

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, December 6, 2024
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom *video recording is available online within a week of meeting*

[Connect with Zoom](#)

Passcode: 765069 Phone: 877-853-5257 (Toll Free)

- | | | |
|-------------------|--|--------------------------------------|
| 9:00 a.m. | Call meeting to order, declaration of quorum and introductions | Chair Kloster |
| 9:10 a.m. | Comments from the Chair and Committee Members <ul style="list-style-type: none">• Updates from committee members around the Region (all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe)• Transit Minute (Ally Holmqvist)• FFY 2025 Redistribution Supplemental Funding Call Update (Ken Lobeck)• 2028-30 RFFA Step 2 – Summary of Applications Received and Revised Schedule (Grace Cho)• ODOT Update on Funding Allocations for 2028-30 (Chris Ford)• Comprehensive Climate Action Plan online open house (Eliot Rose) | |
| 9:30 a.m. | Public communications on agenda items | |
| 9:32 a.m. | Consideration of TPAC minutes, November 1, 2024 (<u>action item</u>)
Send edits/corrections to Marie Miller | Chair Kloster |
| 9:35 a.m. | Metro Transportation Improvement Program (MTIP) Formal Amendment 24-54XX Recommendation to JPACT (<u>action item</u>)
Purpose: For the purpose of adding or amending a total of eleven projects to the 2024-27 MTIP to meet federal project delivery requirements. | Ken Lobeck, Metro |
| 9:45 a.m. | 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Candidate Project Evaluation Results
Purpose: To provide an overview of the results from the three-part evaluation of the candidate projects in consideration for Regional Flexible Funds bond proceeds. | Noel Mickelberry
Grace Cho, Metro |
| 10:10 a.m. | 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Bond Scenarios Input and Process Next Steps
Purpose: To gather input on concepts or themes to build a handful of scenarios to undergo financial analysis. Provide an overview of the next steps in the bond development process. | Grace Cho
Metro |
| 10:50 a.m. | Meeting Break | |
| 10:55 a.m. | Safe Streets for All Update
Purpose: Provide an update on the Safe Streets for All project and serious traffic crash trends and seek feedback on using crash profiles to support systemic safety analysis and countermeasure selection. | Lake McTighe, Metro |
| 11:40 a.m. | Overview of the expanded Metropolitan Planning Area in North Marion County
Purpose: Familiarize TPAC with new additions to Metro's planning area in North Marion County. | Abigail Smith
Max Johnson, Metro |
| 12:00 p.m. | Adjournment | Chair Kloster |

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានព័ត៌មានអំពីសេវាសម្រាប់ពលរដ្ឋមានការរើសអើង ត្រូវទៅលេខ www.oregonmetro.gov/civilrights ។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2025 TPAC Work Program

As of 11/22/2024

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

All meetings are scheduled from 9am – noon

*Scheduled to avoid holiday conflicts

<p>*TPAC meeting January 10</p> <p><u>Comments from the Chair:</u></p> <ul style="list-style-type: none">• Committee member updates around the Region (Chair Kloster & all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Anthony Cabadas)• Transit Minute (Ally Holmqvist)• Administrative Amendment for FY 2024-25 UPWP (John Mermin) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none">• MTIP Formal Amendment 25-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min)• <i>82nd Avenue Transit Project (Melissa Ashbaugh, Metro; 40 min)</i>• 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Initial Bond Scenarios (Grace Cho, 30 min)• RTP Implementation Schedule (Kim Ellis, André Lightsey-Walker, 45 min.)• Cooling Corridors Study (André Lightsey-Walker, Joe Gordon, 30 min)• Redistribution Funds Update (Ken Lobeck, 30 min)	
<p>TPAC meeting February 7</p> <p><u>Comments from the Chair:</u></p> <ul style="list-style-type: none">• Committee member updates around the Region (Chair Kloster & all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Anthony Cabadas)• Transit Minute (Ally Holmqvist)• Draft FY 2025-26 UPWP available for review (John Mermin) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none">• MTIP Formal Amendment 25-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min)• Redistribution Funds Resolution 25-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min)• MTIP Performance Measure Discussion and MTIP Update (Blake Perez, 20 min.)• Climate Smart Strategy and Climate Pollution Reduction Grant update (Kim Ellis, Eliot Rose, 40 min)• 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Final Bond Scenario Results and Preferred Scenario/Proposal Input (Grace Cho, 45 min)• 2028-30 Regional Flexible Fund Step 2 – Outcomes Evaluation Results and Risk Assessment Initial Results (Grace Cho, 45 min)	<p>TPAC Workshop meeting February 12</p> <p><u>Comments from the Chair:</u></p> <ul style="list-style-type: none">• Committee member updates around the Region (Chair Kloster & all) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none">• Regional Emergency Transportation Routes Phase 2: tiering methodology (John Mermin, Metro/ Carol Change, RDPO; 90 min)• MetroMap and the Quick Facts Viewer (Madeline Steele, Metro; 20 min)

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

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

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

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

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| <ul style="list-style-type: none"> • Climate Action updates • TV Highway Corridor plan updates • High Speed Rails updates (Ally Holmqvist) • 2025 TPAC Work Program Review | <ul style="list-style-type: none"> • I-5 Interstate Bridge Replacement program update • Ride Connection Program Report (Julie Wilcke) • Get There Oregon Program Update (Marne Duke) • RTO Updates |
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Agenda and schedule information E-mail: marie.miller@oregonmetro.gov or call 503-797-1766.

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



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: November 26, 2024
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: December 2024 Report

BACKGROUND

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

Formal Amendments Approval Process:

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

Administrative Modifications Approval Process:

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

MTIP FORMAL/FULL Amendments

November Formal Amendment Bundle: NV25-02-NOV

2024-2027 Metropolitan Transportation Improvement Program				
Exhibit A to Resolution 24-5443				
November FFY 2025 Regular Formal Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: NV25-02-NOV				
Total Number of Projects: 6				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Existing Projects Being Canceled in the 2024-27 MTIP: None				
Category: Adding New Projects to the 2024-2027 MTIP (includes split transfer from Key 23043)				
(#1) ODOT Key # 23738 MTIP ID TBD <i>New Project</i>	Clackamas County	Supplemental Planning: Civil Rights & Community	This award will be used by Clackamas County to update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements.	ADD NEW PROJECT: The formal MTIP amendment adds the FFY 2023 Safe Streets For All discretionary planning grant to the MTIP for Clackamas County.
(#2) ODOT Key # 23692 MTIP ID TBD <i>New Project</i>	ODOT	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 2	ODOT project grouping bucket supporting region-wide construction of ADA curb and ramp safety upgrades on multiple routes including I-5, OR8, OR10, US26, OR47, OR99W, OR127, OR141, and OR217 in Hillsboro, Tigard, Beaverton Tualatin, Forest Grove, and Sherwood to meet compliance with the American with Disabilities Act (ADA) standards.	ADD NEW PROJECT: The formal amendment adds the new ODOT Region 1 project grouping bucket (PGB) supporting ADA curb and ramp safety upgrades. UR and construction phases are being added. The PE phase was completed through Key 22978. The propose site locations are on multiple locations. A copy of the proposed site locations is included at the end of the MTIP worksheet. Funding for the project is sourced from a fund split from Key 23043.
(#3) ODOT Key # 23043 MTIP ID 71410	ODOT	Portland Metro Area 2024-2027 ADA Curb Ramp Construction	ADA program funding for future construction activities. Projects to be identified at a later date.	SPLIT PROJECT: The formal amendment splits \$10,850,000 from this PGB and commits the funding to Key 23602 (previous project) to support construction activities for the new ADA Curb and Ramps project. Key 23043 is a non-MPO PGB and included in the amendment bundle for informational purposes.
(4) ODOT Key # 22316 MTIP ID 71235	ODOT	I-5: Interstate Bridge, NB Electrical Components (Portland)	Restore the electrical components to their original locations, so that they can be connected permanently. Washington Department of Transportation is paying 50% of the total project (Bridge ID 01377A)	RE-ADD PROJECT: The formal amendment re-adds the project to the MTIP and STIP enabling the construction phase to re-obligate it's funds and proceed forward.
(#5) ODOT Key # 23769 MTIP ID TBD <i>New Project</i>	TriMet	Portland Streetcar Montgomery Park Extension	Extend the Portland Streetcar NS Line 0.65 miles on 23rd Ave to Roosevelt St looping around to 26th Ave/Wilson St including guideway/track, stations, site work upgrades plus purchase up to 10 hybrid off-wire streetcars plus 23rd Ave rebuild/stormwater mitigation upgrades	ADD NEW PROJECT: The formal amendment adds the PE and Other phases to the MTIP and STIP. PE will complete necessary project development activities (e.g. NEPA and final design). The other phase contains funding to support the require streetcars to support the route expansion. This action allows the FTA pre-award authorization clock to be established as TriMet continues their effort to secure a FTA Small Starts Capital Investment Grant (CIG). The city of Portland is anticipated to provide construction phase delivery and completion.

(#6) ODOT Key # 23026 MTIP ID 71382	ODOT	Enhanced Mobility E&D (5310) - TriCounty Area FY26 Oregon Transportation Network - TriMet FFY26	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	REDUCE FUNDS: Reduce the authorized funding per FTA and OTC action. The authorized funding decreases from \$5,536,725 to \$4,094,547.
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Added Note:

A further review of Key 23036 revealed a programming error. ODOT requested a correction through the public comment process which has been applied to the project. The funding reduction was incorrect. The revised authorized federal funds total \$3,674,037. This changes the overall funding reduction from \$5,536,725 now down to \$4,094,547.

Approval status:

- TPAC Approval Recommendation: November 1, 2024
- JPACT Approval: November 21, 2024
- Metro Council Approval: Scheduled for December 12, 2024
- Final FHWA/FTA approvals estimated will occur around Late January 2025.

ADMINISTRATIVE MODIFICATIONS

November

AM25-02-NOV1

(November 2024 Admin Mod #1)

Key	Lead Agency	Name	Change
22162	Metro	Safe Routes to Schools Program (FFY 2024)	COMBINED PROJECT: Combines Metro’s SR2S project in Key 22162 into Metro’s main RTP project to streamline the flex transfer process.
22159	Metro	Regional Travel Options (RTO) program (FFY 2024)	COMBINED PROJECT: Combines Key 22162 into Key 22159 for a streamlined flex transfer process.
23676	Metro	Metro Transportation Options FFY25 - FFY27	COST DECREASE: Reduce State match by \$23,098 and add Local matching funds.
21601	ODOT	Portland Metro and Surrounding Areas Variable Message Signs Portland Metro & Surrounding Areas ITS & VMS Upgrades	COMBINE PROJECT: Combine Key 21609 into Key 21601 for streamlined delivery
21609	ODOT	Portland Metro and Surrounding Areas Traffic Monitoring Cameras	COMBINE PROJECT: Combine Key 21609 into Key 21601 for streamlined delivery
21704	ODOT	US30B: Bridge Over Private Driveway	COST INCREASE: Add \$200k total to PE phase to address added phase costs
23713	ODOT	Mass Transit Vehicle Replacement FFY25 TriMet	REDUCE FUNDS: Reduce ODOT PTD updated awarded funding
21128	ODOT	US30: Watson Rd - Hoge Ave	ADD PHASE: Add \$20k Other phase by shifting Cons to create Other phase



Memo

Date: November 26, 2024

To: TPAC and Interested Parties

From: Ken Lobeck, Funding Programs Lead

Subject: FFY 2025 Redistribution Supplemental Funding Call Update

BACKGROUND

As a reward for meeting or exceeding annual obligation targets at eighty percent or greater, Metro received a redistribution bonus totaling \$13.6 million of federal Surface Transportation Block Grant (STBG) funds. Ten million dollars has been committed to support prior funded Regional Flexible Funding Allocation (RFFA) awarded projects that have experienced external inflationary or added delivery requirements outside of the agency’s control resulting in delayed delivery and/or significant cost increases.

Metro solicited a Redistribution Supplemental funding call for prior RFFA awarded agencies to have the opportunity to compete for the added discretionary funding. Six agencies submitted a total of nine project funding applications requesting a total of \$12,413,835 of Redistribution funding as shown in Table 1 below.

FFY 2025 Redistribution Supplemental Funding Requests			
Lead Agency	Key	Project Name	Requested Funding
Clackamas County	22131	Courtney Ave Complete Street: River Road - OR99E	\$ 2,421,841
Gresham	20808	NE Cleveland Ave.: SE Stark St - NE Burnside	\$ 2,166,504
Milwaukie	71087	Washington/Monroe Street: SE 37th - SE Linwood Ave	\$ 1,805,526
Portland	18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	\$ 471,027
Portland	20814	Jade and Montavilla Multi-modal Improvements	\$ 2,494,095
Portland	22134	NE 122nd Ave Safety: Access:	\$ 821,084
Portland	22135	NE MLK Blvd Safety & Access to Transit: Cook-Highland	\$ 412,758
Tigard	23253	Fanno Creek: SW Durham Rd to SW Bonita Rd Project Development	\$ 500,000
THPRD	19357	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	\$ 1,321,000
Redistribution Funding Available: \$10,000,000		Total Requested:	\$ 12,413,835

The review criteria for the Redistribution supplemental funding include the following factors:

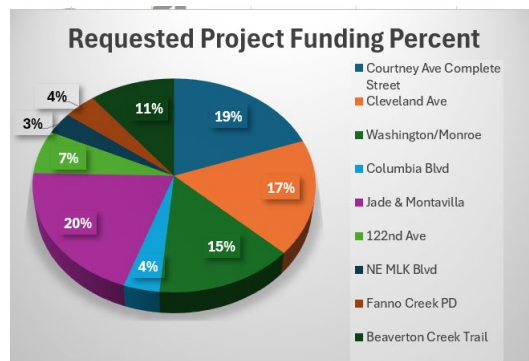
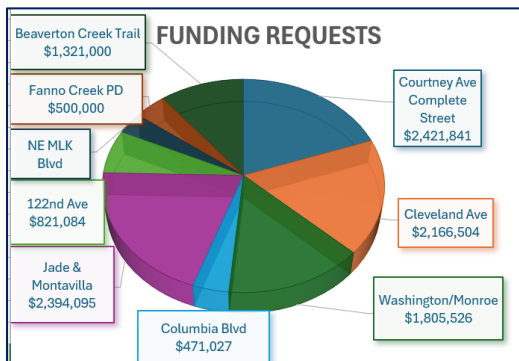
- **Prior RFFA Award:** Is the project a prior awarded RFFA funded project and eligible to receive additional federal funds?
- **Supplant Funds:** Does the funding request supplant existing and committed local overmatching funds? If yes, the project would not be eligible for Redistribution funding.

- **Multiple RFFA or Discretionary Awards:** Has the project received additional RFFA funding from past cycle or other discretionary funding due to cost increases? This was included to help understand the agency’s past funding strategies to deliver the project. A “yes” answer did not disqualify the project from Redistribution Supplemental funding eligibility.
- **Addresses Inflation and/or External Impacts:** Was the cost increase to the project that the requested Redistribution funding would address clearly due to inflationary impacts or unforeseen external delivery barriers outside of the agency’s control.
- **Resolves Funding Shortfall:** Will the requested funding resolve the funding shortfall? Or, could additional funding issues emerge further delaying delivery?
- **Provides Obligation Readiness:** If awarded the Redistribution funding, will this ensure the project phase (i.e. construction) obligate in time and in the year the funds are programmed? Or, could additional obligation barriers emerge resulting in having to slip the project and possibly create a lapse situation and jeopardize the Redistribution funds? Note: While no official shelf-life obligation deadline was established for the redistribution funds, Metro has been strongly encouraged to obligate and expend the Redistribution bonus funds as soon as realistically possible.
- **Avoids Additional Delivery Barriers:** Will the added Redistribution funds resolve the present delivery barriers and will help ensure the project delivers the scope as programmed? Or, could the project still go off the delivery cliff and experience further delivery delays?

PRELIMINARY REVIEW RESULTS

The preliminary review of the nine project submissions indicated that:

- All nine projects are eligible to receive FFY 2025 Supplemental Redistribution funds.
- Any and all eligibility and/or supplanting fund questions have been resolved. None of the projects are supplanting funds as a result of the funding request.
- All projects appear to have addressed the remaining review factors adequately.
- However, the funding requests exceed the available funding by \$2,413,835.



NEXT STEPS:

Staff is evaluating possible methodologies to address the funding over request and will bring back our recommendation(s) to the January TPAC meeting. Multiple methodologies

have been identified, but each has their associated opportunity costs if utilized. The possible methodologies are under review and being evaluated for their pros and cons. The below list provides a summary the funding approaches currently under review. Please note that some are only included to help us define the appropriate funding parameters and what is meant by a fair and equitable funding strategy:

- **Even Split Reduction:** Split the \$2,413,835 evenly across the nine applications and reduce each requested funding amount according. This would result in an across-the-board reduction of \$268,111 to each project. Major opportunity costs exist with this option.
- **Funding Pie Composition Percentage Adjustments:** Each project would be reduced by their percentage of the total requested funding. Example: If the project funding request represents 10% of the total requested funding, then the project would be reduced by 10% of the funding shortfall. With a funding shortfall of \$2,413,835, the 10% reduction would the project final award by \$241,384. With this approach each agency will have to cover the difference with additional overmatching funds.
- **81% Funding Award Approach:** All projects can be funded if the awards are reduced to approximately 81% of their requested funding. This will eliminate the over subscription but reduces each project's award. Can each agency cover the reduction with additional overmatch?
- **Hybrid Percentage Funding Approach:** One or more agencies agree to drop their funding request from consideration allowing each remaining project to increase their available funding percentage above 81%. Major opportunity costs exist with this scenario as well.
- **Targeted Reduction Approach:** Metro staff recommends reductions to select nomination requests based on any combination of:
 - Costs that could have been foreseen.
 - Costs that could be offset by project scope reductions if the local agency does not have the capacity to provide additional overmatching funds.
 - Helping the overall allocation to fund projects across the region.

The review and evaluations of these and other possible funding approaches are continuing. We are examining the opportunity costs for each possible approach. In January, we will provide the funding recommendation for TPAC to review. During February's meeting, TPAC will provide their final funding Redistribution award recommendations to JPACT.



Memo

Date: Wednesday, November 27, 2024
 To: Transportation Policy Alternatives Committee on Transportation and Interested Parties
 From: Grace Cho, Principal Transportation Planner
 Subject: 28-30 Regional Flexible Fund Step 2 – Summary of Applications Received

Purpose: To provide a summary of applications received for the Step 2 allocation process.

Background:

The application period for the 2028-2030 Regional Flexible Fund Step 2 allocation opened on Friday September 6th and closed on Friday November 22nd after an extension was granted due to a technical malfunction with the online application. In the lead up to the application period opening, a pre-application process took place where eligible jurisdictions submitted a letter of intent to apply with potential Step 2 applications. Through the letter of intent process, 11 jurisdictions received application assistance to support the development of one Step 2 application for submission.

Step 2 Application Summary:

Attachment 1 is a listing of the Step 2 applications for the Regional Flexible Fund allocation process. Attachment 2 is a map of the Step 2 project applications for consideration. In summary:

- Total Requested Regional Flexible Funds: \$139 million
- Total Estimate Cost of Potential Projects: \$198.6 million
- Number of Applications: 24
- Project Development Only Applications: 5

Table 1. breaks down a summary of the sub-regional of the Step 2 applications.

Table 1. 28-30 Regional Flexible Fund – Step 2 – Sub-Regional Summaries

	<i>Washington County</i>	<i>East Multnomah County</i>	<i>Clackamas County</i>	<i>City of Portland</i>
Number of Applications	9	3	6	6
Project Development Only Applications	1	1	3	0
Requested Regional Flexible Funds	\$53M	\$14.4M	\$35.5M	\$36.2M
Total Estimate Cost of Candidate Projects	\$102M	\$16M	\$39.5M	\$40.9M

Observations

At a total of \$139M request in Regional Flexible Funds, this is between 2-3 times greater than the anticipated available funding (\$47-\$60M) in Step 2. The number of applications received is a little less than the previous cycles, but the requested funds is greater. A greater number of applications received for the 28-30 cycle focuses on project construction compared to the previous cycle.

A notable observation with the Step 2 applications for the 28-30 cycle is the steep increase in the overall costs of local projects, despite those projects largely remaining in similar in scope and scale as compared to previous cycle applications. Several reasons are attributed to the increased overall costs and funding requests from Regional Flexible Funds Step 2 allocation, including an increased overall cost threshold. But the notable reason is the recent period of rapid inflation, while cooling, has reset the price point for goods and services for delivering infrastructure projects.

Attachment 1. 28-30 Regional Flexible Fund - Step 2 - Applications Received

Nominating Agency	Project Title	Description	County	Total Estimated Cost	Requested Regional Flexible Funds
Clackamas County	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Design and construct new multimodal infrastructure to fill in gaps including new sidewalk segments, ADA ramps, and multi-use path. Network gaps will be filled along the northern side of SE Jennifer Street, from SE 106th Avenue to SE 122nd, a small gap along the western edge of SE 122nd Avenue, and a small gap on the southern side of SE Jennifer just west of 120th.	Clackamas	\$8,055,600	\$7,228,290
Gladstone	Gladstone Historic Trolley Trail Bridge Construction	This project rebuilds the historic Trolley Trail Bridge to span the Clackamas River, connecting Gladstone to the north with Oregon City to the south.	Clackamas	\$9,720,196	\$8,721,932
Happy Valley	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Construct bike and pedestrian facilities on south side of OR 212 and construct second southbound vehicle turn lane at intersection of OR 212/224.	Clackamas	\$13,402,561	\$12,026,118
Lake Oswego	Lakeview Blvd - Jean Rd to McEwan Rd	Requested funds to design 3,500 feet long widening of Lakeview Boulevard for two 14-foot shared use lanes with an 8-foot sidewalk on one side separated by stormwater planter and curb.	Clackamas	\$1,095,500	\$983,000
Milwaukie	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Develop buffered pedestrian/bicycle multiuse path adjacent to Railroad Avenue from 37th Avenue to Linwood Avenue in Milwaukie, Oregon. Multiuse path will connect existing sidewalks at 37th Avenue, Linwood/Harmony Avenue, and intersecting side streets.	Clackamas	\$3,017,070	\$2,707,217
Oregon City	OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Complete a Type, Size, and Location (TS&L) analysis for the construction of an externally supported shared-use path and complete design for streetscape reconfiguration on McLoughlin Boulevard, which will include widened sidewalks, curb extensions, improved crossings, and new green spaces.	Clackamas	\$4,270,970	\$3,832,341
Gresham	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Construct new sidewalks and a cycle track on both sides of the street for pedestrians and bicyclists. Add center turn lane to create a 3-lane configuration and construct an enhanced mid-block crossing.	Multnomah	\$10,499,045	\$9,420,793
Gresham	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdales Avenue	Construct a sidewalk and a cycle track on both sides of the street to improve safety for pedestrians and bicyclists.	Multnomah	\$4,533,038	\$4,067,496
Multnomah County	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	On NE 223rd Ave in Fairview and Wood Village, develop a corridor safety plan that inclusively engages the community in identifying priorities and evaluating design alternatives. Advance readiness for priority construction projects to fill complete street gaps and install safety countermeasures.	Multnomah	\$1,000,000	\$897,300
Portland	Outer Halsey and Outer Foster (ITS Signal Improvements)	The project will add ITS signal improvements along the project area. It will implement speed management timing, freight signal priority, and intelligent transportation system technology. With upgrades to signal interconnect communication and advanced transportation signal controllers, these signals will be ready for implementation of next generation transit signal priority timing.	Multnomah	\$4,922,544	\$4,416,999
Portland	NE MLK Jr Blvd Safety and Access to Transit	New enhanced crossings and signal modifications along NE MLK Jr Blvd (NE Hancock to NE Lombard St) at key locations. In addition to enhanced pedestrian crossings, the project will improve intersection lighting.	Multnomah	\$5,438,000	\$4,879,517
Portland	NE Prescott St: 82nd Ave Multimodal Safety and Access	This project will redesign Prescott Street to increase crossing access, signals, and bike lanes. It implements a priority project from the Building a Better 82nd Ave Plan and supports the future 82nd Avenue FX transit project.	Multnomah	\$8,618,000	\$7,732,932
Portland	Red Electric Trail East of SW Shattuck Rd	Construction of an off-street paved regional trail between SW Shattuck Rd and SW Fairvale Ct, including street crossing at SW Shattuck Rd and safe routes to Hayhurst Elementary School and Pendleton Park in Portland	Multnomah	\$9,176,962	\$7,677,446

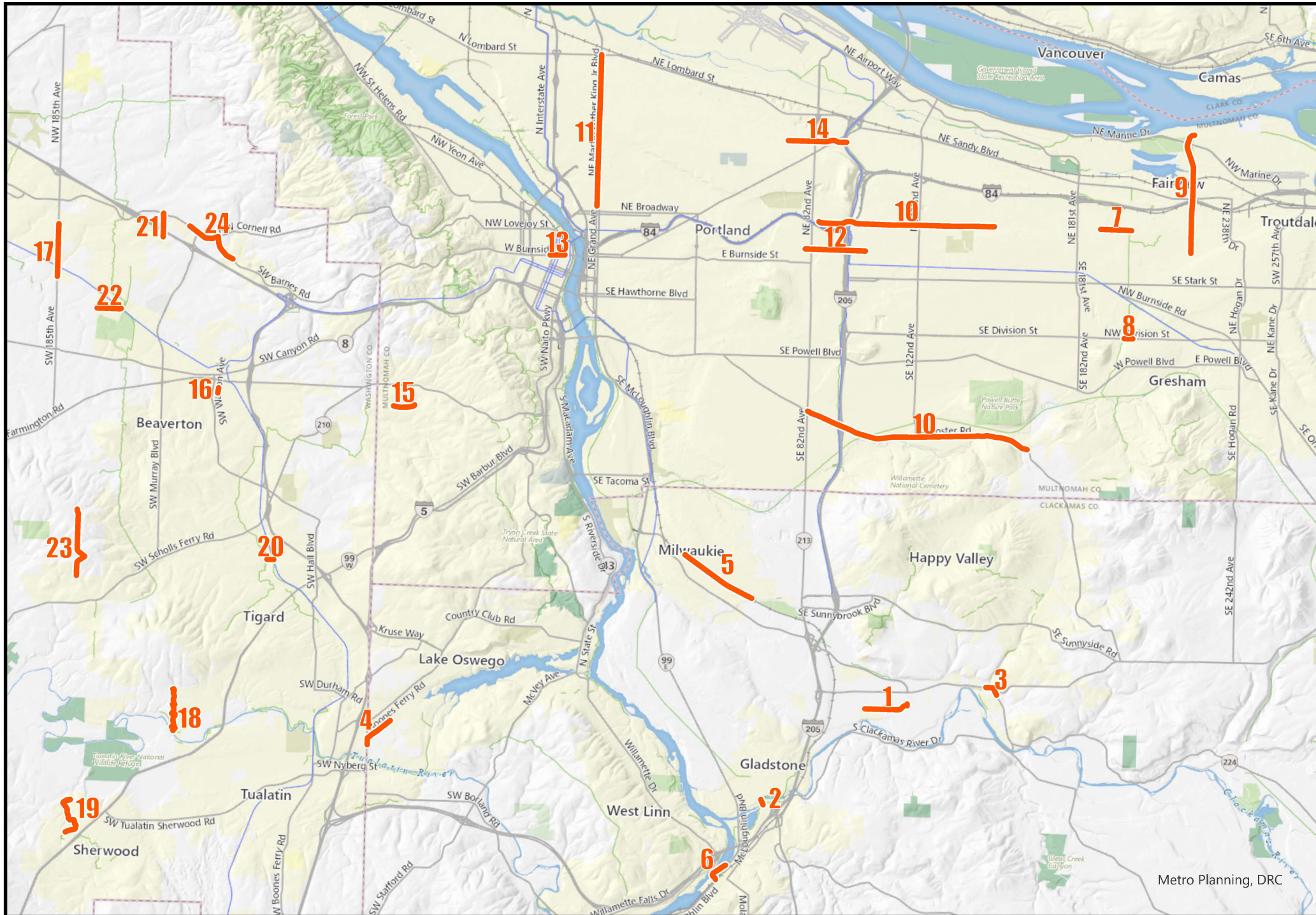
Attachment 1. 28-30 Regional Flexible Fund - Step 2 - Applications Received

Nominating Agency	Project Title	Description	County	Total Estimated Cost	Requested Regional Flexible Funds
Portland	NE Glisan St: 82nd Avenue Multimodal Safety and Access	The project will reorganize travel lanes from 82nd Avenue to I-205, add new separated bicycle lanes from 80th Avenue to 102nd Avenue, improve bus priority approaching 82nd Avenue, and provide enhanced crossings at key intersections. The project includes enhanced crossings at 84th Avenue, 90th Avenue, and 92nd Avenue, and includes sidewalk widening from 92nd Avenue to I-205. The existing pedestrian and bike crossing at 87th Avenue will be further enhanced, and the signals at both entrances to I-205 will be modified.	Multnomah	\$8,445,000	\$7,577,698
Portland	W Burnside Green Loop Crossing	The project will add a signalized crossing for pedestrians and bicyclists (and serving future Green Loop) on W Burnside Street at Park Ave to connect the North and South Park Blocks, serve food cart pod, and provide access to the Darcelle XV Plaza. Additionally, the project adds a bus and bike lane eastbound from Park Ave to 3rd Ave connecting to the Burnside Bridge, including needed modification at 4th Ave signal to enable retention of protected left turn into Old Town / Chinatown.	Multnomah	\$4,389,000	\$3,938,250
Beaverton	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Design and construct complete street on SW Hall Blvd between 3rd Street and 5th Street with raised cycle track, shared bike/ped or island-style bus stop, new marked crosswalks and curb ramps, upgraded signals and street lighting, new inlets and vegetated stormwater management facilities, and pavement grind and inlay.	Washington	\$5,181,865	\$4,649,687
Hillsboro	Smart SW 185th Avenue ITS and Better Bus Project	Construction of an AI-powered interconnected traffic signal and rail controller system implementing Transit Signal Priority and constructing a Better Bus slip lane on the SW 185th Avenue and W Baseline Road intersection.	Washington	\$5,272,738	\$4,572,738
King City	Westside Trail Segment 1 - King City	The project will construct a new multi-use path along with new street connections, pedestrian crossings, and new roundabout between the Tualatin River and Beef Bend Road. The multi-use trail construction consists of approximately 4,100 linear feet of multi-use trail, adjacent soft-surface/equestrian trail. The street connections includes sidewalks, raised pedestrian crossings for the multi-use trail at SW Capulet Lane, SW Fisher Road, and SW River Lane. Extend and connect roadways between SW Cordelia Terrace and SW 137th Avenue, SW Montague Way and future River Lane. Lastly construct new roundabout at intersection of SW Fischer Road, SW 137th Avenue, and SW Watson. Extend roadway from roundabout to each existing road. Construct new alignment of SW 137th Ave and SW Watson to accommodate roundabout configuration. Install permanent landscaping, signage and striping, and roadway illumination system along/for street connections and utility relocations	Washington	\$9,568,610	\$7,841,343
Sherwood	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Design and construction of a regional trail between SW Pacific Highway, SW Edy Road, and SW Roy Rogers Road	Washington	\$9,960,030	\$8,860,030
Tigard	North Dakota Street (FannoCreek) Bridge Replacement	Replace bridge with bike lanes and sidewalk	Washington	\$26,336,556	\$8,000,000
Tualatin Hills PRD	Bridge Crossing of Hwy. 26 by the Westside Trail	Construct a 12' wide multi-use trail bridge over US-26 eliminating out of direction bicycle and pedestrian routes.	Washington	\$30,334,019	\$6,000,000
Washington County	Beaverton Creek Trail: Merlo Road Improvements	Design and construct a multi-use trail on the south side of Merlo Road between Tualatin Nature Park and 170th Ave. to close a key gap in the Beaverton Creek Trail.	Washington	\$5,814,300	\$5,217,300
Washington County	SW 175th Design: SW Condor Lane to SW Kemmer Road	Project development for SW 175th Avenue will include data collection, environmental studies, preliminary engineering, and ROW identification to realign the roadway between SW Cooper Mountain Ln and SW Siler Ridge Ln.	Washington	\$2,890,000	\$2,593,196

Attachment 1. 28-30 Regional Flexible Fund - Step 2 - Applications Received

Nominating Agency	Project Title	Description	County	Total Estimated Cost	Requested Regional Flexible Funds
Washington County	Cedar Mill Better Bus and Access to Transit Enhancements	The Cedar Mill Safe Access to Priority Transit Corridors project scope includes transit signal priority improvements, enhanced pedestrian crossings, and lane reconfigurations along Cornell and Barnes roads within the Cedar Mill Town Center.	Washington	\$6,690,000	\$5,252,300
TOTAL				\$198,631,604	\$139,093,923

Regional Flexible Funds Allocation 2028-30: Step 2 Application Map



Map Label	Project Name	Project Sponsor/ Nominating Agency	Sub-Regional Location	Requested Regional Flexible Funds	Total Project Cost Estimate
1	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	Clackamas	\$7,228,290.00	\$8,055,600.00
2	Gladstone Historic Trolley Trail Bridge Construction	Gladstone	Clackamas	\$8,721,932.00	\$9,720,196.00
3	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	Clackamas	\$12,026,120.00	\$13,402,560.00
4	Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	Clackamas	\$983,000.00	\$1,095,500.00
5	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	Clackamas	\$2,707,217.00	\$3,017,070.00
6	OR99E (McLoughlin Boulevard) 10th Street to Tumwater Village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	Clackamas	\$3,832,341.00	\$4,270,970.00
7	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	Multnomah	\$9,420,793.00	\$10,499,050.00
8	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue	Gresham	Multnomah	\$4,067,496.00	\$4,533,038.00
9	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	Multnomah	\$897,300.00	\$1,000,000.00
10	Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland BOT	Multnomah	\$4,416,999.00	\$4,922,544.00
11	NE MLK Jr Blvd Safety and Access to Transit	Portland BOT	Multnomah	\$4,879,517.00	\$5,438,000.00
12	NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland BOT	Multnomah	\$7,732,932.00	\$8,618,000.00
13	W Burnside Green Loop Crossing	Portland BOT	Multnomah	\$7,677,446.00	\$9,176,962.00
14	NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland BOT	Multnomah	\$7,577,698.00	\$8,445,000.00
15	Red Electric Trail East of SW Shattuck Rd	Portland Parks	Multnomah	\$3,938,250.00	\$4,389,000.00
16	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	Washington	\$4,649,687.00	\$5,181,865.00
17	Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	Washington	\$4,572,738.00	\$5,272,738.00
18	Westside Trail Segment 1 - King City	King City	Washington	\$7,841,343.00	\$9,568,610.00
19	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	Washington	\$8,860,030.00	\$9,960,030.00
20	North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	Washington	\$8,000,000.00	\$26,336,560.00
21	Bridge Crossing of Hwy. 26 by the Westside Trail	Tualatin Hills PRD	Washington	\$6,000,000.00	\$30,334,020.00
22	Beaverton Creek Trail: Merlo Road Improvements	Washington County	Washington	\$5,217,300.00	\$5,814,300.00
23	SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	Washington	\$2,593,196.00	\$2,890,000.00
24	Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	Washington	\$5,252,300.00	\$6,690,000.00



Memo

Date: Wednesday, November 27, 2024
To: Transportation Policy Alternatives Committee (TPAC) and Interested Parties
From: Grace Cho, Principal Transportation Planner
Subject: 2028-2030 Regional Flexible Fund Allocation (RFFA) – Step 2 Next Steps - Updated

Purpose

To provide TPAC an overview of the next steps for the Step 2 allocation process, following the November 22, 2024 closing deadline for the Call for Projects.

Background & Process Context

The 2028-2030 Regional Flexible Fund Step 2 allocation is underway with regional partners currently developing applications to submit for consideration in the Step 2 allocation process. Due to a technical malfunction with the online application tool during the final week of the Call for Projects, Metro extended the deadline for applications submissions to Friday November 22nd, 2024.

Following the closure of the Call for Projects, the Step 2 process will transition into the application evaluation phase. But due to the extension, the Step 2 schedule has shifted in various ways which has implications for Step 2 applicants. The remainder of this memorandum is to outline the updated Step 2 schedule and next steps in the Step 2 evaluation process as a result of the extended application submission deadline.

Step 2 Allocation – Evaluation Phase & Modified Process Changes

The 2028-2030 RFFA Step 2 evaluation phase includes two components: 1) an outcomes evaluation assessing the application performance towards advancing regional policy objectives; and 2) a risk assessment evaluating the challenges the project is likely to encounter with the federal aid project delivery process. The outcomes evaluation and project delivery risk assessment processes will occur concurrently through late November 2024 through early March 2025, a month later than outlined in initial schedules. At the March 7th meeting, TPAC will receive a first look at the outcomes evaluation and project delivery risk assessment results with the opportunity to comment. After receiving comment and feedback from the first look, Metro staff will finalize results of the outcomes evaluation and project delivery risk assessment are to be available in late March 2025 near the time frame of the public comment period opening. Going from the first look draft of the Step 2 evaluation results to the finalized results will be under a compressed timeline as a result of application deadline extension.

The schedule outlined in Table 1 reflects the updated evaluation process schedule. A short description of the updated project delivery risk assessment evaluation processes is provided below as the updated schedule has implications for the Step 2 project delivery risk assessment refinement opportunities.

Project Delivery Risk Assessment

To ensure Regional Flexible Fund Step 2 projects can be delivered as proposed, on time, within budget, and make it through the federal aid process, Metro will conduct a project delivery risk assessment on each candidate and issue a report documenting the findings. Candidates will be evaluated on how completely the project has been planned, developed and scoped, and measure the risk of project fund obligation within the 2028 through 2030 timeframe. The Project Delivery Risk Assessment results are presented with a rating of risk level by individual project. Recommendations from the Project Delivery Risk Assessment will inform conditions of approval

and/or required early project development activities if the candidate project is awarded Regional Flexible Funds.

In previous Step 2 processes, applicants received an opportunity to clarify or revise parts of applications according to the draft results of the Project Delivery Risk Assessment near the end of the evaluation process. This refinement period usually extended the timeframe from which the initial results could be finalized and prepared for sharing with coordinating committees and as part of the public comment. With the compressed schedule, a refinement period after the first look of the full results is less feasible. In efforts to support applicants in identifying and addressing risks prior to issuing final findings, Metro staff have moved up the process to January 2025 for applicants to provide clarity and, if electing, modify their Step 2 applications to address identified risks. Over the course of December 2024, the consultant teams conducting the Step 2 project delivery risk assessment will compile initial comments and questions on their individual applications to share with applicants by Friday January 3, 2025. From January 3 – January 17, 2025, applicants have a 2-week window to respond to clarifying questions or revise aspects of the applications for the purposes of the risk assessment. Responses to questions will need to be reflected as part of application narratives or uploaded as an attachment through the online application tool, which will be reopened for the 2-week window for applicants to access. Following the refinement window, the project delivery risk assessment will take place utilizing the updated information received on the Step 2 applications. The Project Delivery Assessment draft results will be issued for the March 7, 2025 TPAC meeting, before the issuing the final project delivery risk assessment results in a report in late March 2025.

