



**Metro is in receipt of the 2024-27 MTIP April 2025 Formal Amendment for Resolution 25-5481**

Amendment Purpose Statement for Resolution 25-5481 (Amendment Number AP25-09-APR)

**FOR THE PURPOSE OF ADDING, AMENDING, OR CANCELING THREE PROJECTS TO THE 2024-27 MTIP  
TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS**

**Public Notification Comment Opportunities for the April 2025 Formal MTIP Amendment for Resolution 25-5481**

The public review period for this project amendment is [4/1/2025](#) and concludes on [4/30/2025](#), at 5:00 pm.

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the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.

**Added Notes**

The April 2025 MTIP Formal Amendment bundle contains three projects. Key 23673 is a new ODOT Americans with Disabilities Act (ADA) construction phase project being added to the MTIP. The other two are corrections to previously programmed ODOT Public Transportation Division awarded projects to TriMet. Project Key 23042 increases the authorized funding from ODOT to TriMet. Key 23015 has been determined to be a duplicate project to an earlier programmed project using STBG funds. Key 23015 is being canceled as a result. A summary of the changes is included in the Exhibit A MTIP worksheet that follows after the formal amendment matrix summary.

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

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

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

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

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

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

<b>Metro Formal Amendment Matrix for the MTIP</b> <b>Approved as of November, 2024</b>	
Number	Item
1	<b>JPACT &amp; METRO Council Authorized Discretion:</b> JPACT or Council may require any project amendment to complete a formal amendment
2	<b>Adding or Canceling Projects:</b> Adding new projects or canceling projects from the TIP. Includes canceling the construction phase and adding planning projects
3	<b>Project Locations and /or Milepost Limits Changes:</b> Limit changes that exceed 1 mile. Consideration required for 0.5 miles up to a mile as well where NEPA, air quality, and/or transportation modeling impacts may be involved.
4	<b>Major Project Scope or Work Element Adjustments:</b> Changes including scope, work element changes that impact the NEPA environmental document, air quality analysis, transportation modeling network, or result in the project no longer being consistent with the approved RTP. A completed Performance Assessment Evaluation also may be required as part of the formal amendment for capacity enhancing projects that exceed \$100 million dollars.

5	<p><b>Changes in Fiscal Constraint due to Cost Changes by the Following Criteria:</b></p> <ul style="list-style-type: none"> <li>• Projects under \$1M – cost increases over 50%</li> <li>• Projects between \$1 million to \$5 million – cost increases over 30%</li> <li>• Projects over \$5 million – cost increases over 20%</li> </ul> <p>JPACT/Metro Council also authorizes MTIP staff with discretionary authority to exceed the above threshold limits under certain circumstances by up to another 10% when the cost increase is primarily due to an inflationary cost update where no scope or limit changes are also occurring enabling the cost change to occur as an administrative modification.</p>
6	<p><b>Adding Permanent Emergency Relief Projects:</b> For ER funded projects completing permanent upgrades as part of a disaster mitigation effort. Temporary ER projects are not added to the MTIP.</p>
7	<p><b>Adding a Federally Funded Planning Project:</b> Adding a federally funded planning project where only funding is added to the planning phase requires the completion of a formal amendment to the MTIP.</p>
8	<p><b>Adding a Non-Regionally Significant New Project Regardless of Funding Type to the MTIP:</b> Applies to other federally funded project (e.g. RTP, OCP, etc.) projects not located on of the Metro modeling networks where FHWA requires an approval step verification from the MTIP.</p>

**Notes:**

- The above items represent the project change “thresholds” that trigger a formal/full amendment to the MTIP. If the change to the project falls below the category threshold, then normally, the change can occur administratively.
- In addition to the above change thresholds, the Metro approval process requires:
  - An amendment approval recommendation from Metro’s Transportation Policy Alternatives Committee (TPAC) to Metro’s Joint Policy Advisory Committee on Transportation (JPACT).
  - Approval by JPACT and an approval recommendation to Metro Council.
  - Approval by Metro Council.
- A final review and corresponding approvals also are required by:
  - The Oregon Department of Transportation (ODOT).
  - Federal Transit Administration (FTA).
  - Federal Highways Administration (FHWA).
- Projects with changes that are considered less than the stated thresholds for formal amendment normally can occur through an administrative modification. This does not require TPAC, JPACT, or Council approval steps. The changes also do not require ODOT, FTA, or FHWA approvals.
- Project changes that complete an administrative modification are normally reported to TPAC through a monthly Submitted Amendments Report in the TPAC Comments from the Chair agenda section.

