2024 Obligations Amount	Federal Amount Programmed	Total Project Cost Estimate
Beaverton	0535044	21121	OR210: SW Scholls Ferry Rd - SW Hall Blvd ITS	Project Change	Active	Y230	STBG-URBANIZED >200K IJJA	CON	\$ 304,939	\$ 304,939	\$ 835,841
Beaverton Total									\$ 304,939		
Clackamas County	S171030	15555	FFO-OR212/224: SUNRISE CORRIDOR (I-205-SE 122ND AVE) VARIOUS HIGHWAYS CLACKAMAS COUNTY	Project Close	Closed	M230	STP-URBANIZED >200K MAP-21	CON	\$ (11,369,653)	\$ 65,647,813	\$ 106,825,979
								CON	\$ 9,181,175	\$ 65,647,813	\$ 106,825,979
Clackamas County	C005103	19276	JENNINGS AVE: OR99E TO OATFIELD RD	Project Change	Active	Y301	TRANS ALTERNATIVES >200K IJJA	CON	\$ 1,052,510	\$ 2,908,908	\$ 6,183,391
Clackamas County Total									\$ (1,135,968)		
Gresham	3125056	19279	SANDY BLVD: NE 181ST AVE TO EAST GRESHAM CITY LIMIT LOCAL CONSTRUCT MULTIMODAL FACILITIES MULTNOMAH	Project Change	Active	M230	STP-URBANIZED >200K MAP-21	CON	\$ 51,396	\$ 2,389,350	\$ 5,233,403
						Z230	STBG-URBANIZED >200K FAST	CON	\$ 226,763	\$ 2,389,350	\$ 5,233,403
						Z230	STBG-URBANIZED >200K FAST	CON	\$ (218,459)	\$ 2,389,350	\$ 5,233,403
	3125064	23245	162nd Ave ped/bike upgrades: NE Glisan to NE Halsey	New Project	Active	Y230	STBG-URBANIZED >200K IJJA	PE	\$ 216,333	\$ 216,333	\$ 8,442,976
Gresham Total									\$ 276,033		
Happy Valley	3205007	19280	SE 129TH AVENUE - BIKE LANE AND SIDEWALK PROJECT	Project Change	Active	Y301	TRANS ALTERNATIVES >200K IJJA	CON	\$ 149,126	\$ 318,740	\$ 4,476,467
	3205008	23520	Clackamas River Trail (Happy Valley)	New Project	Active	Y301	TRANS ALTERNATIVES >200K IJJA	PL	\$ 258,019	\$ 258,019	\$ 287,550
Happy Valley Total									\$ 407,145		
Metro	5900318	20897	Regional freight studies	Project Close	Closed	Z23E	STBG-URBANIZED >200K FAST EXT	PL	\$ (16,182)	\$ 200,000	\$ 222,891
	0000277	21411	2020 TSMO strategy planning update	Project Close	Closed	Z230	STBG-URBANIZED >200K FAST	PL	\$ (27,081)	\$ 271,728	\$ 302,828
	PR23101	22310	PORTLAND METROPOLITAN PLANNING SFY23	Project Close	Closed	Z2MP	FTA METROPOLITAN TRANSP IJJA	PL	\$ (66,125)	\$ 1,193,199	\$ 12,154,240
						Y230	STBG-URBANIZED >200K IJJA	PL	\$ (45,307)	\$ 2,436,217	\$ 12,154,240
						Y450	METROPOLITAN PLANNING IJJA	PL	\$ (75,236)	\$ 2,908,626	\$ 12,154,240
	PR25101	22312	Portland Metro Planning SFY25	New Project	Active	Y230	STBG-URBANIZED >200K IJJA	PL	\$ 2,722,634	\$ 3,081,554	\$ 11,599,493
						Y240	SURFAC TRNSP BLK GRFS-FLX IJJA	PL	\$ 201,893	\$ 201,893	\$ 11,599,493
						Y410	SAFE ACC TRNS OPT METR PL IJJA	PL	\$ 97,688	\$ 97,609	\$ 11,599,493
Y450						METROPOLITAN PLANNING IJJA	PL	\$ 2,207,704	\$ 2,204,755	\$ 11,599,493	
Metro Total									\$ 4,999,987		
Multnomah County	C051107	18833	NE 238TH DR: NE HALSEY ST - NE GLISAN ST	Project Change	Active	Z030	REDISTRIB CERTAIN AUTH FAST	RW	\$ (273,318)	\$ 668,701	\$ 8,918,869
Multnomah County Total									\$ (273,318)		
ODOT	S029027	18758	OR8: Canyon Rd pedestrian enhancements	Project Change	Active	Y301	TRANS ALTERNATIVES >200K IJJA	RW	\$ 105,971	\$ 251,339	\$ 6,137,009
								N/A - ICAP	\$ 14,306	\$ -	\$ 6,137,009
	S174013	18772	OR212: UPRR - US26	Project Change	Active	Y001	NATIONAL HIGHWAY PERF IJJA	RW	\$ 165	\$ 275,022	\$ 17,884,563
								N/A - ICAP	\$ 18	\$ -	\$ 17,884,563
	3410016	18806	US 26: CORNELIUS PASS RD - NW 185TH AVE SUNSET DESIGN FOR ADDING A TRAVEL LANE IN EACH DIRECTION WASHINGTON	Project Close	Closed	Z001	NATIONAL HIGHWAY PERF FAST	CON	\$ 415,374	\$ 16,041,778	\$ 35,268,470
								CON	\$ (1,378,259)	\$ 16,041,778	\$ 35,268,470
	S144026	18841	OR217: OR10 - OR99W	Project Change	Active	Z240	SURFACE TRANSP BLOCK GRFS-FLEX	PE	\$ (25,279)	\$ 14,901,760	\$ 158,793,019
						Y240	SURFAC TRNSP BLK GRFS-FLX IJJA	N/A - ICAP	\$ 2,298,617	\$ -	\$ 158,793,019
								CON	\$ 17,026,792	\$ 117,729,609	\$ 158,793,019
	S001482	19651	I-5: INTERSTATE BR (NB) TRUNNION SHAFT REPLACEMENT PACIFIC REPLACE TRUNNION SHAFT; BR #01377A. ODOT LEAD; 50/50 SPLIT WSDOT MULTNO	Project Close	Closed	M0E1	NATIONAL HWY PERF PROGRAM EXT	N/A - ICAP	\$ 8,465	\$ -	\$ 16,445,764
								CON	\$ 76,955	\$ 6,213,447	\$ 16,445,764
	S064056	19721	I-205: OR224(Sunrise Expressway) - Sunnybrook Blvd	Project Change	Active	Z0E1	NATIONAL HIGHWAY PERF FAST EXT	CON	\$ 102,673	\$ 5,383,800	\$ 7,500,000
								CON	\$ 156,806	\$ 5,383,800	\$ 7,500,000
	S092060	20208	US30: NW Kittridge Ave to NW Bridge Ave	Project Change	Active	Z001	NATIONAL HIGHWAY PERF FAST	RW	\$ (88,946)	\$ 328,412	\$ 11,585,704
								N/A - ICAP	\$ (9,785)	\$ -	\$ 11,585,704
S002231	20298	I-84: Fairview - Marine Drive	Project Close	Closed	M0E1	NATIONAL HWY PERF PROGRAM EXT	PE	\$ (101,086)	\$ 368,880	\$ 864,456	
							N/A - ICAP	\$ (11,119)	\$ -	\$ 864,456	
C067120	20328	OR8 Corridor Safety & Access to Transit II	Project Change	Active	Y002	NATIONAL HWY PERF EXEMPT IJJA	CON	\$ 381,701	\$ 2,187,694	\$ 3,742,902	
							CON	\$ 701,547	\$ 2,187,694	\$ 3,742,902	
S001526	20411	I-5: I-205 Interchange - Boone (Willamette River) Bridge	Project Close	Closed	Z0E1	NATIONAL HIGHWAY PERF FAST EXT	N/A - ICAP	\$ (39,726)	\$ -	\$ 13,366,280	
							CON	\$ 350,976	\$ 11,426,706	\$ 13,366,280	
							CON	\$ (712,121)	\$ 11,426,706	\$ 13,366,280	