Table 2. 28-30 Regional Flexible Fund Step 2 – Updated Schedule

Activity	Date
Step 2 Call for Projects Closes	November 22, 2024
Step 2 – Summary of Received Applications (TPAC and JPACT)	December 2 & 18, 2024
Step 2 evaluation <ul style="list-style-type: none"> Outcomes Evaluation Project delivery risk assessment 	November 2024 – February 2025
Step 2 Project Delivery Risk Assessment <ul style="list-style-type: none"> Initial review by Kittelson on all applications 	December 2 – December 20, 2024
Step 2 Project Delivery Risk Assessment – refinement and clarification period opens <ul style="list-style-type: none"> Applicants to receive communication of initial risk assessment results and clarification questions Reopen Project Tracker for applications edits at 9 a.m. 	January 3, 2025
Step 2 Project Delivery Risk Assessment – refinement period closes <ul style="list-style-type: none"> Project Tracker closes for application edits at 4 p.m. 	January 17, 2025
Step 2 Evaluation Results (TPAC) <ul style="list-style-type: none"> Includes outcomes evaluation and project delivery risk assessment Comments for finalizing 	March 7, 2025
Step 2 Evaluation Results – finalized results	Late March 2025
Step 2 evaluation results made available for county coordinating committee discussions	March 2025
2028-2030 RFFA public comment opens	March 24, 2025
2028-2030 RFFA public hearing/testimony	April 17, 2025*
2028-2030 RFFA public comment closes	April 28, 2025

Activity	Date
Initial summary of 2028-2030 RFFA public comments with responses and draft/tentative staff recommendations for refinements to TPAC	May 2, 2025*
Summary of 2028-2030 RFFA public comments with responses and staff recommendations for refinements to JPACT (Public Comment Report)	May 15, 2025*
Coordinating committee priorities submitted (if electing to submit priorities)	May 2025
TPAC and JPACT opportunity to deliberate input received on Step 2 candidate projects	June 2025
TPAC and JPACT action on 2028-2030 RFFA	July 2025

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, November 1, 2024 | 9:00 a.m. to 12:00 p.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Jeff Owen
Allison Boyd
Dyami Valentine
Judith Perez Keniston
Eric Hesse
Jay Higgins
Mike McCarthy
Chris Ford
Gerik Kransky
Lewis Lem
Bill Beamer
Sarah Iannarone
Jasia Mosley
Indi Namkoong
Ashley Bryers
Katherine Kelly

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
SW Washington Regional Transportation Council
City of Portland
City of Gresham and Cities of Multnomah County
City of Tualatin and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Environmental Quality
Port of Portland
Community member at large
The Street Trust
Community member at large
Verde
Federal Highway Administration
City of Vancouver

Alternates Attending

Karen Buehrig
Dayna Webb
Will Farley
John Serra
Glen Bolen
Jason Gibbens
Christopher Carle

Affiliate

Clackamas County
City of Oregon City and Cities of Clackamas County
City of Lake Oswego and Cities of Clackamas County
TriMet
Oregon Department of Transportation
Washington State Department of Transportation
Clark County

Members Excused

Tara O'Brien
Laurie Lebowsky-Young
Sara Etter
Steve Gallup
Shawn M. Donaghy
Danielle Casey
Shauna Hanisch-Kirkbride

Affiliate

TriMet
Washington State Department of Transportation
Oregon Walks
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Adam Torres
Anthony DeSimone
Cara Fitzpatrick
Haziell Garcia
Jean Senechal Biggs
Jonathan Maus
Laura Terway
Mat Dolata
Max Nonnamaker
Miranda Wilson
Tiffany Sleeman
Trevor Sleeman

Affiliate

Clackamas County
Clackamas County

City of Beaverton
BikePortland
City of Happy Valley
City of Hillsboro
Multnomah County

Oregon Department of Transportation
Oregon Department of Transportation

Metro Staff Attending

Abigail Smith, Alex Oreschak, Ally Holmqvist, Anthony Cabadas, Blake Perez, Caleb Winter, Cindy Pederson, Eliot Rose, Hanna Howsmon, Jai Daniels, Jaye Cromwell, Jeremy Kwok Choon, Jessica Martin, Kadin Mangalik, Kate Hawkins, Ken Lobeck, Kim Ellis, Marie Miller, Marne Duke, Monica Krueger, Noel Mickelberry, Nubia Martinez, Ted Leybold, Tim Collins, Tom Kloster.

Call to Order, Declaration of a Quorum and Introductions

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

Comments from the Chair and Committee Members

Lewis Lem encouraged people to visit the Portland International Airport to see the improvements and new look at the terminal. If you'd like a tour or walk-around, please reach out. Gerik Kransky added congratulations to the Port of Portland for your Clean Port Program grant award from EPA this week. <https://www.epa.gov/newsreleases/epa-announces-27m-clean-ports-investments-oregon>.

Sarah Iannarone announced the public comment period is open for the Interstate Bridge Replacement project. The Street Trust in partnership with Oregon Walks has been running an Active Transportation working group. We've been doing walks and rides on both sides of the river with the public to explore the connections and routes and gather feedback to shape and complete a network of people walking, biking and trying to access public transportation through this investment. We're having a workshop that's open to the public. This will be held next week via Zoom. If any of your staff are preparing letters or comments on the draft SEIS by the November 18 deadline you are welcome to drop by. We are happy to share our observations and what we are going to be highlighting in our comments with you to help you prepare your remarks. Contact was given for sending the Zoom invite.

Monthly MTIP Amendments Update

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

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

- Portland and Oregon State Police: Conducted a coordinated traffic enforcement mission focused on high-crash corridors and areas that have recently seen tragic traffic fatalities. The one-day event resulted in 189 traffic stops, 150 citations, 116 warnings, 4 arrests, 1 vehicle towed. Koin 6 story: <https://www.koin.com/local/multnomah-county/authorities-issue-hundreds-of-citations-in-portland-traffic-enforcement-mission/>
- ODOT Crash Analysis & Reporting Unit: Developed the Initial Fatal Crash Information Viewer providing up to date geocoded information on fatal crashes in Oregon. Access the Viewer: <https://www.oregon.gov/odot/Data/Pages/Initial-Fatal-Info-Viewer.aspx>
- National Safety Council's Road to Zero Coalition: Published an important new report: "Massive Hazards: How Bigger, Heavier Light Trucks Endanger Lives on American Roads." Read the report: <https://www.nsc.org/getmedia/18f9c2b1-eb20-4a3e-b916-8f96161a9a26/rtz-light-trucks-report.pdf>

Chair Kloster added appreciation to those able to attend the recent Complete Streets workshop at Metro. It was a good discussion on designing to reach safety goals and build community. A survey will be sent out soon to get your feedback and input on next steps. More workshops are planned.

Transit Minute (Ally Holmqvist) It was reported that about 4% more ridership has been added than last year. In the news section this month improvements on the Portland Streetcar to attract riders include ability for riders to track better schedules in the system. A collaborative project lead by the City of Vancouver in partnership with C-Tran recently reallocated underutilized roadway space on Fort Vancouver Way and 4th Plain Blvd. to implement continuous bike lanes. Ride Connection launched their Bethany link shuttle on Oct. 14. This shuttle was in Washington County's most recent transit development plan, funded through TriMet Regional Coordination Program and is free to the public.

An update was provided on the Community Connector Transit Study. Feedback was received that we should have more city representation in the project and on the working group. We have sent out invitations to our city representatives that are already involved in Metro's advisory committees. We're working with folks to make sure that those nominations are carried forward for the next few meetings. That's something that we'll be bringing back to the policymakers to share as well.

2028-30 Regional Flexible Funds Allocation – Update on Step 2 Applications (Ted Leybold) The memo in the packet from Grace Cho was noted describing where we're at in the Step 2 process for the Regional Flexible Fund Allocation. Step 2 is the project nomination and selection process for the smaller capital projects across the region. Many agency folks are working on those application now. They are due Nov. 15. If you are looking for some assistance, we have open houses Thursday to help you with any of those. Also help with our new vendor provider database as applications are online this cycle. After that Step 2 process we'll be doing our analysis evaluation for performance analysis and the risk assessment doing that in parallel with the bond process that you'll be hearing more about in the future agenda items. If you have questions, you can contact Ms. Cho or myself for additional information.

Metro/RTC TMA Certification Review Online Open House Presentation (Chair Kloster) The Federal Highway Administration and Federal Transit Administration are conducting a certification review of

Metro and SW Washington Regional Transportation Council transportation planning processes. A public comment opportunity is open now through Dec. 13, 2024.

The Transportation Management Area Certification Review is a federal requirement for metropolitan planning areas with populations over 200,000 people at least once every four years. Metro is the federally mandated metropolitan planning organization (MPO) designated by the governor to develop an overall transportation plan and to allocate federal funds for the region. After the certification review is conducted, the federal review team will issue a report that summarizes the findings by April 12, 2025. The final report certifies the MPO's planning process for the next four years. To comment, review the [online open house presentation](#) and send your comments to Matthew Pahs, Planning and Freight Program Manager, FHWA – Washington Division. Federal Highway Administration – Washington Division matthew.pahs@dot.gov More information is available on the Metro website: <https://www.oregonmetro.gov/news/public-comment-opportunity-provide-feedback-metro-s-transportation-planning-process>

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from October 4, 2024

Motion to approve the minutes from October 4, 2024 made by Chair Kloster.
Motion passed with no objections and one abstention: John Serra.

Metro Transportation Improvement Program (MTIP) Formal Amendment 24-5443 Recommendation to JPACT Action Item (Ken Lobeck, Metro) The amendment can be divided into two basic project categories: Adding new projects with various federal fund awards and adjusting and amending two existing projects primarily to shift and update the project authorized project funding.

New projects being added to the MTIP as part of the October FFY 2025 Formal Amendment bundle: Supplemental Planning: Civil Rights & Community (Clackamas County):

The MTIP formal amendment adds the Safe Street For All discretionary awarded planning project to the MTIP for historical accounting purposes. The project is a FHWA FFY 2023 Planning and Demonstration grant award planning project. Clackamas County is delivering this project as a direct recipient working directly with FHWA. Clackamas County has already completed their requirement with FHWA, obligated the project funds, and received their Notice To Proceed (NTP) allowing them to begin expending funds. This award will be used by Clackamas County to update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements.

Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 2 (ODOT):

The formal amendment adds the new ODOT ADA construction phase project grouping bucket to the MTIP supporting region-wide construction of ADA curb and ramp safety upgrades on multiple routes including I-5, OR8, OR10, US26, OR47, OR99W, OR127, OR141, and OR217 in Hillsboro, Tigard, Beaverton Tualatin, Forest Grove, and Sherwood to meet compliance with the American with Disabilities Act (ADA) standards.

Portland Metro Area 2024-2027 ADA Curb Ramp Construction:

The formal amendment splits \$10,850,000 from the ODOT Non-MPO ADA construction support project grouping bucket and commits the funding to the ADA curb and ramps project in Key 23602 above.

I-5: Interstate Bridge, NB Electrical Components (Portland) (ODOT):

The formal amendment re-adds this project to the MTIP and STIP to enable the construction phase to re-obligate the funds and move forward to complete the project.

Portland Streetcar Montgomery Park Extension (TriMet):

The formal amendment adds the PE and Other phases for the project to the MTIP and STIP. TriMet and Portland are contributing a total of \$41 million of local funds to complete required project development activities (NEPA and final design) along with the need to procure streetcars to support the route extension. TriMet is pursuing a FTA Small Start Capital Investment Grant (CIG). By adding the PE and Other phases now, TriMet can establish the pre-award authorization clock which enables the local funds to be counted as part of the required match to the FTA Small Starts grant.

Existing projects being modified in the MTIP as part of the November FFY 2025 Formal Amendment bundle:

Portland Metro Area 2024-2027 ADA Curb Ramp Construction:

The split funding from this project in support of Key 23692 is addressed in the New Project section after the description for Key 23692.

Enhanced Mobility E&D (5310) - Tri County Area FY26:

Change name to be: **Oregon Transportation Network - TriMet FFY26):**

The formal amendment reduces the authorized State STBG funds to the project from \$4,968,103 to \$1,700,000. The total programming amount decreases from \$5,536,725 to \$1,894,572. The reduction occurs from an allocation revision from FTA which is has also been approved by OTC.

MOTION: To approve recommendation to JPACT to complete all required MTIP programming actions for the six projects in the November FFY 2025 MTIP Formal Amendment under Resolution 24-5443.

Moved to approve: Eric Hesse

Seconded: Chris Ford

ACTION: Motion passed with no objections or abstentions.

2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Eligibility Screening Results Summary

(Ted Leybold, Metro) It was noted that as part of the adoption of the 2028-2030 Regional Flexible Fund Program Direction, regional leadership agreed to the development of a new project bond proposal (known as Step 1A.1) for consideration by the region. A six-week project nomination period was held in late Summer 2024 where regional partners submitted a total of ten project nominations.

Following the end of the nomination window, the project submissions were screened for eligibility. The purpose of screening is to verify the nominated projects meet the necessary eligibility requirements applicable to all projects and those additional eligibility requirements specified for certain transit project categories. A summary of the final results of the eligibility screening was provided.

Comments from the committee:

Jeff Owen noted the memo in the packet with screening results also including the last part about the bonding mechanism. Is this for discussion now or to be included in the following item? Mr. Leybold noted it's related to both but I can explain a bit now. The eligibility screening that we did was based on the factors outlined prior in the presentation. We are also looking at developing the mechanism by which we will do the bonding itself. We've done this in the past and TriMet has been the agency that has done the bonding five or six cycles now over the last 15 years or so. They have been the

agency that has worked that bond mechanism. What we have done at the regional table is dedicate that stream of revenue as a payment to pay off those bonds. There are a couple of bond options, and we are in discussion with TriMet about which of those might work best. They have to do with whether we could use a federal agency to help us with the bond process or whether we would do it with local money and do some fund exchange between local and federal dollars and then do the bond process locally. Those are essentially the options that we're looking at and what might work best with this next bonding cycle. And we are looking at the trade-offs of doing those. But they are fairly limited in terms of the number and scope of what we can actually do.

As we learn that information, we'll also bring that back to the table in terms of not just the project evaluation but what are the potential mechanisms and the trade-offs of those mechanisms. That will also feed into the discussion of how we might want to move forward with a bond option itself that we then take up in early fiscal or calendar year 2025. As we look at those different bond mechanism, they might have different eligibility requirements or limitations. That will all be brought forward in terms of those trade-offs and feeding into which bond option we would propose to proceed with or not proceed with.

Mr. Owen asked as discussions are happening about mechanisms did they reflect all the projects that are shown on the slide presented meeting eligibility. Mr. Leybold noted I think what you're asking is have we screened all the projects to necessarily meet all those eligibility requirements that might come along with the mechanism itself. That's no, there may be mechanisms that bring additional requirements along with them which could place some sort of limitations on what we fund with a particular project or the project itself. So that will be additional information we'll bring forward about the different mechanism options.

Mr. Owen asked is that the kind of target for our Dec. 6 TPAC meeting where there might be a report of that. Or would there be something ahead of Dec. 6? Mr. Leybold noted we're hoping to share that information on Dec. 6 in terms of what we know. We're still working hard to figure all of that out and flesh out options. We'll have a couple more meetings scheduled before the 6th and share what information we know at the Dec. 6 meeting.

Jay Higgins noted maybe I misunderstood some of the process for 1A but would like to learn more about the Better Bus program. The brief description we've seen sounds like the exact program we had before. I have concerns that it's a program going into this and not a specific project. Is it going to be clearer in the future? Are there more details to come? Mr. Leybold noted we'll share as much information as people want about the application itself. We are evaluating it and there are application materials that will be summarized when we come back. This will be covered in more detail in the next agenda item. We also have staff here who could also describe what the application says.

Mr. Higgins agreed it would be great to have more information. My big hangup is that it seems it's funding a program through the bond whereas all our programs are usually in 1A section. It appears to be moving forward without any consideration on that point being raised. Mr. Leybold noted I think at the last meeting there was indication that folks wanted to consider, as the bond option discussion progresses, of whether it would make sense to develop a Better Bus programmatic allocation in Step B. That's something that we will certainly talk about more as we discuss the allocation itself. But right now, we haven't started discussing options yet. We're still in the evaluation phase.

Eric Hesse asked if you were able to share a bit more around the Better Bus proposal. Seeing the language in the description of the submittal seems to be focused on the capital delivery of the pipeline. Given that there are ongoing workshops around the current process of Better Bus at least some entities are involved. Are you able to say more about how it might relate to that current process? Or is this intended to support a future round in the process?

Alex Oreschak noted I think Mr. Higgins described it pretty well. The bond application that was submitted for Better Bus would be a programmatic application. We don't have specific projects identified at this time for what that application would fund. It would be a continuation of the current Better Bus program. So, we would follow the same process that we did for this round of Better Bus, which was a workshop with partner agencies to identify areas of high transit delay and ridership, and where those partner agencies would have interest in implementing a Better Bus program to address that delay.

Mr. Hesse noted that to make sure if hearing correctly, as we're continuing to refine projects currently would it be available to fund some of the projects emerging from that now, say in the next year or two, given the timing of the bond concept. Or would it be another starting over of another round of application development. Mr. Oreschak noted it could be a combination of those. I think it would depend on when the bond funding was available and what projects we're able to fund with. We have \$5 million in construction funding for this round. So, there may be some that we can't fund this round that we still want to later. And there could be some that jurisdictions that aren't quite ready to implement yet, that we want to hold onto to be able to fund in the future round. It could be a little bit of both.

Jeff Owen noted thinking about that question about the program and what's in our packets and publicly available. A question or idea might be how you expect the next month ahead with the JPACT meeting and then the next TPAC meeting to perhaps be a window to share the next layer of a description of all of these that our county and many others have submitted with lots of information. That's a lot for your team to absorb and evaluate. But I think it sounds from that last question as well, maybe just sharing back out publicly a bit more about what each of these projects are asking for besides just the short description in that table. That might help to provide a touch more explanation without 50 pages each, but a bit more to the front end of what the nominations are.

Mr. Leybold agreed. We can look and see what might make sense in that regard. We want to share information, trying not to overwhelm folks. There's a lot out there so we'll try to balance what's helpful versus what's overwhelming with regards to both the bond process and the Step 2 process.

Chris Ford agreed. It would be helpful to get more details on all the applications. For instance, there's a 72nd Avenue project that at ODOT we are trying to understand exactly what this is. Does it influence Highway 99W or 217, or how does that fit in with the proposed SW quarter light rail project. There's a degree of we don't have any details on that project. To be able to know more about what's being proposed so we can know more whether we have any concerns, as an example. Other agencies may have similar things that we're going to need more information.

Maybe this will be part of a later process, but I think it would also be good to have performance metrics, some clear goals for which what each of the projects will need and is proposing to accomplish. We all know obstacles can come up and there can be inflation and it's common for scopes to change as realities get determined. This bond is pretty rare money. We want to make sure

that we get certain outcomes from it. And to make sure that any of these projects still need to meet certain metrics if they're going to get funded through the bond.

Dyami Valentine noted a comment was a follow up to Mr. Oreschak. I haven't been tracking the program closely but from what I understand there's kind of a cost sharing agreement for project delivery. Can you describe that because I'm assuming you would have a similar type of structure in place for if this program was to advance as part of the bond.

Alex Oreschak noted at the moment the Better Bus program is working on developing cost estimates for all the projects in the program. At that time, once we understand the full cost of the projects that we are looking to implement, and the amount of funding available, that's when we're going to identify what the specific cost sharing request is going to be. As one example in Washington County Cornell Road is a Better Bus project that I think we're interested in. The county's interested in discussing using the Better Bus program funds as a match for a grant application since that's a larger project that requires more resources than just the Better Bus program could provide. But there are others, some other smaller program projects that the program may be able to fund without a local match. It's a little dynamic and fluid right now but we're hoping to have more clarity in the next couple months.

2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Candidate Project Evaluation Framework (Noel Mickelberry, Metro) The committee was reminded of where we are in the process as we reach the evaluation of projects. The project evaluation includes meeting bond purpose and principles as directed by the criteria, showing meaningful impact toward RTP goals, and assessment for project readiness.

The evaluation framework was provided for individual projects and RTP goals regarding bond purpose and principles. The project delivery assessment will be conducted by an external consultant. Qualitative assessment of each project will be made through review of scope, schedule budget related to planning, partnerships and support, environmental considerations, preliminary engineering and design, and construction. The evaluation result ratings and narratives will be provided at the December TPAC meeting. Project evaluation, Bond scenario development and Recommendation, and Step 1A.1 and Step 2 Public Comment and Recommendations were outlined in next step timelines.

Comments from the committee:

Jeff Owen noted some of the nominations differ a little bit of what they are and not all exactly the same. With the measures that are proposed I'm asking for examples or statements to be included with projects in the pipeline. An example could be the Federal Transit Administration Capital Investment Grants, but not limited to that. It appears you are trying to choose some performance measures that could apply to the different types of nominations. How do you think some of those lean heavy towards high-capacity transit maybe more accessing transit. I'd be curious to learn more how you plan to evaluate different projects to advance transit ridership and access around the region even within a particular city or county. Different types of investments are very supportive of transit and meet a lot the goals and the outlines, even if they are not the same type of project. Another question is who might be evaluating the projects and will that team or approach include representation from across the region, across different communities within the Metro boundary.

Noel Mickelberry noted I think that's one of the biggest challenges with setting up an evaluation framework for different types of projects. A lot of that assessment will be qualitative in reviewing the materials that were submitted and trying to make some assessments. That's why there's going to be the narrative along with a rating because we don't want to leave it as a yes or no because there's a lot of contexts that we want to provide. With the CIG funding that's one component of leveraging funds but not the only consideration that we'll be looking at in applications. We will look at all factors and try to best understand where each project is, given the variety that we have.

To your second question at this point we were planning to have Metro staff review do this analysis. Part of it is a geospatial qualitative analysis, looking at where projects are and who they serve. Also, that qualitative piece which requires a lot of digging into the application materials and putting together that qualitative assessment with the intention, then the review of that and putting the scenarios together to bring back to you to gather the regional perspectives to put the scenarios together and build on what we're providing at that point. We're trying to have a team review and provide those rating and qualitative assessments along with the external review to provide to you by the December 6 meeting.

Mike McCarthy noted as it's been observed I think these are some very different types of projects and it's difficult to compare them all. We've got a couple bus rapid transit projects, streetcar extension, part of a big bridge replacement, some complete street projects, a program that doesn't have specific projects nominated, and then another kind of transit and road project to help both works better and safer. You can't really say one's better than the other. Any notion that we could somehow apply an objective scientific criterion that would then spit out which of these is the best and put them in order objectively, numerically, I think is ludicrous. I think there needs to be representation from a whole region about how these are evaluated and how they're discussed.

Ted Leybold noted that is why there is both quantitative and qualitative descriptions going on. Because not every project type is the same, but we do have good direction from the program direction that was adopted this summer in terms of what we're trying to achieve with these investments and the purpose of the bonding program itself that we can reflect on and say, how does each project match up against those. Sometimes it's quantitative, sometimes it's going to be qualitative. And there will be a description. I don't think it's ludicrous. We've done this before with the Step 2 projects. There's lots of different variety there, that we have an evaluation for. The evaluation itself will be the information upon which we will start the process in terms of a discussion about what makes sense to include in the bond and performances against those adopted objectives planning principles that were adopted. I think we'll do a good job of laying out that information out there. Having that evaluation across all projects by a group of professionals to look at I think we're laying out a good process for you to start from.

Eric Hesse appreciated the conversation. It was thought maybe folks were thinking of Step 2 evaluations in mind as this discussion unfolds. What I see in the memo and think I hear Mr. Leybold say is that it might be where some of those components you're presenting information and trying to summarize it in a way for JPACT and Council to look at for what do we get for the package. In the most recent Step 2 I recall there being some summary numbers, which sounds what I'm hearing some concerns about here. That suddenly we're going to roll up these numbers into a numeric rating, which I think does have some tension with the fact that there's a nice array of goals that have been called out. But how do you balance across which of those if we're not waiting and other things like that. Maybe if there's a way to compare it to which components of what we've seen before, will

that help ease some of the concerns at the table. Versus we're going to come up with a ranked order of projects.

Noel Mickelberry noted we'll be applying a rating to all of those measures and then bringing that back to you. There's not going to be a ranking of these projects scored high to low. It's not going to be a numerical ranking in order. It's bringing that information on each project and the rating for each of those measures for you to reflect on what you want to carry forward or recommended we carry forward as a priority versus a list of projects and how and what order we recommend they fall in.

Mr. Leybold added there will be a discussion in December about what thematic emphasis you want to have. Those thematic bond proposals will be informed by if you're emphasizing particular outcomes from the program direction that you want to emphasize, then things that will perform better in those areas that you want to emphasize might then be the priority projects that start the conversation in terms of what that bond option package is going to include. So, the discussion around the themes is also an important part of this next process that will also begin that conversation in December as well.

Mr. Hesse noted we recognize we're on a tight timeline and appreciate all the Metro staff's efforts to try to keep doing this. While I think trying to be as transparent and clear as possible about how we're shaping this, knowing that's challenging and that we just did a sprint to get you a bunch of information. I'm not sure I explicitly see it in the process in terms of maybe building confidence and understanding, would there be an opportunity to have some iteration around any of the ratings and some discussion around how those were established, if there were concerns for many of the nominating agencies around how things were rated.

I'm also wondering as I see some of the specific measures noted here, for example the Montgomery Park Streetcar, in terms of how we're benefiting residents with transit improvements in equity focus areas, which generally makes sense from an alignment with RTP goals, but also as we've discussed at this table in the past, there can sometimes be some nuance about how that's evaluated when you're dealing with a network that for example, the extension is in one area but connects to a bigger network and how folks are using it. I don't believe we gave specific information response to that. I'm wondering what other evaluation maybe particularly in some of those transit benefits is being done in terms of ride share and things like that versus here's where the thing is based and that would be the sole geographic analysis for the purposes of that evaluation, for example.

Ms. Mickelberry noted I think we'll do a little bit of assessment on where the project is located itself, but we also have a qualitative assessment of the engagement piece and what communities have shared about the project as well as being a critical component of this evaluation. I feel that we're trying to get at both of those components knowing that each project has impacts beyond its geographic location and trying not to only have that as the assessment here. We're definitely bring both of those forward in the best way we can because it's hard to assess that entirely with one way or the other. Mr. Hesse appreciated the comments. It was noted this is ongoing and to make it fair and equal to everyone if there are follow up questions or ways that we can provide more clarity on some of the modeling that's been done potentially, for example, stops or other things that might help look at rider areas to help inform, let us know.

Dyami Valentine noted I think that in the past rounds, especially for RFFA Step 2 process, there was this iterative process where there was a check in and how projects were being characterized and

framed. Making sure that there is that check in with the partners in terms of the story that is being told, I think would be appreciated for building off Mr. McCarthy's analogy. I'm assuming at the December meeting we will understand how big a bite we're consuming here. Is that part of that bond scenario discussion? Mr. Leybold agreed, that will be part of the discussion. I honestly can't guarantee we will have a good estimate at that December meeting. It depends on how these next couple of meetings go. I think I've said in the past what sort of the range we looked at. I'm hoping we can narrow that down a little by December, or maybe even targeted pretty narrowly.

Jeff Owen noted this variety of funding is highly hoped for and scrutinized, and everyone recognizes it's also just a small percent of what happens in the whole region. I think it's fair to overly simplify and characterize a little bit where past rounds of this kind of fund and the bonding potential historically have been used in a very successful manner. It has done a lot of great things around the region and it's exciting to have this opportunity to continue.

Referencing the program direction my understanding is that it is a continuation of success in the past and leveraging a lot of external money into our region. A little bit of a tweak for this cycle to keep making this process and opportunity more transparent and inclusive. We added a little bit in the last couple months to the eligibility and access to make sure that all parts of the region could see some benefits because even within a city or county or part of the region the investments being made to support transit and meet RTP goals can be a bit different. They don't all have to fit a certain definition. So, I thank you for working us through that and all the work involved with these funds.

Dyami Valentine noted I wanted to check in on the CFEC in the TPR there's a requirement that Metro adopts or makes sure some adjustments to its urban growth management functional plan by the end of the year. I wanted to see what the status of that was.

Kim Ellis noted that work is actually coming forward as part of the Urban Growth Management decision that Glen Hamburg has been working on with Ted Reid. From what I understand, and we can follow up more specifically, the functional plan will be amended to require local governments that have not yet adopted their 2040 center boundaries to do so by the end of 2025. There will still be another year for that work to happen. But the requirement in the CFEC rule (Climate Friendly Equitable Communities) will be addressed as part of that adoption action by the Metro Council. I will be coming back in January with more on this as well as the regional transportation planning work, the timeline for the functional work plan next year. We'll come back with more details thinking about that. But that work won't get underway until next year for the regional transportation functional plan.

Gerik Kransky asked again when we expect JPACT review and action on the CFEC item related to the functional plan. Ms. Ellis noted the Urban Growth Management Functional Plan amendments will not go to JPACT. Those have already gone through MTAC and MPAC process. MPAC has made their recommendation to the Metro Council and the council action is scheduled in December. When we begin updating the Regional Transportation Functional Plan, we will be working with TPAC, MTAC, MPAC and JPACT on that starting next year. We do not have a deadline or timeline for approval of those functional plan amendments. That's the region.

Just for context for everybody, there's an Urban Growth Management Functional Plan that Metro is responsible for and that directs local land use work, basically. The Natural Resource Protection under goal 5 and other aspects of implementation of the land use aspects of 2040 growth concept

implementation. And then we have a Regional Transportation Functional Plan which basically directs how cities and counties implement the Regional Transportation Plan. That has not been updated since 2012. That update needs to be refreshed. There's a lot of outdated references in there, but it will also need to reflect the new RTP that was adopted a year ago. And the new state CFEC rules in areas that it does not currently address. We'll give more of an update in January to help folks get grounded in all the different functional plans and the roles and the timing of it.

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 10:35 a.m.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, November 1, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	11/1/2024	11/1/2024 TPAC Agenda	110124T-01
2	2024 TPAC Work Program	10/25/2024	2024 TPAC Work Program as of 10/25/2024	110124T-02
3	2025 TPAC Work Program	10/23/2024	2025 TPAC Work Program as of 10/23/2024	110124T-03
4	Memo	10/22/2024	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: November 2024 Report	110124T-04
5	Memo	10/25/2024	TO: TPAC and interested parties From: Grace Cho, Principal Transportation Planner RE: 2028-2030 Regional Flexible Fund Allocation (RFFA) – Step 2 Next Steps	110124T-05
6	Draft Minutes	10/04/2024	Draft Minutes from TPAC October 4, 2024 meeting	110124T-06
7	Resolution No. 24-5443	N/A	Resolution 24-5443 FOR THE PURPOSE OF ADDING OR AMENDING, A TOTAL OF SIX PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS	110124T-07
8	Exhibit A to Resolution 24-5443	N/A	Exhibit A to Resolution 24-5443	110124T-08
9	Staff Report to Resolution 24-5443	10/24/2024	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: November FFY 2025 MTIP Formal Amendment & Resolution 24-54XX Approval Request – NV25-02-NOV	110124T-09
10	Attachment 1	N/A	Attachment 1: Portland Streetcar Montgomery Park Extension	110124T-10
11	Attachment 2	N/A	Attachment 2: ODOT Key 23692 ADA Curbs and Ramps Site Location List	110124T-11
12	Memo	10/25/2024	TO: TPAC and interested parties From: Grace Cho, Principal Transportation Planner RE: 28-30 Regional Flexible Fund – Step 1A.1 – Eligibility Screening Results	110124T-12
<hr/> Transportation Policy Alternatives Committee, Meeting Minutes from November 1, 2024				Page 13

13	Memo	10/25/2024	TO: TPAC and interested parties From: Noel Mickelberry, Senior Transportation Planner RE: 2028-2030 Regional Flexible Fund – Step 1A.1 – Bond Evaluation Framework	110124T-13
14	Handout	10/24/2024	2028-30 Regional Flexible Fund Step 1A.1 Project Delivery Assessment Overview TECHNICAL MEMORANDUM	110124T-14
15	Presentation	11/1/2024	Fatal Crashes Report	110124T-15
16	Presentation	11/1/2024	Today in the transit minute	110124T-16
17	Presentation	11/1/2024	November FFY 2025 Formal MTIP Amendment Resolution 24-5443	110124T-17
18	Presentation	11/1/2024	2028-30 Regional Flexible Funds Allocation (RFFA) – New Project Bond Candidate Project Eligibility Screening	110124T-18
19	Presentation	11/1/2024	2028-30 Regional Flexible Funds Allocation (RFFA) – New Project Bond Candidate Project Evaluation Framework	110124T-19

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR)	RESOLUTION NO. 24-54XX
AMENDING A TOTAL OF ELEVEN)	
PROJECTS TO THE 2024-27 MTIP TO)	Introduced by: Chief Operating
MEET FEDERAL PROJECT DELIVERY)	Officer Marissa Madrigal in
REQUIREMENTS)	concurrence with Council President
)	Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation (USDOT) requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

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

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

WHEREAS, pursuant to the USDOT MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, Metro's Tualatin Valley Highway Transit and Development project is committing the remaining \$5 million dollars of prior Metro approved Carbon funds to support ongoing preliminary engineering project development required actions; and

WHEREAS, the December FFY 2025 MTIP formal amendment is adding new Safe Streets For All Planning grant awards for Metro and Milwaukie, plus an Implementation category grant award for the city of Portland allowing all three to complete their required grant agreement with the Federal Highways Administration, obligate the awarded funds, and implement the projects; and

WHEREAS, the Oregon Department of Transportation's (ODOT) Public Transportation Division is correcting their FFY 2025 Federal Transit Administration (FTA) Section 5310 funding award supporting elderly and disabled transit needs to TriMet which increases the funding award to \$3,674,037; and

WHEREAS, the ODOT Public Transportation Division also has awarded FFY 2026 and FFY 2027 funding to TriMet supporting of their FTA Section 5310 program for transit services to the special needs, seniors, and other transit-dependent populations totaling \$7,348,074; and

WHEREAS, the California and Washington Department of Transportations along with ODOT received a three-state \$102.3 million Charging and Fueling Infrastructure (CFI) grant with ODOT's share being \$21,133,653 to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors; and

WHEREAS, the city of Tualatin also receive a \$15,000,00 CFI funding award to deploy and install EV chargers across Oregon's North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions; and

WHEREAS, the formal MTIP amendment is adding Oregon City's new FFY 2024 \$4 million dollar Congressionally Directed Spending award to provide various safety upgrades on Washington Street to meet federal delivery requirements; and

WHEREAS, The MTIP formal amendment adds TriMet's new \$2,360,000 USDOT Advanced Transportation Technology and Innovation discretionary grant award to the MTIP which will deploy and provide connecting technology on Light Rail Vehicles to traffic signals in order to increase driver and passenger safety and reduce traffic delays; and

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

WHEREAS, on December 6, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on December 19, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

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

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A
December FFY 2025 Formal/Full MTIP Amendment Summary
Formal Amendment #: DC25-03-DEC

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

- **Projects Being Canceled from the 2024-27 MTIP and STIP: None.**
- **New and Existing Projects Being Amended to the 2024-27 MTIP and STIP:**
 - **Key 23623 - Tualatin Valley Hwy Transit & Development Project - Continued (Metro)**: The MTIP formal amendment adds the remaining Metro approved \$5 million of Carbon funds to the project's phase to continue transit related project development activities.
 - **Key 23807 (New Project) - Targeted Safe Routes to School Interventions in Portland Area (Metro)**: The MTIP formal amendment adds the "Safe Street For All" (SS4A) discretionary awarded planning project to the MTIP. The project contains a \$1,110,000 FHWA SS4A FFY 2024, Round 3 Planning and Demonstration grant award. Metro is delivering this project as a direct recipient working directly with FHWA to compete delivery requirements. The award will be used to develop a suite of interventions supporting the safe movement of children and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the intervention effectiveness.
 - **Key 23751 - Safety Assessment of Harrison Street Corridor (Milwaukie)**: The formal amendment is a second new SS4A planning grant ward of \$320,000 being added to the MTIP. The project will Identify crash hotspots and contributing factors within the Harrison Street corridor, plus evaluate countermeasures along the corridor to mitigate crashes, promote safety.
 - **Key 23790 - Oregon Transportation Network - TriMet FFY26 (ODOT)**: This is another federal funding award of \$3,674,037 from the OODT Public Transportation Division (PTD) to TriMet for FFY 2026 supporting FTA Section 5310 program areas that address the transit needs of elderly and disabled persons. ODOT will complete the flex transfer to FTA which will then enable TriMet to obligate and expend the funds.

- **Key 23800 – Oregon Transportation Network - TriMet FFY 27 (ODOT)**: The formal amendment adds the ODOT PTD federal funding award of \$3,674,037 for TriMet for FFY 2027 supporting FTA Section 5310 program areas that address the transit needs of elderly and disabled persons. ODOT will complete the flex transfer to FTA which will then enable TriMet to obligate and expend the funds.
- **Key 23727 - Oregon Transportation Network - TriMet FFY25 (ODOT)**: The formal amendment corrects the total federal award to TriMet. The project was originally submitted as part of the October MTIP formal amendment bundle. However, after Metro Council had already approved the bundle, ODOT discovered a mistake in the federal fund allocation. Through this formal amendment, the federal fund award is being corrected to reflect a total award of \$3,674,037 for FFY 2025.
- **Key 23815 - I-5: Truck Charging and Fueling Stations (ODOT)**: The formal amendment adds the new Charging and Fueling Infrastructure (CFI) 3-state (Caltrans, ODOT, and WSDOT) award. The 3-state total grant award is \$102.3 million dollars. ODOT's Oregon share is \$21,133,653. The CFI grant award will support the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington.
- **Key 23759 - Washington Street: Metro South - Abernethy Rd (Oregon City)**: The formal amendment adds the new FFY 2024 Congressionally Directed Spending (CDS) total \$4 million dollar award for Oregon City to modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area plus Installation of RRFB at a high-volume pedestrian crossing area.
- **Key 23813 - 82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)**: The formal amendment adds the new Safe Streets For All FFY 2024 Implementation category award totally \$9,600,000 for Portland to complete various project development actions in the 82nd Ave corridor.
- **Key 23811 - Cloud Connectivity for Light Rail Vehicles: 185th Ave (TriMet)**: The formal amendment adds the new Advanced Transportation Technology and Innovation (ATTAIN) discretionary grant totaling \$2,360,000 for TriMet to deploy and provide connecting technology on Light Rail Vehicles to traffic signals to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, help alleviate congestion; and reduce emissions.

- [Key 23787 - Tualatin and Neighbors Charging Up \(TANC-UP\) \(Tualatin\)](#): The formal amendment adds the new CFI discretionary award grant of \$15 million to support Deploy and install EV chargers across Oregon's North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions, and offer access to diverse populations who don't have access to at-home charging systems.

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

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 24-54XX

December FFY 2025 Regular Formal Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: DC25-03-DEC

Total Number of Projects: 11

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

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

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

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

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#7) ODOT Key # 23815 MTIP ID TBD <i>New Project</i>	ODOT, Caltrans and WSDOT	I-5: Truck Charging and Fueling Stations	<p>The CFI program is a competitive grant program to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work – urban and rural areas. The funding award lead agency is California’s Department of Transportation (Caltrans), and totals \$102.3 million supporting a three-state project area focus. The name of the CFI grant award is the “West Coast Truck Charging and Fueling Corridor Project”.</p>	<p><u>ADD NEW PROJECT:</u> The formal amendment adds the new CFI award. The ODOT grant share is \$21,133,653. The grant award will support the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods connecting major ports, freight centers, and agricultural regions between the U.S. borders with Mexico and Canada.</p>
(#8) ODOT Key # 23759 MTIP ID TBD <i>New Project</i>	Oregon City	Washington Street: Metro South - Abernethy Rd	<p>In Oregon City on Washington Street from Abernethy Rd to Metro South Transfer Station intersection, modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area. Installation of RRFB at a high-volume pedestrian crossing.</p>	<p><u>ADD NEW PROJECT:</u> The formal amendment adds the new FFY 2024 CDS award to the MTIP to Oregon City to provide various safety upgrades on Washington Street. The CDS award totals \$4 million dollars.</p>
(#9) ODOT Key # 23813 MTIP ID TBD <i>New Project</i>	Portland	82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)	<p>Complete project development scope activities on 82nd Ave to improve safety and equity by installing raised center medians, a pedestrian signal, full traffic signals, etc.</p>	<p><u>ADD NEW PROJECT:</u> The formal amendment adds the new Safe Streets For All FFY 2024 award cycle Implementation category award of \$9,600,000 to the MTIP.</p>

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#10) ODOT Key # 23811 MTIP ID TBD <i>New Project</i>	TriMet	Cloud Connectivity for Light Rail Vehicles: 185th Ave (TriMet)	Deploy and provide connecting technology on Light Rail Vehicles to traffic signals to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, help alleviate congestion; and reduce emissions	<u>ADD NEW PROJECT:</u> The formal amendment adds the new ATTAIN grant for TriMet. TriMet will deliver the project as a direct recipient with FHWA oversight.
(#11) ODOT Key # 23787 MTIP ID TBD <i>New Project</i>	Tualatin	Tualatin and Neighbors Charging Up (TANC-UP)	Deploy and install EV chargers across Oregon’s North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions, and offer access to diverse populations who don’t have access to at-home charging systems.	<u>ADD NEW PROJECT:</u> The formal amendment adds to the MTIP the new Charging and Fueling Infrastructure (CFI) discretionary award of \$15 million dollars to Tualatin to expand the EV charging network across the north Willamette Valley.

Proposed Amendment Review and Approval Steps	
Date	Action
November FFY 2025 (NV25-02-NOV) Formal Ammendment estimated processing and approval timing	
Tuesday, December 3, 2024	Post amendment & begin 30+ day notification/comment period.
Friday, December 6, 2024	December 2024 TPAC Meeting. Provide TPAC members will receive their official notification of the amendment bundle and be requested to provide an approval recommendation for the amendment resolution to JPACT.
Thursday, December 19, 2024	December 2024 JPACT meeting. JPACT will be requested to approve the amendment resolution and provide an approval recommendation to Metro Council. (Proposed to be a Consent Calendar item.)
Friday, January 3, 2025	End the 30-day public comment period.
Thursday, January 9, 2025	Metro Council meeting. Request final Metro approval for the December FFY 2025 MTIP Formal Amendment bundle under amendment DC25-03-DEC. (Proposed to be a Consent Calendar item.)
Wednesday, January 15, 2025	Submit final Metro approved FFY 2025 December Formal amendment bundle to ODOT and FHWA to complete final approval steps.
Late February, 2025	Final approval from FHWA estimated will occur. Added note: Several projects also will require FTA approval.