**Exhibit A**  
**April 2025, Formal/Full MTIP Amendment Summary**  
**Formal Amendment #: AP25-09-APR**

The April 2025 MTIP Formal Amendment contains three projects. One is a new ODOT Americans with Disabilities Act (ADA) construction phase project and the other two are corrections to ODOT Public Transportation Division (PTD) prior programmed projects. A summary of the projects is shown below:

**Key 23763 (New Project) - Portland Metro area 2024-2027 ADA Curb Ramps, Phase 6 (ODOT):** Key 23763 represents the latest quarterly ODOT ADA construction phase project that will construct curb and ramps upgrades region-wide at various locations to meet compliance with ADA standards for added pedestrian safety needs.

**Key 23042 (Existing Project) - Oregon Transportation Network - TriMet FFY27 (ODOT PTD):** Key 23042 receives an additional \$945,307 of approved State STBG funds for TriMet for their FTA Section 5310 program that provides capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations. This is an update to earlier programmed ODOT PTD projects where STBG is now being committed to replace the prior use of FTA 531- funds.

**Key 23015 (Existing Project) - Enhanced Mobility E&D (5310) - (ODOT PTD):** Key 23015 was originally programmed with FTA Section 5310 funds. Subsequent to this, ODOT PTD changed the programming process to use State STBG funds awarded for Transit awards. Since last November, ODOT PTD has been working to convert the awarded programming and clean-up the awarded programmed funds. Ongoing reviews revealed the 5310 funded project version is a duplicate against other ODOT PTD State STBG funded projects. As a result, Key 23015 is being removed from the MTIP and STIP.

Exhibit A Table (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 April Formal MTIP Amendment.

2024-2027 Metropolitan Transportation Improvement Program  
**Exhibit A to Resolution 25-5481**

**April 2025 Formal Amendment Bundle Contents**  
**Amendment Type: Formal/Full**  
**Amendment #: AP25-09-APR**  
**Total Number of Projects: 3**

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
<b>Category: Adding New Projects to the 2024-2027 MTIP:</b>				
(#1) ODOT Key # <b>23763</b> MTIP ID TBD <i>New Project</i>	ODOT	<b>Portland Metro area            2024-2027 ADA Curb            Ramps, Phase 6</b>	Throughout the Metro MPA area at multiple locations including Portland, Lake Oswego, West Linn, Oregon City, Sherwood, Tigard, Tualatin, and outside of the MPA in Molalla, construct curb and ramps upgrades to meet compliance with the America Disabilities Act (ADA) standards and provide added safety for pedestrians	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the construction funding to complete various ADA curb and ramp required upgrades. The preliminary engineering/design was completed as part of project Key 22978. Only the construction phase needs to be programmed. GARVEE bonds are identified as the source funding for the construction phase. The GARVEE bonds are being transferred from an ODOT non-MPO statewide project grouping bucket (PGB) in Key 23043. Attachment 1 to the staff report contains the Portland area approved site location list. Attachment 2 includes the OTC Staff Report providing additional project details.