Table 3. FFY 2024 FHWA Obligations by Lead Agency continued

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Project Status	Fund Code	Fund Code Description	Phase	FY 2024 Obligations Amount	Federal Amount Programmed	Total Project Cost Estimate
ODOT	S123022	20413	US30BY (Lombard): N Fiske Ave - N Boston Ave	Project Change	Active	ZS30	HIGHWAY SAFETY IMP PROG FAST	PE	\$ (444,635)	\$ 3,400,736	\$ 18,501,602
								N/A - ICAP	\$ (48,910)	\$ -	\$ 18,501,602
	S091093	20438	OR99W (BARBUR BLVD) AT SW CAPITOL HWY	Project Close	Closed	ZSE2	SEC 164 PENALT HSIP FAST EXT	N/A - ICAP	\$ (32,051)	\$ -	\$ 2,926,700
								CON	\$ (28,356)	\$ 2,116,600	\$ 2,926,700
								CON	\$ (209,061)	\$ 2,116,600	\$ 2,926,700
	S091102	20465	I-5 bridges: Multnomah Blvd, Capitol Hwy ramp & Barbur Blvd	Project Close	Closed	Z0E1	NATIONAL HIGHWAY PERF FAST EXT	N/A - ICAP	\$ (12,240)	\$ -	\$ 5,351,561
								CON	\$ (52,032)	\$ 4,493,535	\$ 5,351,561
								CON	\$ (59,237)	\$ 4,493,535	\$ 5,351,561
	S001522	20486	I-5 over 26th Avenue Bridge	Project Change	Active	Z001	NATIONAL HIGHWAY PERF FAST EXT	PE	\$ (918,519)	\$ 4,885,234	\$ 34,351,001
								Z0E1	\$ (228,837)	\$ 4,885,234	\$ 34,351,001
								Z001	\$ (101,038)	\$ -	\$ 34,351,001
								Z0E1	\$ (25,172)	\$ -	\$ 34,351,001
	S123023	20522	US30BY at Bridge Ave East ramp	Project Change	Active	Y030	REDISTRIB CERTAIN AUTH IIJA	PE	\$ 26,919	\$ 278,163	\$ 3,463,704
								Z030	\$ 7,719	\$ 589,978	\$ 3,463,704
								Y030	\$ 2,961	\$ -	\$ 3,463,704
								Y230	\$ 45,528	\$ -	\$ 3,463,704
								Z030	\$ 848	\$ -	\$ 3,463,704
								Y230	\$ 325,841	\$ 2,239,840	\$ 3,463,704
								Y230	\$ 11,404	\$ 2,239,840	\$ 3,463,704
	S092061	21128	US30: Watson Rd - Hoge Ave	Project Change	Active	Z0E1	NATIONAL HIGHWAY PERF FAST EXT	RW	\$ 62,811	\$ 62,811	\$ 1,790,000
								M040	\$ 113,040	\$ 175,871	\$ 1,790,000
								Y030	\$ 91,475	\$ 410,246	\$ 1,790,000
								M040	\$ 12,434	\$ -	\$ 1,790,000
								Y030	\$ 10,062	\$ -	\$ 1,790,000
								Z0E1	\$ 8,479	\$ -	\$ 1,790,000
	S068031	21177	OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd	Project Change	Active	Y001	NATIONAL HIGHWAY PERF IIJA	RW	\$ 358,920	\$ 3,840,401	\$ 28,938,382
								Z910	\$ (200,755)	\$ 4,766,255	\$ 28,938,382
								Y001	\$ 39,481	\$ -	\$ 28,938,382
								Z910	\$ (22,083)	\$ -	\$ 28,938,382
	S026130	21178	US26 (Powell Blvd): SE 99th Ave - East City Limits	Project Change	Active	Y001	NATIONAL HIGHWAY PERF IIJA	OTH	\$ (500,591)	\$ 123,032	\$ 158,786,600
								N/A - ICAP	\$ (67,580)	\$ -	\$ 158,786,600
	SA00167	21255	US26 curb ramps	Project Change	Active	M001	NATIONAL HIGHWAY PERF PROGRAM	PE	\$ 82,447	\$ 722,412	\$ 2,118,094
								N/A - ICAP	\$ 9,069	\$ -	\$ 2,118,094
						Y001	NATIONAL HIGHWAY PERF IIJA	PE	\$ 97,013	\$ 722,412	\$ 2,118,094
								N/A - ICAP	\$ 10,671	\$ -	\$ 2,118,094
						Z0E1	NATIONAL HIGHWAY PERF FAST EXT	OTH	\$ 89,730	\$ 89,730	\$ 2,118,094
								N/A - ICAP	\$ 12,114	\$ -	\$ 2,118,094
						L05E	NHS- NATL HIGHWAY SYS S-LU EXT	N/A - ICAP	\$ 5,614	\$ -	\$ 2,118,094
								CON	\$ 41,587	\$ 1,000,489	\$ 2,118,094
Z001	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	\$ 127,106	\$ -	\$ 2,118,094						
		CON	\$ 363,206	\$ 1,000,489	\$ 2,118,094						
S047122	21597	US26: Glencoe Rd - Cornelius Pass Rd	Project Change	Active	L05E	NHS- NATL HIGHWAY SYS S-LU EXT	PE	\$ (114,868)	\$ 102,391	\$ 12,910,701	
							Z918	\$ (778,033)	\$ 1,525,285	\$ 12,910,701	
							Y002	\$ 7,385,856	\$ 9,957,096	\$ 12,910,701	
							Y002	\$ 1,614,173	\$ 9,957,096	\$ 12,910,701	

Table 3. FFY 2024 FHWA Obligations by Lead Agency continued

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Project Status	Fund Code	Fund Code Description	Phase	FY 2024 Obligations Amount	Federal Amount Programmed	Total Project Cost Estimate
ODOT	S171051	21598	OR224: SE 17th Ave - SE Rusk Road	Project Change	Active	Z001	NATIONAL HIGHWAY PERF FAST	RW	\$ 40,379	\$ 58,325	\$ 23,308,666
								PE	\$ 824,667	\$ 824,667	\$ 23,308,666
						Z0E1	NATIONAL HIGHWAY PERF FAST EXT	N/A - ICAP	\$ 96,164	\$ -	\$ 23,308,666
								N/A - ICAP	\$ 29,690	\$ -	\$ 23,308,666
								OTH	\$ 219,929	\$ 219,929	\$ 23,308,666
	S001540	21602	I-5: Marquam Bridge - SW Terwilliger Blvd	Project Change	Active	Z240	SURFACE TRANSP BLOCK GRFS-FLEX	PE	\$ 18,544	\$ 863,735	\$ 9,175,613
								Y001	\$ 574,517	\$ -	\$ 9,175,613
						Z240	SURFACE TRANSP BLOCK GRFS-FLEX	N/A - ICAP	\$ 2,040	\$ -	\$ 9,175,613
								Y001	\$ 2,985,430	\$ 5,887,832	\$ 9,175,613
								Y001	\$ 1,270,255	\$ 5,887,832	\$ 9,175,613
	S171050	21606	OR224 at SE Monroe St	Project Change	Active	Y002	NATIONAL HWY PERF EXEMPT IJIA	OTH	\$ 340,362	\$ 299,879	\$ 1,266,948
	S029035	21608	OR8 at Armco Ave, Main St, and A&B Row	Project Change	Active	YS30	HIGHWAY SAFETY IMP PROG IJIA	RW	\$ 180,119	\$ 117,735	\$ 6,283,818
								N/A - ICAP	\$ 24,316	\$ -	\$ 6,283,818
	SA00385	21616	OR99W: Ross Island Br-SW Wills Ln & US30B: Kerby-165th Ave	Project Change	Active	YS30	HIGHWAY SAFETY IMP PROG IJIA	N/A - ICAP	\$ 178,393	\$ -	\$ 2,470,797
								CON	\$ 407,897	\$ 1,329,222	\$ 2,470,797
								CON	\$ 913,531	\$ 1,329,222	\$ 2,470,797
	S029036	21617	OR8: SW 198th Ave - OR217	Project Change	Active	Z001	NATIONAL HIGHWAY PERF FAST	OTH	\$ 93,091	\$ 93,091	\$ 4,468,219
								M001	NATIONAL HIGHWAY PERF PROGRAM	N/A - ICAP	\$ 309
						Y001	NATIONAL HIGHWAY PERF IJIA	N/A - ICAP	\$ 353,911	\$ -	\$ 4,468,219
								Z001	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	\$ 22,454
						M001	NATIONAL HIGHWAY PERF PROGRAM	CON	\$ 2,286	\$ 2,819,767	\$ 4,468,219
								Y001	\$ 1,865,185	\$ 2,819,767	\$ 4,468,219
								Y001	\$ 756,379	\$ 2,819,767	\$ 4,468,219
								Z001	\$ 73,238	\$ 2,819,767	\$ 4,468,219
	S120003	21709	OR120: Columbia Slough Bridge (Portland)	Project Change	Active	Y908	HWY INFRA BRDG REPL -2022 APPN	PL	\$ 55,631	\$ 448,650	\$ 17,500,000
	N/A - ICAP	\$ 6,119	\$ -	\$ 17,500,000							
	S100067	21710	US30: Troutdale (Sandy River) Bridge	Project Close	Closed	Z240	SURFACE TRANSP BLOCK GRFS-FLEX	PE	\$ 33,047	\$ 512,697	\$ 585,190
	SA00448	22431	OR141/OR217 curb ramps	Project Change	Active	Y240	SURFAC TRNSP BLK GRFS-FLX IJIA	PE	\$ 448,650	\$ 1,727,907	\$ 10,494,000
								N/A - ICAP	\$ 60,568	\$ -	\$ 10,494,000
	S092068	22440	NW 112th Street and PNWR rail crossing upgrades	Project Change	Active	Z55E	RAIL HWY PROTECT DEV FAST EXT	PE	\$ 202,500	\$ 67,500	\$ 1,395,000
								N/A - ICAP	\$ 27,338	\$ -	\$ 1,395,000
	SA00488	22552	Willamette River: Stormwater source control improvements	Project Change	Active	Y230	STBG-URBANIZED >200K IJIA	RW	\$ 429,268	\$ 4,946,429	\$ 11,962,600
								N/A - ICAP	\$ 57,951	\$ -	\$ 11,962,600
S061014	22603	I-405 Fremont bridge (Willamette River) East & West ramps	Project Change	Active	Y001	NATIONAL HIGHWAY PERF IJIA	PE	\$ (11,743,647)	\$ 10,437,394	\$ 11,759,000	
S029037	22609	OR8: East Lane (Cornelius)	Project Change	Active	ZS32	SEC 164 PENALTIES HSIP FAST	PE	\$ 5,919	\$ 190,800	\$ 1,003,009	
							N/A - ICAP	\$ 799	\$ -	\$ 1,003,009	
S141011	22647	OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St	Project Change	Active	Y926	HIP COMMNTY PROJ CONG-DIR 2023	RW	\$ 315,850	\$ 315,850	\$ 5,230,254	
S064067	22772	I-205: Columbia River - SE 82nd Drive	New Project	Active	YS30	HIGHWAY SAFETY IMP PROG IJIA	PE	\$ 969,232	\$ 1,051,000	\$ 3,415,313	
							N/A - ICAP	\$ 130,846	\$ -	\$ 3,415,313	
S081085	22864	OR99E: McLoughlin Blvd at W Arlington St and River Rd	New Project	Active	Y001	NATIONAL HIGHWAY PERF IJIA	PE	\$ 1,210,458	\$ 1,210,458	\$ 13,444,000	
							N/A - ICAP	\$ 163,412	\$ -	\$ 13,444,000	
S081086	22865	OR99E Canemah Rockfall Phase 2	New Project	Active	Y230	STBG-URBANIZED >200K IJIA	PE	\$ 420,834	\$ 420,834	\$ 4,002,000	
							N/A - ICAP	\$ 56,813	\$ -	\$ 4,002,000	
S123028	23458	US30BY curb ramps, phase 1	Project Change	Active	Y230	STBG-URBANIZED >200K IJIA	N/A - ICAP	\$ 1,149,680	\$ -	\$ 11,400,000	
							CON	\$ 6,320,785	\$ 10,229,220	\$ 11,400,000	
							CON	\$ 2,195,363	\$ 10,229,220	\$ 11,400,000	
SA00676	23546	Portland & surrounding areas signal system coordination	New Project	Active	Y601	CARBON REDUCTN PROG >200K IJIA	PE	\$ 484,004	\$ 484,004	\$ 484,004	
							N/A - ICAP	\$ 65,340	\$ -	\$ 999,300	