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

MTIP Formal Amendment
ADD FUNDS
 Add \$5 million awarded Carbon funds to the project

Project #1

Project Details Summary							
ODOT Key #	23623	RFFA ID:	N/A	RTP ID:	11664	RTP Approval Date:	11/30/2023
MTIP ID:	71430	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The formal amendment adds the remaining authorized \$5 million of awarded Carbon funds to the project. The project was originally awarded a total of \$6 million dollars split with \$5 million Metro Approved Carbon funds and \$1 million of STBG-U. \$800k of STBG was reprogrammed and replaced by Carbon funds. The remaining authorized \$5 million of Carbon funds are being added through this amendment. . CRP funds will contribute to Metro and partners advancing the project to final design and completing the NEPA phase of the project. This work includes pre-NEPA scoping, design work, addressing NEPA requirements, development of FTA rating materials, and other activities needed to achieve an FTA CIG Small Starts Grant Agreement. The scope of works has been defined to support required Preliminary Engineering phase requirements.

Project Name:	Tualatin Valley Hwy Transit & Development Project - Continued					
Lead Agency:	Metro	Applicant:	Metro		Administrator:	FTA
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	YES

Short Description:

Added funding support to Key 22527 to complete corridor planning for the Tualatin Valley Hwy Transit & Development Project study to develop a locally preferred alternative (LPA) for a transit project and alternative analysis for a preferred alignment

MTIP Detailed Description (Internal Metro use only):

A multi-year study through the OR8 corridor in support of Key 22527 between Beaverton and Forest Grove in Washington County, complete various corridor development planning activities including developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project, alternative analysis for a preferred alignment, and evaluate potential street and pedestrian improvements. (FFY 2025 UPWP funding award supporting Key 22527)

STIP Description:

OR8 corridor planning including developing an equitable development strategy (EDS), a locally preferred alternative (LPA) for a transit project, an alternative analysis for a preferred alignment for future construction of pedestrian improvements.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Planning ODOT Work Type:	Planning - Corridor/Area Planning PLANNG, OP-Carbon						Planning		
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2025	\$ 200,000						\$ -
STBG-U	Y230	2025		\$ 200,000					\$ 200,000
Carbon	Y601	2025						\$ 800,000	\$ -
Carbon	Y601	2025		\$ 5,800,000					\$ 5,800,000
Federal Totals:			\$ -	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025	\$ 22,891						\$ -
Local	Match	2025		\$ 22,891					\$ 22,891
Local	Match	2025						\$ 91,564	\$ -
Local	Match	2025		\$ 663,836					\$ 663,836
Local Totals:			\$ -	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ 686,727
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ 222,891	\$ -	\$ -	\$ -	\$ -	\$ 891,564	\$ 1,114,455
Amended Programming Totals			\$ -	\$ 6,686,727	\$ -	\$ -	\$ -	\$ -	\$ 6,686,727
Total Estimated Project Cost									\$ 6,686,727
Total Cost in Year of Expenditure:									\$ 6,686,727

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:	\$ (222,891)	\$ 6,686,727	\$ -	\$ -	\$ -	\$ (891,564)	\$ 5,572,272
Phase Change Percent:	100.0%	100.0%	0.0%	0.0%	0.0%	100.0%	500.0%
Amended Phase Matching Funds:	\$ -	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ 686,727
Amended Phase Matching Percent:	0.00%	10.27%	N/A	N/A	N/A	0.00%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ 686,727
Total	\$ -	\$ 6,686,727	\$ -	\$ -	\$ -	\$ -	\$ 6,686,727

Phase Composition Percentages

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

Phase Programming Percentage

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
					Estimated Project Completion Date:		
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes	If yes, expected FTA conversion code:			5307	

Fiscal Constraint Consistency Review
1. What is the source of funding? Metro awarded Carbon funds.
2. Does the amendment include changes or updates to the project funding? Yes. New Carbon funds are being added to the MTIP,.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the Metro Council June 15, 2023 Carbon awards item.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Metro Council 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	OR8	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Arterial		Cross Street		Cross Street
	OR 8/Pacific Ave/19th Ave/ Tualatin Valley Highway		B Street (Forest Grove)		Beaverton Transit Center (Beaverton)

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	2	Project Status	A	A = In approved MTIP moving forward to obligate funds	
Total Prior Amendments	2	Last Amendment	Administrative	Date of Last Amendment	February 2024	Last MTIP Amend Num	AM24-07-FEB3
Last Amendment Action	ADD NEW SPLIT PROJECT: The administrative modification splits \$1 million of STBG-U and match from Key 23239 and commits it to a new child project in support of the existing and ongoing Tualatin Valley Hwy Transit & Development Project in Key 22527						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Planning and Technical Studies
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	11664 - Corridor Investment Areas Activities for 2023-2030
RTP Project Description:	The RTP identifies mobility corridors and future high capacity transit capital investments needed to support the 2040 Growth Concept. Corridor investment areas activities focus on aligning investments around specific outcomes to support local and regional goals in locations with multijurisdictional interests. Investment areas activities include completing corridor refinement planning and developing multimodal projects in major transportation corridors identified in the RTP as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. Activities include ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP.
Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure?	No.
2. Is the project identified on the Congestion Management Process (CMP) plan?	No.
3. Is the project included as part of the approved: UPWP?	No. Not applicable.
3a. If yes, is an amendment required to the UPWP?	No.
3b. Can the project MTIP amendment proceed before the UPWP amendment?	Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)?	Not applicable

4. Applicable RTP Goals:

Goal # 1 -Mobility Options:

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

Goal #2 - Safer System:

Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.

Goal #3 - Equitable Transportation:

Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.

Goal #4 - Thriving Economy:

Objective 4.1 - Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region

Goal #5: Climate Action and Resiliency:

Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.

5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **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, December 3, 2024 to Friday, January 3, 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 could be submitted.**
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
Carbon	The Carbon Reduction Program (CRP) to provide funds for projects designed to reduce transportation carbon dioxide (CO2) emissions from on-road highway sources. These are 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.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

**Exhibit A to Staff Report of Resolution 23-5337
Project Allocation List and Project Descriptions**

TPAC Recommended Investment Package	
Tualatin Valley Highway Bus Rapid Transit	\$5,000,000
82 nd Avenue Bus Rapid Transit	\$5,000,000
Line 33 McLoughlin Transit Signal Priority	\$4,000,000
Climate Smart Implementation Program	\$1,800,000
Transportation System Management & Operations	\$3,000,000
Subtotal:	\$18,800,000

Description of Package Element Options

Tualatin Valley Highway Bus Rapid Transit (BRT): A \$5 million allocation for BRT project development funding for the TV Highway corridor to be matched by TriMet and with participation by local agencies toward a total of about \$20 million needed to complete the Project Development phase of the Federal Transit Administration’s Capital Investment Grant (FTA CIG) Small Starts program. This work includes design, addressing National Environmental Protection Act (NEPA) requirements, development of FTA rating materials and other activities needed to get to a Small Starts Grant Agreement. The project lead agency will confirm the obligation of these funds or confirm a commitment by JPACT and the Metro Council to pursue an FTA CIG Small Starts application for future spending of these funds, by July 2026. If the region decided to not pursue an FTA CIG Small Starts application, remaining funds could be repurposed to safe access to transit or other transit elements in the corridor.

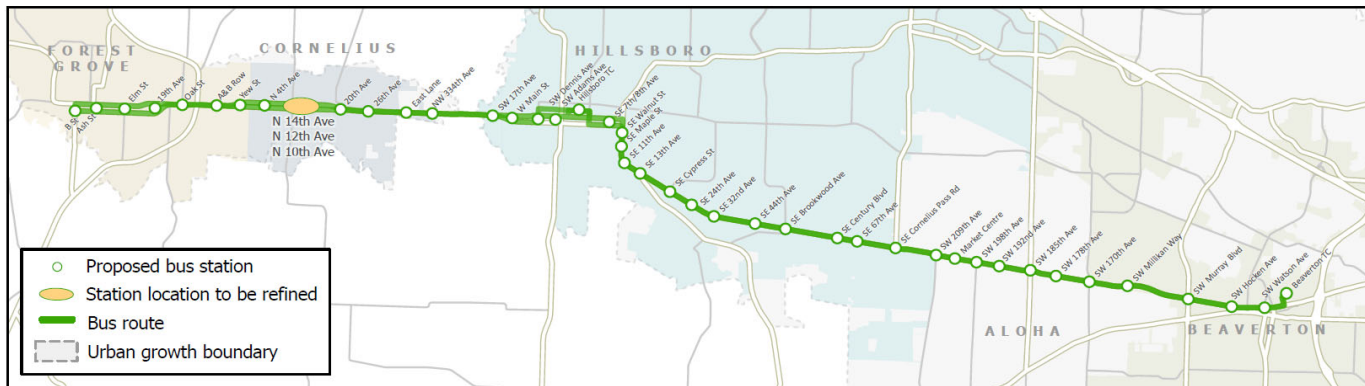
Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

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

Anticipated Required Performance Measurements Monitoring

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





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

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

Project #2

Project Details Summary

ODOT Key #	23807	RFFA ID:	N/A	RTP ID:	12021	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:			

Summary of Amendment Changes Occurring:
 The formal amendment adds the new SS4A 2024 Round 3 planning category award to the MTIP. The project will focus on developing SR2S strategies around the Roosevelt High School area. The SS4A planning grant is a \$1,110,000 federal award from the Safe Streets For All Round 3 Planning category. The project will be delivered under direct recipient rules meaning Metro will work directly with FHWA to develop the project agreement, obligate and expend the funds, and delivery the approved scope elements.

Project Name:	Targeted Safe Routes to School Interventions in Portland Area (Metro)						
Lead Agency:	Metro	Applicant:	Metro		Administrator:	FHWA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	YES	

Short Description:
 Develop a suite of interventions supporting the safe movement of children and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the intervention effectiveness.

MTIP Detailed Description (Internal Metro use only):
 SS4A 2024 Planning cycle study funding a suite of interventions to support the safe movement of children to and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the potential effectiveness of each intervention. Targeted schools include five elementary schools (Astor, James John, Sitton, Rosa Parks, César Chávez), one middle school (George), and one high school (Roosevelt).

STIP Description:
 TBD

Project Classification Details									
Project Type	Category			Features				System Investment Type	
Planning ODOT Work Type:	Planning - Corridor Area Planning PLANNG							Planning	
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
SS4A24	OTH0	2025	\$ 1,110,000						\$ 1,110,000
									\$ -
Federal Totals:			\$ 1,110,000		\$ -	\$ -		\$ -	\$ 1,110,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025	\$ 277,500						\$ 277,500
									\$ -
Local Totals:			\$ 277,500	\$ -	\$ -	\$ -		\$ -	\$ 277,500
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 1,387,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,387,500
Total Estimated Project Cost									\$ 1,387,500
Total Cost in Year of Expenditure:									\$ 1,387,500

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:	\$ 1,387,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,387,500
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 277,500	\$ -	\$ -	\$ -		\$ -	\$ 277,500
Amended Phase Matching Percent:	20.00%	N/A	N/A	0.00%	N/A	0.00%	20.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 1,110,000		\$ -	\$ -		\$ -	\$ 1,110,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 277,500	\$ -	\$ -	\$ -		\$ -	\$ 277,500
Total	\$ 1,387,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,387,500

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%	80.00%
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%	20.00%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

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

Fiscal Constraint Consistency Review
1. What is the source of funding? FFY 2024 Round 3 Safe Streets For All (SS4A) discretionary grant
2. Does the amendment include changes or updates to the project funding? Yes. New SS4A awarded funds are being added to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the November SS4A Round 3 awards notification.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? USDOT/SS4A approval was required.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	A	A = In approved MTIP moving forward to obligate funds	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Planning and Technical Studies
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID 12021: Regional Safe Routes to School Program Activities for 2023-2030
RTP Project Description:	Educational and encouragement activities that help children safely walk and roll to school. Funded through the Regional Travel Options program with programs and services provided directly by Metro staff and by local agency and non-profit organizations through grants and agreements.

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? An administrative modification to the UPWP is assumed yes.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Metro funded stand-alone
4. Applicable RTP Goals: <u>Goal #2 - Safer System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 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
SS4A24	Fund type code used to identify the federal funds designated to be used for the SS4A awards.



Safe Streets and Roads for All FY24 Planning and Demonstration Awards by State

The following tables list all Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.

Oregon

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City of Ashland	Citywide Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	\$280,000
Clatsop County	Clatsop County Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	\$480,000
Columbia County	Columbia County Comprehensive Safety Action Plan - Prioritizing and addressing safety hotspots	Develop a new Comprehensive Safety Action Plan	Rural	\$180,000
Metro	Targeted Safe Routes to School Interventions in Portland Area	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$1,110,000
Milwaukie	Safety Assessment of Harrison Street Corridor	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$320,000

* a. Applicant	OR-003	* b. Program/Project	OR-003
Attach an additional list of Program/Project Congressional Districts if needed.			
		Add Attachment	Delete Attachment
17. Proposed Project:			
* a. Start Date:	07/01/2025	* b. End Date:	06/30/2028
18. Estimated Funding (\$):			
* a. Federal	1,110,000.00		
* b. Applicant			
* c. State			
* d. Local	277,500.00		
* e. Other			
* f. Program Income			
* g. TOTAL	1,387,500.00		

Modeling Network , NHS, and Performance Measure Designations

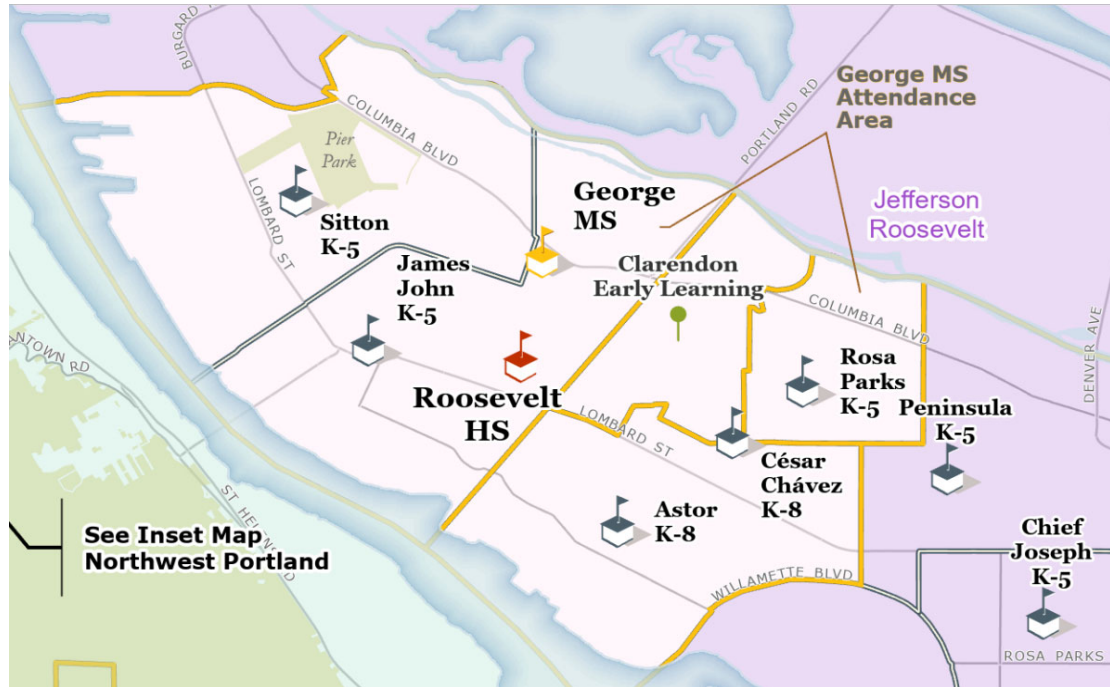
National Highway System and Functional Classification Designations

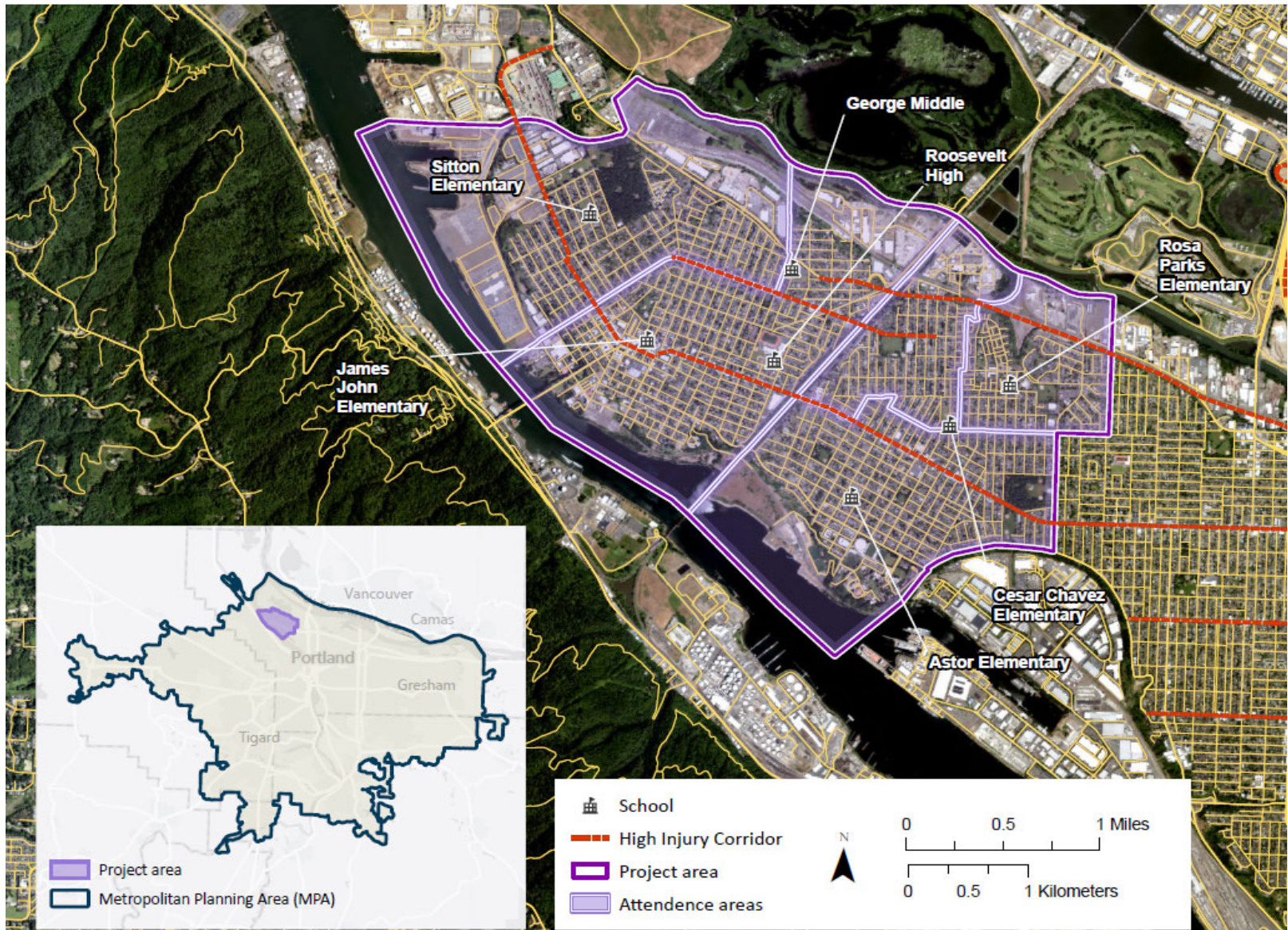
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Anticipated Required Performance Measurements Monitoring

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

Added notes: "Yes" across multiple EFAs







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

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

Project #3

Project Details Summary							
ODOT Key #	23751	RFFA ID:	N/A	RTP ID:	11537, 11540, 11542	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC	STIP Amendment ID:		24-27-1888		

Summary of Amendment Changes Occurring:
 The formal amendment adds the new SS4A Planning category awarded project to the MTIP.

Project Name:	Safety Assessment of Harrison Street Corridor						
Lead Agency:	Milwaukie	Applicant:	Milwaukie	Administrator:	FHWA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES		

Short Description:
 Identify crash hotspots and contributing factors within the Harrison Street corridor. Evaluate countermeasures along the corridor to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

MTIP Detailed Description (Internal Metro use only):
 In Milwaukie FFY 2024 SS4A Planning study award to identify crash hotspots and contributing factors within the Harrison Street corridor. Evaluate countermeasures along the corridor to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

STIP Description:
 This award will be used by Milwaukie to identify crash hotspots and contributing factors within the Harrison Street corridor. The study will evaluate countermeasures along the corridor to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Planning	Corridor/Area Planning						Planning		
ODOT Work Type:	PLANNG								
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
SS4A24	OTH0	2025	\$ 320,000						\$ 320,000
									\$ -
Federal Totals:			\$ 320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025	\$ 80,000						\$ 80,000
									\$ -
Local Totals:			\$ 80,000	\$ -	\$ -	\$ -		\$ -	\$ 80,000
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Total Estimated Project Cost									\$ 400,000
Total Cost in Year of Expenditure:									\$ 400,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000
Amended Phase Matching Percent:	20.00%	N/A	N/A	N/A	N/A	0.00%	20.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 80,000	\$ -	\$ -	\$ -		\$ -	\$ 80,000
Total	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	80.00%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.00%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

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

Fiscal Constraint Consistency Review
1. What is the source of funding? Federal Safe Streets for All (SS4A) planning category discretionary funding.
2. Does the amendment include changes or updates to the project funding? Yes, new SS4A awarded funds are being added to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the SS4A awards notification list.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? USDOT SS4A grant office approval was required,
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial	Cross Street	Cross Street	Cross Street	
	SE Harrison St	OR99E (SE McLoughlin Blvd)		SE 43rd Ave	

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

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
Potentially Impacted RTP Constrained Project IDs and Names:	The planning project relates back to three 2023 RTP constrained projects: ID 11537: Group 4--Pedestrian Improvements at Hwy 224 ID 11540: Group 8--Street Connectivity & Intersection Improvement Projects ID 11542: Harrison St Capacity Improvements
RTP Project Description:	11537: Intersection Improvements at Hwy 224 and 37th Ave Consolidate the two northern legs of 37th Ave and International Way into one leg at Hwy 224. Intersection Improvements at Hwy 224 and Oak St Add left-turn lanes and protected signal phasing on Oak St approaches. 11540: Harrison St and King Rd Connection Enhance connection between King Rd and Harrison St at 42nd Ave. Intersection Improvements at 42nd Ave and King Rd Enhance intersection function. Intersection Improvements at 42nd Ave and Harrison St = Signalize intersection to facilitate dominant traffic flow. 11542: Widen to standard three lane cross section.
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. An administrative amendment will occur to add the project as an externally led project	
3a. If yes, is an amendment required to the UPWP? No.	
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.	
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Non-Metro funded, externally led regionally significant planning project.	

4. Applicable RTP Goals:
- Goal # 1 -Mobility Options:**
Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.
- Goal #2 - Safe System:**
Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
- Goal #3 - Equitable Transportation:**
Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 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
SS4A24	Federal Safe Streets For All Planning category awarded discretionary funds that support efforts to prevent roadway deaths and serious injuries

Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	OTH0	OTHER THAN STATE OR	100.00%	400,000.00	80.00%	320,000.00	0.00%	0.00	20.00%	80,000.00
	PL Totals		100.00%	400,000.00		320,000.00		0.00		80,000.00
Grand Totals				400,000.00		320,000.00		0.00		80,000.00



Safe Streets and Roads for All FY24 Planning and Demonstration Awards by State

The following tables list all Round 1 and Round 2 Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.

Oregon

Lead Applicant	Project Title	Application Type	Round	Funding Award
City of Ashland	Citywide Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 2	\$280,000
Clatsop County	Clatsop County Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 1	\$480,000
Columbia County	Columbia County Comprehensive Safety Action Plan - Prioritizing and addressing safety hotspots	Develop a new Comprehensive Safety Action Plan	Round 1	\$180,000
Milwaukie	Safety Assessment of Harrison Street Corridor	Conduct Demonstration or Other Supplemental Planning Activities (only)	Round 2	\$320,000
Tangent	Linn County Oregon Multijurisdictional Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 2	\$320,308
Oregon Total				\$1,580,308

Modeling Network , NHS, and Performance Measure Designations

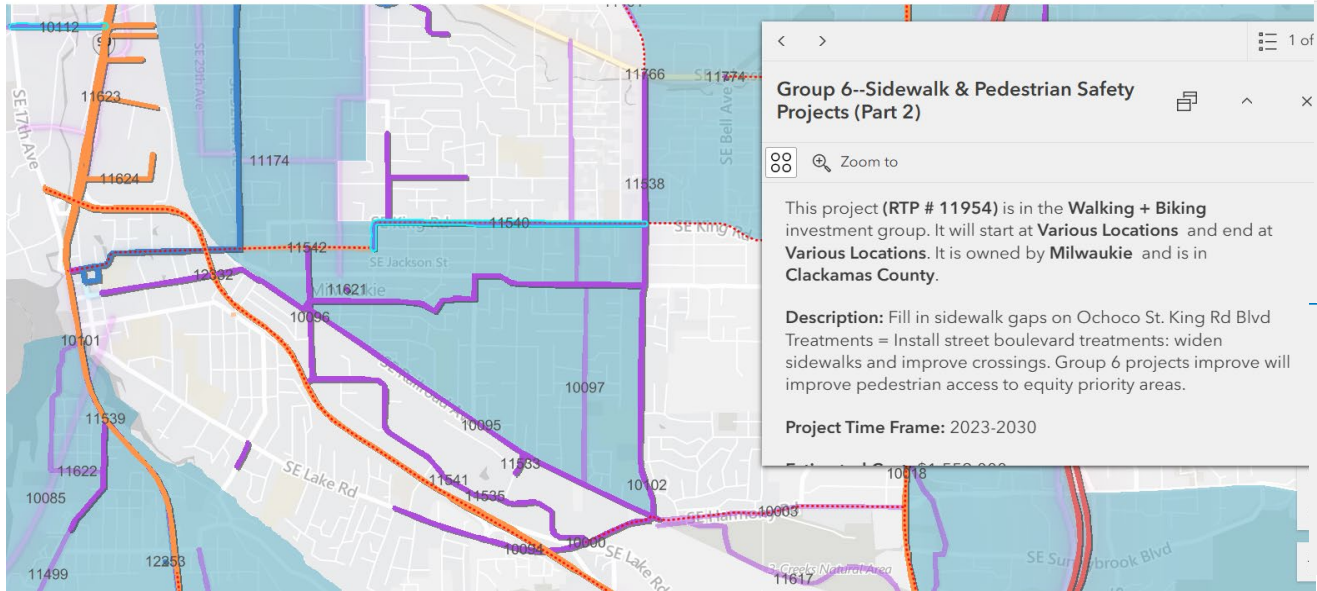
National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	Harrison Street	No designation
Functional Classification	Yes	Harrison Street	4 = Minor Arterial
Federal Aid Eligible Facility	Yes	Harrison Street	Urban Minor Arterial

RTP Consistency and Performance Measure References:

As a planning project, performance measurements are not applicable. However, the Harrison St Safety Assessment Study may have impacts upon future RTP corridor street improvements projects

RTP ID	RTP Project Name	Applicable Scoping Element
11537	Group 4--Pedestrian Improvements at Hwy 224	Study of Pedestrian Crossings on Hwy 224 = Examine alternatives for improving pedestrian crossings at five intersections along Hwy 224 (Harrison St , Monroe St, Oak St, 37th Ave, Freeman Way).
11540	Group 8--Street Connectivity & Intersection Improvement Projects	Harrison St and King Rd Connection Enhance connection between King Rd and Harrison St at 42nd Ave. Intersection Improvements at 42nd Ave and King Rd Enhance intersection function. Intersection Improvements at 42nd Ave and Harrison St = Signalize intersection to facilitate dominant traffic flow.
11542	Harrison St Capacity Improvements	Widen to standard three lane cross section.



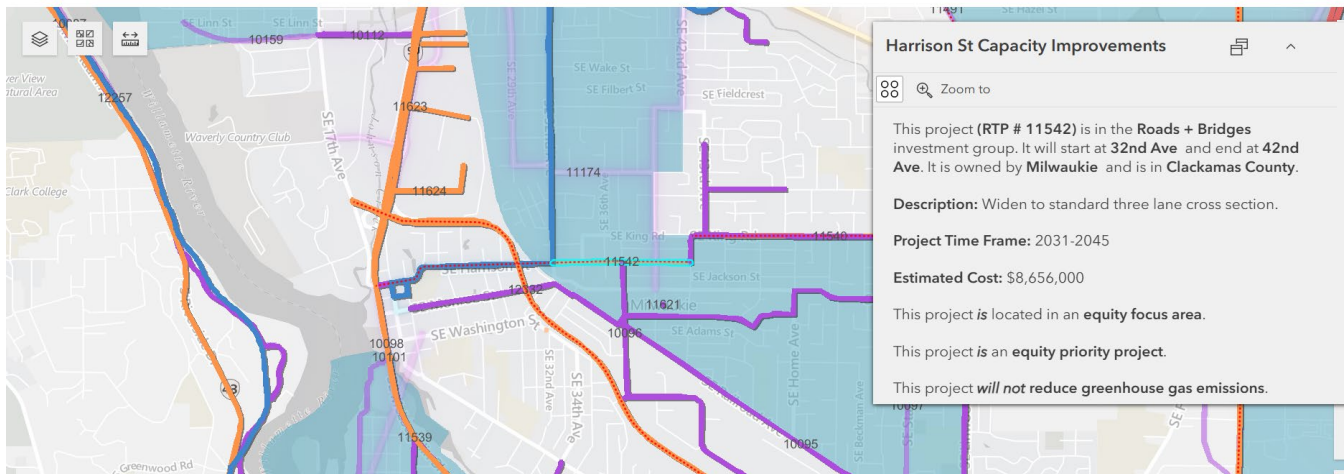
Group 6--Sidewalk & Pedestrian Safety Projects (Part 2)

This project (RTP # 11954) is in the **Walking + Biking** investment group. It will start at **Various Locations** and end at **Various Locations**. It is owned by **Milwaukie** and is in **Clackamas County**.

Description: Fill in sidewalk gaps on Ochoco St. King Rd Blvd
Treatments = Install street boulevard treatments: widen sidewalks and improve crossings. Group 6 projects improve will improve pedestrian access to equity priority areas.

Project Time Frame: 2023-2030

- Estimated Cost: \$1,559,000
- This project *is* located in an **equity focus area**.
- This project *is* an **equity priority project**.
- This project *will* **reduce greenhouse gas emissions**.
- This project *does* have identified **safety benefits**.
- This project *is* located in a **high injury corridor**.
- This project *is not* located on the **regional emergency transportation/state seismic lifeline route**.
- This project *is* located in a **current job center**.
- This project *is* located in a **planned job center**.
- This project *does* include **multimodal (non-motor vehicle) design elements**.
- This project *does* address a **multimodal gap** in the transportation system.



Harrison St Capacity Improvements

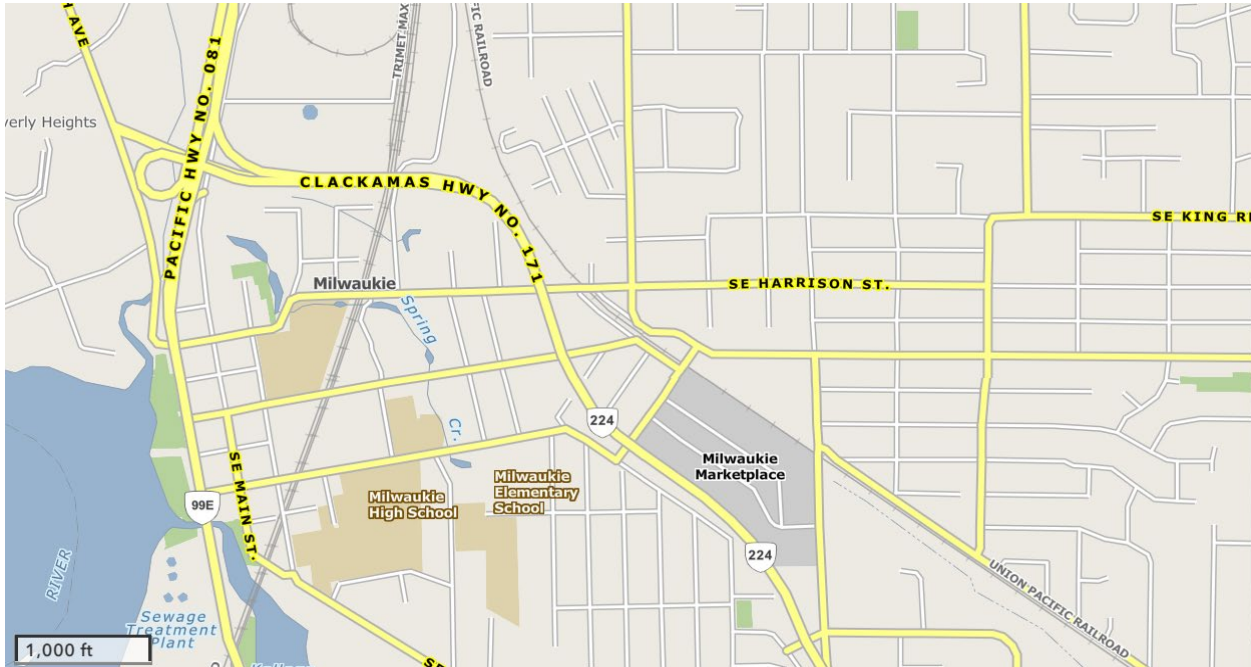
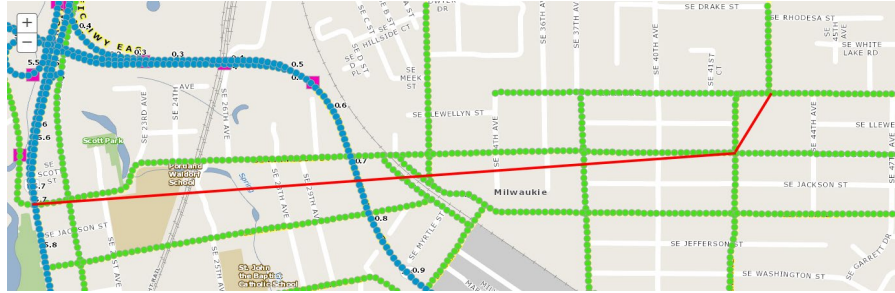
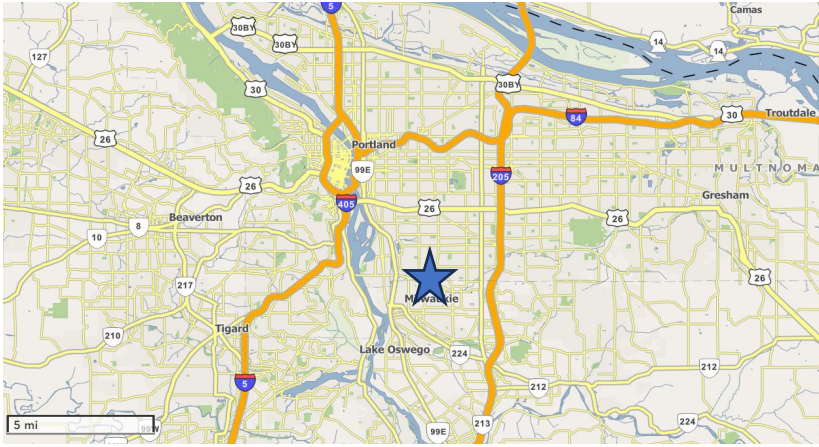
This project (RTP # 11542) is in the **Roads + Bridges** investment group. It will start at **32nd Ave** and end at **42nd Ave**. It is owned by **Milwaukie** and is in **Clackamas County**.

Description: Widen to standard three lane cross section.

Project Time Frame: 2031-2045

Estimated Cost: \$8,656,000

- This project *does not* have identified **safety benefits**.
- This project *is* located in a **high injury corridor**.
- This project *is not* located on the **regional emergency transportation/state seismic lifeline route**.
- This project *is* located in a **current job center**.
- This project *is not* located in a **planned job center**.
- This project *does* include **multimodal (non-motor vehicle) design elements**.
- This project *will not* **reduce greenhouse gas emissions**.





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

MTIP Formal Amendment
ADD NEW PROJECT
 Add new ODOT PTD 5310 project
 for TriMet in 2026

Project #4

Project Details Summary							
ODOT Key #	23790	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:		24-27-2082	

Summary of Amendment Changes Occurring:
 The formal amendment adds the ODOT Public Transportation Division (PTD) supporting FTA Section 5310 senior and disabled mobility transit needs in FFY 2026. The awarded State STBG will be flex transferred to FTA enabling TriMet to access, obligate, and expend the funds through FTA's TrAMS system

Project Name:	Oregon Transportation Network - TriMet FFY26						
Lead Agency:	ODOT PTD	Applicant:	ODOT		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES		

Short Description:
 Transit funding for TriMet supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.

MTIP Detailed Description (Internal Metro use only):
 Public transit funding for TriMet for federal fiscal year 2027 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

STIP Description:
 Public transit funding for TriMet for federal fiscal year 2026 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Transit ODOT Work Type:	Transit - Capital		Capital Vehicles Operations				Capital Improvement		
	Transit - Vehicles		Vehicle Replacement						
		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
Federal Funds									
State STBG	Y240	2026						\$ 3,674,037	\$ 3,674,037
								\$ -	\$ -
Federal Totals:			\$ -		\$ -	\$ -		\$ 3,674,037	\$ 3,674,037
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2026						\$ 420,510	\$ 420,510
								\$ -	\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ 420,510	\$ 420,510
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Total Estimated Project Cost									\$ 4,094,547
Total Cost in Year of Expenditure:									\$ 4,094,547

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,674,037	\$ 3,674,037
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547

Phase Composition Percentages

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Flex Transfer
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2028
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? ODOT Public Transportation Division awarded funding.
2. Does the amendment include changes or updates to the project funding? Yes. New ODOT PTD awarded funds are being added to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via Region 1 STIP Coordinator confirmation.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT PTD approval was required.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	T21	Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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

Additional RTP Consistency Check Areas

1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No. Not applicable.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable
4.	<p>Applicable RTP Goals:</p> <p><u>Goal # 1 -Mobility Options:</u> Objective 1.3: Increase household and job access to current and planned frequent transit service..</p> <p><u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.</p> <p><u>Goal #5 - Climate Action and Resilience:</u> Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 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.

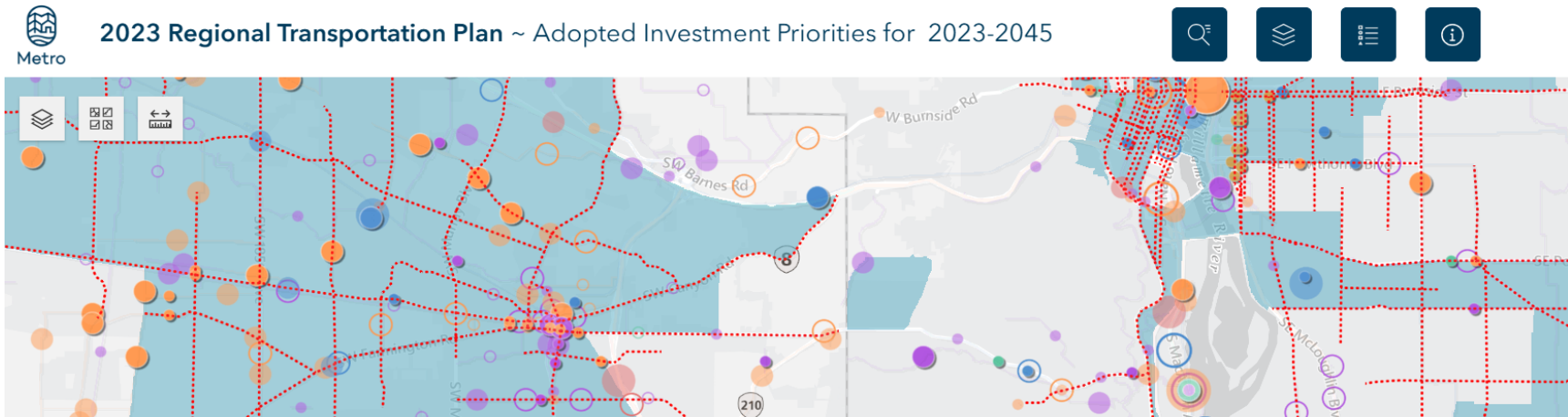
Fund Codes

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 IJJA	100.00%	4,094,547.00	89.73%	3,674,037.00	0.00%	0.00	10.27%	420,510.00
	OT Totals		100.00%	4,094,547.00		3,674,037.00		0.00		420,510.00
Grand Totals						3,674,037.00		0.00		420,510.00

Modeling Network , NHS, and Performance Measure Designations

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

Regional project not specifically mapped based on investment location. Estimated applicable performance measures stated below



Anticipated Required Performance Measurements Monitoring								Notes
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	
	X	X		X	X			
Added notes:								



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add new ODOT PTD 5310 focused project in FFY 2027 for TriMet

Project #5

Project Details Summary							
ODOT Key #	23800	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:		24-27-2097	

Summary of Amendment Changes Occurring:
 The formal amendment adds the ODOT Public Transportation Division (PTD) supporting FTA Section 5310 senior and disabled mobility transit needs. The awarded State STBG will be flex transferred to FTA enabling TriMet to access, obligate, and expend the funds through FTA's TrAMS system

Project Name:	Oregon Transportation Network - TriMet FFY27						
Lead Agency:	ODOT PTD	Applicant:	ODOT		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES		

Short Description:
 Transit funding for TriMet supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.