**Category: Amending Existing Projects in the 2024-2027 MTIP:**

(#2) ODOT Key # <b>23042</b> MTIP ID 71383	ODOT PTD	<b>Oregon Transportation Network - TriMet FFY27</b>	ODOT PTD authorized State STBG supporting 5310 program areas that will upgrade transit services to the special needs, seniors, and other transit-dependent populations. Funds will be allocated to TriMet and flex transferred to FTA with an expected 5310 conversion code.	<p><b><u>ADD FUNDS:</u></b>                  The formal amendment increases the authorized federal funding for the project. The action is the direction by the ODOT PTD and approved by OTC during their March 2025 meeting. Reference Attachment 3 to the staff report for additional details. The awarded funding is intended for TriMet and will support their FTA Section 5310 program which supports transportation needs to elderly and disabled persons.</p>
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**Category: Amending Existing Projects in the 2024-2027 MTIP:**

(#3) ODOT Key # <b>23015</b> MTIP ID 71381	ODOT PTD	<b>Enhanced Mobility E&amp;D (5310) - Tri County Area FY25</b>	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	<p><b><u>CANCEL PROJECT:</u></b>                  The formal amendment cancels the project from the MTIP and STIP. The action is the direction by the ODOT Public Transportation Division and approved by OTC during their March 2025 meeting.</p>
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<b>Proposed Amendment Review and Approval Steps</b>	
<b>April 2025 (AP25-09-APR) Formal Amendment estimated processing and approval timing</b>	
Date	Action
Tuesday, April, 2025	Post amendment & begin 30-day notification/comment period. (Comment period is April 1, 2025, to April 30, 2025.)
Friday, April 4, 2025	Metro Transportation Policy Alternative Committee (TPAC) – Amendment overview, and approval recommendation provided to JPACT
Thursday, April 17, 2025	JPACT Meeting – Amendment approval consideration.
Thursday, May 8, 2025	Metro Council Meeting – Final Metro amendment approval request.
June, 2025	Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.



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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the new ODOT ADA  
 Construction Phase 6 project

**Project #1**

Project Details Summary							
ODOT Key #	23763	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AP25-09-APR		STIP Amendment ID:		24-27-1941	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the construction funding to complete various ADA curb and ramp required upgrades. The preliminary engineering/design was completed as part of project Key 22978. Only the construction phase needs to be programed. GARVEE bonds are identified as the source funding for the construction phase. The GARVEE bonds are being transferred from an ODOT non-MPO statewide project grouping bucket (PGB) in Key 23043. Attachment 1 to the staff report contains the Portland area approved site location list. Attachment 2 includes the OTC Staff Report providing additional project details

Project Name:	<b>Portland Metro area 2024-2027 ADA Curb Ramps, Phase 6</b>						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	<b>YES</b>	

**Short Description:**  
 Construct curb and ramps upgrades region-wide at various locations to meet compliance with the Americans with Disabilities Act (ADA) standards for added pedestrian safety needs.

**MTIP Detailed Description (Internal Metro use only):**  
 Throughout the Metro MPA area at multiple locations including Portland, Lake Oswego, West Linn, Oregon City, Sherwood, Tigard, Tualatin, and outside of the MPA in Molalla, construct curb and ramps upgrades to meet compliance with the America Disabilities Act (ADA) standards and provide added safety for pedestrians.

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

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

**Phase Funding and Programming**

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

**State Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<b>GARVEE Bonds</b>	<b>GAR1</b>	<b>2027</b>					\$ 15,350,000		\$ 15,350,000
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ 15,350,000	\$ -	\$ -

Note: Approved funding are state (Grant Anticipation Revenue Vehicles) bonds. There is no match requirement.

**Local Funds**

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

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 15,350,000	\$ -	\$ 15,350,000
Total Estimated Project Cost							\$ 15,350,000
Total Cost in Year of Expenditure:							\$ 15,350,000



Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but a small capacity exists with the CDS fund. CDS award is \$4 million					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 15,350,000	\$ -	\$ 15,350,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	0.00%	0.00%	0.00%	0.00%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ 15,350,000	\$ -	\$ 15,350,000
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 15,350,000	\$ -	\$ 15,350,000

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
State	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

**Phase Programming Percentage**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
State	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