Table3. FFY 2024 FHWA Obligations by Lead Agency continued

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Project Status	Fund Code	Fund Code Description	Phase	FY 2024 Obligations Amount	Federal Amount Programmed	Total Project Cost Estimate
ODOT	S123031	23636	US30B: (N Lombard St) N Delaware Ave - N Denver Ave	New Project	Active	Y240	SURFAC TRNSP BLK GRTS-FLX IJJA	PE	\$ 305,760	\$ 2,531,925	\$ 3,724,664
								N/A - ICAP	\$ 41,278	\$ -	\$ 3,724,664
	S064068	23638	I-205 Sunnybrook Rd - Stafford Rd Bus on Shoulder	New Project	Active	Y601	CARBON REDUCTN PROG >200K IJJA	PE	\$ 261,679	\$ 254,613	\$ 2,215,695
								N/A - ICAP	\$ 35,327	\$ -	\$ 2,215,695
5900312	21157, 21496	NE Airport Way Arterial Corridor management	Project Change	Active	Z44A	CONGESTION MGMT TECH DEPLOY	PE	\$ (7,138)	\$ 260,000	\$ 1,200,000	
								OTH	\$ 22,286	\$ 50,000	\$ 1,200,000
ODOT Total									\$ 41,963,917		
Port of Portland	C000047	17270	40 Mile Loop: Blue Lake - Sundial & Harlow Rd	Project Change	Active	Z230	STBG-URBANIZED >200K FAST	RW	\$ (35,983)	\$ 367,959	\$ 5,197,404
								PE	\$ 35,983	\$ 700,379	\$ 5,197,404
Port of Portland Total									\$ -		
Portland	5900253	18021	EAST PORTLAND ACTIVE TRANSPORTATION TO TRANSIT LOCAL DEVELOP BIKEWAY NETWORK THAT CONNECTS TO LIGHT RAIL MULTNOMAH	Project Close	Closed	Z230	STBG-URBANIZED >200K FAST	CON	\$ (35,927)	\$ 2,612,025	\$ 5,776,394
								CON	\$ 35,692	\$ 2,612,025	\$ 5,776,394
	5900290	19300	NORTH RIVERGATE FREIGHT PROJECT	Project Change	Active	Y110	HIP BRIDGE FORMULA PROGRAM	CON	\$ 209,916	\$ 5,185,063	\$ 26,157,412
								Y110	\$ 393,208	\$ 5,185,063	\$ 26,157,412
								Z230	\$ 31,084	\$ 1,934,375	\$ 26,157,412
	5900296	19303	N. GOING TO THE ISLAND FREIGHT PROJECT	Project Close	Closed	Y230	STBG-URBANIZED >200K IJJA	CON	\$ (171)	\$ 400,000	\$ 557,228
								Z230	\$ (896)	\$ 400,000	\$ 557,228
								Z230	\$ (3,255)	\$ 400,000	\$ 557,228
	5900304	20812	BRENTWOOD-DARLINGTON BIKE/PED IMPROVEMENTS	Project Change	Active	Y301	TRANS ALTERNATIVES >200K IJJA	CON	\$ 282,484	\$ 668,545	\$ 6,803,718
	5900305	20813	NE Halsey Street bike/ped/transit improvements	Project Change	Active	Y926	HIP COMMNTY PROJ CONG-DIR 2023	CON	\$ 1,000,000	\$ 1,000,000	\$ 9,235,403
	5900311	20814	Jade and Montavilla Multimodal Improvements	Project Change	Active	M230	STP-URBANIZED >200K MAP-21	CON	\$ 1,789,561	\$ 2,344,000	\$ 9,014,000
M230								\$ 347,521	\$ 2,344,000	\$ 9,014,000	
Y230								\$ 1,497,536	\$ 1,241,536	\$ 9,014,000	
					Y301	TRANS ALTERNATIVES >200K IJJA	CON	\$ 606,917	\$ -	\$ 9,014,000	
5900309	21407	OR99W/SW Barbur Blvd area: Sidewalk Infill (Portland)	Project Change	Active	Y301	TRANS ALTERNATIVES >200K IJJA	PE	\$ 115,430	\$ 422,628	\$ 1,938,487	
5900321	22133	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	Project Change	Active	Y230	STBG-URBANIZED >200K IJJA	RW	\$ 13,460	\$ 13,460	\$ 6,071,000	
Portland Total									\$ 6,282,559		
Portland State University	0000301	23579	TSMO PORTAL Regional Archived Data Service 2023	New Project	Active	Y230	STBG-URBANIZED >200K IJJA	PL	\$ 1,621,892	\$ 1,621,892	\$ 1,807,525
Portland State University Total									\$ 1,621,892		
Tigard	7365018	23519	SW 95th Ave Highway 217 Ped/Bike Bridge Refinement (Tigard)	New Project	Active	Y301	TRANS ALTERNATIVES >200K IJJA	PL	\$ 268,921	\$ 268,921	\$ 299,700
Tigard Total									\$ 268,921		
TriMet	S029031	18839	OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton)	Project Close	Closed	Z302	TRANS ALTERNATIVES 5-200K FAST	RW	\$ (2,540)	\$ 61,914	\$ 1,795,000
TriMet Total									\$ (2,540)		
Troutdale	7485003	23513	2nd Street Bridge (Troutdale)	New Project	Active	Y301	TRANS ALTERNATIVES >200K IJJA	PL	\$ 194,953	\$ 194,953	\$ 217,266
Troutdale Total									\$ 194,953		
Tualatin Hills PRD	0000254	19357	BEAVERTON CREEK TRAIL: WESTSIDE TRAIL-SW HOCKEN AV	Project Change	Active	Y230	STBG-URBANIZED >200K IJJA	RW	\$ 702,585	\$ 702,585	\$ 10,061,676
Tualatin Hills PRD Total									\$ 702,585		
Washington County	C067104	17461	TUALATIN-SHERWOOD RD: OR99W-TETON AVE-UPGRADE TRAFFIC SIGNAL SYSTEM AND INSTALL VIDEO DETECTION SYSTEM	Project Change	Active	Z230	STBG-URBANIZED >200K FAST	OTH	\$ (3,662)	\$ 224,325	\$ 2,100,000
Washington County Total									\$ (3,662)		
West Linn	S003016	20329	OR43: Willamette Dr at Marylhurst Dr (West Linn)	Project Change	Active	Y301	TRANS ALTERNATIVES >200K IJJA	UR	\$ 22,145	\$ 22,145	\$ 7,038,203
								Z301	\$ (60,161)	\$ 234,535	\$ 7,038,203
								Z400	\$ (116,649)	\$ 290,414	\$ 7,038,203
								Y230	\$ 116,649	\$ 116,649	\$ 7,038,203
								Z301	\$ 60,161	\$ 865,465	\$ 7,038,203
								Y230	\$ 902,824	\$,570,792	\$ 7,038,203
								Y230	\$ 1,043,374	\$ 2,570,792	\$ 7,038,203
West Linn Total									\$ 1,968,343		
Grand Total									\$ 57,575,787		

Table 4. FFY 2024 FHWA Obligations by Federal Fund Source

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Project Status	Fund Code	Fund Type	Fund Code Description	Phase	FY 2024 Obligations Amount	Federal Amount Programmed	Total Project Cost Estimate
ODOT	5900312	21157, 21496	NE Airport Way Arterial Corridor management	Project Change	Active	Z44A	CMAQ-Tech	CONGESTION MGMT TECH DEPLOY	PE	\$ (7,138)	\$ 260,000	\$ 1,200,000
									OTH	\$ 22,286	\$ 50,000	\$ 1,200,000
CMAQ-Tech Total										\$ 15,148		
West Linn	S003016	20329	OR43: Willamette Dr at Marylhurst Dr (West Linn)	Project Change	Active	Z400	CMAQ-Urban	CONGESTION MITIGATION FAST	RW	\$ (116,649)	\$ 290,414	\$ 7,038,203
CMAQ-Urban Total										\$ (116,649)		
ODOT	SA00676	23546	Portland & surrounding areas signal system coordination	New Project	Active	Y601	CRP-Urban	CARBON REDUCTN PROG >200K IJJA	PE	\$ 484,004	\$ 484,004	\$ 484,004
									N/A - ICAP	\$ 65,340	\$ -	\$ 999,300
ODOT	S064068	23638	I-205 Sunnybrook Rd - Stafford Rd Bus on Shoulder	New Project	Active	Y601	CRP-Urban	CARBON REDUCTN PROG >200K IJJA	PE	\$ 261,679	\$ 254,613	\$ 2,215,695
									N/A - ICAP	\$ 35,327	\$ -	\$ 2,215,695
CRP-Urban Total										\$ 846,350		
ODOT	S068031	21177	OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd	Project Change	Active	Z910	HIP	HIGHWAY INFRA OVER 200K POP	PE	\$ (200,755)	\$ 4,766,255	\$ 28,938,382
									N/A - ICAP	\$ (22,083)	\$ -	\$ 28,938,382
ODOT	S047122	21597	US26: Glencoe Rd - Cornelius Pass Rd	Project Change	Active	Z918	HIP	HIGHWAY INFRASTRUCTURE ANY	PE	\$ (778,033)	\$ 1,525,285	\$ 12,910,701
HIP Total										\$ (1,000,870)		
ODOT	S120003	21709	OR120: Columbia Slough Bridge (Portland)	Project Change	Active	Y908	HIP-Bridge	HWY INFRA BRDG REPL -2022 APPN	PL	\$ 55,631	\$ 448,650	\$ 17,500,000
									N/A - ICAP	\$ 6,119	\$ -	\$ 17,500,000
Portland	5900290	19300	NORTH RIVERGATE FREIGHT PROJECT	Project Change	Active	Y110	HIP-Bridge	HIP BRIDGE FORMULA PROGRAM	CON	\$ 209,916	\$ 5,185,063	\$ 26,157,412
									CON	\$ 393,208	\$ 5,185,063	\$ 26,157,412
HIP-Bridge Total										\$ 664,875		
ODOT	S141011	22647	OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St	Project Change	Active	Y926	HIP-Congressional	HIP COMMNTY PROJ CONG-DIR 2023	RW	\$ 315,850	\$ 315,850	\$ 5,230,254
Portland	5900305	20813	NE Halsey Street bike/ped/transit improvements	Project Change	Active	Y926	HIP-Congressional	HIP COMMNTY PROJ CONG-DIR 2023	CON	\$ 1,000,000	\$ 1,000,000	\$ 9,235,403
HIP-Congressional Total										\$ 1,315,850		
ODOT	S123022	20413	US30BY (Lombard): N Fiske Ave - N Boston Ave	Project Change	Active	ZS30	HSIP	HIGHWAY SAFETY IMP PROG FAST	PE	\$ (444,635)	\$ 3,400,736	\$ 18,501,602
									N/A - ICAP	\$ (48,910)	\$ -	\$ 18,501,602
ODOT	S091093	20438	OR99W (BARBUR BLVD) AT SW CAPITOL HWY	Project Close	Closed	ZSE2	HSIP	SEC 164 PENALT HSIP FAST EXT	N/A - ICAP	\$ (32,051)	\$ -	\$ 2,926,700
									CON	\$ (28,356)	\$ 2,116,600	\$ 2,926,700
ODOT	S029035	21608	OR8 at Armco Ave, Main St, and A&B Row	Project Change	Active	YS30	HSIP	HIGHWAY SAFETY IMP PROG IJJA	CON	\$ (209,061)	\$ 2,116,600	\$ 2,926,700
									RW	\$ 180,119	\$ 117,735	\$ 6,283,818
ODOT	SA00385	21616	OR99W: Ross Island Br-SW Wills Ln & US30B: Kerby-165th Ave	Project Change	Active	YS30	HSIP	HIGHWAY SAFETY IMP PROG IJJA	N/A - ICAP	\$ 24,316	\$ -	\$ 6,283,818
									CON	\$ 178,393	\$ -	\$ 2,470,797
ODOT	S029037	22609	OR8: East Lane (Cornelius)	Project Change	Active	ZS32	HSIP	SEC 164 PENALTIES HSIP FAST	CON	\$ 407,897	\$ 1,329,222	\$ 2,470,797
									CON	\$ 913,531	\$ 1,329,222	\$ 2,470,797
ODOT	S064067	22772	I-205: Columbia River - SE 82nd Drive	New Project	Active	YS30	HSIP	HIGHWAY SAFETY IMP PROG IJJA	PE	\$ 5,919	\$ 190,800	\$ 1,003,009
									N/A - ICAP	\$ 799	\$ -	\$ 1,003,009
ODOT	S064067	22772	I-205: Columbia River - SE 82nd Drive	New Project	Active	YS30	HSIP	HIGHWAY SAFETY IMP PROG IJJA	PE	\$ 969,232	\$ 1,051,000	\$ 3,415,313
									N/A - ICAP	\$ 130,846	\$ -	\$ 3,415,313
HSIP Total										\$ 2,048,039		
Metro	PR23101	22310	PORTLAND METROPOLITAN PLANNING SFY23	Project Close	Closed	22MP	MPO Planning	FTA METROPOLITAN TRANSPOR IJJA	PL	\$ (66,125)	\$ 1,193,199	\$ 12,154,240
						Y450	MPO Planning	METROPOLITAN PLANNING IJJA	PL	\$ (75,236)	\$ 2,908,626	\$ 12,154,240
Metro	PR25101	22312	Portland Metro Planning SFY25	New Project	Active	Y450	MPO Planning	METROPOLITAN PLANNING IJJA	PL	\$ 2,207,704	\$ 2,204,755	\$ 11,599,493
						Y410	MPO Planning	SAFE ACC TRNS OPT METR PL IJJA	PL	\$ 97,688	\$ 97,609	\$ 11,599,493
MPO Planning Total										\$ 2,164,031		