MTIP Detailed Description (Internal Metro use only):
 Public transit funding for TriMet for federal fiscal year 2027 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

STIP Description:
 Public transit funding for TriMet for federal fiscal year 2027 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

Project Classification Details										
Project Type	Category		Features				System Investment Type			
Transit ODOT Work Type:	Transit - Capital		Capital Vehicles Operations				Capital Improvement			
	Transit - Vehicles		Vehicle Replacement							
		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	
Federal Funds										
State STBG	Y240	2027						\$ 3,674,037	\$ 3,674,037	
								\$ -	\$ -	
Federal Totals:			\$ -		\$ -	\$ -		\$ 3,674,037	\$ 3,674,037	
State Funds										
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total	
									\$ -	
									\$ -	
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Local Funds										
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total	
Local	Match	2027						\$ 420,510	\$ 420,510	
								\$ -	\$ -	
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ 420,510	\$ 420,510	
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total	
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547	
								Total Estimated Project Cost	\$ 4,094,547	
								Total Cost in Year of Expenditure:	\$ 4,094,547	

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Amended Phase Matching Percent:	N/A	#DIV/0!	#DIV/0!	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,674,037	\$ 3,674,037
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547

Phase Composition Percentages

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Flex
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2029
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? ODOT Public Transportation Division awarded funding.
2. Does the amendment include changes or updates to the project funding? Yes. New ODOT PTD awarded funds are being added to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via Region 1 STIP Coordinator confirmation.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT PTD 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
	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	T21	Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? No. Not applicable.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable
4. Applicable RTP Goals: <u>Goal # 1 -Mobility Options:</u> Objective 1.3: Increase household and job access to current and planned frequent transit service.. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. <u>Goal #5 - Climate Action and Resilience:</u> Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? 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, December 3, 2024 to Friday, January 3, 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.

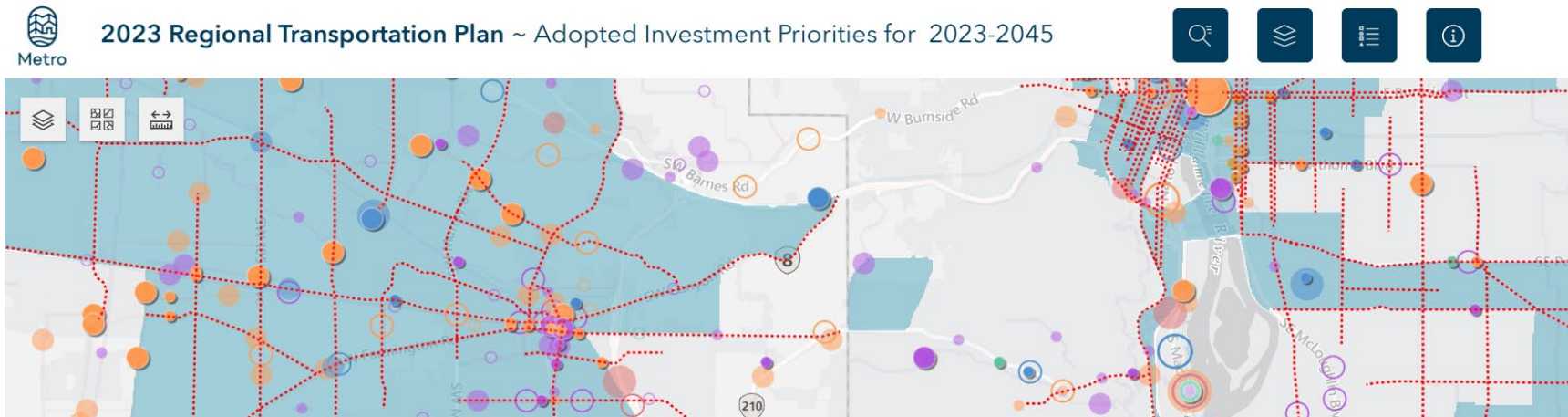
Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	4,094,547.00	89.73%	3,674,037.00	0.00%	0.00	10.27%	420,510.00
	OT Totals		100.00%	4,094,547.00		3,674,037.00		0.00		420,510.00
Grand Totals						3,674,037.00		0.00		420,510.00

Modeling Network , NHS, and Performance Measure Designations

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

Regional project not specifically mapped based on investment location. Estimated applicable performance measures stated below



Anticipated Required Performance Measurements Monitoring								Notes
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	
	X	X		X	X			
Added notes:								



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

MTIP Formal Amendment
ADD FUNDS
 Correct initial programming
 mistake by adding funds

Project #6

Project Details Summary							
ODOT Key #	23727	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	New TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		DC25-03-DEC	STIP Amendment ID:		24-27-1494		

Summary of Amendment Changes Occurring:
 In the October FFY 2025 MTIP Formal Amendment bundle, Key 23727 was added based on an awarded STBG amount of \$1,700,000. The initial programming provided funding supporting 5310 program focus project grouping bucket (PGB) to the 2024-27 MTIP. The 5310 program is a FTA funded area that supports the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Upon further review of the funding ODOT PTD discovered they had inadvertently entered the wrong Stated STBG amount for the project. The actual authorized State STBG for the project is \$3,674,037. As part of the December FFY 2025 MTIP formal amendment bundle, the funding correction is occurring.

Project Name:	Oregon Transportation Network - TriMet FFY25						
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
 TriMet funding supporting the 5310 enhanced mobility of seniors and individuals with disabilities program for eligible 5310 capital projects (e.g., preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition)

MTIP Detailed Description (Internal Metro use only):
 Public transit funding for TriMet for federal fiscal year 2025 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition (ODOT Public Transit Division grantor)

STIP Description:
 Public transit funding for TriMet for federal fiscal year 2025 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition

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
Federal Funds									
State STBG	Y240	2025						\$ 1,700,000	\$ -
State STBG	Y240	2025						\$ 3,674,037	\$ 3,674,037
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,674,037	\$ 3,674,037

State Funds

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

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 194,572	\$ -
Local	March	2025						\$ 420,510	\$ 420,510
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,894,572	\$ 1,894,572
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Total Estimated Project Cost							\$ 4,094,547
Total Cost in Year of Expenditure:							\$ 4,094,547

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,199,975	\$ 2,199,975
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	116.1%	116.1%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,674,037	\$ 3,674,037
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547

Phase Composition Percentages

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Grant ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:		12/31/2028	
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? ODOT Public Transit Division.
2. Does the amendment include changes or updates to the project funding? Yes. The amendment corrects the authorized State STBG that will be flex transferred to FTA supporting FTA Section 5310 program areas for TriMet.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, confirmation via an informal PTD allocation audit by Region 1.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Public Transit Division approval and confirmation by the Region 1 STIP Coordinator and State STIP Coordinator.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T21 (New)	Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes 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?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 10928 - Operating Capital: Fleet Vehicles: Phase 1
RTP Project Description:	Replacement, refurbishment and/or service expansion of zero emission buses, articulated buses, light rail and LIFT vehicles.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not applicable: The project represent a regional transit system upgrade at his 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 # 3 - Transportation Choices:
 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, December 3, 2024 to Friday, January 3, 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 IIJA	100.00%	4,094,547.00	89.73%	3,674,037.00	0.00%	0.00	10.27%	420,510.00
	OT Totals		100.00%	4,094,547.00		3,674,037.00		0.00		420,510.00
Grand Totals				4,094,547.00		3,674,037.00		0.00		420,510.00



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 CFI awarded project
 for ODOT to the MTIP

Project #7

Project Details Summary							
ODOT Key #	23815	RFFA ID:	N/A	RTP ID:	12351	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:		24-27-2148	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new Charging and Fueling Infrastructure (CFI) grant project to the MTIP. The grant is a 3-state award and was awarded to Caltrans with ODOT and WSDOT as partners. The totals CFI grant award is \$102.3 million dollars. ODOT's federal portion is \$21,133,653. The funding will support the efforts to deploy and Install electric charging and hydrogen refueling stations along the I-5 corridor in Oregon. Note: Specific site locations have not yet been identified and finalized.

Project Name:	I-5: Truck Charging and Fueling Stations						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	FHWA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	YES	

Added Note: This project is part of a 3-state CFI award totaling \$102 million. The award totals \$102.3 million and is to Caltrans with ODOT and WSDOT also partnering in the grant award.

Short Description:
 Install electric charging and hydrogen refueling stations along the I-5 corridor in Oregon. This project will utilize federal grant funding from the FHWA award for the West Coast Truck Charging and Fueling Corridor Project.

MTIP Detailed Description (Internal Metro use only):
 In Oregon along the I-5 corridor, deploy and Install electric charging and hydrogen refueling stations along the I-5 corridor in Oregon. This project will utilize federal grant funding from the FHWA award for the West Coast Truck Charging and Fueling Corridor Project.(

STIP Description:
 Install electric charging and hydrogen refueling stations along the I-5 corridor in Oregon. This project will utilize federal grant funding from the FHWA award for the West Coast Truck Charging and Fueling Corridor Project.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Systems Management and Operations	Systems Management, ITS, and Operations
ODOT Work Type:	SPPROG		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-CFI24	ACPO	2025		\$ 3,163,821					\$ 3,163,821
AC-CFI24	ACPO	2026					\$ 17,969,832		\$ 17,969,832
									\$ -
Federal Totals:			\$ -	\$ 3,163,821	\$ -	\$ -	\$ 17,969,832	\$ -	\$ 21,133,653

State Funds

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

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025		\$ 800,112					\$ 800,112
Local	Match	2026					\$ 4,492,458		\$ 4,492,458
									\$ -
Local Totals:			\$ -	\$ 800,112	\$ -	\$ -	\$ 4,492,458	\$ -	\$ 5,292,570

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 3,963,933	\$ -	\$ -	\$ 22,462,290	\$ -	\$ 26,426,223

Total Estimated Project Cost \$ 26,426,223

Total Cost in Year of Expenditure: \$ 26,426,223

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 3,963,933	\$ -	\$ -	\$ 22,462,290	\$ -	\$ 26,426,223
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 800,112	\$ -	\$ -	\$ 4,492,458	\$ -	\$ 5,292,570
Amended Phase Matching Percent:	N/A	20.18%	N/A	N/A	20.00%	0.00%	20.03%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 3,163,821	\$ -	\$ -	\$ 17,969,832	\$ -	\$ 21,133,653
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 800,112	\$ -	\$ -	\$ 4,492,458	\$ -	\$ 5,292,570
Total	\$ -	\$ 3,963,933	\$ -	\$ -	\$ 22,462,290	\$ -	\$ 26,426,223

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	79.82%	0.00%	0.0%	80.00%	0.0%	79.97%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	20.18%	0.00%	0.0%	20.00%	0.0%	20.03%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	12.0%	0.0%	0.0%	68.0%	0.0%	79.97%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	3.0%	0.0%	0.0%	17.0%	0.0%	20.03%
Total	0.0%	15.0%	0.0%	0.0%	85.0%	0.0%	100.0%

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

Fiscal Constraint Consistency Review
1. What is the source of funding? FFY 2024 USDOT Charging and Fueling Infrastructure (CFI) funding award.
2. Does the amendment include changes or updates to the project funding? Yes. New CFI awarded funds are being added to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the CFI grant awards notification.
4. What level did the funding award and approval require? USDOT CFI program office approval was required.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

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

Added Notes: No specific locations have yet to be identified. The target limits are along I-5 in Oregon from border to border.

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

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	12351 - ODOT Carbon Reduction & Electric Vehicle Infrastructure Programs: 2024-2030
RTP Project Description:	Projects to reduce carbon emissions and to support electrification of vehicles, consistent with the federal Carbon Reduction funding program, the federal National Electric Vehicle Infrastructure funding program, the Statewide Transportation Strategy, and Climate Smart Strategy.

Additional RTP Consistency Check Areas

1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes
3.	Is the project included as part of the approved: UPWP? No. Not applicable.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable
4.	<p>Applicable RTP Goals:</p> <p><u>Goal #2 - Safer System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.</p> <p><u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.</p> <p><u>Goal #5 - Climate Action and Resilience:</u> Objective .1 Climate Change Mitigation: Meet adopted targets for reducing transportation-related greenhouse gas emissions and vehicle miles traveled per capita in order to slow climate change.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 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
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-CFI24	Advance Construction funds with the expected conversion fund code to be from the USDOT Charging and Fueling Infrastructure program
Charging and Fueling Infrastructure reference	Funding to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure.

Key Number:

23815

2024-2027 STIP

Project Name:

I-5: Truck Charging and Fueling Stations

(DRAFT AMENDMENT DD)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	100.00%	3,963,933.59	79.81%	3,163,821.52	0.00%	0.00	20.19%	800,112.07
	PE Totals		100.00%	3,963,933.59		3,163,821.52		0.00		800,112.07
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	22,462,290.34	80.00%	17,969,832.27	0.00%	0.00	20.00%	4,492,458.07
	CN Totals		100.00%	22,462,290.34		17,969,832.27		0.00		4,492,458.07
Grand Totals						21,133,653.79		0.00		5,292,570.14

Charging and Fueling Infrastructure Program Grant Recipients
Round 1B Grant Award Recipients

Lead Applicant State	Project Name	Lead Applicant	Amount	Fuel Type	CFI Program	Project Description
CA	West Coast Truck Charging and Fueling Corridor Project	California Department of Transportation	\$102,389,046.00	EV Charging & Hydrogen	Corridor	The California Department of Transportation will receive \$102 million for the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods connecting major ports, freight centers, and agricultural regions between the U.S. borders with Mexico and Canada.

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	I-5	Interstate
Functional Classification	Yes	I-5	1 = Interstate
Federal Aid Eligible Facility	Yes	I-5	Interstate

Anticipated Required Performance Measurements Monitoring

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

Added notes: PM target identification only.





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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the FFY 2024 CDS award to
 the MTIP

Project #8

Project Details Summary

ODOT Key #	23759	RFFA ID:	N/A	RTP ID:	10120	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	OR 226	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC	STIP Amendment ID:		24-27-1917		

Summary of Amendment Changes Occurring:

The formal amendment adds the new FFY 2024 Congressionally Directed Spending (CDS) award for Oregon City to the MTIP.

Project Name:	Washington Street: Metro South - Abernethy Rd						
Lead Agency:	Oregon City	Applicant:	Oregon City		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

Modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area, plus installation of RRFB at a high volume pedestrian crossing area.

MTIP Detailed Description (Internal Metro use only):

In Oregon City on Washington Street from Abernethy Rd to Metro South Transfer Station intersection, modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area. Installation of RRFB at a high volume pedestrian crossing area (FFY 2024 CDS #226)

STIP Description:

Project to modernize road systems and provide easier, safer access to community, retail, and entertainment facilities. Construction of center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area. Installation of RRFB at high volume pedestrian crossing area.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	New Capacity - General Purpose	Capital Improvement
		Lane Modification or Reconfiguration	
	Roadway - Pedestrian	Sidewalks - New	
		Crossing Treatments	
ODOT Work Type:	MODERN		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
CDS24	Y603	2025		\$ 655,926					\$ 655,926
CDS24	Y603	2026			\$ 116,649				\$ 116,649
CDS24	Y603	2027					\$ 3,226,691		\$ 3,226,691
Federal Totals:			\$ -	\$ 655,926	\$ 116,649	\$ -	\$ 3,226,691	\$ -	\$ 3,999,266

State Funds

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

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025		\$ 75,074					\$ 75,074
Local	Match	2026			\$ 13,351				\$ 13,351
Local	Match	2027					\$ 369,309		\$ -
Local Totals:			\$ -	\$ 75,074	\$ 13,351	\$ -	\$ 369,309	\$ -	\$ 88,425

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 731,000	\$ 130,000	\$ -	\$ 3,596,000	\$ -	\$ 4,457,000

Total Estimated Project Cost							\$ 4,457,000
Total Cost in Year of Expenditure:							\$ 4,457,000

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:	\$ -	\$ 731,000	\$ 130,000	\$ -	\$ 3,596,000	\$ -	\$ 4,457,000
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 75,074	\$ 13,351	\$ -	\$ 369,309	\$ -	\$ 457,734
Amended Phase Matching Percent:	N/A	10.27%	10.27%	0.00%	10.27%	0.00%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 655,926	\$ 116,649	\$ -	\$ 3,226,691	\$ -	\$ 3,999,266
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 75,074	\$ 13,351	\$ -	\$ 369,309	\$ -	\$ 457,734
Total	\$ -	\$ 731,000	\$ 130,000	\$ -	\$ 3,596,000	\$ -	\$ 4,457,000

Phase Composition Percentages

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

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	14.7%	2.6%	0.0%	72.4%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	1.7%	0.3%	0.0%	8.3%	0.0%	10.27%
Total	0.0%	16.4%	2.9%	0.0%	80.7%	0.0%	100.0%

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

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

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Washington Street		Abernethy Rd	Metro South Transfer Station intersection	

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

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	10120 - Washington Street Bike & Pedestrian Improvements (South)
RTP Project Description:	Complete the Boulevard project including stormwater low impact development design improvements, sidewalks, landscaping and street lighting. (TSP W5)

Additional RTP Consistency Check Areas

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

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2. What are the start and end dates for the comment period? Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5. Did the project amendment result in a significant number of comments? Comments are not expected
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

Fund Codes References

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

Project Name: Washington Street: Metro South - Abernethy Rd (DRAFT AMENDMENT RR

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y603	FHWA Congressionally Directed Spending	100.00%	731,000.00	89.73%	655,926.30	0.00%	0.00	10.27%	75,073.70
	PE Totals			100.00%	731,000.00		655,926.30		0.00	75,073.70
RW	Y603	FHWA Congressionally Directed Spending	100.00%	130,000.00	89.73%	116,649.00	0.00%	0.00	10.27%	13,351.00
	RW Totals			100.00%	130,000.00		116,649.00		0.00	13,351.00
CN	Y603	FHWA Congressionally Directed Spending	100.00%	3,596,000.00	89.73%	3,226,690.80	0.00%	0.00	10.27%	369,309.20
	CN Totals			100.00%	3,596,000.00		3,226,690.80		0.00	369,309.20
Grand Totals						3,999,266.10		0.00		457,733.90



Memorandum

Subject: ACTION: Highway Infrastructure Programs Projects designated in Division F of the Consolidated Appropriations Act, 2024 Allocation of Y603 Funds [CFDA No. 20.205] Date: May 10, 2024
In Reply Refer to: HISM-40

From: Peter J. Stephanos, Director, Office of Stewardship, Oversight, and Management **PETER JOHN STEPHANOS**
Digitally signed by PETER JOHN STEPHANOS
DN: cn=STEPHANOS, o=USDOT, ou=USDOT, email=stephanos@dot.gov

To: Brian R. Bezio, Chief Financial Officer
Division Administrators

The Transportation, Housing and Urban Development, and related Agencies Appropriations Act, 2024 (Division F of the Consolidated Appropriations Act, 2024 (Public Law 118-42)) appropriates a total of \$2,224,676,687 for Highway Infrastructure Programs (HIP) from the

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

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	Washington Street	No designation
Functional Classification	Yes	Washington Street	4 = Minor Arterial
Federal Aid Eligible Facility	Yes	Washington Street	Urban Minor Arterial

Metro RTP Model Network Link Viewer v2.0 (beta)

Search for a project using name or RTP ID

Regional Center Road Extension

This project (RTP # 11543) is in the **Roads + Bridges** investment group. It will start at **Washington Street/Home Depot Driveway** and end at **Abernethy Road**. It is owned by **Oregon City** and is in **Clackamas County**.

Description: Construct new 3 lane roadway, sidewalks, bike lanes, turn lanes to serve a Regional Center. (TSP D63, S5)

Project Time Frame: 2031-2045

Estimated Cost: \$29,620,000

This project located in an **equity focus area**.

This project an **equity priority project**.

This project **reduce greenhouse gas emissions**.

This project have identified **safety benefits**.

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

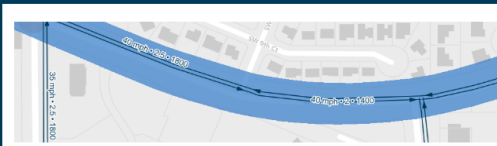
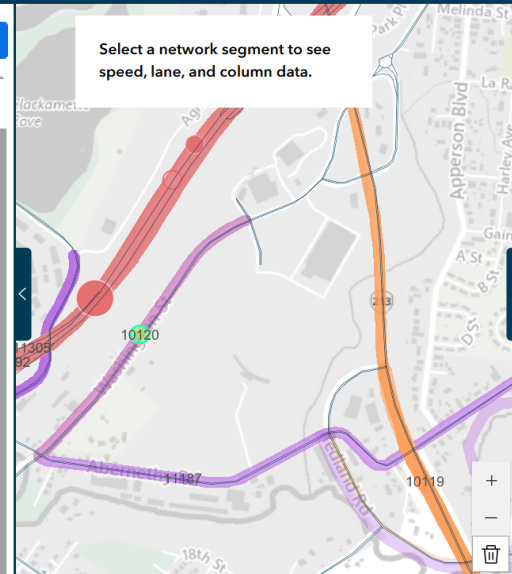
This project **is not** located on the **regional emergency transportation/state seismic lifeline route**.

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

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

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

This project **address a multimodal gap** in the transportation system.



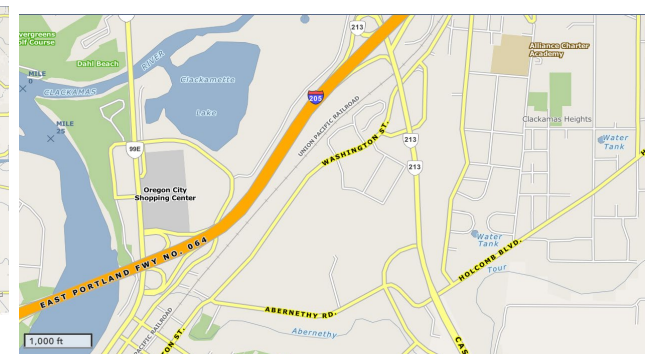
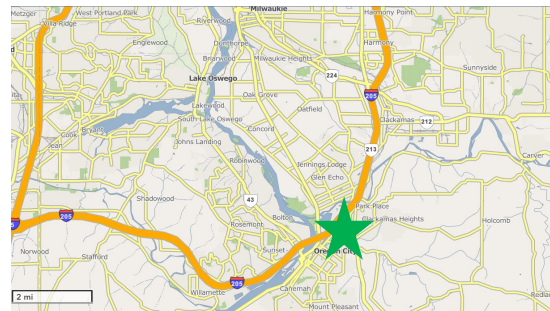
Bike legend

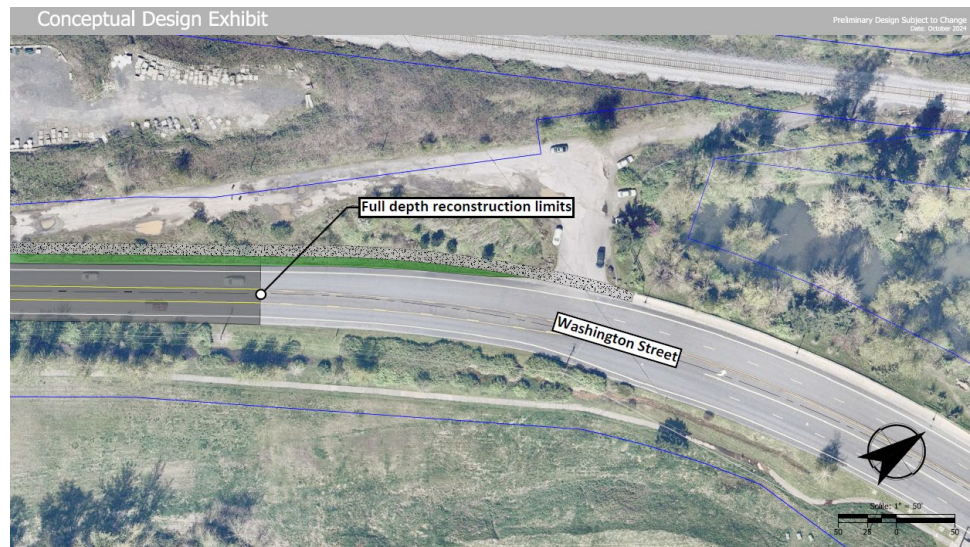
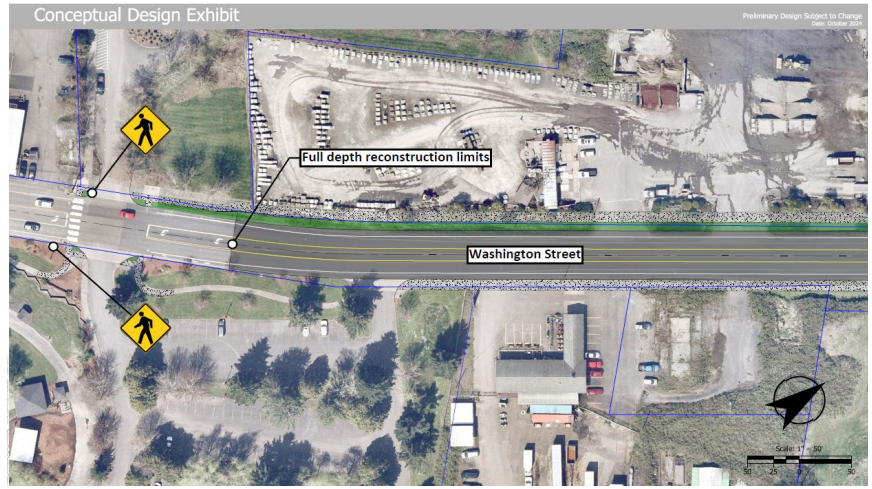
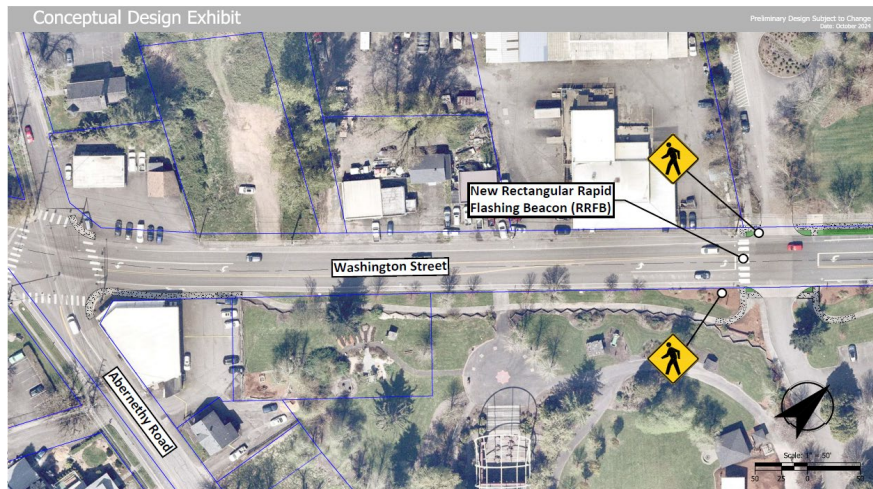
- Bike path
- Bike lane
- Protected bike lane
- Bike boulevard

RTP legend

	CONstrained	STRATEGIC	
	2023-2030	2031-2045	2031-2045
Information and technology			
Throughways			
Freight access			
Transit capital			
Roads and bridges			
Biking and walking			
Interstate Bridge Replacement			

Over \$1 B
 \$100 M - \$1 B
 \$25 - \$99 M
 \$10 - \$24 M
 \$1 - \$10 M







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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new SS4A
 Implementation award to PE

Project #9

Project Details Summary							
ODOT Key #	23813	RFFA ID:	N/A	RTP ID:	11844	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The formal amendment adds the new FFY 2024 Safe Streets For All Implementation category grant award for Portland into the MTIP

Project Name:	82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)						
Lead Agency:	Portland	Applicant:	Portland		Administrator:	FHWA	
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	YES	

Short Description:

Complete project development scope activities on 82nd Ave to improve safety and equity by installing raised center medians, a pedestrian signal, full traffic signals, “no turn on red” at major traffic signal intersections and updating signal timing.

MTIP Detailed Description (Internal Metro use only):

Complete project development actions on 82nd Ave from US30BY/Lombard St south to SE Clatsop to close critical crossing gaps, deploy proven tools to address high-crash locations, and improve safety and equity for one of Portland’s most important high-crash corridors. Project components include installing raised center medians, a pedestrian signal, full traffic signals, “no turn on red” at major traffic signal intersections, and updating signal timing (SS4A FFY 24 Implementation)

STIP Description:

TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
		System Management and Operations	
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
SSFA24	OTH0	2025	\$ 1,600,000						\$ 1,600,000
SSFA24	OTH0	2025		\$ 2,921,248					\$ 2,921,248
SSFA24	OTH0	2027			\$ 80,000				\$ 80,000
SSFA24	OTH0	2027				\$ 80,000			\$ 80,000
SSFA24	OTH0	2028					\$ 4,918,752		\$ 4,918,752
Federal Totals:			\$ 1,600,000	\$ 2,921,248	\$ 80,000	\$ 80,000	\$ 4,918,752	\$ -	\$ 9,600,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025	\$ 400,000						\$ 400,000
Local	Match	2025		\$ 730,312					\$ 730,312
Local	Match	2027			\$ 20,000				\$ 20,000
Local	Match	2027				\$ 20,000			\$ 20,000
Local	Match	2028					\$ 1,229,688		\$ 1,229,688
Local Totals:			\$ 400,000	\$ 730,312	\$ 20,000	\$ 20,000	\$ 1,229,688	\$ -	\$ 2,400,000
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 2,000,000	\$ 3,651,560	\$ 100,000	\$ 100,000	\$ 6,148,440	\$ -	\$ 12,000,000
Total Estimated Project Cost									\$ 155,000,000
Total Cost in Year of Expenditure:									\$ 155,000,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	Programming represents 82nd Ave safety upgrades. It does not include the BRT upgrade which is being completed by TriMet in Key 23580.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 2,000,000	\$ 3,651,560	\$ 100,000	\$ 100,000	\$ 6,148,440	\$ -	\$ 12,000,000
Phase Change Percent:	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 400,000	\$ 730,312	\$ 20,000	\$ 20,000	\$ 1,229,688	\$ -	\$ 2,400,000
Amended Phase Matching Percent:	20.00%	20.00%	20.00%	20.00%	20.00%	N/A	20.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 1,600,000	\$ 2,921,248	\$ 80,000	\$ 80,000	\$ 4,918,752	\$ -	\$ 9,600,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 400,000	\$ 730,312	\$ 20,000	\$ 20,000	\$ 1,229,688	\$ -	\$ 2,400,000
Total	\$ 2,000,000	\$ 3,651,560	\$ 100,000	\$ 100,000	\$ 6,148,440	\$ -	\$ 12,000,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	80.0%	80.00%	80.00%	80.0%	80.00%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.0%	20.00%	20.00%	20.0%	20.00%	0.0%	20.00%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	13.3%	24.3%	0.7%	0.7%	41.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	3.3%	6.1%	0.2%	0.2%	10.2%	0.0%	20.00%
Total	16.7%	30.4%	0.8%	0.8%	51.2%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or Delphi
Known Expenditures:							DELPHI
						Estimated Project Completion Date:	12/31/2031
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? USDOT Safe Streets For All FFY 2024 Implementation Cycle
2. Does the amendment include changes or updates to the project funding? Yes. New SSFA funding is being added to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the SSFA FFY 2024 awards notification.
4. Did the funding change require federal, OTC, ODOT Director, or ODOT program manager approval? USDOT approval from the SS4A grant program office was required,
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	82nd Ave		US30BY/Lombard St		SE Clatsop St

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

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID 11844 - 82nd Ave Corridor Improvements
RTP Project Description:	Design and implement multimodal improvements to sidewalks, crossings, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Address major asset needs including pavement, ADA ramps, and traffic signals.

Additional RTP Consistency Check Areas


1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3. Is the project included as part of the approved: UPWP? No. Not applicable.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable
4. Applicable RTP Goals: <u>Goal # 1 -Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safer System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The total project with an estimate of \$155 million does exceed the \$100 million threshold. However, it is not capacity enhancing, but a non-capacity safety type improvement project. Because it is a non-capacity enhancing project, the performance evaluation assessment does not apply to this project. Applicable safety improvements consistent with the RTP goals and strategies will be collected through the regular performance measurements monitoring process.

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, December 3, 2024 to Friday, January 3, 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 could be submitted.**
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
SS4A	Federal awarded funds supporting the Safe Streets for All (SS4A) funding program. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The number at the end of the fund type code will usually represents the funding year cycle. Example (SS4A24 = awarded funds from the FFY 2024 cycle).



**Safe Streets and Roads for All
(SS4A) Grants**



**U.S. Department
of Transportation**

Rural

Safe Systems on 82nd Ave: State Highway to Civic Corridor


Applicant: City of Portland
Portland, Oregon

SS4A Award: \$9,600,000

Project Description

The City of Portland is awarded \$9.6 million in funding for safety improvements on an approximately 7-mile segment of 82nd Avenue, a 5-lane arterial on the regional high-injury network. The roadway has an open 2-way left-turn lane, a high number of driveways, 2 motor vehicle travel lanes in each direction, narrow sidewalks, and a design that generally encourages high speeds, especially at night. Most fatalities in the project area occurred when pedestrians and bicyclists crossed at unsignalized intersections or mid-block locations.

Figure 1: City of Portland Context Map



Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	82nd Ave	82nd Ave/OR 213 has no designation per the FHWA HEPGIS NHS System Map
Functional Classification	Yes	82nd Ave	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	82nd Ave	Urban Other Principal Arterial



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



82nd Ave Corridor Improvements

Zoom to

This project (RTP # 11844) is in the **Roads + Bridges** investment group. It will start at **NE Lombard St** and end at **SE Clatsop St**. It is owned by **Portland** and is in **Multnomah County**.

Description: Design and implement multimodal improvements to sidewalks, crossings, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Address major asset needs including pavement, ADA ramps, and traffic signals.

- This project **is** located in a **high injury corridor**.
- This project **is not** located on the **regional emergency transportation/state seismic lifeline route**.
- This project **is** located in a **current job center**.
- This project **is** located in a **planned job center**.
- This project **does** include **multimodal (non-motor vehicle) design elements**.

- Estimated Cost:** \$150,000,000
- This project **is** located in an **equity focus area**.
- This project **is not** an **equity priority project**.
- This project **will not reduce** **greenhouse gas emissions**.
- This project **does** have identified **safety benefits**.

From NE Lombard Street to the southern city limit at SE Clatsop Street, 82nd Avenue can generally be classified into four districts:

- **Cully/Roseway/Madison South:** The northern end of the corridor, between NE Lombard Street and I-84, is primarily lower-density residential with a collection of smaller-scale commercial areas and major sites such as the Grotto, Glenhaven Park, and McDaniel High School.
- **Greater Montavilla:** South of I-84 to SE Division Street, the corridor includes a mix of auto-oriented uses, including drive-throughs and car dealerships, as well as grocery stores and the Montavilla Community Center.
- **Greater Jade District:** The Jade District, identified as stretching from SE Division Street to SE Holgate Boulevard for the purposes of this plan, includes major educational and commercial anchors, including the Portland Community College and Eastport Plaza, along with many small businesses.
- **Lents:** From SE Holgate Boulevard to the southern city limit at SE Clatsop Street, the corridor transitions from higher-intensity commercial development near SE Foster Road in the Lents Town Center to small-scale commercial, light industrial, and lower-intensity residential uses.

82ND AVENUE DISTRICTS





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

MTIP Formal Amendment
ADD NEW PROJECT
 Add new USDOT ATTAIN funded project to MTIP

Project #10

Project Details Summary

ODOT Key #	23811	RFFA ID:	N/A	RTP ID:	10927 (11104)	RTP Approval Date:	11/30/2023
MTIP ID:	New TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC	STIP Amendment ID:		TBD		

Summary of Amendment Changes Occurring:

The formal amendment adds TriMet new Advanced Transportation Technology and Innovation (ATTAIN) discretionary grant award to the MTIP. The project will deploy and provide connecting technology on Light Rail Vehicles (LRVs) to traffic signals in order to increase driver and passenger safety and reduce traffic delays. The primary site location is at the MAX light rail crossing at 185th Ave in Washington County. The total federal grant award is \$2,360,000.

Project Name:	Cloud Connectivity for Light Rail Vehicles: 185th Ave (TriMet)						
Lead Agency:	TriMet	Applicant:	TriMet		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description (255 character limitation):

Deploy and provide connecting technology on Light Rail Vehicles to traffic signals to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, help alleviate congestion; and reduce emissions

MTIP Detailed Description (Internal Metro use only):

In Washington County at 185th Ave and the MAX line crossing, deploy and provide connecting technology on Light Rail Vehicles (LRVs) to traffic signals in order to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, demonstrate, quantify and evaluate the impact of the technology; protect the environment by alleviating congestion, reduce emissions, streamline traffic flow, and integrate advanced technologies into the transportation system to provide dynamic and responsive transit services

STIP Description:

TBD

Project Classification Details											
Project Type	Category		Features				System Investment Type				
Transit	Transit Capital		Capital - Vehicle Operations				Systems Management, ITS, and Operations				
ODOT Work Type:	TBD										
Phase Funding and Programming											
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total		
Federal Funds											
ATTAIN24	OTH0	2025						\$ 2,360,000	\$ 2,360,000		
									\$ -		
Federal Totals:			\$ -	\$ -	\$ -	\$ -		\$ 2,360,000	\$ 2,360,000		
State Funds											
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total		
									\$ -		
									\$ -		
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Local Funds											
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total		
Local	Match	2025						\$ 590,000	\$ 590,000		
									\$ -		
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ 590,000	\$ 590,000		
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total		
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,950,000	\$ 2,950,000		
Total Estimated Project Cost									\$ 2,950,000		
Total Cost in Year of Expenditure:									\$ 2,950,000		

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,950,000	\$ 2,950,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 590,000	\$ 590,000
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	20.00%	20.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -		\$ 2,360,000	\$ 2,360,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -		\$ 590,000	\$ 590,000
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,950,000	\$ 2,950,000

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%	80.00%
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%	20.00%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	80.0%	80.00%
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%	20.0%	20.00%
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:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							Delphi
						Estimated Project Completion Date:	12/31/2026
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			No	

Fiscal Constraint Consistency Review
1. What is the source of funding? USDOT discretionary ATTAIN grant funding.
2. Does the amendment include changes or updates to the project funding? Yes. New discretionary federal funds are being added to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the FY 2023-34 ATTAIN awards document.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? USDOT approval was required.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial	Cross Street	Cross Street	Cross Street	
	185th Ave	MAX Light Rail Crossing		(just north of W Baseline Rd)	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T21, NEW	T21 = Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Table 2 - Safety: Traffic control devices and operating assistance other than signalization projects.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID 10927: Operating Capital: Information Technology: Phase 1 Indirect tie-in to ID 11104 - Regional TSMO Program Investments for 2023-2030
RTP Project Description:	<p>10927: Communication systems, information technology, cyber security and improvements to Hop.</p> <p>11104: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.</p>

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

4. Applicable RTP Goals:

Goal # 1 -Mobility Options:

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

Goal #2 - Safer System:

Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.

Goal #3 - Equitable transportation:

Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.