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

**Fiscal Constraint Consistency Review**

1. What is the source of funding? **ODOT approved funding supporting ADA curb and ramp improvements: Funding for the ADA Delivery Program is allocated in the 2024-2027 STIP to funding reserve accounts, with funding still to be approved and distributed to individual projects. This quarterly STIP amendment request follows the same approach as previous ADA project funding requests brought before the commission**
2. Does the amendment include changes or updates to the project funding? **Yes. Added GARVEE bond funds are being transferred from Key 23043 to Key 23763 to support the new ADA Phase 6 Construction project.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the March 13, 2025 OTC meeting. See Attachment 2 and 3 for OTC action.**
4. Level of funding approval? **Oregon Transportation Commission (OTC) approval.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

**Project Location References**

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

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

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

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

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

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>	
2. What are the start and end dates for the comment period? <b>Estimated to be Tuesday, April 1, 2025 to Wednesday, April 30, 2025</b>	
3. Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>	
4. Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>	

5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

**Fund Codes References**

GARVEE Bonds Grant Anticipation Revenue Vehicles (GARVEEs). GARVEE is used as a term for a debt instrument that has a pledge of future Title 23 Federal-aid funding. Significantly, it is authorized for Federal reimbursement of debt service and related financing costs. GARVEEs enable a state to accelerate construction timelines and spread the cost of a transportation facility over its useful life rather than just the construction period. The use of GARVEEs expands access to capital markets as an alternative or in addition to potential general obligation or revenue bonding capabilities

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	GAR1	GARVEE Bonds	100.00%	15,350,000.00	0.00%	0.00	100.00%	15,350,000.00	0.00%	0.00
	<b>CN Totals</b>		<b>100.00%</b>	<b>15,350,000.00</b>		<b>0.00</b>		<b>15,350,000.00</b>		<b>0.00</b>
<b>Grand Totals</b>				<b>15,350,000.00</b>		<b>0.00</b>		<b>15,350,000.00</b>		<b>0.00</b>



**Oregon**  
Tina Kotek, Governor

Attachment 2: ADA March 2025 OTC Staff Report Item

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

**DATE:** February 27, 2025

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** **Agenda Item K-** 2025 ADA Statewide Transportation Improvement Program (STIP) Adjustment

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

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

Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 Characters)
23763	1	Portland Metro Area 2024-2027 ADA curb ramps, phase 6				CN	ADA	GARVEE - ADA	\$0.00	\$15,350,000.00	\$15,350,000.00	Add project with funding from project key 23043. Design completed under project key 22978.
23043	1	Portland Metro area 2024-2027 ADA curb ramp construction				CN	ADA	GARVEE - ADA	\$58,645,884.00	\$43,295,884.00	(\$15,350,000.00)	Reduce the project by \$15,350,000 and move to project key 23763.
23846	2	Astoria-Cottage Grove curb ramps				RW, CN	ADA	GARVEE - ADA	\$0.00	\$16,500,000.00	\$16,500,000.00	Add project with funding from project key 23031 and program savings. Design completed under project key 22985.

Preliminary Engineering/Design activities were completed from funding in Key 22978.

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**ODOT Key: 22978 | MTIP ID: 71335**  
 Portland Metro Area 2024-2027 ADA Curb Ramp Design, Phase 1 - Cycle 2021-26

Project(s) in this cycle are not editable

**Current Programming**

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

Construction phase activities are being funded from GARVEE bonds transferred from ODOT's statewide Garvee project grouping bucket in Key 23043.

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

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

**Location(s)-**

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

**Current Project Estimate**

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$58,645,884.00		\$58,645,884.00
Fund 1					GAR1 \$58,645,884.00		
Match							

**Footnote:** GARVEE- MASTER KEY NUMBER K23739-\$89,844,884 (\$80,617,814.41 FEDERAL/\$9,227,069.59 STATE)

**Most Recent Approved Amendment**

Amendment No: 24-27-1993	Approval Date: 3/16/2025
Requested Action: Reduce the project by \$31,199,000, moving funds to project keys 23734, 23748, 23762, 23770, 23771, and 23772.	