Table 4. FFY 2024 FHWA Obligations by Federal Fund Source continued

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Project Status	Fund Code	Fund Type	Fund Code Description	Phase	FY 2024 Obligations Amount	Federal Amount Programmed	Total Project Cost Estimate			
ODOT	S174013	18772	OR212: UPRR - US26	Project Change	Active	Y001	NHPP	NATIONAL HIGHWAY PERF IJJA	RW	\$ 165	\$ 275,022	\$ 17,884,563			
									N/A - ICAP	\$ 18	\$ -	\$ 17,884,563			
ODOT	3410016	18806	US 26: CORNELIUS PASS RD - NW 185TH AVE SUNSET DESIGN FOR ADDING A TRAVEL LANE IN EACH DIRECTION WASHINGTON	Project Close	Closed	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	CON	\$ 415,374	\$ 16,041,778	\$ 35,268,470			
									CON	\$ (1,378,259)	\$ 16,041,778	\$ 35,268,470			
ODOT	S001482	19651	I-5: INTERSTATE BR (NB) TRUNNION SHAFT REPLACEMENT PACIFIC REPLACE TRUNNION SHAFT; BR #01377A. ODOT LEAD; 50/50 SPLIT WSDOT MULTNO	Project Close	Closed	M0E1	NHPP	NATIONAL HWY PERF PROGRAM EXT	N/A - ICAP	\$ 8,465	\$ -	\$ 16,445,764			
									CON	\$ 76,955	\$ 6,213,447	\$ 16,445,764			
ODOT	S064056	19721	I-205: OR224(Sunrise Expressway) - Sunnybrook Blvd	Project Change	Active	Z0E1	NHPP	NATIONAL HIGHWAY PERF FAST EXT	CON	\$ 102,673	\$ 5,383,800	\$ 7,500,000			
									CON	\$ 156,806	\$ 5,383,800	\$ 7,500,000			
ODOT	S092060	20208	US30: NW Kittridge Ave to NW Bridge Ave	Project Change	Active	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	RW	\$ (88,946)	\$ 328,412	\$ 11,585,704			
									N/A - ICAP	\$ (9,785)	\$ -	\$ 11,585,704			
ODOT	S002231	20298	I-84: Fairview - Marine Drive	Project Close	Closed	M0E1	NHPP	NATIONAL HWY PERF PROGRAM EXT	PE	\$ (101,086)	\$ 368,880	\$ 864,456			
									N/A - ICAP	\$ (11,119)	\$ -	\$ 864,456			
ODOT	S001526	20411	I-5: I-205 Interchange - Boone (Willamette River) Bridge	Project Close	Closed	Z0E1	NHPP	NATIONAL HIGHWAY PERF FAST EXT	N/A - ICAP	\$ (39,726)	\$ -	\$ 13,366,280			
									CON	\$ 350,976	\$ 11,426,706	\$ 13,366,280			
									CON	\$ (712,121)	\$ 11,426,706	\$ 13,366,280			
ODOT	S091102	20465	I-5 bridges: Multnomah Blvd, Capitol Hwy ramp & Barbur Blvd	Project Close	Closed	Z0E1	NHPP	NATIONAL HIGHWAY PERF FAST EXT	N/A - ICAP	\$ (12,240)	\$ -	\$ 5,351,561			
									CON	\$ (52,032)	\$ 4,493,535	\$ 5,351,561			
									CON	\$ (59,237)	\$ 4,493,535	\$ 5,351,561			
ODOT	S001522	20486	I-5 over 26th Avenue Bridge	Project Change	Active	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	PE	\$ (918,519)	\$ 4,885,234	\$ 34,351,001			
									PE	\$ (228,837)	\$ 4,885,234	\$ 34,351,001			
									N/A - ICAP	\$ (101,038)	\$ -	\$ 34,351,001			
									N/A - ICAP	\$ (25,172)	\$ -	\$ 34,351,001			
ODOT	S092061	21128	US30: Watson Rd - Hoge Ave	Project Change	Active	Z0E1	NHPP	NATIONAL HIGHWAY PERF FAST EXT	RW	\$ 62,811	\$ 62,811	\$ 1,790,000			
									N/A - ICAP	\$ 8,479	\$ -	\$ 1,790,000			
ODOT	S068031	21177	OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd	Project Change	Active	Y001	NHPP	NATIONAL HIGHWAY PERF IJJA	RW	\$ 358,920	\$ 3,840,401	\$ 28,938,382			
									N/A - ICAP	\$ 39,481	\$ -	\$ 28,938,382			
									Y001	NHPP	NATIONAL HIGHWAY PERF IJJA	OTH	\$ (500,591)	\$ 123,032	\$ 158,786,600
ODOT	SA00167	21255	US26 curb ramps	Project Change	Active	Y001	NHPP	NATIONAL HIGHWAY PERF IJJA	PE	\$ 97,013	\$ 722,412	\$ 2,118,094			
									M001	NHPP	NATIONAL HIGHWAY PERF PROGRAM	PE	\$ 82,447	\$ 722,412	\$ 2,118,094
									Z0E1	NHPP	NATIONAL HIGHWAY PERF FAST EXT	OTH	\$ 89,730	\$ 89,730	\$ 2,118,094
									Z001	NHPP	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	\$ 127,106	\$ -	\$ 2,118,094
									Z0E1	NHPP	NATIONAL HIGHWAY PERF FAST EXT	N/A - ICAP	\$ 12,114	\$ -	\$ 2,118,094
									Y001	NHPP	NATIONAL HIGHWAY PERF IJJA	N/A - ICAP	\$ 10,671	\$ -	\$ 2,118,094
									M001	NHPP	NATIONAL HIGHWAY PERF PROGRAM	N/A - ICAP	\$ 9,069	\$ -	\$ 2,118,094
									L05E	NHPP	NHS- NATL HIGHWAY SYS S-LU EXT	N/A - ICAP	\$ 5,614	\$ -	\$ 2,118,094
									Z001	NHPP	NATIONAL HIGHWAY PERF FAST	CON	\$ 363,206	\$ 1,000,489	\$ 2,118,094
									Z001	NHPP	NATIONAL HIGHWAY PERF FAST	CON	\$ 578,320	\$ 1,000,489	\$ 2,118,094
									L05E	NHPP	NHS- NATL HIGHWAY SYS S-LU EXT	CON	\$ 41,587	\$ 1,000,489	\$ 2,118,094
									ODOT	S047122	21597	US26: Glencoe Rd - Cornelius Pass Rd	Project Change	Active	L05E
ODOT	S171051	21598	OR224: SE 17th Ave - SE Rusk Road	Project Change	Active	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	RW	\$ 40,379	\$ 58,325	\$ 23,308,666			
									Z001	NHPP	NATIONAL HIGHWAY PERF FAST	PE	\$ 824,667	\$ 824,667	\$ 23,308,666
									Z0E1	NHPP	NATIONAL HIGHWAY PERF FAST EXT	OTH	\$ 219,929	\$ 219,929	\$ 23,308,666
									Z001	NHPP	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	\$ 96,164	\$ -	\$ 23,308,666
									Z0E1	NHPP	NATIONAL HIGHWAY PERF FAST EXT	N/A - ICAP	\$ 29,690	\$ -	\$ 23,308,666
ODOT	S001540	21602	I-5: Marquam Bridge - SW Terwilliger Blvd	Project Change	Active	Y001	NHPP	NATIONAL HIGHWAY PERF IJJA	N/A - ICAP	\$ 574,517	\$ -	\$ 9,175,613			
									CON	\$ 2,985,430	\$ 5,887,832	\$ 9,175,613			
									CON	\$ 1,270,255	\$ 5,887,832	\$ 9,175,613			