5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

- 1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
- 2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 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
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-ATTN24	Federal Advance Construction funding with an expected conversion code to the Advanced Transportation Technology and Innovation (ATTAIN) Program



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[Awards - FHWA press release](#)

[FY23-24 ATTAIN Applicant States](#)

[FY23-24 ATTAIN Applicants by State](#)

Smart Signals in Our Communities

North Carolina Department of Transportation

\$11,945,832

EZData and NEOTech

NEORide, OH

\$1,600,000

Regional Mobility-Enabling Service Hub (Regional MESH)

Lane Transit District, OR

\$5,215,123

Cloud Connectivity for TriMet's Light Rail Vehicles

Tri-County Metropolitan Transportation District of Oregon, OR

\$2,360,000

PATH-TN: Partnership for AI-driven Multimodal Transportation Services Integration in Tennessee Cities

Vanderbilt University, TN

\$8,666,053

Modeling Network , NHS, and Performance Measure Designations

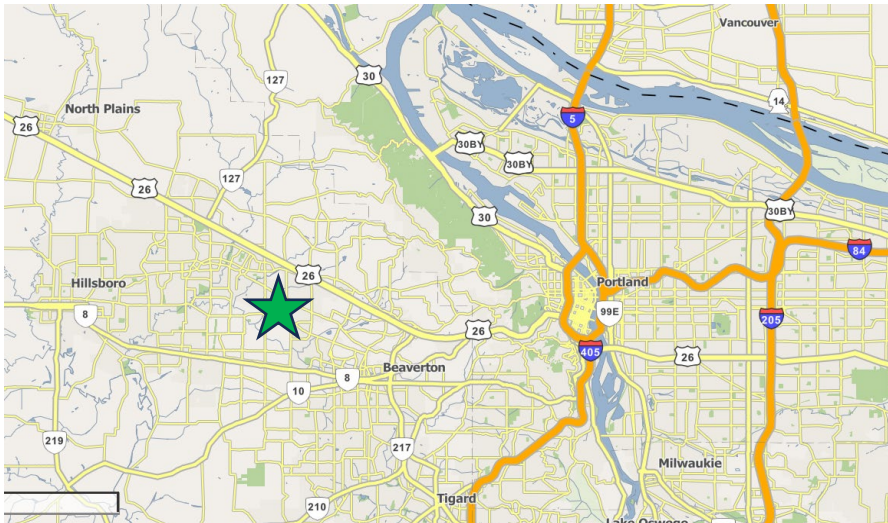
National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	185th Ave	Map 21 Principal Arterial
Functional Classification	Yes	185th Ave	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	185th Ave	Urban Other Principal Arterial

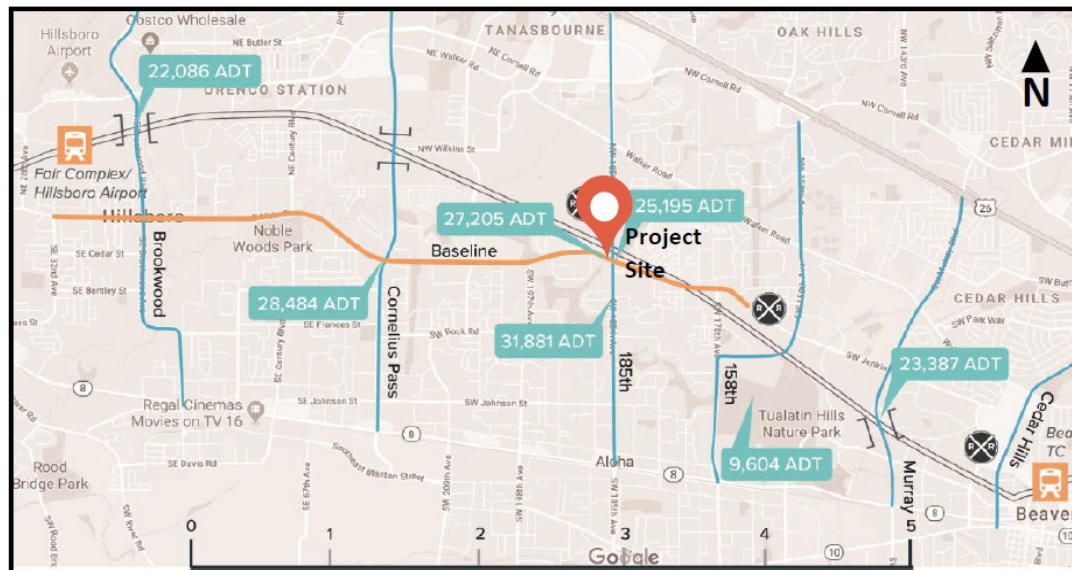
Anticipated Required Performance Measurements Monitoring

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

Added notes: Located in HIC corridor = Yes. EFAs = Yes



The Project site is along one of the limited number of corridors that run northward and southward in the high-growth area of Washington County. The 2020 Census recorded the county population as 600,372, making it the second most populous county in the state. Hillsboro is its county seat and largest city.



While all of Washington County's north-south arteries shown at left are well traveled, 185th Avenue's Average Daily Traffic (ADT) count of 31,881 combines with Baseline Road ADT of 26,200 (east/west traffic averaged) just south of the MAX light rail line, causing significant delays on this roadway.



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

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

Project #11

Project Details Summary							
ODOT Key #	23787	RFFA ID:	N/A	RTP ID:	12351	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:		24-27-2079	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new FHWA discretionary awarded Charging and Fueling Infrastructure \$15 million dollar grant to implement and deploy up to 125 EV Charging stations across the region to the MTIP.

Project Name:	Tualatin and Neighbors Charging Up (TANC-UP)						
Lead Agency:	Tualatin	Applicant:	Tualatin	Administrator:	FHWA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES		

Short Description:
 Deploy and install EV chargers across Oregon’s North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions, and offer access to diverse populations who don’t have access to at-home charging systems.

MTIP Detailed Description (Internal Metro use only):
 In and across Oregon's North Willamette Valley, deploy and install Electric Vehicle (EV) charging stations to scale and expand the nation's charging network, reduce greenhouse gas emissions, and address gaps in access providing and supporting multi-family housing properties and various public facilities enabling populations that normally do not have access to at-home charging systems. The project will increase electric vehicle (EV) adoption, and create demand for the new chargers, through extensive engagement and education to ensure the benefits of electric transportation go to those who have the most to gain. Up to 125 unique sites across 17 cities are proposed for the EV charges. (FFY 2024 Round 1B -CFI discretionary grant)

STIP Description:
 This project will bring chargers to people with low- and moderate-incomes across Oregon's North Willamette Valley. In doing so, it will help scale the nation’s charging network, reduce greenhouse gas emissions, and address gaps in access. Chargers will primarily serve residents who do not currently have access to at-home charging with a focus on publicly accessible chargers at affordable multifamily housing properties and public facilities, such as libraries, parks, and community centers. The project will increase electric vehicle (EV) adoption, and create demand for the new chargers, through extensive engagement and education to ensure the benefits of electric transportation go to those who have the most to gain.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	Systems Management and Operations	Systems Management, ITS and Operations
ODOT Work Type:	SPPROG		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-CF124	ACPO	2025	\$ 6,142,721						\$ 6,142,721
AC-CF124	ACPO	2025					\$ 7,688,000		\$ 7,688,000
Federal Totals:			\$ 6,142,721	\$ -	\$ -	\$ -	\$ 7,688,000	\$ 1,169,279	\$ 15,000,000

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

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2025	\$ 1,535,680						\$ 1,535,680
Other	OTH0	2025					\$ 1,972,000		\$ 1,972,000
Other	OTH0	2025						\$ 292,320	\$ 292,320
Local Totals:			\$ 1,535,680	\$ -	\$ -	\$ -	\$ 1,972,000	\$ 292,320	\$ 3,800,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ 7,678,401	\$ -	\$ -	\$ -	\$ 9,660,000	\$ 1,461,599	\$ 18,800,000
Total Estimated Project Cost							\$ 18,800,000
Total Cost in Year of Expenditure:							\$ 18,800,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 7,678,401	\$ -	\$ -	\$ -	\$ 9,660,000	\$ 1,461,599	\$ 18,800,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ 1,535,680	\$ -	\$ -	\$ -	\$ 1,972,000	\$ 292,320	\$ 3,800,000
Amended Phase Matching Percent:	20.00%	N/A	0.00%	0.00%	20.41%	20.00%	20.21%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 6,142,721	\$ -	\$ -	\$ -	\$ 7,688,000	\$ 1,169,279	\$ 15,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 1,535,680	\$ -	\$ -	\$ -	\$ 1,972,000	\$ 292,320	\$ 3,800,000
Total	\$ 7,678,401	\$ -	\$ -	\$ -	\$ 9,660,000	\$ 1,461,599	\$ 18,800,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	79.59%	0.0%	79.79%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	20.41%	0.0%	20.21%
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	32.7%	0.0%	0.0%	0.0%	40.9%	6.2%	79.79%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	8.2%	0.0%	0.0%	0.0%	10.5%	1.6%	20.21%
Total	40.8%	0.0%	0.0%	0.0%	51.4%	7.8%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or Delphi
Known Expenditures:							Delphi
						Estimated Project Completion Date:	12/31/2029
Completion Date Notes:		All funds to obligate together during FFY 2025.					
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?	FHWA FFY 2024 Round 1B Charging and Fueling Infrastructure discretionary grant program.
2. Does the amendment include changes or updates to the project funding?	Yes. New CFI awarded funds are being added to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change?	Yes, via the FHWA Round 1B awards announcement.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	FHWA approval was required.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	Yes.

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

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

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	12351 - ODOT Carbon Reduction & Electric Vehicle Infrastructure Programs: 2024-2030
RTP Project Description:	Projects to reduce carbon emissions and to support electrification of vehicles, consistent with the federal Carbon Reduction funding program, the federal National Electric Vehicle Infrastructure funding program, the Statewide Transportation Strategy, and Climate Smart Strategy.

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? No. Not applicable.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable
4. Applicable RTP Goals: <u>Goal # 1 -Mobility Options:</u> Objective 1.4 - 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 <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 -Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.. <u>Goal #5 - Climate Action and Resilience:</u> Objective 5.1 - Climate Change Mitigation: Meet adopted targets for reducing transportation-related greenhouse gas emissions and vehicle miles traveled per capita in order to slow climate change.
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, December 3, 2024 to Friday, January 3, 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 may occur.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

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

AC-CFI24 Advance Construction with the expected fund conversion code to be Charging in and Fueling Infrastructure (CFI) funds from the FFY 2024 award cycle.

Key Number: 23787

2024-2027 STIP

Project Name: Tualatin and Neighbors Charging Up (TANC-UP)

(DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	ACPO	ADVANCE CONSTRUCT PR	80.00%	6,142,720.80	100.00%	6,142,720.80	0.00%	0.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR	20.00%	1,535,680.20	0.00%	0.00	0.00%	0.00	100.00%	1,535,680.20
	PL Totals			100.00%	7,678,401.00		6,142,720.80		0.00	
CN	ACPO	ADVANCE CONSTRUCT PR	79.59%	7,688,000.00	100.00%	7,688,000.00	0.00%	0.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR	20.41%	1,972,000.00	0.00%	0.00	0.00%	0.00	100.00%	1,972,000.00
	CN Totals			100.00%	9,660,000.00		7,688,000.00		0.00	
OT	ACPO	ADVANCE CONSTRUCT PR	80.00%	1,169,279.20	100.00%	1,169,279.20	0.00%	0.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR	20.00%	292,319.80	0.00%	0.00	0.00%	0.00	100.00%	292,319.80
	OT Totals			100.00%	1,461,599.00		1,169,279.20		0.00	
Grand Totals					18,800,000.00	15,000,000.00		0.00		3,800,000.00

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	No designation
Functional Classification	N/A	Regional	Specific site locations not yet finalized
Federal Aid Eligible Facility	N/A	Regional	Specific site locations not yet finalized

Note: The EV charging stations can be linked to the larger RTP project ID 12351, Carbon Reduction & Electric Vehicle Infrastructure Programs: 2024-2030 for consistency purposes. However, specific locations for the potential 125 EV charging stations are not finalized and are identified in general areas across the region. General performance measure applications are identified below at this time.



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

Added notes: Initial estimations for later performance measure assessments.

https://www.fhwa.dot.gov/environment/cfi/

U.S. Department of Transportation
Federal Highway Administration

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Planning Environment Real Estate

HEP Events Guidance Publications Glossary Awards Contacts

Charging and Fueling Infrastructure Discretionary Grant Program

CFI Grant Recipients

- Round 1A
- Round 1B

Grant Resources

Contacts

For more information, please contact:

- Neelam Patel

FHWA → Environment

Charging and Fueling Infrastructure Discretionary Grant Program

New: 8/27/2024 The Charging and Fueling Infrastructure (CFI) [Grant Round 1B recipients are announced!](#)

CFI Grant Program Information

- The CFI Round 2 NOFO is open at [Grants.gov](#)
- The [CFI Round 2 Question and Answer Document](#) is available here.
- Register for [Grants.gov](#)
- View, Apply and Subscribe to the CFI NOFO in [Grants.gov](#)

8/24, 3:12 PM

Round 1b - Grant Recipients - CFI - Environment - FHWA

Lead Applicant State	Project Name	Lead Applicant	Amount	Fuel Type	CFI Program
OK	Choctaw Nation of Oklahoma's EV Charging Deployment Project	Choctaw Nation of Oklahoma	\$5,179,880.00	EV Charging	Community
OR	Albany, Oregon 2024 Charging and Fueling Infrastructure Program	City of Albany	\$1,848,960.00	EV Charging	Community
OR	Tualatin and Neighbors Charging Up (TANC-UP)	City of Tualatin	\$15,000,000.00	EV Charging	Community
PA	Philadelphia Interconnected Solutions to Accelerate Alternative Fuel Transportation - Corridor	City of Philadelphia	\$2,224,800.00	EV Charging	Corridor

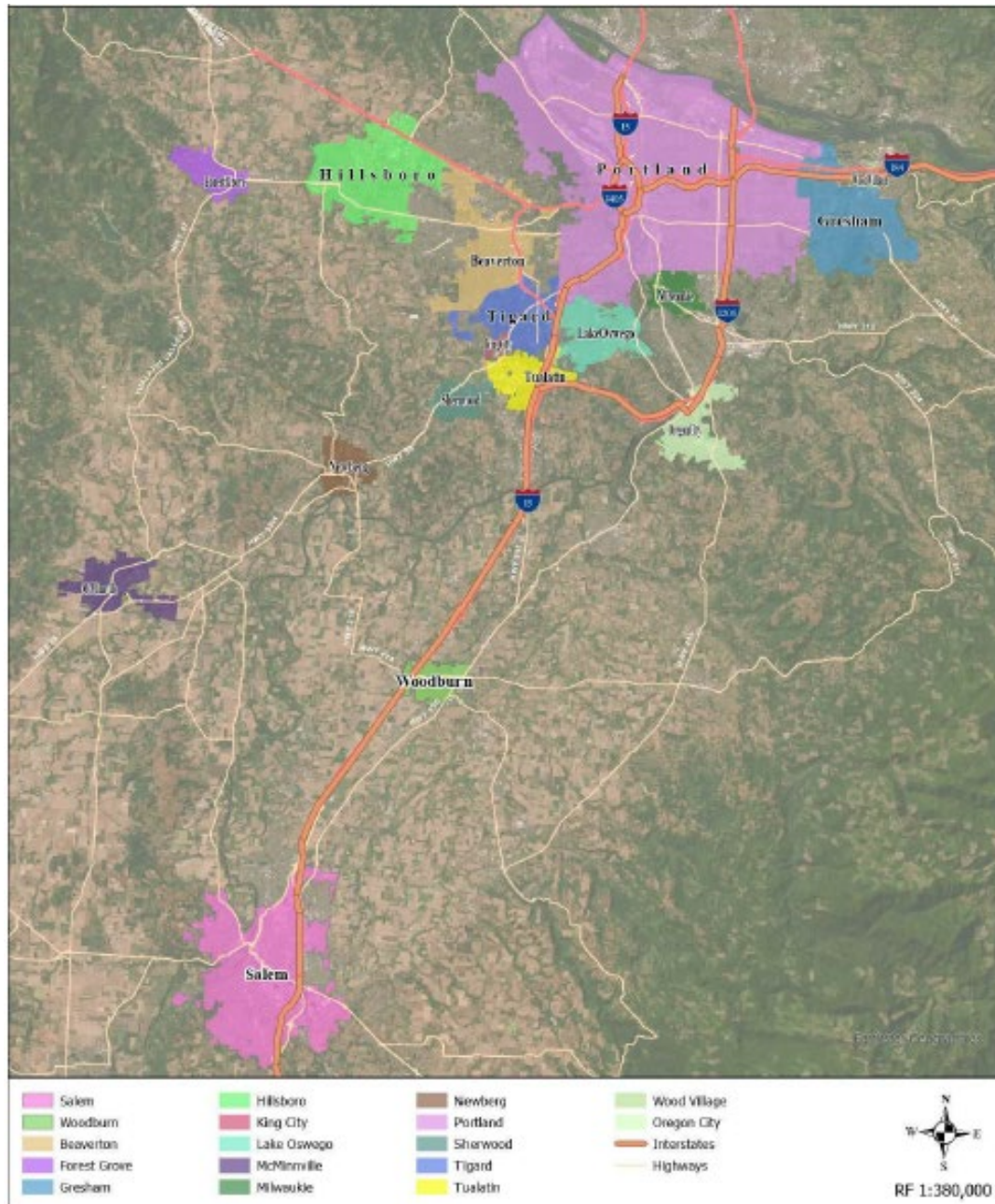


Figure 2: Oregon's Northern Willamette Valley with participating cities highlighted.



Memo

Date: November 26, 2024
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: December FFY 2025 MTIP Formal Amendment & Resolution 24-54XX Approval Request – DC25-03-DEC

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

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

BACKGROUND

What This Is - Amendment Summary:

The December 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment contains nine new projects being added to the MTIP and two existing projects being amended to add increases authorized funding. The formal amendment will be under Resolution 24-54XX. The amendment contains a total of eleven projects.

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

- Adding three new projects with discretionary awards from the USDOT Safe Streets For All (SS4A) program.
- Adding two new projects with awarded funding from the USDOT Charging and Fueling Infrastructure (CFI) program.
- Adding two new ODOT Public Transportation Division (PTD) awarded funded project for TriMet supporting FTA Section 5310 elderly and disabled persons transit needs.
- Adding one Federal Fiscal Year (FFY) 2024 Congressionally Directed Spending (CDS) awards for Oregon City to modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area plus Installation of RRFB at a high-volume pedestrian crossing area /
- Adding a new Intelligent Transportation System (ITS)/Transportation Systems Management Systems and Operations (TSMO) discretionary awarded for TriMet from the FHWA Advanced Transportation Technology and Innovation (ATTAIN) program.
- Adding the remaining \$5 million of Metro approved Carbon funds to support the ongoing Tualatin Valley Hwy Transit & Development Project.

- Completing a required funding correction to a previously awarded ODOT PTD project supporting FTA section 5310 elderly and disabled persons which increases the authorized funding to TriMet to \$3,674,037 for FFY 2025.

Added Note: No projects are being canceled through the December FFY 2025 MTIP Formal Amendment bundle.

What is the requested action?

Staff is providing TPAC their official notification and requests an approval recommendation to JPACT to complete all required MTIP programming actions for the eleven projects in the December FFY 2025 MTIP Formal Amendment under resolution 24-54XX.

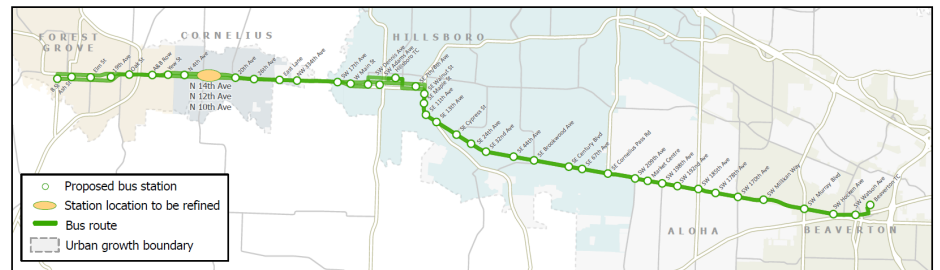
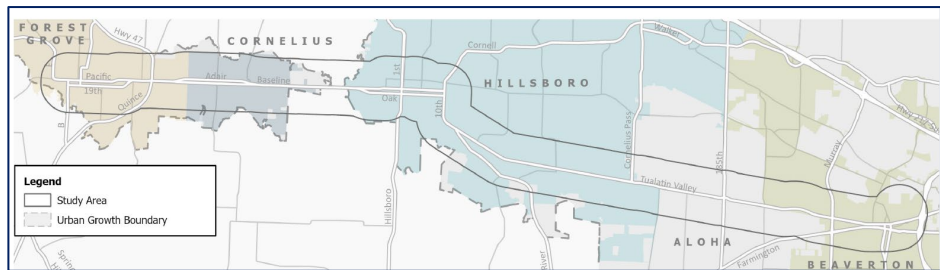
A more details summary of the individual projects follows:

Project Number: 1	Key Number: 23623	Status: Existing Project
Project Name:	Tualatin Valley Hwy Transit & Development Project - Continued	
Lead Agency:	Metro	
Description:	The project is a multi-year study through the OR8 corridor(in support of Key 22527) between Beaverton and Forest Grove in Washington County, and will complete various corridor development planning activities including developing an equitable development strategy (EDS) plus a locally preferred alternative (LPA) for a transit project, alternative analysis for a preferred alignment, and evaluate potential street and pedestrian improvements.	
Funding Summary:	The total Metro approved amount is \$6 million dollars. One million of Metro awarded Surface Transportation Block Grant (STBG) funds plus \$5 million of prior Metro approved Carbon funds. One million has already been programmed but not obligated or expended. The remaining \$5 million of Metro approved Carbon funds are now being added to the project through the amendment. The total programmed amount (including required matching funds) for the project increases to \$6,686,727. The estimated total cost to complete preliminary engineering is \$25 million dollars. The estimate total project cost to complete the transit corridor upgrades is approximately \$300 million dollars.	

<p>Exhibit A to Staff Report of Resolution 23-5337 Project Allocation List and Project Descriptions</p>	
<p>TPAC Recommended Investment Package</p>	
Tualatin Valley Highway Bus Rapid Transit	\$5,000,000
82nd Avenue Bus Rapid Transit	\$5,000,000
Line 33 McLoughlin Transit Signal Priority	\$4,000,000
Climate Smart Implementation Program	\$1,800,000
Transportation System Management & Operations	\$3,000,000
Subtotal:	\$18,800,000

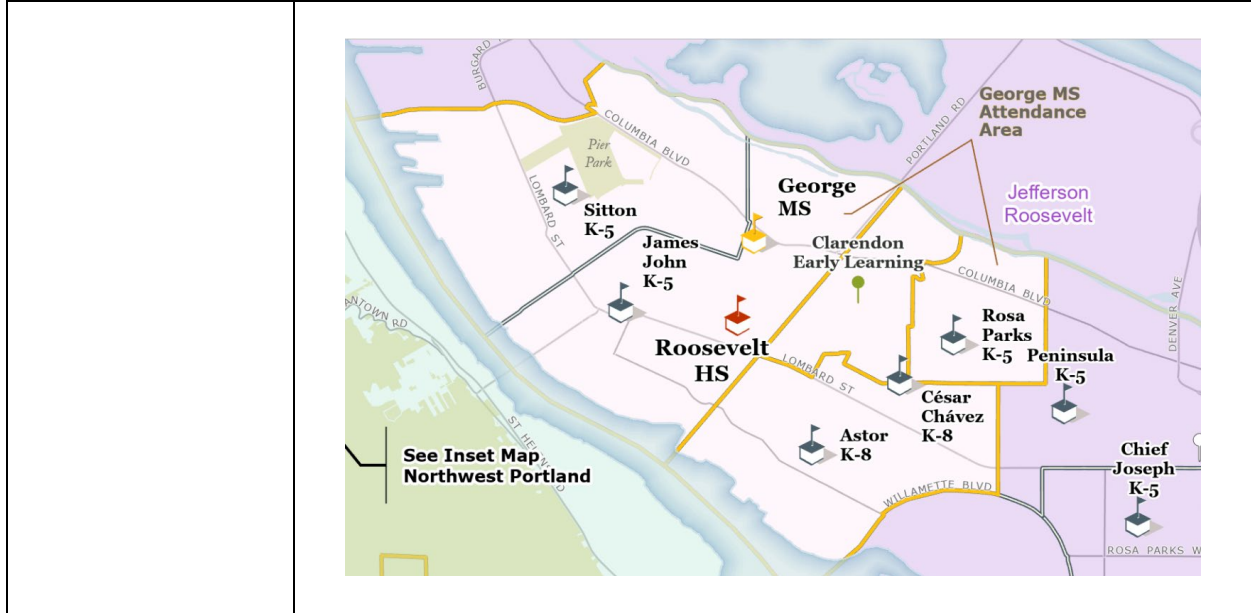
Amendment Action: The programming change reflects a 500% increase to the project which is a bit above the 30% cost change threshold for this project. The formal amendment adds the \$5 million of Metro prior approved Carbon funds to the preliminary engineering phase (PE) and shifts the earlier programming to the PE phase as well. All funds will complete a flex transfer process during FFY 2025 to FTA.

Added Notes: The purpose of the TV Highway Safety and Transit Project is to improve speed, reliability, accessibility and safety for transit riders on TV Highway, particularly for communities of color and low-income communities. The project is expected to improve pedestrian safety accessing transit and to enhance the transit rider experience through improved bus speed and amenities like bus shelters and lighting. This would result in a new Frequent Express (FX) bus line between Beaverton and Forest Grove, replacing the Line 57. The FX line would come every 12 minutes most of the day, have ADA-accessible stations with shelters, lighting and seating, and have safer access to all stations with a signal or enhanced crosswalk.



Also reference Attachment 1 – TV Hwy Safety and Transit Project Flyer for additional project details

Project Number: 2	Key Number: 23807	Status: Add New Project																														
Project Name:	Targeted Safe Routes to School Interventions in Portland Area (Metro)																															
Lead Agency:	Metro																															
Description:	SS4A 2024 Planning cycle study funding a suite of interventions to support the safe movement of children to and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the potential effectiveness of each intervention. Targeted schools include five elementary schools (Astor, James John, Sitton, Rosa Parks, César Chávez), one middle school (George), and one high school (Roosevelt).																															
Funding Summary:	<p>The awarded SS4A federal funds total \$1,110,000, With required match, the total programmed amount is \$1,387,500.</p> <div data-bbox="938 737 1362 865" style="border: 1px solid black; padding: 5px;"> <p style="text-align: center;"> S S 4 A </p> <p style="text-align: center; font-size: 0.8em;">Safe Streets and Roads for All FY24 Planning and Demonstration Awards by State</p> <p style="text-align: center; font-size: 0.6em;">The following tables list all Round 1 and Round 2 Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.</p> </div> <p style="text-align: center; color: blue; font-weight: bold;">Oregon</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #2c4e64; color: white;"> <th>Lead Applicant</th> <th>Project Title</th> <th>Application Type</th> <th>Urban/ Rural</th> <th>Funding Award</th> </tr> </thead> <tbody> <tr> <td>City of Ashland</td> <td>Citywide Comprehensive Safety Action Plan</td> <td>Develop a new Comprehensive Safety Action Plan</td> <td>Rural</td> <td>\$280,000</td> </tr> <tr> <td>Clatsop County</td> <td>Clatsop County Comprehensive Safety Action Plan</td> <td>Develop a new Comprehensive Safety Action Plan</td> <td>Rural</td> <td>\$480,000</td> </tr> <tr> <td>Columbia County</td> <td>Columbia County Comprehensive Safety Action Plan - Prioritizing and addressing safety hotspots</td> <td>Develop a new Comprehensive Safety Action Plan</td> <td>Rural</td> <td>\$180,000</td> </tr> <tr style="border: 2px solid green;"> <td>Metro</td> <td>Targeted Safe Routes to School Interventions in Portland Area</td> <td>Conduct Demonstration or Other Supplemental Planning Activities (only)</td> <td>Urban</td> <td>\$1,110,000</td> </tr> <tr> <td>Milwaukie</td> <td>Safety Assessment of Harrison Street Corridor</td> <td>Conduct Demonstration or Other Supplemental Planning Activities (only)</td> <td>Urban</td> <td>\$320,000</td> </tr> </tbody> </table>		Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award	City of Ashland	Citywide Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	\$280,000	Clatsop County	Clatsop County Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	\$480,000	Columbia County	Columbia County Comprehensive Safety Action Plan - Prioritizing and addressing safety hotspots	Develop a new Comprehensive Safety Action Plan	Rural	\$180,000	Metro	Targeted Safe Routes to School Interventions in Portland Area	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$1,110,000	Milwaukie	Safety Assessment of Harrison Street Corridor	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$320,000
Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award																												
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Milwaukie	Safety Assessment of Harrison Street Corridor	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$320,000																												
Amendment Action:	The formal amendment adds the new SS4A project award to the 2024-27 MTIP.																															
Added Notes:	<p>This is a direct recipient delivery type grant award. Metro will work directly with FHWA to develop and execute the required project grant agreement. The fund obligation will occur through the USDOT Delphi system and not FHWA's Financial Management Information System (FMIS).</p> <p>The project location is in northern Portland in and around the Roosevelt High School area.</p>																															



Project Number: 3 **Key Number: 23751** **Status: Add New Project**

Project Name: Safety Assessment of Harrison Street Corridor

Lead Agency: Milwaukie

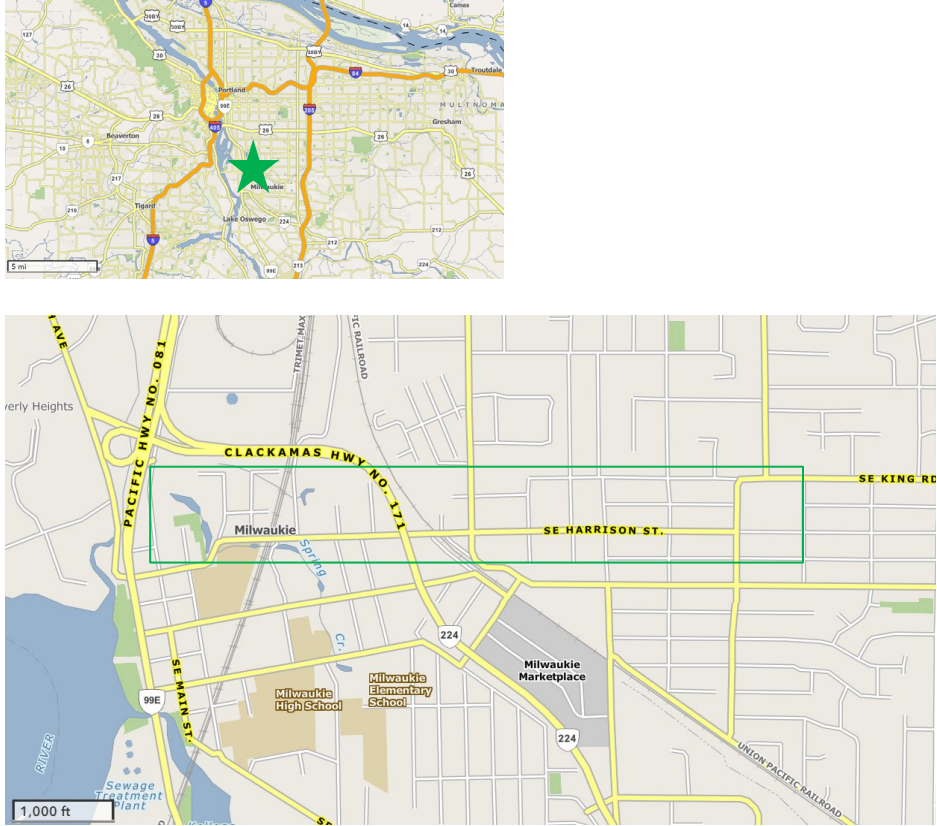
Description: In Milwaukie FFY 2024 SS4A Planning study award to identify crash hotspots and contributing factors within the Harrison Street corridor. Evaluate countermeasures along the corridor to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

Funding Summary: This is another SS4A discretionary Planning grant award. The total federal grant award is \$320,000. With required match, the total programming is \$400,000. Fund obligation will occur through the USDOT Delphi system and not FHWA's FMIS system.

<table style="border-collapse: collapse;"> <tr> <td style="border: 1px solid black; padding: 2px;">S</td> <td style="border: 1px solid black; padding: 2px;">S</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">4</td> <td style="border: 1px solid black; padding: 2px;">A</td> </tr> </table>	S	S	4	A	Safe Streets and Roads for All FY24 Planning and Demonstration Awards by State
S	S				
4	A				
The following tables list all Round 1 and Round 2 Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.					

Oregon

Lead Applicant	Project Title	Application Type	Round	Funding Award
City of Ashland	Citywide Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 2	\$280,000
Clatsop County	Clatsop County Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 1	\$480,000
Columbia County	Columbia County Comprehensive Safety Action Plan - Prioritizing and addressing safety hotspots	Develop a new Comprehensive Safety Action Plan	Round 1	\$180,000
Milwaukie	Safety Assessment of Harrison Street Corridor	Conduct Demonstration or Other Supplemental Planning Activities (only)	Round 2	\$320,000
Tangent	Linn County Oregon Multijurisdictional Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 2	\$320,308
Oregon Total				\$1,580,308

<p>Amendment Action:</p>	<p>The formal amendment adds the new SS4A planning grant to the 2024-27 MTIP. As with the Metro SS4A planning grant award, Milwaukie will be a direct recipient and work directly with FHWA to develop the required grant agreement, plus obligate and expend the federal funds.</p>
<p>Added Notes:</p>	<p>The project is located in the city of Milwaukie in the Harrison Street corridor .</p> 

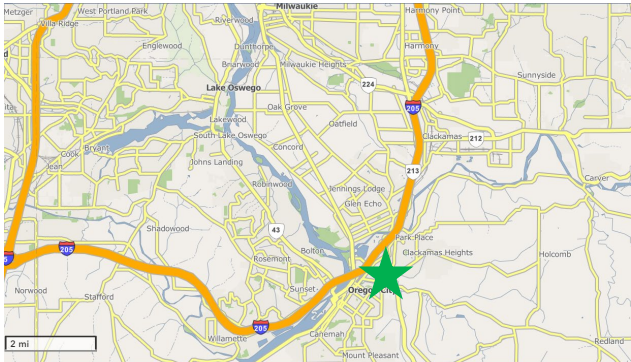
<p>Project Number: 4</p>	<p>Key Number: 23790</p>	<p>Status: Add New Project</p>
<p>Project Name:</p>	<p>Oregon Transportation Network - TriMet FFY26</p>	
<p>Lead Agency:</p>	<p>ODOT Public Transportation Division (PTD)</p>	
<p>Description:</p>	<p>Public transit funding for TriMet for federal fiscal year 2026 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.</p>	
<p>Funding Summary:</p>	<p>The PTD award federal funding is \$3,674,037. With required match, the total programmed amount is \$4,094,047. The State STBG being programmed will be flex transferred to FTA.</p>	
<p>Amendment Action:</p>	<p>The formal amendment adds the project to the MTIP and STIP.</p>	

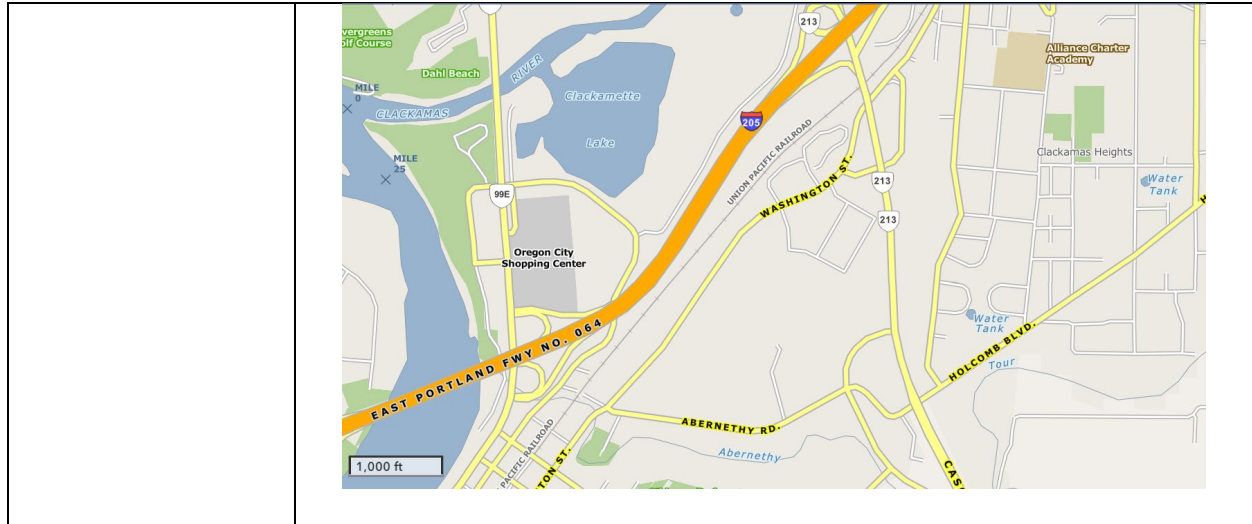
Added Notes:	Once the flex transfer is complete, TriMet will be able to obligate and expend the funds through FTA’s Transit Award Management System (TrAMS) in support of their elderly and disabled persons transit needs program.
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Project Number: 5	Key Number: 23800	Status: Add New Project
Project Name:	Oregon Transportation Network - TriMet FFY27	
Lead Agency:	ODOT Public Transportation Division (PTD)	
Description:	As with Key 23790, the project provides transit funding for TriMet supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.	
Funding Summary:	The PTD award federal funding is \$3,674,037. With required match, the total programmed amount is \$4,094,047. The State STBG being programmed will be flex transferred to FTA.	
Amendment Action:	The formal amendment adds the FFY 2027 PTD award (for TriMet) to the MTIP and STIP	
Added Notes:	Once the flex transfer is complete, TriMet will be able to obligate and expend the funds through FTA’s Transit Award Management System (TrAMS) in support of their elderly and disabled persons transit needs program.	

Project Number: 6	Key Number: 23727	Status: Existing Project
Project Name:	Oregon Transportation Network - TriMet FFY25	
Lead Agency:	ODOT Public Transportation Division (PTD)	
Description:	Public transit funding for TriMet for federal fiscal year 2025 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition (ODOT Public Transit Division grantor)	
Funding Summary:	The project completed a formal amendment as part of the October MTIP Formal Amendment bundle. The authorized federal funding was reduced to \$1,700,000. A follow-on review determined the reduction was incorrect and the real authorized federal funding totaled \$3,674,037.	
Amendment Action:	The formal amendment corrects the federal funding authorized to the project for FFY 2025 to be \$3,674,037. The net programming changes exceeds the 20% cost change threshold which triggers the need for a formal amendment.	
Added Notes:	Once the flex transfer is complete, TriMet will be able to obligate and expend the funds through FTA’s Transit Award Management System (TrAMS) in support of their elderly and disabled persons transit needs program.	