Modeling Network , NHS, and Performance Measure Designations

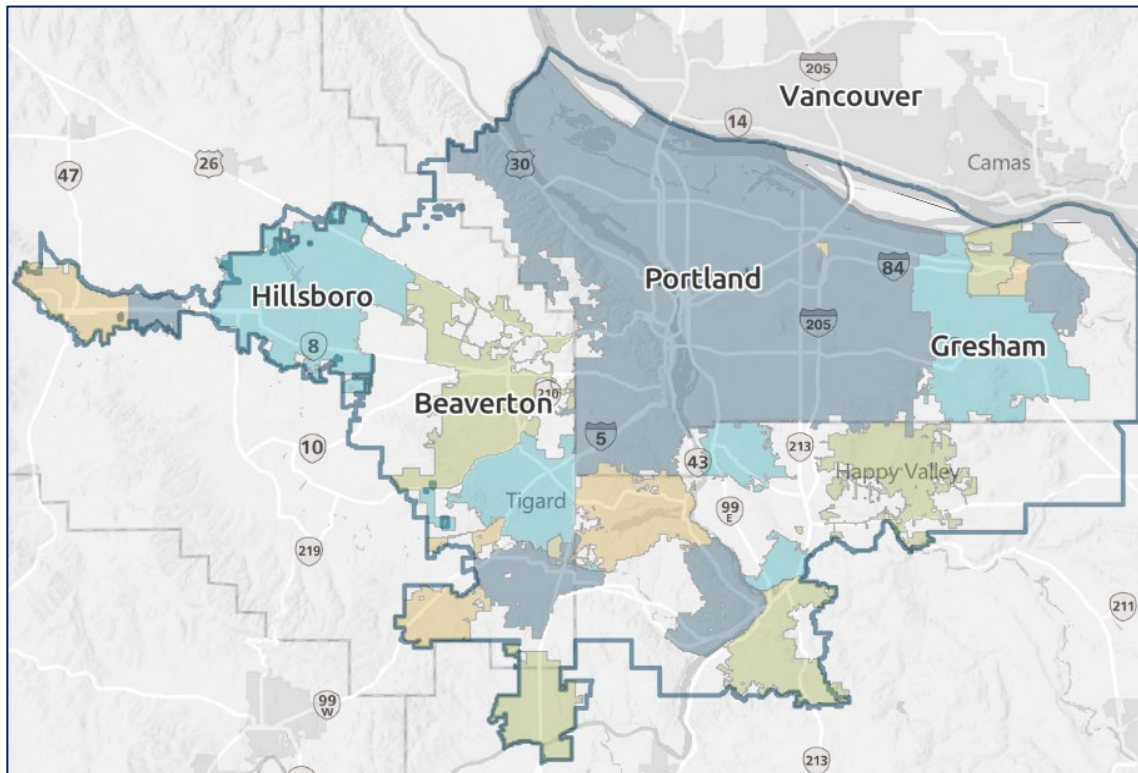
National Highway System and Functional Classification Designations

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

Anticipated Required Performance Measurements Monitoring

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

Added notes: Multiple site locations across the Metro MPA boundary area



Key 23763 approved site locations are spread across the Metro MPA boundary area and include locations in Portland, West Linn, Oregon City, Sherwood, Tigard, Tualatin and outside the MPA in Molalla.

See Attachment 1 to the staff report for the approved site location list



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

MTIP Formal Amendment  
**ADD FUNDS**  
 Add authorized funding per ODOT  
 PTD and OTC action

**Project #2**

Project Details Summary							
ODOT Key #	23042	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	71383	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		AP25-09-APR		STIP Amendment ID:		24-27-1505	

**Summary of Amendment Changes Occurring:**  
 The formal amendment increases the authorized federal funding for the project. The action is the direction by the ODOT Public Transportation Division and approved by OTC during their March 2025 meeting. Reference Attachment 3 to the staff report for additional details. The awarded funding is intended for TriMet and will support their FTA Section 5310 program which supports transportation needs to elderly and disabled persons.

Project Name:	<b>Oregon Transportation Network - TriMet FFY27</b>						
Lead Agency:	ODOT (PTD)	Applicant:	ODOT (PTD)		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes		Delivery as Direct Recipient:	Yes	

Note: The lead agency and applicant for MTIP and STIP programming is the ODOT Public Transit Division.