Table 4. FFY 2024 FHWA Obligations by Federal Fund Source continued

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Project Status	Fund Code	Fund Type	Fund Code Description	Phase	FY 2024 Obligations Amount	Federal Amount Programmed	Total Project Cost Estimate			
ODOT	S029036	21617	OR8: SW 198th Ave - OR217	Project Change	Active	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	OTH	\$ 93,091	\$ 93,091	\$ 4,468,219			
						Z001	NHPP	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	\$ 22,454	\$ -	\$ 4,468,219			
						Y001	NHPP	NATIONAL HIGHWAY PERF IJIA	N/A - ICAP	\$ 353,911	\$ -	\$ 4,468,219			
						M001	NHPP	NATIONAL HIGHWAY PERF PROGRAM	N/A - ICAP	\$ 309	\$ -	\$ 4,468,219			
						Z001	NHPP	NATIONAL HIGHWAY PERF FAST	CON	\$ 73,238	\$ 2,819,767	\$ 4,468,219			
						Y001	NHPP	NATIONAL HIGHWAY PERF IJIA	CON	\$ 1,865,185	\$ 2,819,767	\$ 4,468,219			
						Y001	NHPP	NATIONAL HIGHWAY PERF IJIA	CON	\$ 756,379	\$ 2,819,767	\$ 4,468,219			
ODOT	S061014	22603	I-405 Fremont bridge (Willamette River) East & West ramps	Project Change	Active	Y001	NHPP	NATIONAL HIGHWAY PERF IJIA	PE	\$ (11,743,647)	\$ 10,437,394	\$ 11,759,000			
ODOT	S081085	22864	OR99E: McLoughlin Blvd at W Arlington St and River Rd	New Project	Active	Y001	NHPP	NATIONAL HIGHWAY PERF IJIA	PE	\$ 1,210,458	\$ 1,210,458	\$ 13,444,000			
									N/A - ICAP	\$ 163,412	\$ -	\$ 13,444,000			
NHPP Total										\$ (2,585,046)					
ODOT	C067120	20328	OR8 Corridor Safety & Access to Transit II	Project Change	Active	Y002	NHPP-Exempt	NATIONAL HWY PERF EXEMPT IJIA	CON	\$ 381,701	\$ 2,187,694	\$ 3,742,902			
									CON	\$ 701,547	\$ 2,187,694	\$ 3,742,902			
ODOT	S047122	21597	US26: Glencoe Rd - Cornelius Pass Rd	Project Change	Active	Y002	NHPP-Exempt	NATIONAL HWY PERF EXEMPT IJIA	CON	\$ 7,385,856	\$ 9,957,096	\$ 12,910,701			
									CON	\$ 1,614,173	\$ 9,957,096	\$ 12,910,701			
ODOT	S171050	21606	OR224 at SE Monroe St	Project Change	Active	Y002	NHPP-Exempt	NATIONAL HWY PERF EXEMPT IJIA	OTH	\$ 340,362	\$ 299,879	\$ 1,266,948			
NHPP-Exempt Total										\$ 10,423,639					
ODOT	S092068	22440	NW 112th Street and PNWR rail crossing upgrades	Project Change	Active	ZS5E	Rail Highway	RAIL HWY PROTECT DEV FAST EXT	PE	\$ 202,500	\$ 67,500	\$ 1,395,000			
									N/A - ICAP	\$ 27,338	\$ -	\$ 1,395,000			
Rail Highway Total										\$ 229,838					
Multnomah County	C051107	18833	NE 238TH DR: NE HALSEY ST - NE GLISAN ST	Project Change	Active	Z030	Redistribution	REDISTRIB CERTAIN AUTH FAST	RW	\$ (273,318)	\$ 668,701	\$ 8,918,869			
ODOT	S123023	20522	US30BY at Bridge Ave East ramp	Project Change	Active	Z030	Redistribution	REDISTRIB CERTAIN AUTH FAST	PE	\$ 7,719	\$ 589,978	\$ 3,463,704			
									Y030	Redistribution	REDISTRIB CERTAIN AUTH IJIA	PE	\$ 26,919	\$ 278,163	\$ 3,463,704
									Z030	Redistribution	REDISTRIB CERTAIN AUTH FAST	N/A - ICAP	\$ 848	\$ -	\$ 3,463,704
									Y030	Redistribution	REDISTRIB CERTAIN AUTH IJIA	N/A - ICAP	\$ 2,961	\$ -	\$ 3,463,704
ODOT	S092061	21128	US30: Watson Rd - Hoge Ave	Project Change	Active	Y030	Redistribution	REDISTRIB CERTAIN AUTH IJIA	PE	\$ 91,475	\$ 410,246	\$ 1,790,000			
									N/A - ICAP	\$ 10,062	\$ -	\$ 1,790,000			
Redistribution Total										\$ (133,332)					
Metro	PR25101	22312	Portland Metro Planning SFY25	New Project	Active	Y240	STBG-State	SURFAC TRNSP BLK GRTS-FLX IJIA	PL	\$ 201,893	\$ 201,893	\$ 11,599,493			
ODOT	S144026	18841	OR217: OR10 - OR99W	Project Change	Active	Z240	STBG-State	SURFACE TRANSP BLOCK GRTS-FLEX	PE	\$ (25,279)	\$ 14,901,760	\$ 158,793,019			
									Y240	STBG-State	SURFAC TRNSP BLK GRTS-FLX IJIA	N/A - ICAP	\$ 2,298,617	\$ -	\$ 158,793,019
									Y240	STBG-State	SURFAC TRNSP BLK GRTS-FLX IJIA	CON	\$ 17,026,792	\$ 117,729,609	\$ 158,793,019
ODOT	S001540	21602	I-5: Marquam Bridge - SW Terwilliger Blvd	Project Change	Active	Z240	STBG-State	SURFACE TRANSP BLOCK GRTS-FLEX	PE	\$ 18,544	\$ 863,735	\$ 9,175,613			
									N/A - ICAP	\$ 2,040	\$ -	\$ 9,175,613			
ODOT	S100067	21710	US30: Troutdale (Sandy River) Bridge	Project Close	Closed	Z240	STBG-State	SURFACE TRANSP BLOCK GRTS-FLEX	PE	\$ 33,047	\$ 512,697	\$ 585,190			
ODOT	SA00448	22431	OR141/OR217 curb ramps	Project Change	Active	Y240	STBG-State	SURFAC TRNSP BLK GRTS-FLX IJIA	PE	\$ 448,650	\$ 1,727,907	\$ 10,494,000			
									N/A - ICAP	\$ 60,568	\$ -	\$ 10,494,000			
ODOT	S123031	23636	US30B: (N Lombard St) N Delaware Ave - N Denver Ave	New Project	Active	Y240	STBG-State	SURFAC TRNSP BLK GRTS-FLX IJIA	PE	\$ 305,760	\$ 2,531,925	\$ 3,724,664			
									N/A - ICAP	\$ 41,278	\$ -	\$ 3,724,664			
STBG-State Total										\$ 20,411,908					
Beaverton	0535044	21121	OR210: SW Scholls Ferry Rd - SW Hall Blvd ITS	Project Change	Active	Y230	STBG-Urban	STBG-URBANIZED >200K IJIA	CON	\$ 304,939	\$ 304,939	\$ 835,841			
Clackamas County	S171030	15555	FFO-OR212/224:SUNRISE CORRIDOR(I-205-SE 122ND AVE) VARIOUS HIGHWAYS CLACKAMAS COUNTY	Project Close	Closed	M230	STBG-Urban	STP-URBANIZED >200K MAP-21	CON	\$ (11,369,653)	\$ 65,647,813	\$ 106,825,979			
									CON	\$ 9,181,175	\$ 65,647,813	\$ 106,825,979			
Gresham	3125056	19279	SANDY BLVD: NE 181ST AVE TO EAST GRESHAM CITY LIMIT LOCAL CONSTRUCT MULTIMODAL FACILITIES MULTNOMAH	Project Change	Active	Z230	STBG-Urban	STBG-URBANIZED >200K FAST	CON	\$ 226,763	\$ 2,389,350	\$ 5,233,403			
									CON	\$ (218,459)	\$ 2,389,350	\$ 5,233,403			
Gresham	3125064	23245	162nd Ave ped/bike upgrades: NE Glisan to NE Halsey	New Project	Active	Y230	STBG-Urban	STBG-URBANIZED >200K IJIA	PE	\$ 216,333	\$ 216,333	\$ 8,442,976			
Metro	5900318	20897	Regional freight studies	Project Close	Closed	Z23E	STBG-Urban	STBG-URBANIZED >200K FAST EXT	PL	\$ (16,182)	\$ 200,000	\$ 222,891			
Metro	0000277	21411	2020 TSMO strategy planning update	Project Close	Closed	Z230	STBG-Urban	STBG-URBANIZED >200K FAST	PL	\$ (27,081)	\$ 271,728	\$ 302,828			
Metro	PR23101	22310	PORTLAND METROPOLITAN PLANNING SFY23	Project Close	Closed	Y230	STBG-Urban	STBG-URBANIZED >200K IJIA	PL	\$ (45,307)	\$ 2,436,217	\$ 12,154,240			
Metro	PR25101	22312	Portland Metro Planning SFY25	New Project	Active	Y230	STBG-Urban	STBG-URBANIZED >200K IJIA	PL	\$ 2,722,634	\$ 3,081,554	\$ 11,599,493			