Project Number: 7	Key Number: 23815	Status: Add New Project																				
Project Name:	I-5: Truck Charging and Fueling Stations																					
Lead Agency:	ODOT (for Oregon) This is a 3-state CFI award to Caltrans with ODOT and WSDOT partnering as part of the grant.																					
Description:	Deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods connecting major ports, freight centers, and agricultural regions between the U.S. borders with Mexico and Canada.																					
Funding Summary:	The CFI funding award totals \$102 million and was awarded to the California Department of Transportation (Caltrans). The grant award name is the Tri-State Charging and Fueling Infrastructure (CFI) grant for the West Coast Truck Charging and Fueling Corridor Project . The ODOT grant share is \$21,133,653. The CFI grant award covers three states: California, Oregon and Washington. ODOT and WSDOT are partners with Caltrans in the grant award. ODOT’s federal programming portion is \$21,133,654. Applying the required 20% match, the total programming amount is \$26,426,224.																					
Amendment Action:	The formal amendment adds the FFY 2027 PTD award (for TriMet) to the MTIP and STIP																					
Added Notes:	<p>The Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) is a competitive grant program that will strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work – urban and rural areas alike – in addition to along designated Alternative Fuel Corridors (AFCs). CFI Program investments will make modern and sustainable infrastructure accessible to all drivers of electric, hydrogen, propane, and natural gas vehicles. This program provides two funding categories of grants:</p> <ul style="list-style-type: none"> • Community Charging and Alternative Fueling Grants (Community Program) • Charging and Alternative Fuel Corridor Grants (Corridor Program). 																					
<table border="1"> <thead> <tr> <th colspan="6">Charging and Fueling Infrastructure Program Grant Recipients Round 1B Grant Award Recipients</th> </tr> <tr> <th>Lead Applicant State</th> <th>Project Name</th> <th>Lead Applicant</th> <th>Amount</th> <th>Fuel Type</th> <th>CFI Program</th> <th>Project Description</th> </tr> </thead> <tbody> <tr> <td>CA</td> <td>West Coast Truck Charging and Fueling Corridor Project</td> <td>California Department of Transportation</td> <td>\$102,389,046.00</td> <td>EV Charging & Hydrogen</td> <td>Corridor</td> <td>The California Department of Transportation will receive \$102 million for the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods connecting major ports, freight centers, and agricultural regions between the U.S. borders with Mexico and Canada.</td> </tr> </tbody> </table>			Charging and Fueling Infrastructure Program Grant Recipients Round 1B Grant Award Recipients						Lead Applicant State	Project Name	Lead Applicant	Amount	Fuel Type	CFI Program	Project Description	CA	West Coast Truck Charging and Fueling Corridor Project	California Department of Transportation	\$102,389,046.00	EV Charging & Hydrogen	Corridor	The California Department of Transportation will receive \$102 million for the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods connecting major ports, freight centers, and agricultural regions between the U.S. borders with Mexico and Canada.
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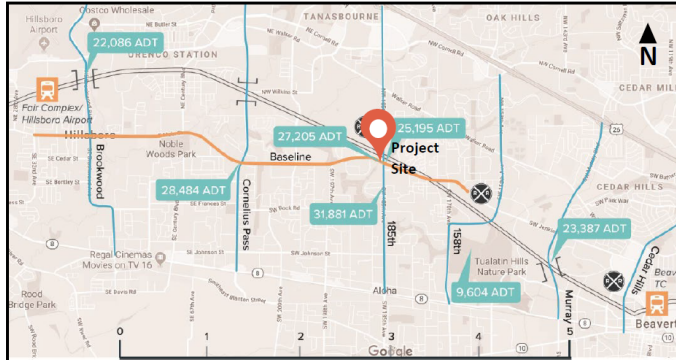
Project Number: 8	Key Number: 23759	Status: Add New Project																																																							
Project Name:	Washington Street: Metro South - Abernethy Rd																																																								
Lead Agency:	Oregon City																																																								
Description:	In Oregon City on Washington Street from Abernethy Rd to Metro South Transfer Station intersection, modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area. Installation of RRFB at a high-volume pedestrian crossing area (FFY 2024 CDS #226)																																																								
Funding Summary:	<p>The funding is a FFY 2024 Congressionally Directed Spending (CDS) (or earmark) award to Oregon City. The total federal funding award is \$4 million dollars. With required match the total programming amount is \$4,457,000.</p> <table border="1" data-bbox="493 716 1409 1052"> <tr> <td>OR</td> <td>OR221</td> <td>SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)</td> <td>2,349,600</td> <td>2,349,600</td> </tr> <tr> <td>OR</td> <td>OR222</td> <td>Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek</td> <td>850,000</td> <td>850,000</td> </tr> <tr> <td>OR</td> <td>OR223</td> <td>Hood River/White Salmon Interstate Bridge Replacement Project</td> <td>4,000,000</td> <td>4,000,000</td> </tr> <tr> <td>OR</td> <td>OR224</td> <td>Beaverton Downtown Loop</td> <td>1,616,279</td> <td>1,616,279</td> </tr> <tr> <td>OR</td> <td>OR225</td> <td>East Forest Grove Safety Improvement Project</td> <td>850,000</td> <td>850,000</td> </tr> <tr style="border: 2px solid green;"> <td>OR</td> <td>OR226</td> <td>Abernethy Green Access Project</td> <td>4,000,000</td> <td>4,000,000</td> </tr> <tr> <td>OR</td> <td>OR227</td> <td>OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)</td> <td>2,800,000</td> <td>2,800,000</td> </tr> <tr> <td>OR</td> <td>OR228</td> <td>Hawthorne Avenue Pedestrian and Bicyclist Overcrossing</td> <td>5,700,000</td> <td>5,700,000</td> </tr> <tr> <td>OR</td> <td>OR229</td> <td>Mill Street Reconstruction, Springfield, OR</td> <td>1,116,279</td> <td>1,116,279</td> </tr> <tr> <td>OR</td> <td>OR230</td> <td>OR99W: Salmon River Highway (OR18) Intersection Improvement</td> <td>3,589,200</td> <td>3,589,200</td> </tr> <tr> <td>OR</td> <td>OR231</td> <td>Marion County Safety Corridor</td> <td>1,577,079</td> <td>1,577,079</td> </tr> </table>		OR	OR221	SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)	2,349,600	2,349,600	OR	OR222	Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek	850,000	850,000	OR	OR223	Hood River/White Salmon Interstate Bridge Replacement Project	4,000,000	4,000,000	OR	OR224	Beaverton Downtown Loop	1,616,279	1,616,279	OR	OR225	East Forest Grove Safety Improvement Project	850,000	850,000	OR	OR226	Abernethy Green Access Project	4,000,000	4,000,000	OR	OR227	OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)	2,800,000	2,800,000	OR	OR228	Hawthorne Avenue Pedestrian and Bicyclist Overcrossing	5,700,000	5,700,000	OR	OR229	Mill Street Reconstruction, Springfield, OR	1,116,279	1,116,279	OR	OR230	OR99W: Salmon River Highway (OR18) Intersection Improvement	3,589,200	3,589,200	OR	OR231	Marion County Safety Corridor	1,577,079	1,577,079
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Amendment Action:	The formal amendment adds the new CDS award to the MTIP and STIP.																																																								
Added Notes:	 <p>The map shows the project location in Oregon City, Oregon. A green star marks the project site on Washington Street, between Abernethy Rd and Metro South Transfer Station. The map includes major roads like I-5, I-205, and US-26, and various neighborhoods such as Lake Oswego, Gresham, and Clackamas Heights. A scale bar indicates 2 miles.</p>																																																								

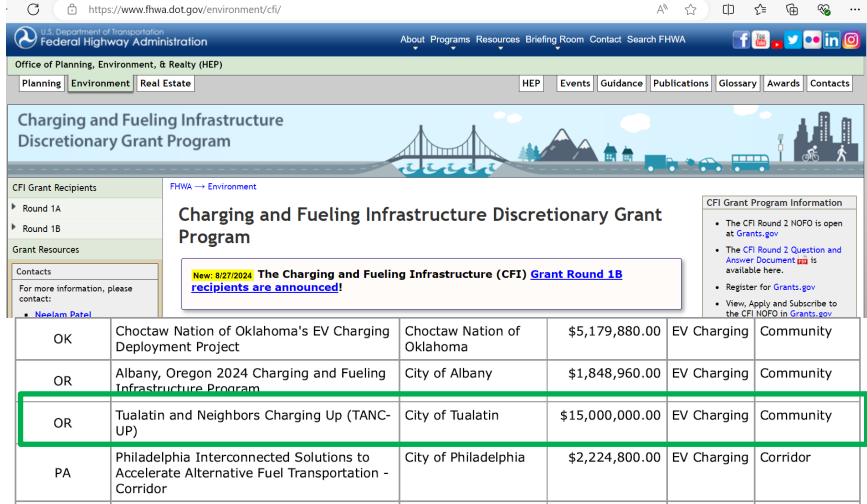
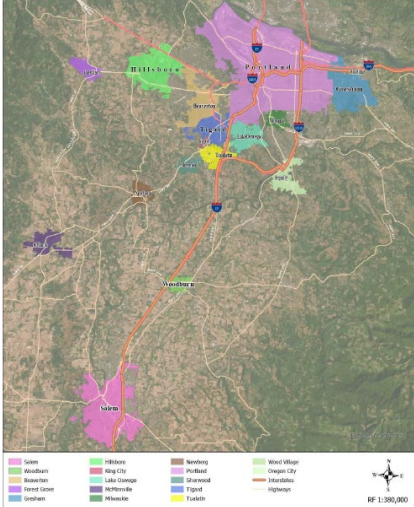


Project Number: 9	Key Number: 23813	Status: Add New Project
Project Name:	82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)	
Lead Agency:	Portland	
Description:	Complete project development actions on 82nd Ave from US30BY/Lombard St south to SE Clatsop to close critical crossing gaps, deploy proven tools to address high-crash locations, and improve safety and equity for one of Portland’s most important high-crash corridors. Project components include installing raised center medians, a pedestrian signal, full traffic signals, “no turn on red” at major traffic signal intersections, and updating signal timing (SS4A FFY 24 Implementation)	
Funding Summary:	<p>The Safe Streets For All Implementation Category federal grant award is \$9,600,000. With match, the total programmed amount is \$12,000,000.</p>  <p>Rural</p> <p>Safe Systems on 82nd Ave: State Highway to Civic Corridor</p> <p>Applicant: City of Portland Portland, Oregon</p> <p>SS4A Award: \$9,600,000</p>	
Amendment Action:	The formal amendment adds the SS4A award for Portland to the MTIP and STIP	

<p>Added Notes:</p>	<p>Portland will implement the project under the “Direct Recipient” delivery approach. Portland will work directly with FHWA to develop their required grant agreement plus obligate and expend the funds. Fund obligation will be through the USDOT Delphi system.</p> <div data-bbox="649 378 1258 1113"> <p>82ND AVENUE DISTRICTS</p> <p>From NE Lombard Street to the southern city limit at SE Clatsop Street, 82nd Avenue can generally be classified into four districts:</p> <ul style="list-style-type: none"> • Cully/Roseway/Madison South: The northern end of the corridor, between NE Lombard Street and I-84, is primarily lower-density residential with a collection of smaller-scale commercial areas and major sites such as the Grotto, Glenhaven Park, and McDaniel High School. • Greater Montavilla: South of I-84 to SE Division Street, the corridor includes a mix of auto-oriented uses, including drive-throughs and car dealerships, as well as grocery stores and the Montavilla Community Center. • Greater Jade District: The Jade District, identified as stretching from SE Division Street to SE Holgate Boulevard for the purposes of this plan, includes major educational and commercial anchors, including the Portland Community College and Eastport Plaza, along with many small businesses. • Lents: From SE Holgate Boulevard to the southern city limit at SE Clatsop Street, the corridor transitions from higher-intensity commercial development near SE Foster Road in the Lents Town Center to small-scale commercial, light industrial, and lower-intensity residential uses. </div>
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Project Number: 10	Key Number: 23811	Status: Add New Project
Project Name:	Cloud Connectivity for Light Rail Vehicles: 185th Ave (TriMet)	
Lead Agency:	TriMet	
Description:	In Washington County at 185th Ave and the MAX line crossing, deploy and provide connecting technology on Light Rail Vehicles (LRVs) to traffic signals in order to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, demonstrate, quantify and evaluate the impact of the technology; protect the environment by alleviating congestion, reduce emissions, streamline traffic flow, and integrate advanced technologies into the transportation system to provide dynamic and responsive transit services	
Funding Summary:	The funding source for this project is a \$2,360,000 grant from the Advanced Transportation Technology and Innovation (ATTAIN) discretionary funding program. With required match the total programmed amount is \$2,950,000.	

	 <p>Smart Signals in Our Communities North Carolina Department of Transportation \$11,945,832</p> <p>EZData and NEOTech NEORide, OH \$1,600,000</p> <p>Regional Mobility-Enabling Service Hub (Regional MESH) Lane Transit District, OR \$5,215,123</p> <p>Cloud Connectivity for TriMet's Light Rail Vehicles Tri-County Metropolitan Transportation District of Oregon, OR \$2,360,000</p> <p>PATH-TN: Partnership for AI-driven Multimodal Transportation Services Integration in Tennessee Cities Vanderbilt University, TN \$8,666,053</p>
<p>Amendment Action:</p>	<p>The formal amendment adds the FFY 2023-24 ATTAIN award for TriMet to the MTIP and STIP.</p>
<p>Added Notes:</p>	<p>This is another grant award program that will occur under the “direct recipient” delivery rules. TriMet will work directly with FHWA (and not FTA) to develop and execute their required grant agreement, plus obligate and expend the grant funds. The fund obligation will be through the USDOT Delphi system and not FHWA’s Financial Management Information System (FMIS) or FTA’s Transit Award Management System (TrAMS).</p> <p>The Project site is along one of the limited number of corridors that run northward and southward in the high-growth area of Washington County. The 2020 Census recorded the county population as 600,372, making it the second most populous county in the state. Hillsboro is its county seat and largest city.</p>  <p>While all of Washington County’s north-south arteries shown at left are well traveled, 185th Avenue’s Average Daily Traffic (ADT) count of 31,881 combines with Baseline Road ADT of 26,200 (east/west traffic averaged) just south of the MAX light rail line, causing significant delays on this roadway.</p>

Project Number: 11	Key Number: 23787	Status: Add New Project																														
Project Name:	Tualatin and Neighbors Charging Up (TANC-UP)																															
Lead Agency:	Tualatin																															
Description:	Deploy and install EV chargers across Oregon’s North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions, and offer access to diverse populations who don’t have access to at-home charging systems. Up to 125 unique sites across 17 cities are proposed for the EV charges. (FFY 2024 Round 1B -CFI discretionary grant)																															
Funding Summary:	<p>The funding award source is from the Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program). The federal award totals \$15,000,000. With required match the total programming is \$18,800,000.</p>  <table border="1" data-bbox="521 1037 1382 1220"> <thead> <tr> <th>State</th> <th>Project Name</th> <th>City</th> <th>Federal Award</th> <th>Category</th> <th>Community</th> </tr> </thead> <tbody> <tr> <td>OK</td> <td>Choctaw Nation of Oklahoma's EV Charging Deployment Project</td> <td>Choctaw Nation of Oklahoma</td> <td>\$5,179,880.00</td> <td>EV Charging</td> <td>Community</td> </tr> <tr> <td>OR</td> <td>Albany, Oregon 2024 Charging and Fueling Infrastructure Program</td> <td>City of Albany</td> <td>\$1,848,960.00</td> <td>EV Charging</td> <td>Community</td> </tr> <tr> <td>OR</td> <td>Tualatin and Neighbors Charging Up (TANC-UP)</td> <td>City of Tualatin</td> <td>\$15,000,000.00</td> <td>EV Charging</td> <td>Community</td> </tr> <tr> <td>PA</td> <td>Philadelphia Interconnected Solutions to Accelerate Alternative Fuel Transportation - Corridor</td> <td>City of Philadelphia</td> <td>\$2,224,800.00</td> <td>EV Charging</td> <td>Corridor</td> </tr> </tbody> </table>		State	Project Name	City	Federal Award	Category	Community	OK	Choctaw Nation of Oklahoma's EV Charging Deployment Project	Choctaw Nation of Oklahoma	\$5,179,880.00	EV Charging	Community	OR	Albany, Oregon 2024 Charging and Fueling Infrastructure Program	City of Albany	\$1,848,960.00	EV Charging	Community	OR	Tualatin and Neighbors Charging Up (TANC-UP)	City of Tualatin	\$15,000,000.00	EV Charging	Community	PA	Philadelphia Interconnected Solutions to Accelerate Alternative Fuel Transportation - Corridor	City of Philadelphia	\$2,224,800.00	EV Charging	Corridor
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Amendment Action:	The formal amendment adds the new CFI awarded grant to the MTIP and STIP.																															
Added Notes:	 <p>Figure 2. Oregon's Northern Willamette Valley with participating cities highlighted.</p>																															

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the November FFY 2025 Formal MTIP amendment (NV25-02-NOV) will include the following actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and included in transportation demand modeling for performance analysis.
- Supports RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.
- Verified to be part of the Metro's annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mail-out.....	November 27, 2024
• Initiate the required public notification/comment process.....	December 3, 2024
• TPAC approval recommendation to JPACT.....	December 6, 2024
• JPACT approval and recommendation to Council.....	December 19, 2024
• Completion of public notification/comment process.....	January 3, 2025
• Metro Council approval.....	January 9, 2024

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** Due to the holidays timeframe, the possibility of JPACT or Council meeting date changes is fairly significant.
- *** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps. The below timeline is an estimation only and assume no changes to the proposed JPACT or Council meeting dates occur:

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	January 15, 2025
• USDOT clarification and final amendment approval.....	Late February 2025

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new and amended projects to be added and updated into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** The approval of the two Metro projects in the amendment bundle will impact the budget as follows:
 - a. Key 23623 - Tualatin Valley Hwy Transit & Development Project - Continued:
The amendment approval will commit the remaining authorized \$5 million of Metro approved Carbon funds to be committed to the project. A budget adjustment appears will be needed to the UPWP to add the Carbon funding.

- b. Key 23807 - Targeted Safe Routes to School Interventions in Portland Area (Metro):
The amendment adds the new SS4A federal grant funds of \$1,110,000 to the Resource Development Regional Travel Option's budget to develop the Safe Routes to Schools intervention strategies. The required local match of \$277,500 is required by Metro to obligate the federal funds. A UPWP budget amendment appears will be needed to address the new SS4A federal grant.

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests an approval recommendation to JPACT to complete all required MTIP programming actions for the eleven projects in the December FFY 2025 MTIP Formal Amendment under resolution 24-54XX.

Attachment: Key 23623 – TV Hwy Safety and Transit Project Flyer



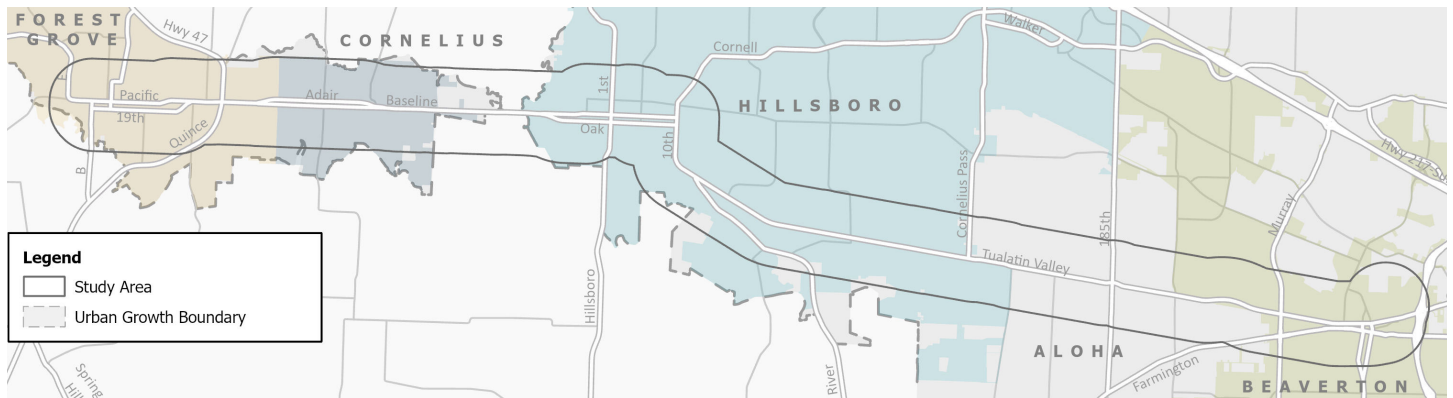
TV Highway Safety and Transit Project

Metro, TriMet, the Oregon Department of Transportation, corridor cities and the county are studying how to bring safety and transit investments to TV Highway.

The goal of the TV Highway Safety and Transit Project is to **improve pedestrian safety** accessing transit and to **enhance the transit rider experience** through improved bus speed and amenities like bus shelters and lighting. This would result in a new Frequent Express (FX) bus line to replace the Line 57. The FX line would come every 12 minutes most of the day, have ADA-accessible stations with shelters, lighting and seating, and have safer access to all stations with a signal or enhanced crosswalk.

Project partners are pursuing a path to bring federal funding to the corridor. To do that, they need to identify the general locations of FX stations along TV Highway.

Metro is seeking public feedback on the location of stations for the proposed bus rapid transit project. Get notified of the results of this engagement by signing up for the project newsletter at oregonmetro.gov/tvhighwaytransit.



Safety on the Corridor



1,845 crashes resulted in injuries between 2017 and 2021



21 crashes resulted in fatalities between 2017 and 2021

TV Highway Residents



One third of the corridor population lives below 200% of the Federal Poverty Level



About **half** of corridor residents are people of color - higher than both the region and the county

Traveling TV Highway



The #57 bus line has an average of **6,390** weekday boardings



Approximately **24,000 - 35,000** vehicles travel on TV Highway every day



Approximately **\$4 million** of goods travel by freight on TV Highway every day

Questions?

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oregonmetro.gov/tvhighwaytransit



Octubre de 2023

Proyecto de Seguridad y Transporte Público de la Autopista TV

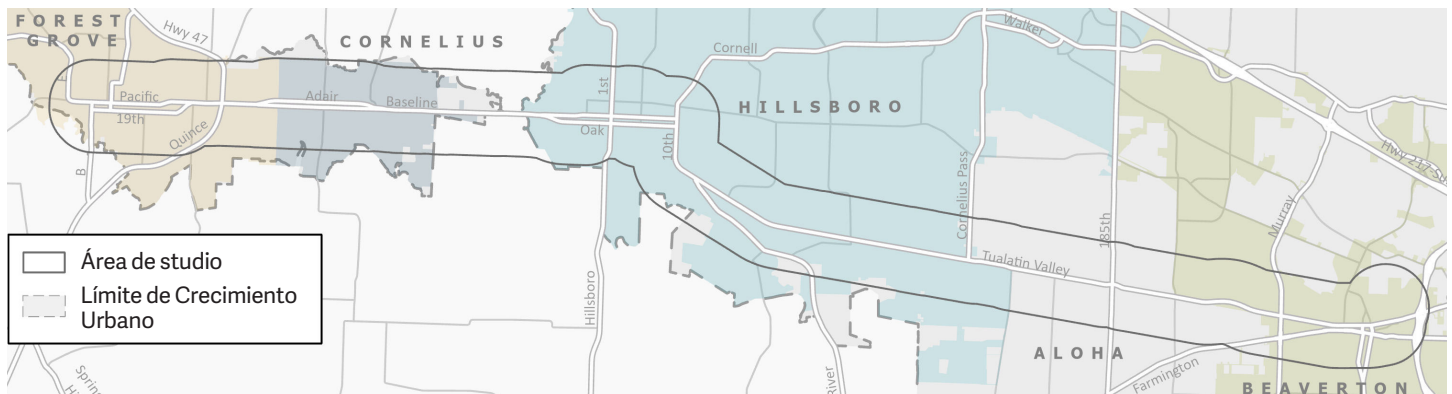
Metro, TriMet, el Departamento de Transporte de Oregon, las ciudades corredor y el condado, están estudiando cómo traer inversiones para la seguridad y el transporte público a la Autopista TV (Tualatin Valley).

La meta del proyecto es **incrementar la seguridad de los peatones** que acceden al transporte público para **mejorar la experiencia de los pasajeros del transporte público** a través de una velocidad optima en los autobuses y a través de servicios como cobertizos e iluminación en las paradas de autobús.

Esto daría lugar a una nueva línea de autobús Frequent Express (FX) que sustituiría a la línea 57. La línea FX pasaría cada 12 minutos la mayor parte del día, tendría estaciones accesibles para la ADA con marquesinas, iluminación y asientos, y dispondría de un acceso más seguro a todas las estaciones con una señal o un paso de peatones mejorado.

empresas mantengan su lugar frente a la inversión pública en el corredor. La coalición esta ahora buscando financiamiento para implementar la estrategia de desarrollo equitativo con socios gubernamentales.

Metro le pedirá al público comentarios y opiniones sobre la ubicación de las estaciones para el propuesto proyecto de autobuses rápidos para el transporte. Obtenga notificaciones de oportunidades de participación al registrarse para el boletín de noticias del proyecto en oregonmetro.gov/tvhighwaytransit.



Seguridad en el corredor



1,845 choques resultaron en lesiones entre 2017 y 2021



21 choques resultaron en muertes entre 2017 y 2021

Residente en el Área de la Autopista TV



Un tercio de la población del corredor, vive por debajo del 200 % del Nivel de Pobreza Federal



Alrededor de **la mitad** de los residentes del corredor son personas de color — una proporción más alta que en la región y en el condado

Viajar en la Autopista TV



La línea de Autobús #57 tiene un promedio de **6,390** abordajes en un día entre semana



Aproximadamente **de 24,000 a 35,000** vehículos viajan en la Autopista TV cada día



Aproximadamente **4 millones de dólares** en mercancía se transporta en contenedores en la Autopista TV al día

¿Tiene preguntas?

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Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Tuesday, December 3, 2024
To: Transportation Alternatives Policy Committee and Interested Parties
From: Grace Cho, Principal Transportation Planner
Subject: 2028-2030 Regional Flexible Fund – Step 1A.1 – Bond Evaluation Results

Purpose: To provide the performance evaluation & project delivery assessment results for the candidate projects in consideration for the 2028-2030 Step 1A.1 new project bond.

Background & Current Place in Development:

As part of the adoption of the 2028-2030 Regional Flexible Fund Program Direction, regional leadership agreed to move forward in the development of a new project bond proposal (also referred to as Step 1A.1) for consideration by the region. After a project nomination period was held a total of nine (9) bond nominations moved forward to undergo the candidate project evaluation. The candidate project consists of three separate evaluations which assesses 1) the consistency towards the bond purpose and principles; 2) the performance towards Regional Transportation Plan (RTP) outcomes; and 3) project delivery risks outstanding.

Metro staff conducted the first two evaluations and utilized an external firm to conduct a project delivery assessment. All the information provided is to assist decisionmakers in shaping different bond scenarios and the eventual selection of a preferred bond scenario for regional consideration.

2028-2030 RFFA Step 1A.1: Getting to a Preferred Bond Scenario

As a reminder, the three technical pieces shared today comprises among several quantitative, regulatory, and qualitative components to inform the discussion and shaping a preferred bond scenario/proposal for the region's consideration.

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

Bond Project Evaluation Framework

Each project was evaluated based on the following components, as identified in the 28-30 RFFA Program Direction. Table 1. shows the associated measures with each of the evaluation components.

Step 1A.1 Bond Project Evaluation Results

- 1) Bond purpose and principles consistency and advancement – Not all components of the bond purpose and principles are applicable at the individual projects scale. Those which were not applicable at the individual project scale are to be utilized during the creation and consideration of the bond scenarios.
- 2) RTP goal advancement – The bond evaluation framework takes a similar approach to Step 2, but at a less granular level given the scale, stage, and variety of projects proposed. Measures were developed that apply to multiple RTP goals for these larger scale projects.
- 3) Project delivery assessment – This component of the evaluation will be conducted by an outside consultant. Please refer to the methodology outlined as part of November 1st TPAC mailing detailing the approach to the Step 1A.1 project delivery assessment.

The candidate project evaluation was conducted from late October through November 2024. Specifically in the bond purpose and principles consistency evaluation, the results reflect assumptions pertaining to funding programs and leverage opportunities based on historic precedence of federal surface transportation programs. As new information emerges through the development process, the aim is to incorporate it into the bond development considerations.

Table 1. Evaluation Measures for the Three Part Candidate Project Evaluation

Technical Evaluation Component	Measure	Evaluation Results
Bond Purpose & Principles	Regional/Corridor scale project	Rating + brief narrative
	Leverage significant discretionary funding	
	Advance ability to construct projects early (construction projects only)	
	Consideration of funding strategy and request relative to other available funding sources	
RTP Goal Advancement	Improves transit service for residents in an Equity Focus Area	Rating + brief narrative
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	
Project Delivery Assessment	Planning	One qualitative rating for overall project delivery assessment
	Partnerships and Support	
	Environmental Considerations	
	Preliminary Engineering and Design	
	Construction	

Candidate Project Evaluation Results and Draft Findings

Table 2 showcases a summary of the results across the three components of the evaluation framework as well as the categories the projects was nominated. Table 3 is a one-page summary of all projects and their ratings on each measure for the 1) bond purpose and principles consistency evaluation; and 2) the RTP outcomes advancement evaluation. Included as Attachment 1 are individual rating sheets for each project with qualitative comments on each evaluation component. Lastly, the analysis and details of the project delivery assessment of the bond nominations are included as Attachment 2 with a summary incorporated as part of Table 2.

The following are draft findings from the technical evaluation.

- Nominations which merged a major transit capital project in conjunction with supportive elements such as pedestrian transit access and signal priority tended to perform best among the bond purpose and principles and consistency evaluation and the RTP outcomes advancement evaluation. This is due to the nature of the project's comprehensive packaging and project scale.
- Even when nominations did not have a major transit capital or infrastructure component, those which bundled or combined transit supportive elements tended to perform well in the bond purpose and principles and consistency evaluation and the RTP outcomes advancement evaluation.
- While all the first/last mile and safe access to transit nominations represent a need for the regional transportation system, these do not perform as well as in the bond purpose and principles consistency evaluation, but generally perform better in the RTP outcomes advancement evaluation. This is likely due to the nature of the pedestrian access projects tend to be smaller in scale even when compiled together programmatically, and due to the consideration of other funding opportunities to advance those projects.
- While each project is in different stages of development and has unique project delivery challenges, all nominated projects have identified mitigations needed for project delivery .
 - Some nominations demonstrated while project delivery needed mitigations are present, the proposed scope, schedule, and budget are adequate to address those needed mitigations.
 - The nominations which requested project development only funds tend to show its ability to deliver the project development work as proposed with the bond proceeds, additional project delivery mitigations will be needed in progressing the project into construction.
 - The major transit capital nominated projects were assessed under additional criteria specific to the Federal Transit Administration (FTA) Capital Investment Grant (CIG) process. The results of the analysis highlights the additional rigor required of those candidate projects to meet project delivery milestones in efforts to meet the CIG program requirements.
- The evaluation of the Better Bus program nomination was had unique considerations as a programmatic spending nomination relative to the single capital project nominations. It's performance on bond purpose and principles consistency and the RTP outcomes advancement landed towards the middle, however, a significant take away is the project delivery challenges to the structure of the program if the program is to utilize federal funding.

The suite of nominated projects for consideration in a new project bond for the Regional Flexible Funds all represent needs to address a deficiency with the transportation system. Knowing the limited nature of Regional Flexible Funds – approximately 5% of the region's spending on transportation – the decision to commit future Regional Flexible Funds to advance the implementation of regional projects in the near-term is significant. Based on the draft fundings, some nominations tended to perform better than others, but also maintain project delivery matters in need of resolution. Further information – in particular the financial analysis of the bond scenarios – are expected to roll out in the following months to continue to inform the discussion. (See compendium memorandum "28-30 Regional Flexible Fund Step 1A.1 – Bond Scenarios Concepts & Next Steps.")

Step 1A.1 Bond Project Evaluation Results

Table 2. Summary of Results from the Bond Purpose and Principles Consistency Evaluation & the RTP Outcomes Advancement Evaluation

Evaluation Component/Category	Sunrise	185th Overcross	Better Bus	Burnside Bridge	OR99E	Montgomery Park	72nd Ave	82nd Ave	TV Highway
Overall score									
Capital Investment Grant (CIG)/Large Transit									
First/Last & Access to Transit									
Transit Vehicle Priority									
Bond Purpose & Principles Consistency									
RTP Goals & Outcomes Advancement									
Project Delivery Assessment (see attachment 2 for details)	Number of Mitigations								
	3	2	2	1	1	3	1	2	2
	Level of Mitigation Effort								
	Low/Low/Med	Low/Low	Low/Low	Low	Med	Med/Med/Low	Low	Low/Low	Low/Med

Key: Darker shades of blue indicate higher scoring/rating, while lighter shades blue indicates lesser scoring/rating. For the Project Delivery Assessment, the number of mitigations reflect areas of identified project delivery challenges within the project delivery agency’s scope of control. The level of mitigation effort reflects by mitigation area the efforts needed to address the project delivery challenge.

Table 3. Summary of Candidate Evaluation Ratings According to Performance Measure

2028-3030 Regional Flexible Fund Allocation: Step 1A.1 Candidate Project Performance Evaluation Results Summary										
Evaluation Section	Measure	Sunrise	185th Overcross	Better Bus	Burnside Bridge	OR99E	Montgomery Park	72nd Ave	82nd Ave	TV Highway
Bond Purpose & Principles Consistency	Use regional revenues on regional or corridor scale projects									
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.									
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro									
	Leverage significant discretionary federal, state and/or local funding									
RTP Goals & Outcomes Advancement	Improves transit service for residents in an Equity Focus Area									
	Increases speed, frequency and reliability of high capacity transit									
	Provides safer and more convenient access to transit									
	Improves access to jobs and essential services by transit									
	Identified by communities who face disparities in the transportation system as a priority									

Key: Darker shades of blue indicate higher scoring/rating, while lighter shades blue indicates lesser scoring/rating.

Attachment 1 – Individual Candidate Project Evaluations – Summary of Main Comments

Project Name: Sunrise Corridor

Applicant: Clackamas County

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	This is a regional corridor, without high ridership transit lines. Requested RFFA Step 1A.1 is for project development funds only for the environmental reassessment of Sunrise Highway and complete streets retrofit with bike/pedestrian and transit hub elements on Highway 212. There are other sources of funds in the region that could support project development for the project. The project also necessitates agreement from ODOT to complete the parallel new Sunrise facility and the jurisdictional transfer and/or agreed upon design for Highway 212. At this point does not have a pipeline for construction funding at state or federal level. Project delivery agency intends to seek state legislative and federal discretionary grants.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Primary focus is improved bike/pedestrian facilities to improve access to existing transit. This corridor does not currently have high capacity transit or frequent transit lines, through there are plans to add two local routes and more County operated shuttle service. Extensive outreach has been conducted with general need for better safety and pedestrian/bicycle facilities in the corridor. Feedback has also been received about the new roadway facility planned.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

Attachment 1 – Individual Candidate Project Evaluations – Summary of Main Comments

Project Name: 185th Max Overcrossing

Applicant: City of Hillsboro

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	Locally specific project on a high ridership line, funding request is for project development and not construction. While eligible for federal funding sources, unclear on competitiveness. Local sources could support project development funding request. While this project was submitted under CIG category, CIG not identified as a funding source for construction in application materials but rather potential Federal Rail Administration (FRA) grant funds.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Directly serves an equity focus area, however there has not been extensive engagement on this specific project with impacted communities. Separation at one location has the ability to decrease conflicts (e.g. pedestrian-vehicle) and provide some speed and reliability to TriMet’s Line 52 frequent bus.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

Attachment 1 – Individual Candidate Project Evaluations – Summary of Main Comments

Project Name: Better Bus Program

Applicant: Metro

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	Regional impact via many smaller scale improvements for local transit lines. Program has a good history of delivering projects, but that may be impacted if it switches to federal aid process. Historically has leveraged significant local funds, but those funds are not yet committed.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Location can vary across the region, using equity focus area or safety concerns as an eligibility criterion. Purpose of the program is to increase speed, frequency and reliability of transit. Community input can also be a relevant criterion for advancement of projects.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

Attachment 1 – Individual Candidate Project Evaluations – Summary of Main Comments

Project Name: Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project
Applicant: Multnomah County

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	Regionally significant as the bridge serves many high ridership lines and is the surface lifeline route across the Willamette River. Eligible and reliant on many other sources of funding to construct and has raised significant local revenue.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Application focused on the pedestrian and transit elements near the bridge as well as the transit prioritization on the bridge itself. Significant equity-focused efforts have shaped various components of the project and it serves an equity focus area directly with many social and human service providers. Transit reliability anticipated and resilience of transit lines through a highly utilized corridor.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

Attachment 1 – Individual Candidate Project Evaluations – Summary of Main Comments

Project Name: McLoughlin Boulevard (OR99E) First and Last Mile and Safe Access to Transit Streetscape Enhancements

Applicant: City of Oregon City

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	Regional impact on a corridor serving high ridership lines. Aggressive schedule with reliance on discretionary sources. Other regional sources available (e.g. Step 2) and necessitates future agreement from ODOT to implement agreed upon design.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Supports equity focus area with extensive engagement. Focuses on improving pedestrian environment on a high crash corridor to enhance access to transit. Designed to be implemented with prior funded transit signal priority for a frequent service bus line and accessing the Oregon City transit center. No further transit reliability or frequency upgrades identified beyond those being coordinated with Line 33 transit signal priority project.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

Attachment 1 – Individual Candidate Project Evaluations – Summary of Main Comments

Project Name: Montgomery Park Streetcar Extension

Applicant: City of Portland

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	This is a Tier 1 High-Capacity Transit corridor in the 2023 RTP and is well suited for federal discretionary grants for a project type and entity that has had success previously (CIG). Some level of risk in funding strategy that is reliant on local development.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Not located in an equity focus area. The project has conducted significant engagement and plans to include culturally specific art into project scope. This project will add new high capacity transit service where it does not currently exist and will upgrade the pedestrian and bike connections in the project area.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

Attachment 1 – Individual Candidate Project Evaluations – Summary of Main Comments

Project Name: 72nd Ave. Phase 1 Tigard Triangle Corridor Improvements (Pacific Highway to Dartmouth St.)

Applicant: City of Tigard

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles:	Use regional revenues on regional or corridor scale projects	This is a locally specific project. Well-articulated schedule and potential funding sources, but may not be taking into account the federal aid process for construction timeline. There are other potential sources of regional funds for this project (e.g. Step 2).
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Does not serve an equity focus area and while community engagement was noted the impact that input has had on the project was unclear. Application includes extensive pedestrian and bicycle upgraded facilities for accessing transit. This project is not on a high crash corridor and does not have a high capacity transit line but will serve a realigned frequent service Line 76 and is in the corridor area of the suspended Southwest Corridor project. Line 76 is a Tier 3 high capacity transit corridor, but not currently prioritized for short-term implementation, though it is one of several routes under consideration for FX service. The 72 nd Ave bridge itself does not include significant improvements for transit speed, frequency or reliability.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

Attachment 1 – Individual Candidate Project Evaluations – Summary of Main Comments

Project Name: 82nd Avenue Transit Project

Applicant: TriMet

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	This is a tier 1 high capacity transit project in the 2023 RTP and is well suited for federal discretionary grants for a project type and entity that has had success previously (CIG). Is consistent with prior use of RFFA bond funding to support transit capital projects that have limited sources of local funds to leverage significant federal discretionary funding.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	A majority (80%) of the project corridor runs through equity focus areas and project has conducted extensive community engagement that continues through 82 nd Ave. Coalition. Project is specifically designed to increase speed, frequency and reliability on the busiest transit line in TriMet’s network. Extensive improvements to pedestrian environment and access included in this project, located on a high crash corridor. Part of the project area necessitates future agreement from ODOT to implement agreed upon design.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

Attachment 1 – Individual Candidate Project Evaluations – Summary of Main Comments

Project Name: Tualatin-Valley (TV) Highway Transit Project

Applicant: TriMet

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	This is a tier 1 high capacity transit corridor in the 2023 RTP and is well suited for federal discretionary grants for a project type and entity that has had success previously (CIG). Is consistent with prior use of RFFA bond funding to support transit capital projects that have limited sources of local funds to leverage significant federal discretionary funding.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Over 80% of the project corridor is in equity focus areas with extensive engagement through steering committee and equitable development strategy. Specific improvements are not as detailed, but this project focuses on transit reliability, frequency and speed. Pedestrian safety upgrades noted, the project is on a high crash corridor The project necessitates future agreement from ODOT to implement agreed upon design.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

TECHNICAL MEMORANDUM

December 2, 2024

Project# 29295.003

To: Metro Staff: Grace Cho, Monica Krueger, Noel Mickleberry, Dan Kaempff, and Ted Leybold
From: Nicholas Meltzer, Lekshmy Hirandas, and Camilla Dartnell, PE
RE: 2028-30 Regional Flexible Fund Step 1A.1 Project Delivery Assessment

As part of the adoption of the 2028-2030 Regional Flexible Fund Program, Metro is developing a new project bond proposal for the region to consider, referred to as Step 1A.1. Step 1A.1 projects will be evaluated based on three components: 1) Bond purpose and principles consistency and advancement; 2) Regional Transportation Plan (RTP) goals advancement; and 3) Project delivery assessment. Kittelson & Associates, Inc. (Kittelson) is supporting Metro by performing the project delivery assessments. This memorandum contains an overview of the methodology applied for the project delivery assessments.

Background

Regional decision makers – through a Metro-led process – are considering a new commitment of future Regional Flexible Funds starting in 2028-2030 to support a bond and make funding available to advance regional projects. The estimated amount of funding generated through a new bond is between \$55 and \$105 million based on the eligible projects selected and other factors related to the bond financing mechanism.

Kittelson is evaluating project delivery aspects of the applications received by Metro including the scope, schedule, and budgets to determine if: 1) the scope of work sufficiently covers all work anticipated to be necessary for project success; 2) the budget and schedule are appropriate to the scope of work outlined in the application; and 3) the scope of work and expenditure of funds can be underway or completed in the federal fiscal year 2026 through 2029 timeframe.

Project Delivery Assessment

Kittelson developed a scoring template focused on assessing the project delivery considerations for Step 1A.1 proposed projects. The project team based this scoring template on best practices related to common state and federal project delivery processes, including the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration processes, best practices within project delivery, and experience assessing risk for Step 2 Regional Flexible Fund Allocation projects in the 2022-2024 and 2025-2027 cycles.

The intention for the project delivery assessment is to understand if the estimated budgets and schedules for each project will sufficiently address necessary scope items and rules and regulations of state and federal project delivery. If these are addressed, the risk to project delays, budget overages, and inability to deliver the intended scope is reduced.