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

**MTIP Detailed Description (Internal Metro use only):**  
 ODOT PTD authorized State STBG supporting 5310 program areas that will upgrade transit services to the special needs, seniors, and other transit-dependent populations. Funds will be allocated to TriMet and flex transferred to FTA with an expected 5310 conversion code.

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

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Vehicles	Vehicles - Replacement	Capital Improvement
ODOT Work Type:	TRANST		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
<del>State STBG</del>	<del>Y240</del>	<del>2027</del>						<del>\$ 1,700,000</del>	\$ -
State STBG	Y240	2027						\$ 2,645,307	\$ 2,645,307
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,645,307	\$ -

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2027</del>						<del>\$ 194,572</del>	\$ -
Local	Match	2027						\$ 302,767	\$ 302,767
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 302,767	\$ 302,767

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 1,894,572</del>	<del>\$ 1,894,572</del>
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,948,074	\$ 2,948,074
Total Estimated Project Cost							\$ 2,948,074
Total Cost in Year of Expenditure:							\$ 2,948,074



Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,053,502	\$ 1,053,502
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	55.61%	55.61%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 302,767	\$ 302,767
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	10.27%	10.27%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,645,307	\$ 2,645,307
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 302,767	\$ 302,767
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,948,074	\$ 2,948,074

### Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.7%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

### Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.7%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	Not Specified
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		YES	If yes, expected FTA conversion code:			5310	

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>ODOT Public Transit Division State STBG.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. The amendment now increases the authorized allocation to the project.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via OTC March 2025 action (Quarterly STIP Amendment item)</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>ODOT Public Transit Division approval plus OTC approval (March 2025 meeting),</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2027	Years Active	0	Project Status	0	No Activity	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	October 2024	Last MTIP Amend Num	OC25-01-OCT
Last Amendment Action	REDUCE FUNDING: The formal amendment reduces the authorized funding award to the project per a revised FTA allocation.						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes Regional PGB HIC and EFA not applicable
	X				X			

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

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not applicable: The project represents a regional transit system PGB at this time
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

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

**Additional RTP Consistency Check Areas**

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not Applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No. Not Applicable**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
4. Applicable RTP Goal:
  - Goal #1 - Mobility Options:**  
Objective 1.4 - Regional Mobility: Maintain reliable person-trip and freight mobility for all modes in the region’s mobility corridors, consistent with the designated modal functions of each facility and planned transit service within each corridor.
  - Goal # 3 - Equitable Transportation :**  
Objective 3.3 - Access to Transit: Increase household and job access to current and planned frequent transit service..
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

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

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

**Fund Codes References**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
5310	Federal Transit Administration (FTA) funded program supporting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The 5310 fund type code is included as a reference since the State STBG will flex transferred to FTA and converted to 5310 funding.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IJA	100.00%	2,948,074.00	89.73%	2,645,307.00	0.00%	0.00	10.27%	302,767.00
	<b>OT Totals</b>		<b>100.00%</b>	<b>2,948,074.00</b>		<b>2,645,307.00</b>		<b>0.00</b>		<b>302,767.00</b>
<b>Grand Totals</b>				<b>2,948,074.00</b>		<b>2,645,307.00</b>		<b>0.00</b>		<b>302,767.00</b>

Name: **Oregon Transportation Network - TriMet FFY27** Key: **23042**

Description **Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.** Region: **1**

MPO: **Portland Metro MPO**

Work Type: **TR-CAP**

Applicant: **ODOT TRANSIT SECTION**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$1,894,572.00	\$1,894,572.00
Fund 1						Y240 \$1,700,000.00	
Match						\$194,572.00	

**Footnote:**

Most Recent Approved Amendment	
Amendment No: <b>24-27-1505</b>	Approval Date: <b>1/7/2025</b>
Requested Action: <b>Reduce the project by \$3,642,153 to match the FTA grant. Update the project name to Oregon Transportation Network - TriMet FFY27.</b>	



# Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** February 27, 2025

**TO:** Oregon Transportation Commission

*Kristopher W. Strickler*

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** **Agenda Item J** – 2025 March Quarterly STIP Adjustment

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

**Background:**

The commission agreed to a process of quarterly aggregated STIP amendments for necessary project and program amendments in July 2023. This is the quarterly amendment for March 2025. The attached list of added, modified, or canceled projects for the 2024-2027 STIP consists of time-sensitive actions associated with adjusting funding to capital projects in the Regions and programs statewide. Financial changes to projects occur through existing funding programs. These amendments have been vetted through the appropriate Division Administrators and elevated through ODOT to the Commission.