Table 4. FFY 2024 FHWA Obligations by Federal Fund Source continued

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Project Status	Fund Code	Fund Type	Fund Code Description	Phase	FY 2024 Obligations Amount	Federal Amount Programmed	Total Project Cost Estimate
ODOT	S123023	20522	US30BY at Bridge Ave East ramp	Project Change	Active	Y230	STBG-Urban	STBG-URBANIZED >200K IJJA	N/A - ICAP	\$ 45,528	\$ -	\$ 3,463,704
									CON	\$ 325,841	\$ 2,239,840	\$ 3,463,704
									CON	\$ 11,404	\$ 2,239,840	\$ 3,463,704
ODOT	SA00488	22552	Willamette River: Stormwater source control improvements	Project Change	Active	Y230	STBG-Urban	STBG-URBANIZED >200K IJJA	RW	\$ 429,268	\$ 4,946,429	\$ 11,962,600
									N/A - ICAP	\$ 57,951	\$ -	\$ 11,962,600
ODOT	S081086	22865	OR99E Canemah Rockfall Phase 2	New Project	Active	Y230	STBG-Urban	STBG-URBANIZED >200K IJJA	PE	\$ 420,834	\$ 420,834	\$ 4,002,000
									N/A - ICAP	\$ 56,813	\$ -	\$ 4,002,000
ODOT	S123028	23458	US30BY curb ramps, phase 1	Project Change	Active	Y230	STBG-Urban	STBG-URBANIZED >200K IJJA	N/A - ICAP	\$ 1,149,680	\$ -	\$ 11,400,000
									CON	\$ 6,320,785	\$ 10,229,220	\$ 11,400,000
									CON	\$ 2,195,363	\$ 10,229,220	\$ 11,400,000
Port of Portland	C000047	17270	40 Mile Loop: Blue Lake - Sundial & Harlow Rd	Project Change	Active	Z230	STBG-Urban	STBG-URBANIZED >200K FAST	RW	\$ (35,983)	\$ 367,959	\$ 5,197,404
									PE	\$ 35,983	\$ 700,379	\$ 5,197,404
Portland	5900253	18021	EAST PORTLAND ACTIVE TRANSPORTATION TO TRANSIT LOCAL DEVELOP BIKEWAY NETWORK THAT CONNECTS TO LIGHT RAIL MULTNOMAH	Project Close	Closed	Z230	STBG-Urban	STBG-URBANIZED >200K FAST	CON	\$ (35,927)	\$ 2,612,025	\$ 5,776,394
									CON	\$ 35,692	\$ 2,612,025	\$ 5,776,394
Portland	5900290	19300	NORTH RIVERGATE FREIGHT PROJECT	Project Change	Active	Z230	STBG-Urban	STBG-URBANIZED >200K FAST	CON	\$ 31,084	\$ 1,934,375	\$ 26,157,412
Portland	5900296	19303	N. GOING TO THE ISLAND FREIGHT PROJECT	Project Close	Closed	Z230	STBG-Urban	STBG-URBANIZED >200K FAST	CON	\$ (896)	\$ 400,000	\$ 557,228
									CON	\$ (3,255)	\$ 400,000	\$ 557,228
Portland	5900311	20814	Jade and Montavilla Multimodal Improvements	Project Change	Active	Y230	STBG-Urban	STBG-URBANIZED >200K IJJA	CON	\$ (171)	\$ 400,000	\$ 557,228
									Y230	\$ 1,497,536	\$ 1,241,536	\$ 9,014,000
									M230	\$ 1,789,561	\$ 2,344,000	\$ 9,014,000
Portland	5900321	22133	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	Project Change	Active	Y230	STBG-Urban	STBG-URBANIZED >200K IJJA	CON	\$ 347,521	\$ 2,344,000	\$ 9,014,000
									RW	\$ 13,460	\$ 13,460	\$ 6,071,000
Portland State University	0000301	23579	TSMO PORTAL Regional Archived Data Service 2023	New Project	Active	Y230	STBG-Urban	STBG-URBANIZED >200K IJJA	PL	\$ 1,621,892	\$ 1,621,892	\$ 1,807,525
Tualatin Hills PRD	0000254	19357	BEAVERTON CREEK TRAIL: WESTSIDE TRAIL-SW HOCKEN AV	Project Change	Active	Y230	STBG-Urban	STBG-URBANIZED >200K IJJA	RW	\$ 702,585	\$ 702,585	\$ 10,061,676
Washington County	C067104	17461	TUALATIN-SHERWOOD RD: OR99W-TETON AVE-UPGRADE TRAFFIC SIGNAL SYSTEM AND INSTALL VIDEO DETECTION SYSTEM	Project Change	Active	Z230	STBG-Urban	STBG-URBANIZED >200K FAST	OTH	\$ (3,662)	\$ 224,325	\$ 2,100,000
West Linn	S003016	20329	OR43: Willamette Dr at Marylhurst Dr (West Linn)	Project Change	Active	Y230	STBG-Urban	STBG-URBANIZED >200K IJJA	PE	\$ 116,649	\$ 116,649	\$ 7,038,203
									CON	\$ 902,824	\$ 2,570,792	\$ 7,038,203
									CON	\$ 1,043,374	\$ 2,570,792	\$ 7,038,203
STBG-Urban Total										\$ 20,098,292		
Clackamas County	C005103	19276	JENNINGS AVE: OR99E TO OATFIELD RD	Project Change	Active	Y301	TA/TAP-Urban	TRANS ALTERNATIVES >200K IJJA	CON	\$ 1,052,510	\$ 2,908,908	\$ 6,183,391
Happy Valley	3205007	19280	SE 129TH AVENUE - BIKE LANE AND SIDEWALK PROJECT	Project Change	Active	Y301	TA/TAP-Urban	TRANS ALTERNATIVES >200K IJJA	CON	\$ 149,126	\$ 318,740	\$ 4,476,467
Happy Valley	3205008	23520	Clackamas River Trail (Happy Valley)	New Project	Active	Y301	TA/TAP-Urban	TRANS ALTERNATIVES >200K IJJA	PL	\$ 258,019	\$ 258,019	\$ 287,550
ODOT	S029027	18758	OR8: Canyon Rd pedestrian enhancements	Project Change	Active	Y301	TA/TAP-Urban	TRANS ALTERNATIVES >200K IJJA	RW	\$ 105,971	\$ 251,339	\$ 6,137,009
									N/A - ICAP	\$ 14,306	\$ -	\$ 6,137,009
Portland	5900304	20812	BRENTWOOD-DARLINGTON BIKE/PED IMPROVEMENTS	Project Change	Active	Y301	TA/TAP-Urban	TRANS ALTERNATIVES >200K IJJA	CON	\$ 282,484	\$ 668,545	\$ 6,803,718
Portland	5900311	20814	Jade and Montavilla Multimodal Improvements	Project Change	Active	Y301	TA/TAP-Urban	TRANS ALTERNATIVES >200K IJJA	CON	\$ 606,917	\$ -	\$ 9,014,000
Portland	5900309	21407	OR99W/SW Barbur Blvd area: Sidewalk Infill (Portland)	Project Change	Active	Y301	TA/TAP-Urban	TRANS ALTERNATIVES >200K IJJA	PE	\$ 115,430	\$ 422,628	\$ 1,938,487
Tigard	7365018	23519	SW 95th Ave Highway 217 Ped/Bike Bridge Refinement (Tigard)	New Project	Active	Y301	TA/TAP-Urban	TRANS ALTERNATIVES >200K IJJA	PL	\$ 268,921	\$ 268,921	\$ 299,700
Troutdale	7485003	23513	2nd Street Bridge (Troutdale)	New Project	Active	Y301	TA/TAP-Urban	TRANS ALTERNATIVES >200K IJJA	PL	\$ 194,953	\$ 194,953	\$ 217,266
West Linn	S003016	20329	OR43: Willamette Dr at Marylhurst Dr (West Linn)	Project Change	Active	Y301	TA/TAP-Urban	TRANS ALTERNATIVES >200K IJJA	UR	\$ 22,145	\$ 22,145	\$ 7,038,203
									RW	\$ (60,161)	\$ 234,535	\$ 7,038,203
									PE	\$ 60,161	\$ 865,465	\$ 7,038,203
TA/TAP-Urban Total										\$ 3,070,782		
TriMet	S029031	18839	OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton)	Project Close	Closed	Z302	TAP-Small Urban	TRANS ALTERNATIVES 5-200K FAST	RW	\$ (2,540)	\$ 61,914	\$ 1,795,000
TAP-Small Urban Total										\$ (2,540)		
ODOT	S092061	21128	US30: Watson Rd - Hoge Ave	Project Change	Active	M040	TIFIA	TIFIA REDISTRIBUTION MAP-21	PE	\$ 113,040	\$ 175,871	\$ 1,790,000
									N/A - ICAP	\$ 12,434	\$ -	\$ 1,790,000
TIFIA Total										\$ 125,474		
Grand Total										\$ 57,575,787		

Table 5. FFY 2024 FTA Obligations

Lead Agency	FTA Grant No.	ODOT Key No.	Project Name	FTA/FHWA Fund Code	FFY 2024 Obligation Amount	Federal Amount Programmed	Total Project Cost Estimate
Metro	OR-2024-059-00	22158	Regional Travel Options (RTO) program (FFY 2023)	FHWA STBG-Urban Transfer to 5307 Urbanized Area Formula Grants	\$ 2,839,398	\$ 2,839,389	\$ 3,164,380
Metro	OR-2024-010-00	22160	Safe Routes to Schools program (SFY23 UPWP)	FHWA STBG-U Transfer to 5307 Urbanized Area Formula Grants	\$ 546,364	\$ 530,450	\$ 608,898
Metro	N/A	22312	Portland Metro Planning SFY25	FTA Section 5303 (Metro Planning)	\$ 838,827	\$ 904,861	\$ 11,599,493
SMART	OR-2024-039	20874, 22192	SMART Bus Purchase/PM/Amenities and Technology 2021 and 2022	FY 2021 and FY 2022 FTA Section 5307	\$ 1,004,443	\$ 1,004,443	\$ 1,255,554
TriMet	OR-2024-021-00	22150	HCT and Project Development Bond Payment (FFY 2024)	FHWA STBG-Urban Transfer to 5307 Urbanized Area Formula Grants	\$ 8,799,999	\$ 8,800,000	\$ 24,295,107
TriMet	OR-2024-021-00	22150	HCT and Project Development Bond Payment (FFY 2024)	FHWA CMAQ-Urban Transfer to 5307 Urbanized Area Formula Grants	\$ 12,999,999	\$ 13,000,000	\$ 24,295,107
TriMet	OR-2024-018-00	22178	TriMet Bus and Rail Preventive Maintenance (2023)	FTA Section 5307 - Urbanized Area Formula Grants	\$ 52,981,197	\$ 52,981,197	\$ 66,226,496
TriMet	OR-2024-001	22181	TriMet Bus and Rail Preventive Maintenance (2023)	FTA Section 5307 - State of Good Repair Grants	\$ 24,616	\$ 39,847,900	\$ 49,809,875
TriMet	OR-2024-024-00	22184	Enhanced Seniors Mobility/Individuals w/Disabilities (2023) 5310	FTA Section 5310- Enhance Mobility of Seniors and Individuals with Disabilities Formula	\$ 2,024,086	\$ 2,024,086	\$ 2,931,192
TriMet	OR-2023-014-00	22666	Willamette Shore Line Rail & Trestle Repair-Phase I (TriMet)	FY 2022 Community Project Funding	\$ 1,400,000	\$ 2,000,000	\$ 2,500,000
TriMet	OR-2024-004	23399	TriMet Beaverton Transit Center Renovation (2022 5339b)	FTA Section 5339 - Buses and Bus Facilities Competitive Grants	\$ 760,000	\$ 760,000	\$ 6,958,229
TriMet	OR-2024-017-00	23473	TriMet Merlo Bus Garage Zero Emission Retrofit	FY 2023 Community Project Funding	\$ 160,000	\$ 4,840,000	\$ 6,050,000
TriMet	OR-2024-020-00	23474	TriMet 82nd Ave MAX Station Improvement Project	FY 2023 Community Project Funding	\$ 3,000,000	\$ 3,000,000	\$ 4,794,302
TriMet	OR-2024-016-00	23476	Willamette Shore Line Rail & Trestle Repair	FY 2023 Community Project Funding	\$ 2,000,000	\$ 2,000,000	\$ 2,500,000
TriMet	OR-2024-022-00	NA	TriMet 82nd Avenue High Capacity Transit Project Development	FY 2023 Areas of Persistent Poverty	\$ 630,000	\$ 630,000	\$ 700,000
TOTAL FFY 2024 FTA AWARDS					\$ 90,008,929		