Each project is evaluated based on evaluation criteria grouped into six broad categories, including scope, schedule, and budget sufficiency related to:

- Planning
- Partnerships and Support
- Environmental Considerations
- Preliminary Engineering and Design
- Construction
- FTA Considerations*

*Only applicable to nominations in the CIG project category

The intent of utilizing the criteria under these six categories is not to rank projects against one another but to better understand whether there are additional scope, schedule, and/or budget considerations that may need to be added to lead to successful delivery of projects.

For each criterion, the assessment team identified whether the project 1) completed the step and/or sufficiently addressed the need in the scope, budget, and schedule, 2) insufficiently addressed the need in the scope, budget, and schedule, or 3) did not address the need. The assessment team performed the assessment based on materials provided by the applicant. If information was not provided or not provided in sufficient detail to indicate that a criterion is addressed, the project team assumed it is not addressed. At the request of Kittelson and Metro, applicants provided additional information to aid in assessing their projects.

Some projects are only requesting funds for planning, while others are requesting funding through construction. The project team primarily assessed the risk of each project to be completed through the project phase for which Step 1A.1 funding would be provided. Because of this, the project team is primarily applying criteria relevant to the level of project development for which the project is requesting funding. Therefore, projects not requesting construction funding will not be assessed against criteria relevant to construction; however, we have requested the applicant provide information on their plan for funding future construction of the project. This is provided alongside the results of the project delivery assessment, as it is relevant to understanding the likelihood of a project receiving future funding for construction.

Assessment Summaries

Kittelson developed a summary of each project requesting funding through the RFFA process. The summary includes a project description, funding overview, project phases, and project applicant. The summary also includes Kittelson's assessment of the likely adequacy of the proposed project scope, schedule and budget. Recommended actions to address project delivery considerations are organized according to project delivery assessment categories: Planning (PL), Partnerships and Support (PS), Environmental Considerations (EC), Design (DE), Construction (CN), and FTA Considerations (FTA).

To aid in the review process, a short glossary of terms is provided below, followed by the nine project summaries.

Federal Transit Administration (FTA): The government agency responsible for funding and regulating public transportation systems in the United States.

Federal Highway Administration (FHWA): The government agency responsible for funding and regulating ground transportation in the public right of way in the United States.

Capital Improvement Grant (CIG): A discretionary grant program within the Federal Transit Administration's Section 5309 that focuses on Fixed Guideway (i.e. rail or similar) systems. Large transit agencies commonly use it as a source of capital construction funding. The CIG program is divided into three subprograms: New Starts, Small Starts, and Core Capacity.

New Starts: CIG funding for design and construction of new fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transport or include a rail or catenary system. For projects over \$400 million in total costs, seeking more than \$150 million in grants.

Small Starts: CIG funding for design and construction of corridor-based bus rapid transit projects operating in mixed traffic that represents a substantial investment in the corridor and emulate the features of rail. Total project cost less than \$400 million, seeking less than \$150 million in grants.

Planning: A term for the initial planning and scoping phase of a project, up to 30% conceptual design. The Oregon Department of Transportation refers to this phase as Program Development, while the Federal Transit Administration refers to it as Project Development.

Design: A term for the predominant design phase of a project, when Plans, Specifications and Estimates (PS&E) are further developed from 30% to 100%. The Oregon Department of Transportation refers to this as Project Development, while the Federal Transit Administration refers to it as Engineering.

Construction: A term for the phase of a project after 100% Plans, Specifications and Estimates are complete and the project is put out to bid. Includes all work until the improvement is open and operational.

Certified Agency: An organization that has been qualified to deliver federally funded projects by the Oregon Department of Transportation. The Federal Highway Administration allows states to determine appropriate oversight methods for delivering federally funded projects and ODOT uses a certification process. Once approved, they are known as a Certified Agency and can deliver projects as opposed to working with ODOT to deliver the project.

Capital Investment Grant Projects

Project Name	Montgomery Park Streetcar Extension	
Project Description:	The Portland Streetcar Montgomery Park Extension Project will extend the Portland Streetcar North-South (NS) Line 0.65 miles one-way (1.3 miles round trip) from its existing terminus at NW 23rd Avenue and NW Northrup Street to a new terminus at NW 26th Avenue and NW Wilson Street near Montgomery Park in Northwest Portland. The Project will support a new transit-oriented mixed use district west of Highway 30 between NW Nicolai and NW Vaughn streets, where underutilized industrial land is proposed to undergo land use changes to employment- and housing-supportive mixed uses	
Project Funding:	<i>Requested from RFFA:</i> \$20 million for match to a larger grant	<i>Total Project Cost:</i> \$119 million in design and construction anticipated from FTA Small Starts or \$178 million in design, construction and vehicle purchases anticipated from FTA Small Starts.
Project Phase(s):	Design, Construction	
Applicant and Project Delivery:	Portland Bureau of Transportation, Certified Agency	
Project Delivery Considerations for Scope, Schedule and Budget:	Permitting and right-of-way may not be sufficiently addressed in the budget and schedule. The project budget and ridership estimates, key pieces of FTA grants, are contingent on development of the Montgomery Park area.	
Recommended Action:	<p>(DE) Project budget and schedule may require some extension to account for unknowns. (CN) Project schedule may require some extension to account for development timeline which affects ridership estimates and project match.</p> <p>FTA Considerations: Project schedule may require some extension to account for development timeline which affects ridership estimates and project match.</p>	

Project Name	82 nd Ave Transit Project	
Project Description:	The purpose of the 82nd Avenue Transit Project is to improve transit speed, reliability, capacity, safety, comfort, and access for Line 72 through development of a corridor-based bus rapid transit (BRT) route that will include enhanced crossings or traffic signal at all stations; platforms with curbs and waiting areas, shelters, lighting, seating, real-time arrival info. The project seeks to address the needs of people who live, work, learn, shop, and travel within the corridor both today and in the future – in particular, BIPOC and low-income individuals – through context-sensitive transit improvements in a constrained corridor.	
Project Funding:	<i>Requested from RFFA:</i> \$30 million to use as match for a larger grant	<i>Total Project Cost:</i> \$300 million total anticipated from FTA CIG Small Starts
Project Phase(s):	Design, Construction	
Applicant and Project Delivery:	TriMet, Certified Agency	
Project Delivery Considerations for Scope, Schedule and Budget:	There are unknowns regarding the project scope and schedule due to the fact that the project terminus is currently undecided. The project team expects a terminus decision to be finalized in January. Additional time may be needed in the schedule to account for coordination with and design requirements for multiple jurisdictions, including both PBOT and ODOT. The lack of local match commitments presents a concern to the budget, however the schedule accommodates time to get agreements in place, and potential sources for funding have been identified. The decision for whether Portland Clean Energy Funds may be used as match funding is anticipated to be made in December 2024.	
Recommended Action:	<p>(DE) Project schedule may require some extension to account for multi-jurisdictional coordination, as the project crosses multi-jurisdictional boundaries. (CN) The project team should also focus on securing local match to support project success.</p> <p>FTA Considerations: No additional considerations.</p>	

Project Name	TV Highway Transit Project	
Project Description:	The purpose of the TV Highway Safety and Transit Project is to improve speed, reliability, accessibility and safety for transit riders on TV Highway, particularly for communities of color and low-income communities. The project replaces TriMet Rote 57 with a new Frequent Express (FX) Route and includes improved rider amenities, intersection improvements, and signal enhancements to improve bus speeds.	
Project Funding:	<i>Requested from RFFA:</i> \$30 million	<i>Total Project Cost:</i> \$300 million total anticipated from FTA CIG Small Starts
Project Phase(s):	Design, Construction	
Applicant and Project Delivery:	TriMet, Certified Agency	
Project Delivery Considerations for Scope, Schedule and Budget:	While the project team has begun coordination with the railroad, railroad right-of-way requirements and rail orders, if necessary, may significantly impact the project schedule. Only a small percentage of the required project match has been secured.	
Recommended Action:	<p>(DE) Although the project team has already engaged the railroad, project schedule may require some extension to account for coordination with the adjacent railroad, including potential rail crossing orders or minor rail right of way acquisition. (CN) The project team should also focus on securing local match to support project success.</p> <p>FTA Considerations: No additional considerations.</p>	

Transit Vehicle Priority Projects

Project Name	SW 185 th MAX Overcrossing	
Project Description:	The purpose of the SW 185th Avenue MAX Overcrossing project is to grade separate MAX light rail vehicles up and over SW 185th Avenue.	
Project Funding:	<i>Requested from RFFA:</i> \$20-\$30 million to be used as match	<i>Total Project Cost:</i> \$108 million total anticipated through Federal Rail Administration crossing elimination program
Project Phase(s):	Design	
Applicant and Project Delivery:	TriMet, Certified Agency	
Project Delivery Considerations for Scope, Schedule and Budget:	<p>Project Planning (as requested from RFFA): The schedule may have little flexibility to accommodate any additional complexities that may arise, and the time anticipated for right-of-way acquisition in the schedule may be optimistic.</p> <p>Project Construction/Completion: As construction funding is sought, there are limited examples of previous FRA grant funded projects in Oregon, which could result in some unknowns to the overall completion of the project.</p>	
Recommended Action:	<p>(PE) This project is anticipated to include all steps required to accomplish project development, as is the focus for the funding request. Consider extending the schedule to account for uncertainties.</p> <p>(CN) Construction is not part of the funding request, however consider exploring additional or secondary grant/funding sources.</p>	

Project Name	Better Bus Program	
Project Description:	The program consists of initial planning work and program administration, project development, and design and delivery of a select number of Better Bus projects. Projects will be focused on those that help transit service operate more quickly and reliably. Projects that would advance through this grant could include those identified through the Better Bus program, FX planning, or other efforts depending on evaluation and analysis.	
Project Funding:	<i>Requested from RFFA:</i> \$11 million total project cost	<i>Local Match:</i> \$1,129,700 cash match from Metro local funds
Project Phase(s):	Design, Construction	
Applicant and Project Delivery:	Metro (applicant), TriMet (partner), local jurisdictions (project delivery agencies)	
Project Delivery Considerations for Scope, Schedule and Budget:	If federal funds are used, the scope of each project within the program is expected to grow to address federal requirements. This may impact local partnerships and the number of projects that can be delivered under the requested funding.	
Recommended Action:	(PS, CN). No cost risk mitigation anticipated, however keeping the project funding non-federal is expected to allow for more scope to be completed with requested funding. Project team should also have regular conversations with project partners to update partners on the anticipated scope.	

Project Name	Transit and Access-to-Transit Components to Earthquake Ready Burnside Bridge	
Project Description:	The Earthquake Ready Burnside Bridge (EQRB) Project will replace the existing Burnside Bridge with one that is seismically resilient, and has improved transit, pedestrian, and bicycle access to serve our community for decades to come. Multnomah County will be adding permanent transit improvements to the new bridge and the surrounding area to improve safe access to transit and transit vehicle priority. In 2026, the County will construct permanent improvements along transit, pedestrian, and bicycle detour routes that will be utilized during the construction of the new bridge Improvements such as new bus stops, protected bike lanes, signing and striping, pedestrian refuge islands, traffic diverters and other traffic calming measures, sidewalk reconstruction, and modifications to traffic signals will provide safer access to transit.	
Project Funding:	<i>Requested from RFFA:</i> \$25 million for match to a larger grant	<i>Total Project Cost:</i> \$897 million total via a mix of local and federal funds
Project Phase(s):	Design, Construction	
Applicant and Project Delivery:	Multnomah County, Certified Agency	
Project Delivery Considerations for Scope, Schedule and Budget:	There is a possibility of minor schedule and budget impacts from the extent of planned right-of-way acquisition.	
Recommended Action:	(CN) No cost risk mitigation anticipated, however reserve project funding should be considered in the case that there are complexities with the right-of-way process.	

FIRST-LAST MILE AND SAFE ACCESS TO TRASIT PROJECTS

Project Name	Sunrise Gateway Corridor/Highway 212	
Project Description:	The project will focus on improving transit access and the first/last mile connections to and through the North Clackamas Industrial Area. The future improvements will provide key regional connections to support the implementation of the Clackamas to Columbia (C2C) corridor, design solutions to address the gaps in the pedestrian and bikeway facilities along Highway 212/224, first last mile transit access solutions including improved safety of bus stops and seamless transit transfers.	
Project Funding:	<i>Requested from RFFA:</i> \$15 million for design only	<i>Local Match:</i> \$1,540,500 cash match from the Road Fund
Project Phase(s):	Design	
Applicant and Project Delivery:	Clackamas County, Certified Agency	
Project Delivery Considerations for Scope, Schedule and Budget:	<p>Project Planning (as requested from RFFA): The project schedule may be underdeveloped, and therefore may not currently anticipate all project complexities that may arise.</p> <p>Project Construction/Completion: Project construction is contingent upon securing the extensive required right-of-way, for which funding may not have been considered for relocations; developing a funding plan; and securing grants.</p>	
Recommended Action:	<p>(EC, DE) This project is anticipated to include all steps required to accomplish project development, as is the focus for the funding request. Project schedule may require some extension if complexities arise in environmental permitting or preliminary engineering.</p> <p>(CN) Construction is not part of the funding request, however for project construction, relocation fees should be added to right-of-way costs.</p> <p>After the FEIS is complete, it is only valid for a 3-year period, so it will be important for the project team to secure final design and construction funding though the project development period to keep from needing to perform an additional FEIS update in the future.</p>	

Project Name	McLoughlin Boulevard (OR-99E) First and Last Mile and Safe Access to Transit Streetscape Enhancements	
Project Description:	The project includes first/last mile bicycle and pedestrian connection will work in tandem with recently-funded TriMet improvements to Line 33, including transit signal priority on McLoughlin Boulevard for Line 33 (east of 10th Street), to activate McLoughlin Boulevard as a transit corridor with safe and comfortable active transportation connections.	
Project Funding:	<i>Requested from RFFA:</i> \$9 million for design and construction	<i>Local Match:</i> \$924,300 in cash match from Transportation System Development Charges
Project Phase(s):	Design, Construction	
Applicant and Project Delivery:	City of Oregon City. Delivery by ODOT	
Project Delivery Considerations for Scope, Schedule and Budget:	The project schedule may not appropriately account for the ODOT project delivery process or collaboration required with ODOT staff due to the project location within ODOT's right-of-way.	
Recommended Action:	(DE) Project schedule may require some extension to account for multi-jurisdictional coordination, and to account for the ODOT federal aid delivery process.	

Project Name	72 nd Ave Phase I Tigard Triangle Corridor Improvements	
Project Description:	This project will transform 72nd Avenue into a complete street featuring separated cycle tracks, sidewalks, enhanced pedestrian crossings, and improved transit stops, providing safer and more sustainable transit options.	
Project Funding:	<i>Requested from RFFA:</i> \$15,904,000 total project cost	<i>Local Match:</i> \$3,976,000 in cash match from tax increment financing
Project Phase(s):	Planning, Design, Construction	
Applicant and Project Delivery:	City of Tigard. Delivered by ODOT	
Project Delivery Considerations for Scope, Schedule and Budget:	The project has a well defined scope and identifies mitigations for possible complexities. A funding gap exists between the updated cost estimate and the proposed funding sources in the initial application.	
Recommended Action:	(PL) Project's funding strategy may need to be expanded to account for full project cost estimates.	

Assessment Summary Table

A table summarizing the assessment information follows on the next page and contains the following headings:

- **Project Applicant**
- **Project Name and Description**
- **Overview of Project Delivery Considerations**
This information matches the project summaries in this memorandum and allows for consolidated project review
- **Cost Risk Mitigation Needs**
Mitigation needs are identified according to the project delivery assessment categories Kittelson reviewed and include Planning, Partnerships and Support, Environmental Considerations, Design, Construction and FTA Considerations. Recommended actions are matched with mitigation needs.
- **Recommended Action**
Actions that can be taken to address anticipated cost risk mitigation needs.

For each project, if cost risk mitigation is suggested the appropriate project delivery assessment category is identified along with a level of mitigation effort. The level of mitigation effort is sorted into low, medium and high, which corresponds to the impact an unaddressed consideration could have on the project.

PROJECT DELIVERY ASSESSMENT - SUMMARY

The table below provides an overview of project delivery considerations, mitigation needs to reduce cost risk, and the recommended actions.

Project Delivery Assessment Categories






- PL Planning
- PS Partnerships & Support
- EC Environmental Considerations
- DE Design
- CN Construction
- FTA FTA Considerations

Mitigation Effort

- Low
- Medium
- High

Project Applicant	Project Name & Description	Overview of Project Delivery Considerations	Cost Mitigation Risk	Recommended Action
CAPITAL INVESTMENT GRANT PROJECTS				
PBOT	<p>Montgomery Park Streetcar Extension This project is part of the Montgomery Park Area Plan, and this extension will bring streetcar service to Montgomery Park, enhancing transit access and supporting planned development in the area.</p>	Permitting and right-of-way may not be sufficiently addressed in the budget and schedule. The project budget and ridership estimates, key pieces of FTA grants, are contingent on development of the Montgomery Park area.		<ul style="list-style-type: none"> DE Project budget and schedule may require some extension to account for unknowns. CN FTA Project schedule may require some extension to account for development timeline, which affects ridership estimates and project match.
TriMet	<p>82nd Ave Transit Project The purpose of the project is to improve transit speed, reliability, capacity, safety, comfort, and access for Line 72 through the development of a Frequent Express (FX) route that will include enhanced crossings or traffic signals at all stations; platforms with curbs and waiting areas, shelters, lighting, seating, real-time arrival info</p>	There are unknowns regarding the project scope and schedule due to the fact that the project terminus is currently undecided. The project team expects a terminus decision to be finalized in January. Additional time may be needed in the schedule to account for coordination with and design requirements for multiple jurisdictions, including both PBOT and ODOT. The lack of local match commitments presents a concern to the budget, however the schedule accommodates time to get agreements in place, and potential sources for funding have been identified. The decision for whether Portland Clean Energy Funds may be used as match funding is anticipated to be made in December 2024.		<ul style="list-style-type: none"> DE Project schedule may require some extension to account for multi-jurisdictional coordination, as the project crosses multi-jurisdictional boundaries. CN The project team should also focus on securing local match to support project success.
TriMet	<p>TV Highway Transit Project The project replaces TriMet Route 57 with a new Frequent Express (FX) Route and includes improved rider amenities, intersection improvements, and signal enhancements to improve bus speeds.</p>	While the project team has begun coordination with the railroad, railroad right-of-way requirements and rail orders, if necessary, may significantly impact the project schedule. Only a small percentage of the required project match has been secured.		<ul style="list-style-type: none"> DE Although the project team has already engaged the railroad, project schedule may require some extension to account for coordination with the adjacent railroad, including potential rail crossing orders or minor rail right of way acquisition. CN The project team should also focus on securing local match to support project success.
TRANSIT VEHICLE PRIORITY PROJECTS				
Hillsboro	<p>185th Max Overcrossing The project intends to grade separate MAX light rail vehicles up and over SW 185th Avenue.</p>	The schedule may have little flexibility to accommodate any additional complexities that may arise, and the time anticipated for right-of-way acquisition in the schedule may be optimistic. As construction funding is sought, there are limited examples of previous FRA grant funded projects in Oregon, which could result in some unknowns to the overall completion of the project.		<ul style="list-style-type: none"> DE This project is anticipated to include all steps required to accomplish project development, as is the focus for the funding request. Consider extending the schedule to account for uncertainties. CN Construction is not part of the funding request, however for project construction, the project team should consider exploring additional or secondary grant/funding sources.

*Not included in project funding request

Project Applicant	Project Name & Description	Overview of Project Delivery Considerations	Cost Mitigation Risk	Recommended Action
Metro	<p>Better Bus Projects will be focused on those that help transit service operate more quickly and reliably. Projects that would advance through this grant could include those identified through the Better Bus program, FX planning, or other efforts depending on evaluation and analysis.</p>	<p>If federal funds are used, the scope of each project within the program is expected to grow to address federal requirements. This may impact local partnerships and the number of projects that can be delivered under the requested funding.</p>		<p>PS CN No cost risk mitigation anticipated, however keeping the project funding non-federal is expected to allow for more scope to be completed with requested funding. Project team should also have regular conversations with project partners to update partners on the anticipated scope.</p>
Multnomah County	<p>Burnside Bridge This project will replace the existing Burnside Bridge with a new structure designed to withstand seismic activity. The new bridge will improve transit, pedestrian, and bicycle access, offering a more resilient and accessible crossing point.</p>	<p>There is a possibility of minor schedule and budget impacts from the extent of planned right-of-way acquisition.</p>		<p>CN No cost risk mitigation anticipated, however reserve project funding should be considered in the case that there are complexities with the right-of-way process.</p>
FIRST-LAST MILE AND SAFE ACCESS TO TRANSIT PROJECTS				
Clackamas County	<p>Sunrise Corridor The project will focus on improving transit access and the first/last mile connections to and through the North Clackamas Industrial Area. The future improvements will provide key regional connections to support the implementation of the Clackamas to Columbia (C2C) corridor, design solutions to address the gaps in the pedestrian and bikeway facilities along Highway 212/224, first last mile transit access solutions including improved safety of bus stops and seamless transit transfers.</p>	<p>The project schedule may be underdeveloped, and therefore may not currently anticipate all project complexities that may arise. Project construction is contingent upon securing the extensive required right-of-way, for which funding may not have been considered for relocations; developing a funding plan; and securing grants.</p>		<p>EC DE (EC, DE) This project is anticipated to include all steps required to accomplish project development, as is the focus for the funding request. Project schedule may require some extension if complexities arise in environmental permitting or preliminary engineering.</p> <p>CN Construction is not part of the funding request, however for project construction, relocation fees should be added to right-of-way costs.</p> <p>After the FEIS is complete, it is only valid for a 3-year period, so it will be important for the project team to secure final design and construction funding though the project development period to keep from needing to perform an additional FEIS update in the future.</p>
Oregon City	<p>McLoughlin Blvd OR-99E The project includes first/last mile bicycle and pedestrian connection that will work in tandem with recently-funded TriMet improvements to Line 33, including transit signal priority on McLoughlin Boulevard for Line 33 (east of 10th Street), to activate McLoughlin Boulevard as a transit corridor with safe and comfortable active transportation connections.</p>	<p>The project schedule may not appropriately account for the ODOT project delivery process or collaboration required with ODOT staff due to the project location within ODOT's right-of-way.</p>		<p>DE Project schedule may require some extension to account for multi-jurisdictional coordination, including the ODOT federal aid delivery process.</p>
Tigard	<p>72nd Ave - Phase 1 Tigard Triangle Corridor Improvements This project will transform 72nd Avenue from Pacific Highway to Dartmouth St into a complete street featuring separated cycle tracks, sidewalks, enhanced pedestrian crossings, and improved transit stops, providing safer and more sustainable transit options.</p>	<p>The project has a well defined scope and identifies mitigations for possible complexities. A funding gap exists between the updated cost estimate and the proposed funding sources in the initial application.</p>		<p>PL Project's funding strategy may need to be expanded to account for full project cost estimates.</p>

*Not included in project funding request



Memo

Date: Tuesday December 3, 2024
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Principal Transportation Planner
Subject: 28-30 Regional Flexible Fund Step 1A.1 (New Project Bond) – Bond Scenarios Concepts Input and Next Steps

Purpose: Two parts:

- To gather TPAC input on concepts/themes to build potential bond scenarios; and
- To provide an overview of the next steps in the 28-30 Regional Flexible Fund Allocation new project bond development process (Step 1A.1).

Background

In July 2024 the region took action to approve the 2028-2030 Regional Flexible Fund Allocation Program Direction. As part of the action, regional leadership agreed to move forward in the development of a new project bond proposal (also referred to as Step 1A.1) for consideration by the region. After a nomination period and eligibility screening process, the nine (9) remaining candidate projects were undertaken through a candidate evaluation in which the results are being shared with TPAC. (Please refer to compendium memorandum.) With the resulting information regional partners are asked to provide input towards concepts/themes to provide direction to Metro staff in develop bond scenarios for financial assessment. The input will get utilized to shape the next part of the new project bond development process as described below.

Context Setting – Getting to a Preferred Bond Scenario

Input on the concepts/themes (highlighted) for the bond scenarios one of several pieces of information to help inform an eventual preferred bond scenario for consideration by TPAC, JPACT, and Metro Council. These pieces, grouped among major categories, include the following:

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

These different pieces will get shared throughout the next three months starting in December 2024 with the majority being shared over the course of early 2025 to inform a regional action on a preferred bond scenario to carry forward into public comment in March 2025. Further detail on what is to come for the next four months can be found in the latter part of this memorandum.

Input on Bond Scenario Concepts/Themes

The input on the bond scenarios concepts and themes is the first of three areas of input to help guide and shape development of the new project bond. The bond scenarios concepts or themes are intended to shape different potential investment packages (also known as scenarios) through a detailed financial assessment which will look at answering critical questions on whether the scenarios can meet the objectives of the bond purpose and principles or even be a feasible or viable option for the region.

The aim is to have a maximum of five bond scenarios taken through the financial assessment to understand the overall commitment and costs for advancing revenues and the financial tradeoffs. In addition to the bond scenarios, a set of reference book ends scenarios (i.e. a no bond scenario and a max bond scenario) will also be assessed to help set context. Regardless of the bond scenario concept and theme, all bond scenarios taken through the financial assessment will need to meet the policy direction adopted in the 2028-30 RFFA Program Direction.

With the background on the purpose and context for the bond scenarios concepts and themes input and the results of the first three technical components to help kick off a discussion of partner input, what main themes or other concepts do TPAC members support in shaping bond scenarios? To help generate ideas, examples of potential themes and concepts for bond scenarios may include:

- Maximum Leverage – those candidate projects that demonstrate the greatest ability to draw in federal and/or state discretionary funding
- Balanced RTP Outcomes – a mix of candidate projects that aims to achieve maximum performance across all five RTP priority outcomes
- Emphasized RTP Outcomes – a mix of candidate projects that emphasizes performance across one or a few priority RTP priority outcomes (e.g. Climate and Equity)
- Diversified Infrastructure & Balanced RTP Outcomes – a mix of candidate projects represented across the three transit-centered categories (i.e. CIG, Transit Vehicle Priority, Access to Transit) that aims to achieve maximum performance across all five RTP priority outcomes.
- Implementation Readiness & Emphasized RTP Outcomes – a mix of candidate projects which demonstrate least risk towards completion and emphasizes performance across one or a few priority RTP priority outcomes (e.g. Mobility and Thriving Economy)

Questions

1. What central themes should inform the building blocks of a bond scenario?
2. Are there preferred theme combinations for consideration?

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

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

Between December 2024 through March 2025, Metro staff will continue to analysis results and information to support the discussion of shaping bond scenarios and ultimately taking action on a preferred bond scenario to carry through public comment. Tables 1 and 2 both summarize upcoming activities and the key dates for the development of the new project bond. Short descriptions of the activities follow.

TPAC will continue to play a key role in new project bond, where regional partners will have the opportunity to weigh in each month on information which continues to get rolled out. Additionally, TPAC will specifically be asked to take action at two key points in the development. These are:

- March 2025 – Recommendation to approve the release the New Project Bond proposal for public comment
- July 2025 – Recommendation to approve the 2028-2030 Regional Flexible Fund Allocation – including the New Project Bond (Step 1A.1) and Step 2.

Table 1. Upcoming Activities, Timeframe, and Audiences

Timeframe	Activities	Audiences
December 2024	Technical information roll out <ul style="list-style-type: none"> • Performance evaluation <ul style="list-style-type: none"> ○ Bond purpose and principles ○ Regional Transportation Plan (RTP) goals and outcomes • Project delivery assessment Partner and Public Input <ul style="list-style-type: none"> • TPAC and JPACT input bond scenario themes/concepts 	TPAC JPACT
January 2025	Technical information roll out <ul style="list-style-type: none"> • Financial assessment of bond scenarios (draft) Financial, Administrative, and Regulatory <ul style="list-style-type: none"> • Bond mechanism selection and requirements (e.g. restrictions, reporting, costs) Partner and Public Input <ul style="list-style-type: none"> • Metro Council input bond scenario themes/concepts 	TPAC JPACT* Metro Council
February 2025	Technical information roll out <ul style="list-style-type: none"> • Financial assessment of bond scenarios (revised) Policy Direction <ul style="list-style-type: none"> • Objectives of the 28-30 RFFA Program Direction are met Partner and Public Input <ul style="list-style-type: none"> • TPAC, JPACT, and Metro Council input on local priorities 	TPAC JPACT
March 2025	Technical information roll out <ul style="list-style-type: none"> • Financial assessment of bond scenarios (for preferred scenario) Policy Direction <ul style="list-style-type: none"> • Objectives of the 28-30 RFFA Program Direction are met Partner and Public Input <ul style="list-style-type: none"> • TPAC, JPACT, and Metro Council input on local priorities • Open public comment 	TPAC JPACT Metro Council*
April 2025	Public comment	Public

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

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

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

With the combination of the concepts/themes input and the candidate evaluation results, Metro staff will develop scenarios to go through a financial analysis to understand additional information regarding costs, revenues advances, future revenues committed to debt service, and implications for Step 2. Scenarios will be assessed under the selected bond mechanism, which may add new considerations or complexity towards the incurred costs for bonding. The financial analysis will convey the different funding tradeoffs relative of each composed scenario while adhering to the bond principles in the Program Direction.

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

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

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

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

Deliberations and Adoption (June – July 2025)

Following the public comment period and public comment report, the regional committees will have until July to deliberate on the preferred bond scenario/proposal. Any additions or significant changes via an amendment at this stage will result or be subject to re-evaluate the preferred bond scenario for policy objectives and financial analysis. Metro staff will request TPAC and JPACT for recommendation to approve the full 2028-2030 Regional Flexible Fund Allocation at their July 2025 meetings.

Table 2. 2028-2030 RFFA – New Project Bond Development – Key Dates

Activity	Date
Candidate project evaluation	October – December 2024
Candidate project evaluation results and summary <ul style="list-style-type: none"> • TPAC first look of draft results; final results at JPACT Bond scenario concepts and themes input	December 6* & 19, 2024
Bond scenarios development and assessment <ul style="list-style-type: none"> • Utilizing concept and themes input • Gather Metro Council input 	December 2024 – January 2025
First draft bond scenarios with assessments released	January 10 & 16*, 2025
Second draft bond scenarios assessment <ul style="list-style-type: none"> • Gather TPAC input on preferred bond scenario 	February 7 & 20, 2025
Request action to release recommended preferred bond scenario/proposal (TPAC and JPACT)	March 7 & 20, 2025
2028-2030 RFFA public comment opens	March 24, 2025
2028-2030 RFFA public hearing/testimony	April 17, 2025*
2028-2030 RFFA public comment closes	April 28, 2025
Summary of 2028-2030 RFFA public comments with responses and draft/tentative staff recommendations for refinements to TPAC & JPACT	May 2 & 15, 2025*
TPAC and JPACT opportunity to deliberate input received on preferred bond scenario and finalize the preferred bond proposal	June 2025
TPAC and JPACT action on 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2	July 2025

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

Memo

Date: November 25, 2024
 To: Transportation Policy Alternatives Committee (TPAC)
 From: Lake McTighe, Principal Planner
 Subject: Safe Streets for All (SS4A) Update

Purpose

Provide an update on the Safe Streets for All project and serious traffic crash trends and seek feedback on using crash profiles to support systemic safety analysis and countermeasure selection.

Background

The Metro Council and JPACT adopted the 2018 [Regional Transportation Safety Strategy](#) (RTSS) with a goal of eliminating traffic deaths and life changing injuries by 2035. Safety policies, the Vision Zero goal, safety projects and programs, and performance measures were adopted again in the 2023 Regional Transportation Plan (RTP). Metro and regional partners support using the Safe System approach to systematically and systemically reduce serious roadway crashes.

Since adoption of the 2018 RTSS, regional partners have continued to work collaboratively towards safer streets. Metro’s 2021 [2-Year Progress Report](#) described progress made in the first two years of the plan’s adoption. Trends such as larger and faster vehicles, limited funding for decades of backlogged safety projects on urban arterials, lack of affordable housing, and gaps in mental health services, continue to contribute to rising traffic deaths. At the same time more communities and agencies are developing Transportation Safety Action Plans (TSAP) to meet these trends with coordinated strategies at the local level.

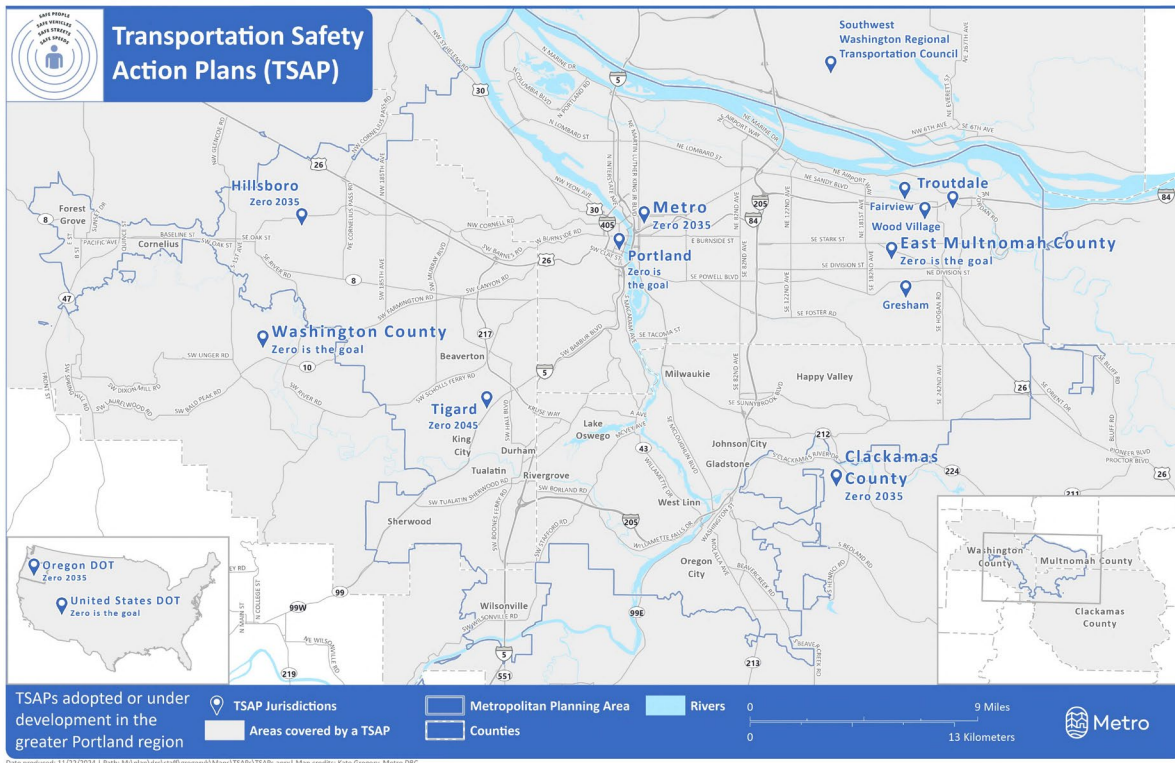


Figure 1: Transportation Safety Action Plans informing roadway safety in the greater Portland region

In 2023 Metro was awarded a federal Safe Streets for All grant for supplemental planning activities. Multnomah County, Washington County and the City of Tigard were co-applicants on the grant to develop Transportation Safety Action Plans (TSAP).

SS4A project update

Metro kicked-off the SS4A project towards the end of 2023 with a safety report [Safe Streets for All: Regional Transportation Safety Update to JPACT and the Metro Council](#) presented to TPAC, MTAC, JPACT and the Metro Council.

[TPAC in November 2023](#) gave substantive feedback on the state of safety in the region and areas to focus on, including:

- further analysis of the impact of vehicle size on serious crashes and interventions to manage risk including rulemaking and technology and street design;
- increasing access and use of transit to increase roadway safety;
- countering impaired driving through public health interventions and OLCC enforcement of bars and establishments serving alcohol;
- highlighting areas with lower crash risk and documenting effective interventions.

Metro staff has referred to this feedback as well as feedback from [MTAC](#), [JPACT](#) and the [Metro Council](#) in the implementation of the Safe Streets for All project. The Safe Streets for All project kicked-off Phase 1 and 2 of the federally funded Safe Streets for All (SS4A) project, shown below.

PHASE 1: PROJECT FOUNDATION January - June 2024	PHASE 2: DATA, ANALYSIS, & ACTIVITIES July - December 2024	PHASE 3: STRATEGIC COLLABORATION January - December 2025
Put foundational project elements and processes in place for effective rollout, sharing and communication. Communication Goal: Jurisdictional and community partners understand project objectives and activities.	Develop and share data, analysis, information, and tools, and prioritize solutions and activities for data driven strategies and plans. Communication Goal: Deeper understanding of the factors contributing to serious and pedestrian crashes and opportunities to advance systemic solutions.	Collaborate with jurisdictional and community partners on advancing solutions and strategies. Communication Goal: Shared agreement and understanding of the most effective systemic solutions to advance and how to advance them.
DELIVERABLES		
Subrecipient contracts HIC StoryMap HIC Explorer & data layers for cities/counties HIC workshop Communication Plan Safety data warehouse Scripted safety data outputs Updated crash data package Social media posts pilot Committee and Council updates	Data analysis spreadsheets Data sharing platform SS4A webpage Prioritized strategic actions workshop SS4A grant: ped safety quick-build projects Annual safety report Committee and Council updates Monthly Safety Planning Roundtable	RTP projects SS4A alignment assessment Crash prediction model Updated draft safety strategy elements Annual safety report Committee and Council updates Monthly Safety Planning Roundtable

Figure 2: Metro Safe Streets for All project phases at-a-glance

Phase 1 and Phase 2 of the project focused on establishing foundational data management processes and data deliverables that can be maintained and carried forward past the life of the grant, developing a communication plan, and finalizing TSAP work plans and agreements with SS4A co-applicants Multnomah County, Washington County and Tigard, and developing data and

analysis. Phase 3 of the project will focus on strategies and solutions. Refer to the attached slides for a brief update from Multnomah County and the City of Tigard.

SS4A co-applicant TSAPs

Co-applicants for the SS4A project are developing Transportation Safety Action Plans.

- Multnomah County has completed Engagement Phase 1: Listen and Learn, and System Safety Analysis
- City of Tigard has completed visioning, draft goals, initial safety analysis and public involvement.
- Washington County has selected a consultant and will kick-off the plan in early 2025.

Phase 1 & 2 key deliverables

Data and Analysis

Safety and crash data analysis can be found on the Regional Safety Plan webpage at

<https://www.oregonmetro.gov/regional-transportation-safety-plan>

- [High Injury Corridors StoryMap](#) and [Explorer](#) with regional, city, county, pedestrian and bicycle high injury corridors, including [downloadable feature layers of the data](#) for GIS analysis.
- Data warehouse for crash and other data to support analysis and data management in data visualization and processing tools, simplify integration of data from multiple sources, and streamline computing time.
- Crash analysis spreadsheets for cities and counties, [available for download on Metro's webpage](#) (scroll to "Crash Data"). The analysis queries are scripted, allowing for annual updates. Additional crash analysis queries will be added over time to meet the needs of Metro and community and jurisdictional partners.
- Updated the Metro [Crash Map of fatal and serious crashes](#). The map is sortable by mode and year, using crash data from 2012 to 2022. Information on each crash is available by clicking on the crash.
- Semantic model of crash data to support queries and visualization of data with such tools as Power Bi.
- [Traffic Deaths by Race and Ethnicity](#) data dashboard using data from the Fatal and Injury Reporting System Tool (FIRST) provided by the National Highway Traffic Safety Administration (NHTSA). See SS4A Dashboard tab on the Regional Safety Plan webpage.

Strategies and Solutions

- Draft assessment of regional safety policies using FHWA's [Safe System Policy-Based Alignment Framework](#), a tool to help agencies assess policies, plans, processes, programs, and documents in a holistic manner through a Safe System lens. Metro staff are developing recommendations in response to the assessment to be shared in the Phase 3 of the project. The assessment will provide the foundation for recommended updates for the Regional Transportation Safety Strategy and 2028 update of the RTP.
- Pilot assessment of projects using FHWA's [Safe System Project-Based Alignment Framework](#), for possible application in the RTP. The framework provides practitioners with a means of contrasting potential roadway improvements, relative to one another through a quantitative scoring matrix and qualitative safety prompts. Metro is testing the tool to evaluate outcomes and level of effort.

Communication and Coordination

- [Communication Plan for Safe Streets for All](#) to support internal and external messaging and coordination with partners.
- High Injury Corridors workshop and presentation to demonstrate how to use the HIC StoryMap and Explorer tool.
- [2023 RTP HIC Profiles](#) to provide additional information on the top 25 HICs adopted as a policy map in the 2023 RTP.
- Safety messages on social media pilot.
- TSAP Practitioners Roundtable, periodic meetings of jurisdictional staff working on safety plans and projects.