**Outcomes:**

With approval, ODOT will add, modify or cancel the attached projects in the 2024-2027 STIP. Without approval, the OTC, Director, or Delivery & Operations Division Administrator will review and act upon each project separately.

Agenda Item J, Attachment 01

Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 Characters)
USDOT earmark 2024, local	\$7,286,750.00	\$10,223,750.00	\$2,937,000.00	Increase the right of way phase by \$35,000 and the Construction phase by \$2,902,000, adding congressionally directed and local funds. Update project to add work at 2 new locations.
SW rail crossing	\$1,882,000.00	\$0.00	(\$1,882,000.00)	Cancel the project, due to uncertainties from the railroad. Savings returned to the program.
SW transit	\$5,536,725.00	\$0.00	(\$5,536,725.00)	Cancel project, duplicate project.
SW transit	\$1,894,572.00	\$2,948,074.22	\$1,053,502.22	Increase the project by \$1,053,502 to match the FTA grant amount.
fix-it region 2				Cancel the project. Railroad seeking maintenance fees for crossings in state. Fees to be fulfilled by road authority and are not willing to accept terms. Will address the scope later.
HB2017 safety r2	\$2,844,270.76	\$200,000.00	(\$2,644,270.76)	Funds added to 22724 and 22798.



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

MTIP Formal Amendment  
**CANCEL PROJECT**  
 Cancel duplicate project per ODOT  
 PTD and OTC action

**Project #3**

Project Details Summary							
ODOT Key #	23015	RFFA ID:	N/A	RTP ID:	11334	RTP Approval Date:	11/30/2023
MTIP ID:	71381	CDS ID:	N/A	Bridge #:	N/A	<b>FTA Flex &amp; Conversion Code</b>	<b>Yes, 5310</b>
MTIP Amendment ID:		AP25-09-APR		STIP Amendment ID:		24-27-2495	

**Summary of Amendment Changes Occurring:**

The formal amendment cancels the project from the MTIP and STIP. The action is the direction by the ODOT Public Transportation Division and approved by OTC during their March 2025 meeting. Reference Attachment 3 to the staff report for additional details. A Subsequent review of the PTD transit awards revealed a programming duplication. This amendment corrects the error.

Project Name:	<b>Enhanced Mobility E&amp;D (5310) - Tri County Area FY25</b>
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Lead Agency:	ODOT (PTD)	Applicant:	ODOT (PTD)	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	Yes

Note: The lead agency and applicant for MTIP and STIP programming is the ODOT Public Transit Division.

**Short Description**

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

**MTIP Detailed Description (Internal Metro use only):**

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

**STIP Description:**

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

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Vehicles	Vehicles - Replacement	Capital Improvement
ODOT Work Type:	TRANST		



Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
5310	5310	2025						<del>\$ 4,968,103</del>	\$ -
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	2025						<del>\$ 568,622</del>	\$ -
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 5,536,725</del>	<del>\$ 5,536,725</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,536,725)	\$ (5,536,725)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	-100.00%	-100.00%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	0.00%	0.00%

**Phase Programming Summary Totals**

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

**Phase Composition Percentages**

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

**Phase Programming Percentage**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						N/A	Aid ID
Federal Funds Obligated:						↓	N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
						Estimated Project Completion Date:	N/A
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		YES	If yes, expected FTA conversion code:			5310	