Table 6. FFY 2024 Advance Construction

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Program Code	Fund Type	Program Code Description	Phase	FFY 2024 Advance Construction
Gresham	3125049	16986	NW Division Complete St - Phase 1: Wallula Ave-Birdsdale Ave	Y400	CMAQ-Urban	CONGESTION MITIGATION IIJA	CON	\$ 3,742,311
Metro	PR25101	22312	Portland Metro Planning SFY25	Y240	STBG-State	SURFAC TRNSP BLK GRTS-FLX IIJA	PL	\$ 838,827
ODOT	S029027	18758	OR8: Canyon Rd pedestrian enhancements	Y230	STBG-Urban	STBG-URBANIZED >200K IIJA	PE	\$ 67,298
ODOT	S144026	18841	OR217: OR10 - OR99W	Z24E	STBG-State	SURFACE TRANS BLOCK-FLEX EXT	CON	\$ 9,838,434
ODOT	S026130	21178	US26 (Powell Blvd): SE 99th Ave - East City Limits	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	PE	\$ 765,334
							N/A - ICAP	\$ 84,187
ODOT	S029035	21608	OR8 at Armco Ave, Main St, and A&B Row	YS30	HSIP	HIGHWAY SAFETY IMP PROG IIJA	RW	\$ 102,110
							N/A - ICAP	\$ 13,785
ODOT	S064063	22467	I-205: I-5 to OR213, Phase 1A	Y001	NHPP	NATIONAL HIGHWAY PERF IIJA	N/A - ICAP	\$ 10,607,144
							CON	\$ 78,571,440
				Z0E1	NHPP	NATIONAL HIGHWAY PERF FAST EXT	N/A - ICAP	\$ 2,138,400
							CON	\$ 15,840,000
ODOT	S064067	22772	I-205: Columbia River - SE 82nd Drive	YS30	HSIP	HIGHWAY SAFETY IMP PROG IIJA	PE	\$ 81,768
							N/A - ICAP	\$ 11,039
ODOT	S123031	23636	US30B: (N Lombard St) N Delaware Ave - N Denver Ave	Y240	STBG-State	SURFAC TRNSP BLK GRTS-FLX IIJA	PE	\$ 2,226,166
							N/A - ICAP	\$ 290,110
Portland	5900305	20813	NE Halsey Street bike/ped/transit improvements	Y230	STBG-Urban	STBG-URBANIZED >200K IIJA	CON	\$ 1,296,762
				Y301	TA/TAP-Urban	TRANS ALTERNATIVES >200K IIJA	CON	\$ 250,598
TOTAL FFY 2024 ADVANCE CONSTRUCTION								\$ 126,765,710

List of Acronyms

AC Advance Construct (State Fund Type)	LOS Level of Service
ADA Americans with Disabilities Act	LRT Light Rail Transit (MAX)
AQMA Air Quality Maintenance Area	MAP-21 Moving Ahead Towards Progress in the 21st Century (Federal Authorization Bill)
ARTS All Roads Transportation Safety	MAX Metropolitan Area Express (TriMet's Light Rail System)
ATMS Advanced Traffic Management System	MIS Major Investment Study
CAAA Clean Air Act Amendments of 1990 (Federal)	MPO Metropolitan Planning Organization (Metro)
CDS Congressionally Directed Spending	MSTIP Major Streets Improvement Program
CMAQ Congestion Mitigation and Air Quality (Federal Program/Fund Type)	MTIP Metropolitan Transportation Improvement Program
CONS Construction (Project Phase)	NAAQS National Ambient Air Quality Standards (Federal)
CRP Carbon Reduction Program	NEPA National Environmental Protection Act (Federal)
CPF Community Project Funding	NHFP National Highway Freight Program (Federal Program/Fund Type)
DEIS Draft Environmental Impact Statement	NHPP National Highway Performance Program (Federal Program/Fund Type)
DEQ Department of Environmental Quality (State)	NHS National Highway System
DOA Design Option Alternatives (Project Phase)	OAR Oregon Administrative Rules
EPA Environmental Protection Agency	ODOT Oregon Department of Transportation (State)
FAST Fixing America's Surface Transportation (Federal Authorization Bill)	ORS Oregon Revised Statutes (State)
FDE Final Design and Engineering (Project Phase)	OTC Oregon Transportation Commission (State)
FEIS Final Environmental Impact Statement	PD Project Development (Project Phase)
FFO Full Federal Oversight	PE Preliminary Engineering (Project Phase)
FHWA Federal Highway Administration	PERC Public Engagement Review Committee
FTA Federal Transit Administration	RAISE Rebuilding America Infrastructure with Sustainability & Equity
HB2017 House Bill 2017	RFP Regional Framework Plan (Metro)
HCT High-Capacity Transit	ROW Right-of-Way (Project Phase)
HIEV Highway Infrastructure Electric Vehicle	RTC Regional Transportation Council (MPO for Southwest Washington)
HIP Highway Infrastructure Program	RTO Regional Travel Options (Metro Program)
HOV High-Occupancy Vehicle	RTP Regional Transportation Plan (Metro)
HSIP Highway Safety Improvement Program (Federal Program/Fund Type)	RUGGO Regional Urban Growth Goals and Objectives (Metro)
IOF Immediate Opportunity Fund (State Fund Type)	SIP Oregon State (Air Quality) Implementation Plan
ISTEA Intermodal Surface Transportation Efficiency Act of 1991 (Federal Authorization Bill)	SMART South Metro Area Regional Transit (Wilsonville)
ITS Intelligent Transportation System	SOV Single-Occupancy Vehicle
JPACT Joint Policy Advisory Committee on Transportation	SPR State Planning and Research (Federal Program/Fund Type)
JTA Jobs and Transportation Act (State Program and Fund Type)	
LCDC Land Conservation and Development Commission (State)	

STBG Surface Transportation Block Grant (Federal Program/Fund Type)
STIP Statewide Transportation Improvement Program
STP Surface Transportation Program (Federal Fund Type)
TA Transportation Alternatives (Federal Program/Fund Type)
TAZ Transportation Analysis Zones
TCM Transportation Control Measures
TCSP Transportation Community and System Preservation
TDM Transportation Demand Management
TMA Transportation Management Area (Federal)
TMA Transportation Management Association (Local)
TOD Transit-Oriented Development
TPAC Transportation Policy Alternatives Committee (Regional)
TPR Transportation Planning Rule (State)
TRILOC TriMet Local Funds
TriMet Tri-County Metropolitan Transportation District
TSM Transportation System Management
TSMO Transportation System Management and Operations (Metro Program)
USDOT United States Department of Transportation
VMT Vehicle Miles Traveled
WSDOT Washington State Department of Transportation
YOE Year of Expenditure (dollars)

Data Field Definitions

County	The County(s) in which the project is located.
ID	This is a unique identification number assigned to a program or project by the MPO (Metro) to organize all transportation projects within the Metropolitan Transportation Improvement Program (MTIP).
Lead Agency	The agency responsible for leading the delivery of the project.
ODOT Key	This is a unique identification number assigned to a program or a project by the ODOT to organize all transportation projects within the State Transportation Improvement Program (STIP).
Phase	The type of work being completed on the project with funds programmed for the fiscal year identified. Includes: <ul style="list-style-type: none"> • Planning: activities associated with preparing projects for implementation, from broad systems planning to project development activities. • Preliminary engineering: work to create construction and environmental documents. • Right of way: activities associated with investigating needs for use of land for the construction or operation of a project. • Construction: activities associated with the physical construction of a project. • Other: Activities for programs or projects not defined by one of the other phase activities defined above.
Plan Cycle	Identifies four-year MTIP cycles and three-year CFP cycles.
Plan Revision	Identifies the MTIP actions (drafts, adoptions, and amendments) associated with the current project records.
Project Description	In general, project descriptions address the following: <ul style="list-style-type: none"> • Where a project is located (if not included in the project name) • What the project will be doing o Which funding program (as applicable) • When (as applicable) • Why we are doing the project (what benefits will the public receive)
Project Title	A project name's main goal is to identify where it is taking place or to provide a general description of the work to be done.
Project Type	Used to categorize projects at the highest level (type, category, feature) to distinguish the mode and feature attributes of a transportation project. <ul style="list-style-type: none"> • Roadway: projects located on the arterial, collector or local street systems and serve/benefit motor vehicle capacity or function, unless the roadway motor vehicle elements are ancillary to a Transit, Active Transportation, or Other project type. • Highway: projects located on the Throughway system and serve/benefit motor vehicle capacity or function, unless the motor vehicle elements are ancillary to a Transit, Active Transportation, or Other project type. • Transit: projects to primarily implement a public transportation

	<p>function.</p> <ul style="list-style-type: none"> • Active Transportation/Complete Streets: projects to primarily implement elements that support people utilizing non-motor vehicle modes such as walking, rolling, and bicycling. • Planning: activities that support the planning of the transportation system. Does not include project development activities. • Other: for any project that does not fit one of the above types, including projects/programs that are primarily TDM, TSMO, TOD or Freight Rail type.
RFFA ID	This is the 5-digit Regional Flexible Funds Allocation (RFFA) project identification number assigned by Metro when applications are submitted during the Call For Projects (CFP) cycle (5****).
Road/Route Name	This field is populated by ODOT and used for US Numbered Highway designation (e.g., US 30), Interstate designation (e.g., Interstate 205) or State Highway designations (e.g., OR 8).
RTP ID	This is a unique identification number assigned to a program or project by the MPO (Metro) to organize all transportation projects within the long-range Regional Transportation Plan.
System Investment Type	<p>This is a different way to categorize projects and “roll-up” into types that allow them to be distinguished by whether they are providing a new/expanded facility, preservation of an existing facility, operating or improving the functionality of an existing facility/service, or planning for the transportation system.</p> <p>Single select menu options:</p> <ul style="list-style-type: none"> • Capital project: Projects that are providing new modal capacity or functionality to the transportation system. • Preservation & Maintenance (Asset Management): Projects whose primary purpose is to restore or maintain existing assets and functionality of the transportation system. • System Management & ITS: Projects or activities that are improving the functionality and/or performance of the existing transportation network but not providing a new mode to the system. Includes projects such as the deployment of technology to improve system performance or safety, tools to provide information to travelers about system conditions, and agreements for cooperative multi-agency operation of system assets. • Operations: Projects, programs, or funding bucket whose function is the operation of transit services or the roadway network. • Planning: System, Corridor, or Pre-NEPA project activities to evaluate and define transportation system and project needs, including modal type and general location. • Other
Total Cost	The total amount of federal, state, and local funding programmed and made available to each project.
Year	The programming year is the federal fiscal year funds are expected to be available for the project.
YOES	All funds programmed in the MTIP are represented in year of expenditure (YOE) dollars.

Glossary of Terms

<p>All Roads Transportation Safety (ARTS)</p>	<p>Formerly known as the Jurisdictionally Blind Safety Program, is an Oregon Department of Transportation Program that is designed to address safety needs on all public roads in Oregon. The program’s goals are to:</p> <ul style="list-style-type: none"> • Increase awareness of safety on all roads; • Promote best practices for infrastructure safety; • Complement behavioral safety efforts; • Focus limited resources to reduce fatal and serious injury crashes in the state of Oregon. <p>The program is data driven to achieve the greatest benefits in crash reduction and is blind to jurisdiction.</p>
<p>Fixing America’s Surface Transportation Act (FAST Act)</p>	<p>A funding and authorization bill to govern United States federal surface transportation spending, signed by President Obama on December 4, 2015. The FAST Act established funding levels and federal policy for our nation’s highways and public transit systems for fiscal years 2016-2020. The \$305 billion, five-year bill maintains the core highway and transit funding programs established by its predecessor MAP-21, and establishes the National Highway Freight Program, a formula program focused on goods movement.</p>
<p>Federal Highway Administration (FHWA)</p>	<p>The U.S. Department of Transportation agency responsible for administering the federal highway aid program to individual states, and helping to plan, develop and coordinate construction of federally-funded highway projects. FHWA also governs the safety of hazardous cargo on the nation’s highways. The FHWA implements transportation legislation approved at the congressional level that appropriates all federal funds to states, MPOs and local governments.</p>
<p>Intelligent transportation systems (ITS)</p>	<p>Electronics, photonics, communications, or information processing used singly or in combination to improve the efficiency or safety of the transportation system. ITS can include both vehicle-to-vehicle communication (which allows cars to communicate with one another to avoid crashes and vehicle-to-infrastructure communication (which allows cars to communicate with the roadway) to identify congestion, crashes or unsafe driving conditions, manage traffic flow, or provide alternate routes to travelers.</p>
<p>Level-of-service (motor vehicle network)</p>	<p>A traditional measure of congestion, calculated by dividing the number of motor vehicles passing through a section of roadway during a specific increment of time by the motor vehicle capacity of the section. For example, a LOS of 1.00 indicates the roadway facility is operating at its capacity.</p> <p>Traditionally, motor vehicle LOS has been used in transportation system planning, project development and design as well as in</p>

	operational analyses and traffic analysis conducted during the development review process. As a system plan, the RTP uses the interim regional policy to diagnose the extent of motor vehicle congestion on throughways and arterials during different times of the day and to determine adequacy in meeting the region’s needs. LOS is also used to determine consistency of the RTP with the Oregon Highway Plan for state-owned facilities. See also volume-to-capacity ratio and regional mobility policy.
Metropolitan Planning Organization (MPO)	A federally-required policy body responsible for the transportation planning, project selection and scheduling the use of federal transportation funds in its region. Governed by policy board, MPOs are required in urbanized areas with populations more than 50,000 and are designated by the governor of the state. Oregon currently has eight MPOs covering the metropolitan areas of Portland, Salem-Keizer, Corvallis area, Eugene-Springfield, Rogue Valley (Medford-Ashland,) Bend area, Albany area, and Middle Rogue. JPACT and the Metro Council constitute the MPO for the Portland region. The MPO conducts federally mandated transportation planning work, including: a long-range Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP) for capital improvements identified for a four-year construction period, a Unified Planning Work Program (UPWP), a congestion management process (CMP), federal performance-based planning and target-setting and conformity to the state implementation plan for air quality for transportation related emissions.
Metropolitan Transportation Improvement Program (MTIP)	The MTIP includes all federally funded transportation projects in the Portland metropolitan planning area, including projects planned by TriMet, the Oregon Department of Transportation and local agencies receiving federal funds allocated by Metro. The MTIP is incorporated in the Statewide Transportation Improvement Program (STIP), which identifies the state’s four-year transportation capital improvements. See also transportation improvement program.
National Highway System (NHS)	Title 23 of the U.S. Code section 103 states that the purpose of the NHS is to provide an interconnected system of principal routes that serve major population centers, international border crossings, ports, airports, public transportation facilities, intermodal transportation facilities, major travel destinations, meet national defense requirements, and serve interstate and inter-regional travel. Facilities included in the NHS are of regional significance.
Project Development (PD)	A phase in the transportation planning process during which a proposed project undergoes a more detailed analysis of the project’s social, economic and environmental impacts and various project alternatives to determine the precise location, alignment, and preliminary design of improvements based on site-specific engineering and environmental studies. After a project has successfully passed through this phase, it may move forward to right-of-way acquisition

	and construction phases. Project development activities include: Environmental Assessment (EA)/Environmental Impact Statement (EIS) work, Design Options Analysis (DOA), management plans, and transit Alternatives Analysis (AA).
Right-of-way (ROW)	Land that is publicly-owned, or in which the public has a legal interest, usually in a strip, within which the entire road facility (including travel lanes, medians, sidewalks, shoulders, planting areas, bikeways and utility easements) resides. The right-of-way is usually acquired for or devoted to multi-modal transportation purposes including bicycle, pedestrian, public transportation and vehicular travel.
Regional Travel Options (RTO) Program	<p>Metro program guided by a five-year strategic plan aimed at reducing the demand for roadway travel, particularly single occupant vehicle travel. More specifically, Metro’s RTO program includes:</p> <ul style="list-style-type: none"> • a coordinated education and outreach effort to efficiently use public dollars to reach key audiences • an employer outreach program to save employers and employees money • a regional Safe Routes to School effort that supports local education programs in schools to teach kids how to walk and bicycle to school safely • a regional rideshare program that makes carpooling safer and easier and helps people with limited transit access have options to get around • a grant program that funds partner efforts, such as The Street Trust's Bike Commute Challenge, TriMet's and TMA's work with employers, Ride Connection's RideWise travel training program for seniors and people with disabilities, and Portland Sunday Parkways, to name a few • funding for bicycle racks, wayfinding signage and other tools that help people to walk and bicycle • funding for pilot projects to test new ways to reach the public through technology or innovative engagement methods.
Regional Transportation Plan (RTP)	A long-range metropolitan transportation plan that is developed and adopted for the greater Portland metropolitan planning area (MPA) covering a planning horizon of at least 20 years. Usually RTPs are updated every five years through the federally-mandated metropolitan transportation planning process. The plan identifies and analyzes transportation needs of the metropolitan region and creates a framework for implementing policies and project priorities. Required by state and federal law, it includes programs to better maintain, operate and expand transportation options to address existing and future transportation needs. The RTP also serves as the regional

	transportation system plan under the Oregon Transportation Planning Rule.
Surface Transportation Block Grant (STBG)	A federal source of funding for projects and activities that is the most flexible in its use. Projects and activities which states and localities can use STBG include: projects that preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure and transit capital projects, including intercity bus terminals.
State Transportation Improvement Program (STIP)	The four-year funding and scheduling document for major street, highway and transit projects in Oregon. The STIP is produced by ODOT, consistent with the Oregon Transportation Plan (the statewide transportation plan) and other statewide plans as well as metropolitan transportation plans and MTIPs. The STIP covers the entire state and is overseen by the Oregon Transportation Commission (OTC). It must include all the metropolitan region's TIPs without change as well as a list of specific projects proposed by ODOT in the non-metropolitan areas. Updated every three years, the STIP determines when and if transportation projects will be funded by the state with state or federal funds.
Transportation Alternatives Program	The Transportation Alternatives Program (TAP) was authorized under Section 1122 of Moving Ahead for Progress in the 21st Century Act (MAP-21) and is codified at 23 U.S.C. sections 213(b), and 101(a)(29). Section 1122 provides for the reservation of funds apportioned to a State under section 104(b) of title 23 to carry out the TAP. The national total reserved for the TAP is equal to 2% of the total amount authorized from the Highway Account of the Highway Trust Fund for Federal-aid highways each fiscal year. The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

<p>Transportation demand management (TDM)</p>	<p>The application of a set of strategies and programs designed to reduce demand for roadway travel, particularly single occupant vehicle trips, through various means (e.g. education, outreach, marketing, incentives, technology). The strategies aim to affect when, where and how much people travel in order to make more efficient use of transportation infrastructure and services. Strategies include offering other modes of travel such as walking, bicycling, ride-sharing and vanpool programs, car sharing, alternative work hours, education such as individualized marketing, policies, regulations and other combinations of incentives and disincentives that are intended to reduce drive alone vehicle trips on the transportation network. Metro’s TDM program is called the Regional Travel Options (RTO) program. See also Regional Travel Options Program.</p>
<p>Transportation Management Area (TMA)</p>	<p>An urbanized area with a population over 200,000, as defined by the U.S. Census Bureau and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation. These areas must comply with special transportation planning requirements regarding congestion management process, project selection, processes for development of tan RTP and MTIP and certification identified in 23 CFR 450.300-340.</p>
<p>Transit Oriented Development (TOD)/Metro Transit Oriented Development Program</p>	<p>A mixed-use community or neighborhood designed to encourage transit use, bicycle and pedestrian activity, containing a rich mix of residential, retail, and workplaces in settings designed for bicycle and pedestrian convenience and transit accessibility. Metro began a regional Transit Oriented Development program in 1998 as part of a strategy to leverage the region’s significant investment in high-capacity transit. As part of Metro’s TOD Program, the agency strategically invests to stimulate private development of higher-density, affordable and mixed-use projects near transit to help more people live, work and shop in neighborhoods served by high-quality transit. In addition, the program invests in "urban living infrastructure" like grocery stores and other amenities, provides technical assistance to communities and developers, and acquires and owns properties in transit-served areas and solicits proposals from qualified developers to create transit-oriented communities in these places. To date, the TOD program investments totaling \$16 million have leveraged more than \$697 million in private development activity across 45 completed TOD projects.</p>
<p>Transportation Planning Rule (TPR)</p>	<p>Oregon’s statewide planning goals established state policies in 19 different areas. The TPR implements the Land Conservation and Development Commission’s Planning Goal 12 (Transportation) which requires ODOT, MPOs, Counties and Cities, per OAR 660-012-0015 (2) and (3), to prepare a Transportation System Plan (TSP) to identify transportation facilities and services to meet state, regional and local</p>

	needs, as well as the needs of the transportation disadvantaged and the needs for movement of goods and services to support planned industrial and commercial development, per OAR 660-012-0030(1).
Vehicle miles traveled (VMT)	A common measure of roadway use by multiplying miles traveled per vehicle by the total number of vehicles for a specified time period. For purposes of this definition, "vehicles" include automobiles, light trucks and other passenger vehicles used for the movement of people. The definition does not include buses, heavy trucks and other vehicles that involve commercial movement of goods.
Congestion Mitigation and Air Quality (CMAQ)	A federal source of funding for projects and activities that reduce congestion and improve air quality, both in regions not yet attaining federal air quality standards and those engaged in efforts to preserve their attainment status.
Federal Transit Administration (FTA)	U.S. Department of Transportation agency that provides financial and planning assistance to help plan, build and operate rail, bus and paratransit systems. The agency also assists in the development of local and regional traffic reduction programs.
High-occupancy vehicle (HOV)	A vehicle carrying more than two passengers with the exception of motorcycles.
Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L. 112-141)	Reauthorization of Federal highway funding, signed into law by President Obama on July 6, 2012. Subsequent adoption of the FAST Act does not replace MAP-21 in all areas regulation of transportation safety planning and funding, so both must be referenced.
Oregon Transportation Commission (OTC)	The Oregon Transportation Commission is a five-member governor-appointed government agency that manages the state highways and other transportation in the state of Oregon, in conjunction with ODOT.
Single-occupant vehicle (SOV)	A private motorized passenger vehicle carrying one occupant (the driver only). Also referred to as a drive alone vehicle.
Transportation system management (TSM)	A set of strategies for increasing travel flow on existing facilities through improvements such as ramp metering, traffic signal synchronization, incident response and access management.
United States Department of Transportation (USDOT)	The federal cabinet-level agency with responsibility for highways, mass transit, aviation and ports; it is headed by the Secretary of Transportation. The DOT includes the Federal Highway Administration and the Federal Transit Administration, among others.

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If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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