Fiscal Constraint Consistency Review	
1. What is the source of funding? Initially, <b>ODOT Public Transit Division State 5310 appropriated funds.</b>	
2. Does the amendment include changes or updates to the project funding? <b>Yes. The amendment cancels the prior awarded 5310 funds for the project.</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via OTC March 2025 action (Quarterly STIP Amendment item)</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>ODOT Public Transit Division approval plus OTC approval (March 2025 meeting),</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	1	Project Status	0	No Activity	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num	N/A
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes Regional PGB HIC and EFA not applicable
	N/A							

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>ID# 11334 - Operating Capital: Safety and Security: Phase 1</b>
RTP Project Description:	<b>Safety and security enhancements, CCTV, Rail crossing enhancements</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not applicable: The project represents a regional transit system PGB at this time
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

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

**Additional RTP Consistency Check Areas**

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not Applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No. Not Applicable**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
4. Applicable RTP Goal: Not applicable  
**Goal #1 – Mobility Options:**  
~~Objective 1.4 – Regional Mobility: Maintain reliable person-trip and freight mobility for all modes in the region’s mobility corridors, consistent with the designated modal functions of each facility and planned transit service within each corridor.~~  
**Goal #3 – Equitable Transportation:**  
~~Objective 3.3 – Access to Transit: Increase household and job access to current and planned frequent transit service..~~
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

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

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

**Fund Codes References**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
5310	Federal Transit Administration (FTA) funded program supporting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The 5310 fund type code is included as a reference since the State STBG will flex transferred to FTA and converted to 5310 funding.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	5310	Enhanced Mobility of Seniors & Individuals with Disabilities Grant Program (formula) 80/20 Capital, 50/50 is operating, 100/00 Program Administration	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
<b>OT Totals</b>			<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>
<b>Grand Totals</b>				<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>

**Name: Enhanced Mobility E&D (5310) - TriCounty Area FY25** **Key: 23015**

Description **Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.** Region: 1

MPO: Portland Metro MPO

Work Type: TR-CAP

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$5,536,725.00	\$5,536,725.00
Fund 1						5310 \$4,968,103.00	
Match						\$568,622.00	

Footnote:



# Oregon

Tina Kotek, Governor

**Oregon Transportation Commission**

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** February 27, 2025

**TO:** Oregon Transportation Commission

*Kristopher W. Strickler*

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** **Agenda Item J** – 2025 March Quarterly STIP Adjustment

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

**Background:**

The commission agreed to a process of quarterly aggregated STIP amendments for necessary project and program amendments in July 2023. This is the quarterly amendment for March 2025. The attached list of added, modified, or canceled projects for the 2024-2027 STIP consists of time-sensitive actions associated with adjusting funding to capital projects in the Regions and programs statewide. Financial changes to projects occur through existing funding programs. These amendments have been vetted through the appropriate Division Administrators and elevated through ODOT to the Commission.

**Outcomes:**

With approval, ODOT will add, modify or cancel the attached projects in the 2024-2027 STIP. Without approval, the OTC, Director, or Delivery & Operations Division Administrator will review and act upon each project separately.

Agenda Item J, Attachment 01

Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 Characters)
USDOT earmark 2024, local	\$7,286,750.00	\$10,223,750.00	\$2,937,000.00	increase the right of way phase by \$35,000 and the Construction phase by \$2,902,000, adding congressionally directed and local funds. Update project to add work at 2 new locations.
SW rail crossing	\$1,882,000.00	\$0.00	(\$1,882,000.00)	Cancel the project, due to uncertainties from the railroad. Savings returned to the program.
SW transit	\$5,536,725.00	\$0.00	(\$5,536,725.00)	Cancel project, duplicate project.
SW transit	\$1,894,572.00	\$2,948,074.22	\$1,053,502.22	Increase the project by \$1,053,502 to match the FTA grant amount.
fix-it region 2				Cancel the project. Railroad seeking maintenance fees for crossings in state. Fees to be fulfilled by road authority and are not willing to accept terms. Will address the scope later.
HB2017 safety r2	\$2,844,270.76	\$200,000.00	(\$2,644,270.76)	Funds added to 22724 and 22798.