Phase 3 key deliverables

Data and Analysis

- Safety data analysis dashboard through Power Bi.
- Updated crash data products with 2023 crash data.
- Macro crash prediction model pilot for the RTP.
- Systemic safety analysis report tied to countermeasures and strategies.

Strategies and Solutions

- *Demonstration and Quick- Build Safety Projects* and workshop to support development of 2025 SS4A grant application.
- Recommended updates to regional safety policies to address outcomes of Safe System Policy-based Alignment Framework assessment.
- Recommended approach to assessing RTP projects using FHWA's Safe System Project-Based Alignment Framework.
- Recommendations for updated and tiered strategic safety actions consistent with the Safe System approach.

Communication and Coordination

- HIC Profiles for 2018-2022 corridors.
- Coordination and collaboration with regional community and jurisdictional partners through ad hoc workgroups and the TSAP Practitioners Roundtable.
- Regional SS4A grant application for planning and demonstration/quick build projects in coordination with interested cities and counties.
- SS4A Multnomah County, Washington County, and Tigard and other jurisdictions developing and implementing Transportation Safety Action Plans or updating the safety elements of Transportation System Plans (TSPs).
- Safe Streets for All tools and guides webpage for easy access to data, strategies, and other resources to support implementation of safety action plans.

2024 safety trends update

Metro provided an update on regional safety trends in November 2023 with the [Safe Streets for All: Regional Transportation Safety Update to JPACT and the Metro Council](#). As shown in the figure below, preliminary numbers of traffic deaths for 2023 and 2024 suggests that the average number of traffic deaths in the metropolitan planning area (MPA) continued to increase in 2023 and 2024, continuing trends described in the November 2023 report. Data for 2023 and 2024 is preliminary and subject to change, and data for 2024 is as of 11/11/24.

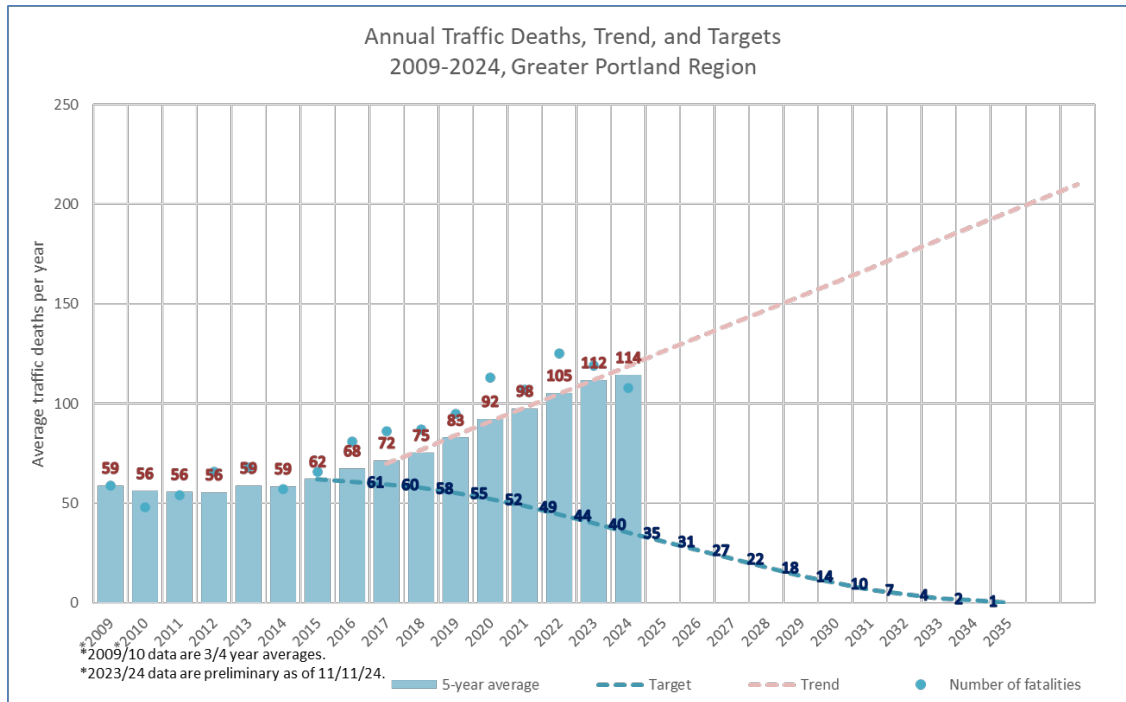


Figure 3: Annual Traffic Fatalities, Trend, and Targets

Safety trend highlights

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

	Traffic deaths per 100,000 people (2017-2022)
State of Oregon	12
Region (MPA)	6
Clackamas County	9
Multnomah County	9
Washington County	4
City of Portland	8

Pedestrian Crash Profile Discussion Draft

Metro staff prepared a series of crash tree diagrams to identify a pedestrian crash profile. Crash tree diagrams can be used as part of the systemic safety analysis process to help identify and select facility types, types of crashes and risk factors – creating a crash profile. Once a crash profile is identified, the steps outlined in the chart shown in the below.



Figure 4: Steps of the Systemic Safety Analysis
 Source: FHWA, *Systemic Safety User Guide*, August 2024

Metro staff identified a crash profile of pedestrian fatal crashes on straight sections of arterial roadways (not intersections), without medians, and in dark/dim conditions. This crash profile is illustrated in the attached presentation slides.

Using the systemic safety analysis, Metro found that between 2007 and 2022 an average of 8 people a year, reflecting 29% of pedestrian traffic deaths, were hit and killed on an arterial roadway not at an intersection and without a median, in dark/dim conditions.

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

Feedback requested

- Feedback or questions on the SS4A project and deliverables.
- Feedback or questions on highlighted safety trends.
- Feedback on the crash profile example and developing additional crash profiles.

Up next

- December 18 – presentation to MTAC
- December 19 – presentation to JPACT
- Early Spring 2025 – SS4A grant workshop for demonstration/ quick build projects (please reach out if your jurisdiction are interested in being a co-applicant lake.mctighe@oregonmetro.gov)

Attachments

- Safe Streets for All Transportation Safety Update to TPAC & Systemic Safety Analysis Crash Profile Example – presentation slides
- Multnomah County SS4A TSAP Update slides
- City of Tigard SS4A TSAP Update slides



Metro

Safe Streets for All

Transportation safety update to TPAC

Lake McTighe, Metro

December 6, 2024



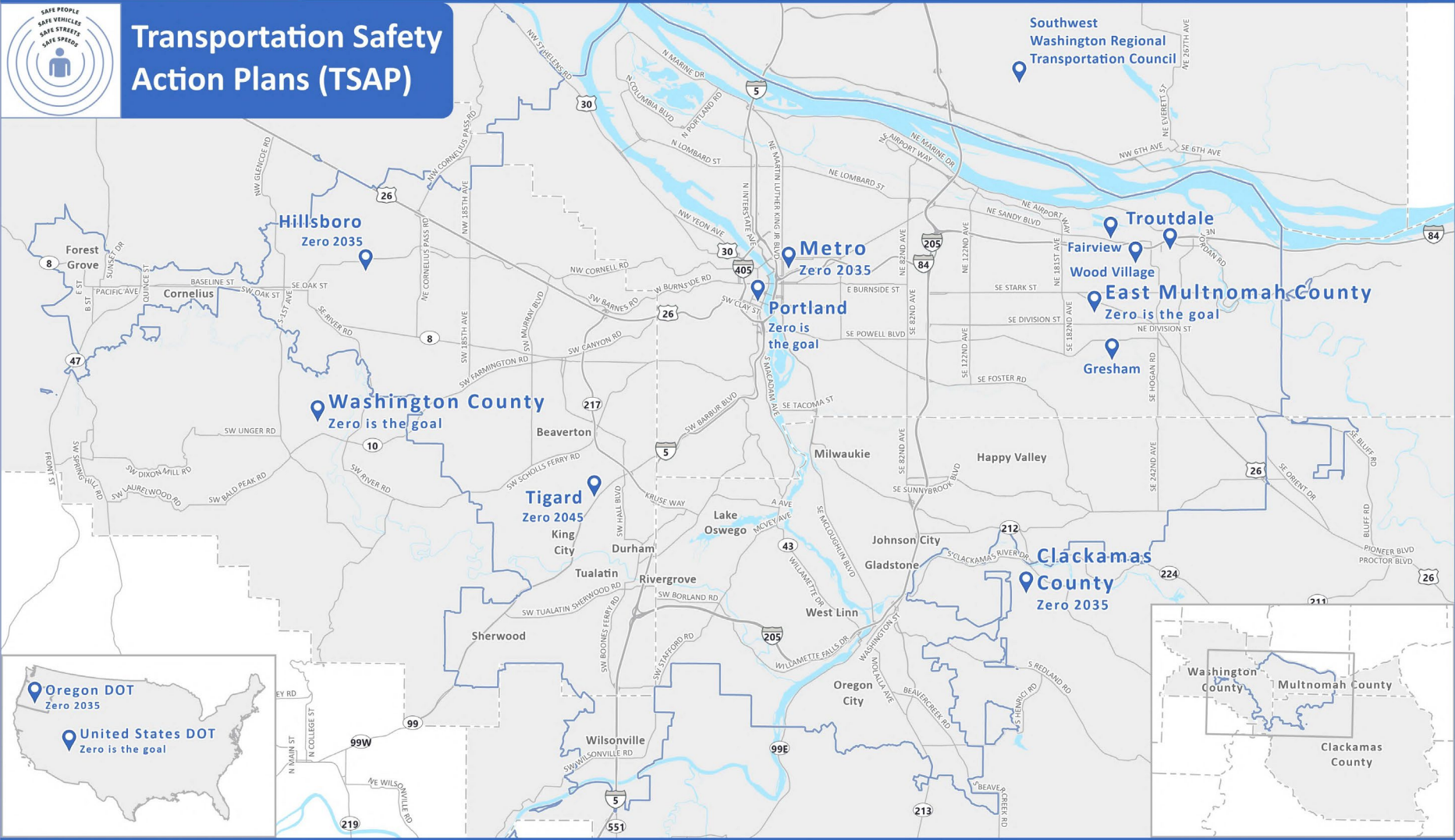
Today's presentation

- Highlights of safety activities this year
- Update on serious traffic crashes
- Deep-dive: Systemic safety analysis crash profile example for discussion
- Looking ahead to 2025
- Feedback and questions



Image from Metro SS4A social media pilot

2024 Safe Streets for All Regional Partners Advancing Safety





2024 Safe Streets for All Year in Review Highlights Regional Partners Advancing Safety



Tigard kicks off TSAP

Multnomah County kicks off TSAP

PBOT Vision Zero update to City Council

PBOT awarded SS4A grant for safety corridor planning and 82nd Ave construction

Metro identifies city and county HICs

Clackamas County kicks off SS4A supplemental planning project

Milwaukie awarded SS4A grant for Safety Assessment of Harrison Street

Metro awarded SS4A grant for SRTS pilot project

Multnomah County TSAP engagement and systemic safety analysis completed



Metro safety update to Council, JPACT, TPAC, MTAC –SS4A project kick-off

Metro completes SS4A Communication Plan

Gresham kicks-off TSP update with robust safety element

Beaverton kicks-off TSP update with robust safety analysis element

Tigard drafts TSAP goals, vision and safety analysis

Hillsboro adopts TSAP

PBOT sees promising results in safety project evaluations

Metro safety update to JPACT, TPAC, MTAC

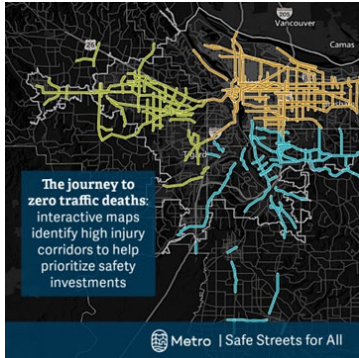
Washington County TSAP kick-off

Ongoing state and local community engagement, safety committees, safety behavioral programs, emergency, police and fire response, street maintenance, capital projects

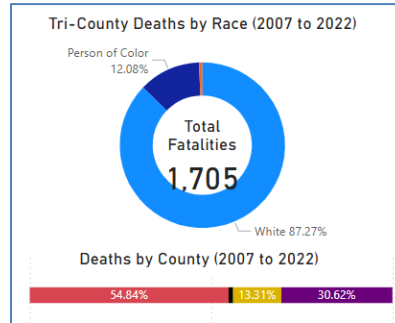


Looking Back at 2024

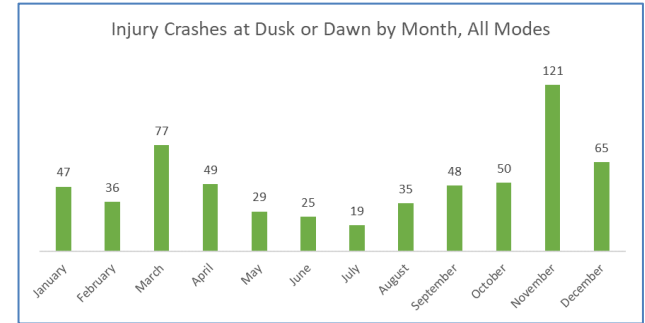
Regional Safe Streets for All Project



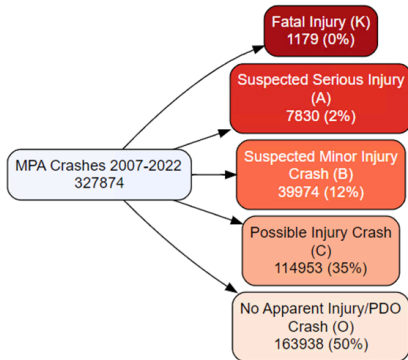
High Injury Corridors + Profiles



Race and Ethnicity Data Dashboard



City and County Crash Data Products



Highest Injury Severity

Systemic Safety Analysis
Proven Safety Countermeasures



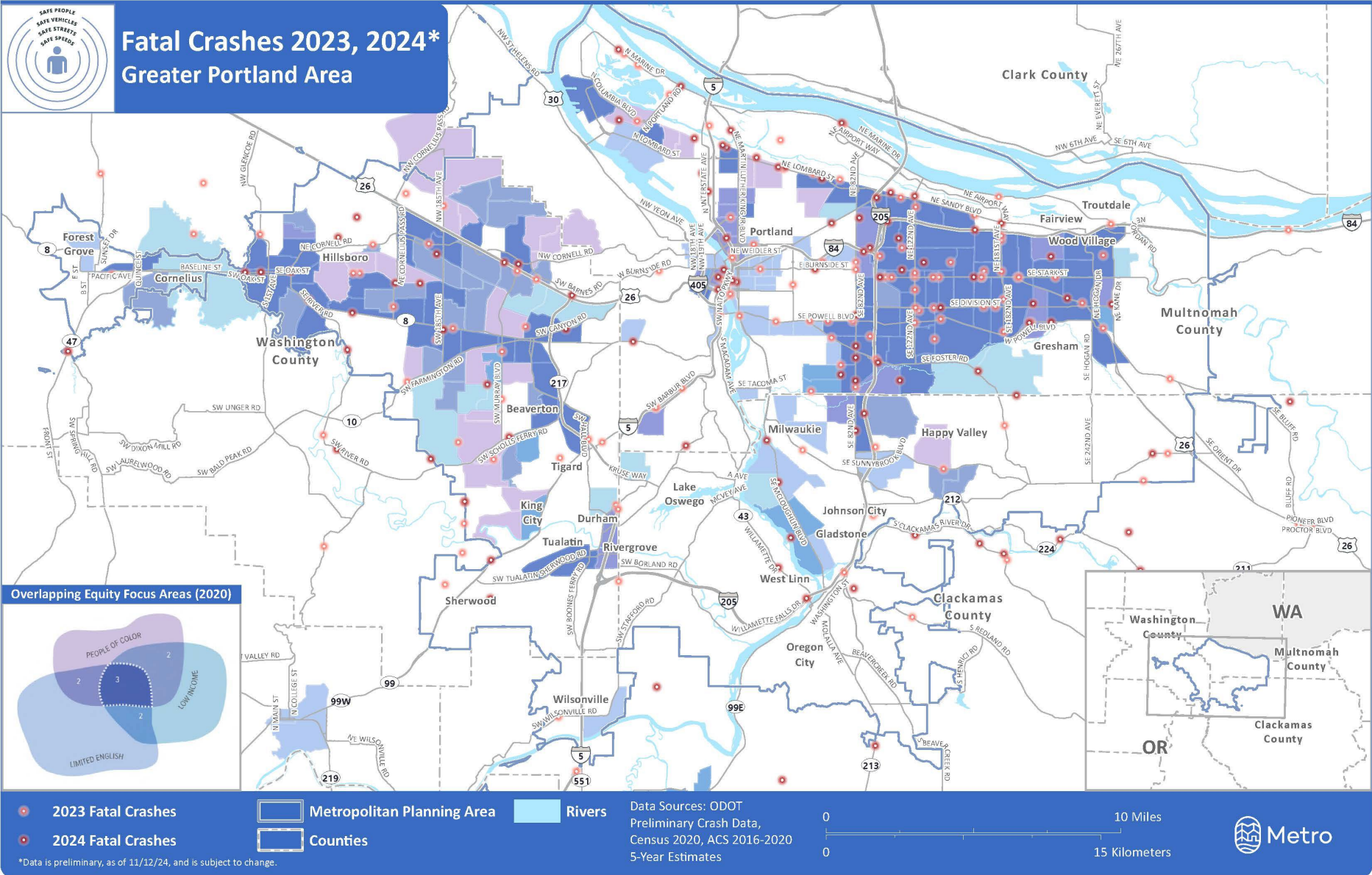
Local TSAPs, TSP Updates



Project and System Assessment Framework

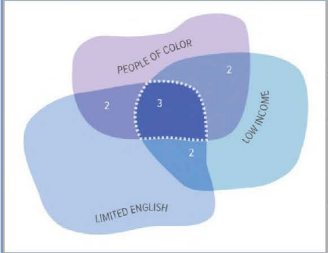
Communication and Coordination

2024 Safe Streets for All Safety Trends



Fatal Crashes 2023, 2024*
Greater Portland Area

Overlapping Equity Focus Areas (2020)



● 2023 Fatal Crashes
● 2024 Fatal Crashes

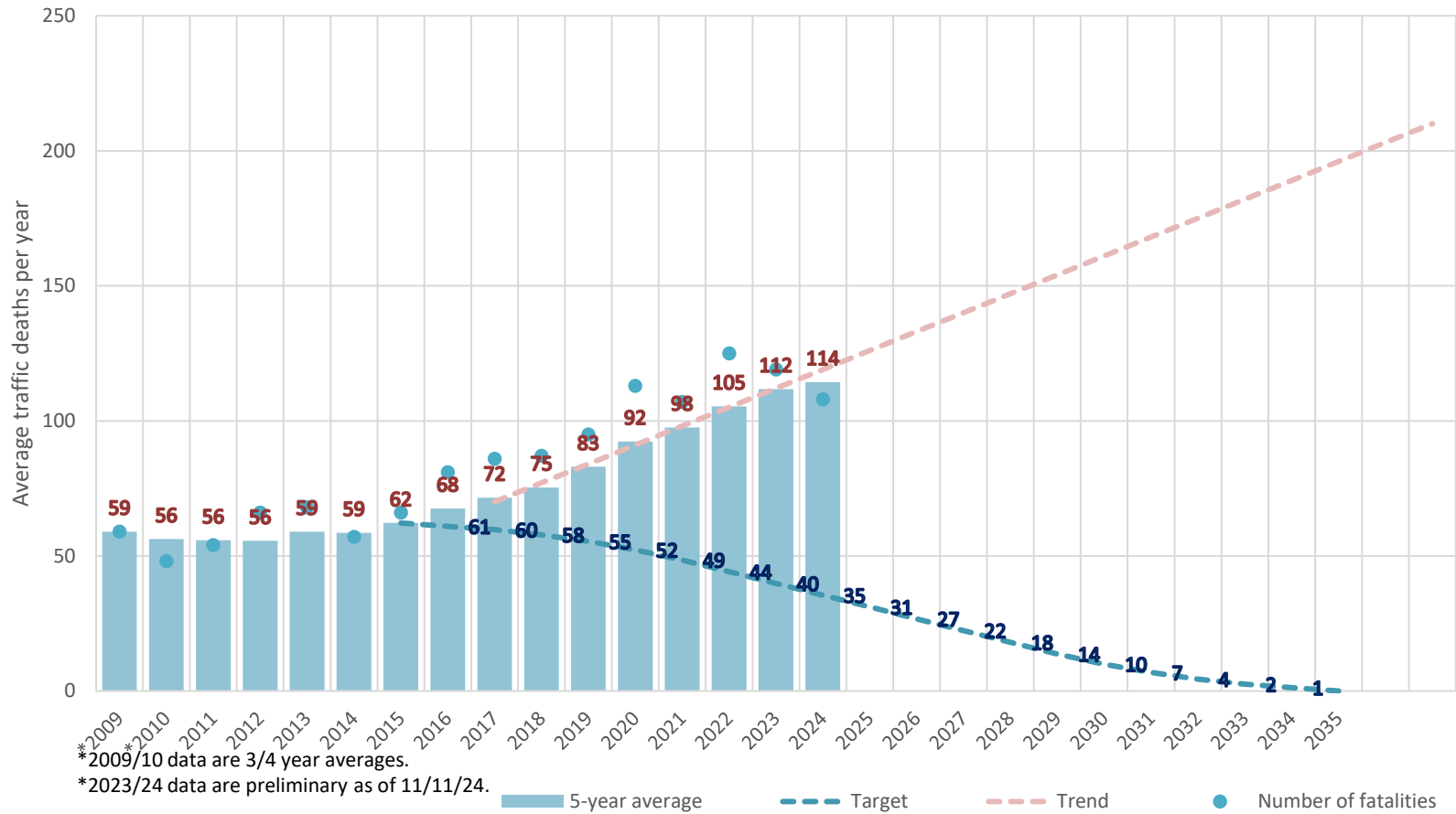
Metropolitan Planning Area
Counties
Rivers

Data Sources: ODOT
Preliminary Crash Data,
Census 2020, ACS 2016-2020
5-Year Estimates

0 10 Miles
0 15 Kilometers

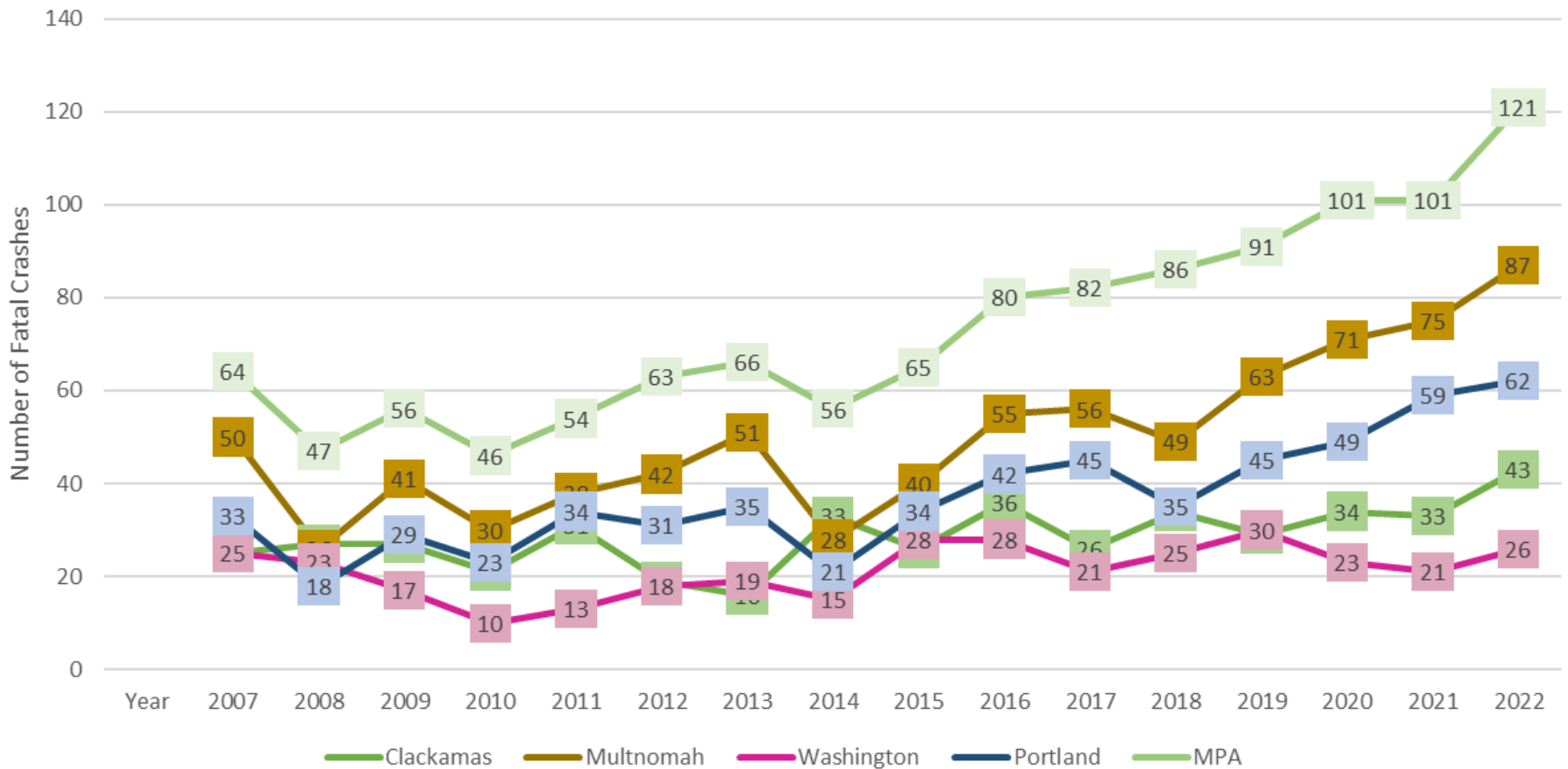


Annual Traffic Deaths, Trend, and Targets 2009-2024, Greater Portland Region



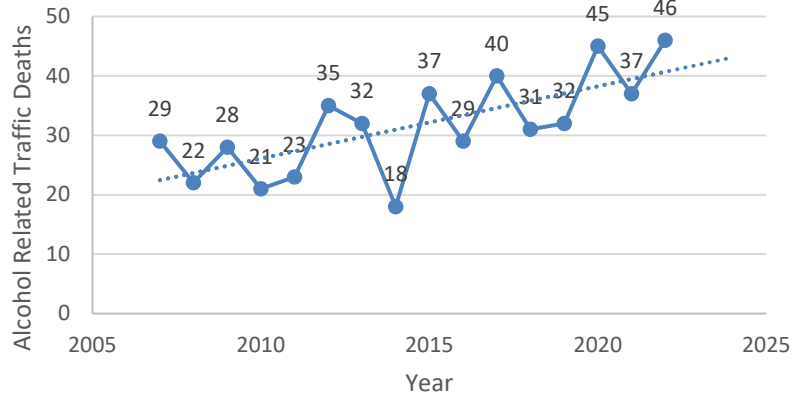
10 Years of Fatal Crashes, 2013-2022

Clackamas, Multnomah, and Washington Counties the City of Portland and within the MPA

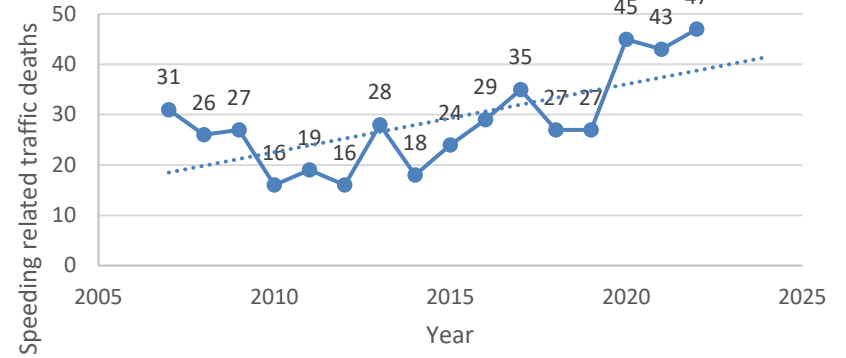


Note: Multnomah County includes Portland crashes

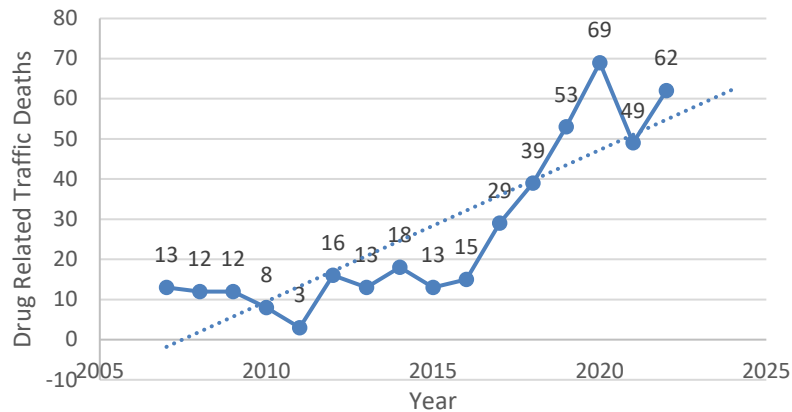
Alcohol Related Traffic Deaths
2007-2022, Greater Portland Region



Speeding Related Traffic Deaths
2007-2022, Greater Portland Region



Drug Related Traffic Deaths
2007-2022, Greater Portland Region

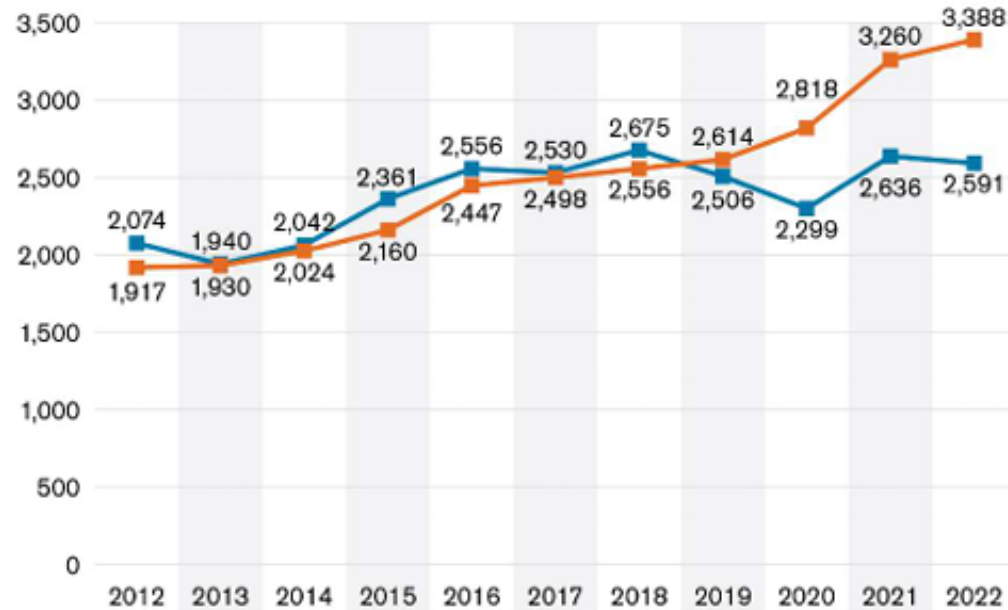


Alcohol, drug and speeding related traffic deaths are increasing.

37% of all traffic deaths involved speeding, 41% involved alcohol, 34% involved drugs.

U.S. Pedestrians Killed in Crashes Where the Striking Vehicle Was a Passenger Car or Light Truck, 2012-2022

■ Light Truck
■ Passenger Car



Source: Governors Highway Safety Association; data from NHTSA Fatality Analysis Reporting System (FARS)

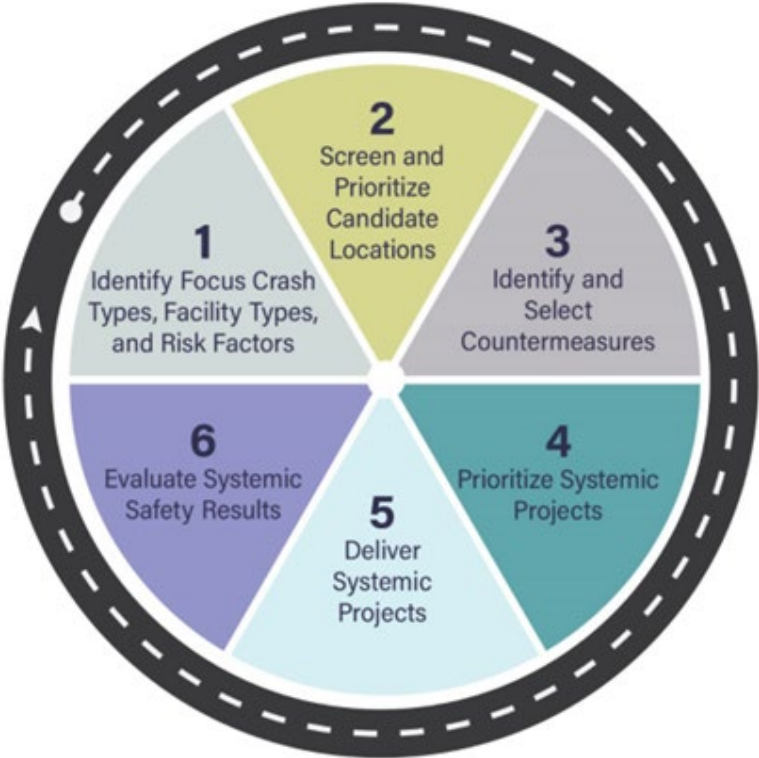
Nationally, more pedestrians are now killed in traffic crashes with people driving light trucks (SUVs, pickup trucks, and vans) instead of passenger cars. People riding in light trucks are also more likely to die in a crash. Light trucks make up a greater share of vehicles registered in the US.




Systemic Safety Analysis - Crash Trees Pedestrian Crash Profile - Discussion Draft

Safe Streets for All

November 2024

Steps in systemic safety approach



		Site-Specific	Systematic	Systemic
	Goals	Address a severe crash issue at a specific location.	Implement safety improvements at all sites that meet specific criteria.	Reduce severe crash probability across the system based on risk.
	Benefits	Addressing a specific safety issue through improvements tailored to the location.	Proactively addressing safety through widespread implementation of safety improvements.	Proactively reducing severe crash likelihood through safety improvements at higher-risk locations.
	Drawbacks	Tends to be higher cost, allowing for fewer improvements elsewhere. May miss locations with the highest overall risk. Subject to regression-to-the-mean bias depending on the network screening methodology.	May not be the most efficient distribution of safety improvements because there is no prioritization process. May need to wait for capital projects to implement safety improvements.	There may be concern around installing safety features at locations with no severe crash history.

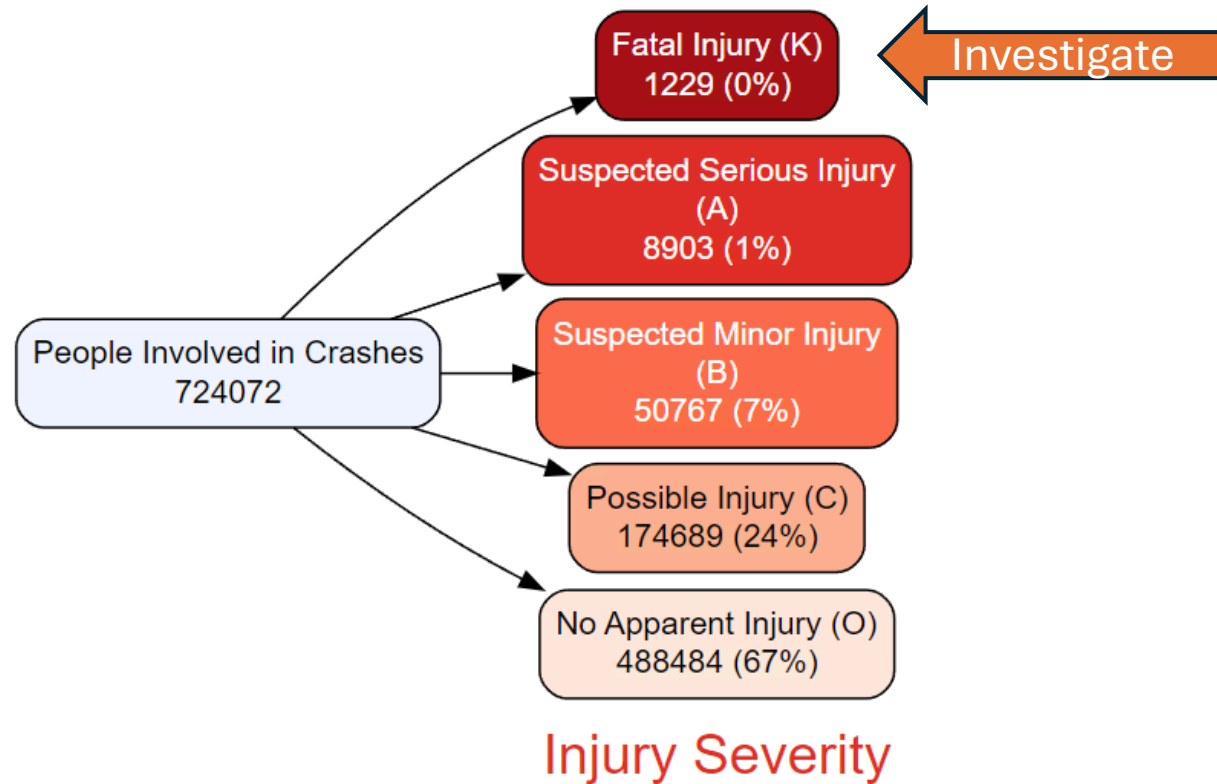
Injuries by Highest Injury Severity

2007-2022, Metropolitan Planning Area

Between 2007 and 2022 there were over 327,000 traffic crashes involving over 700,000 people in the greater Portland region. Over 200,000 of those crashes resulted in injury.

While traffic deaths and life changing injuries make up a small number of overall crashes, the impact of these crashes huge. We focus our systemic analysis on these types of crashes.

Let's investigate traffic deaths further.

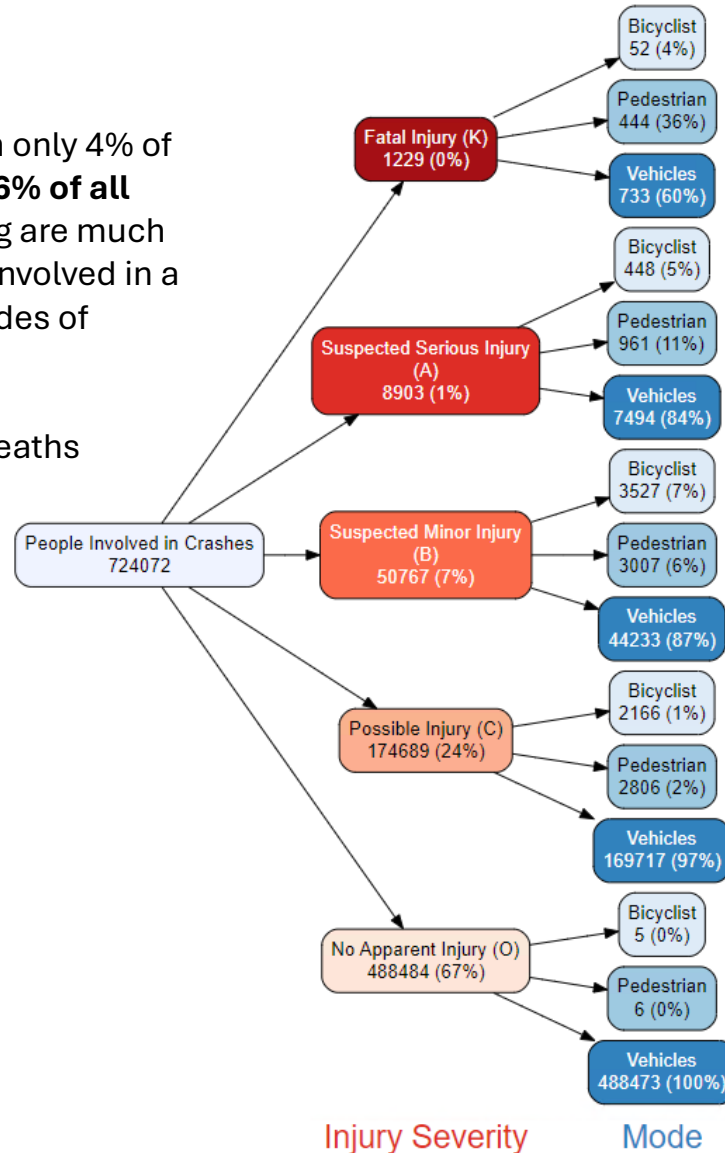


Injuries by Highest Injury Severity and Mode

2007-2022, Metropolitan Planning Area

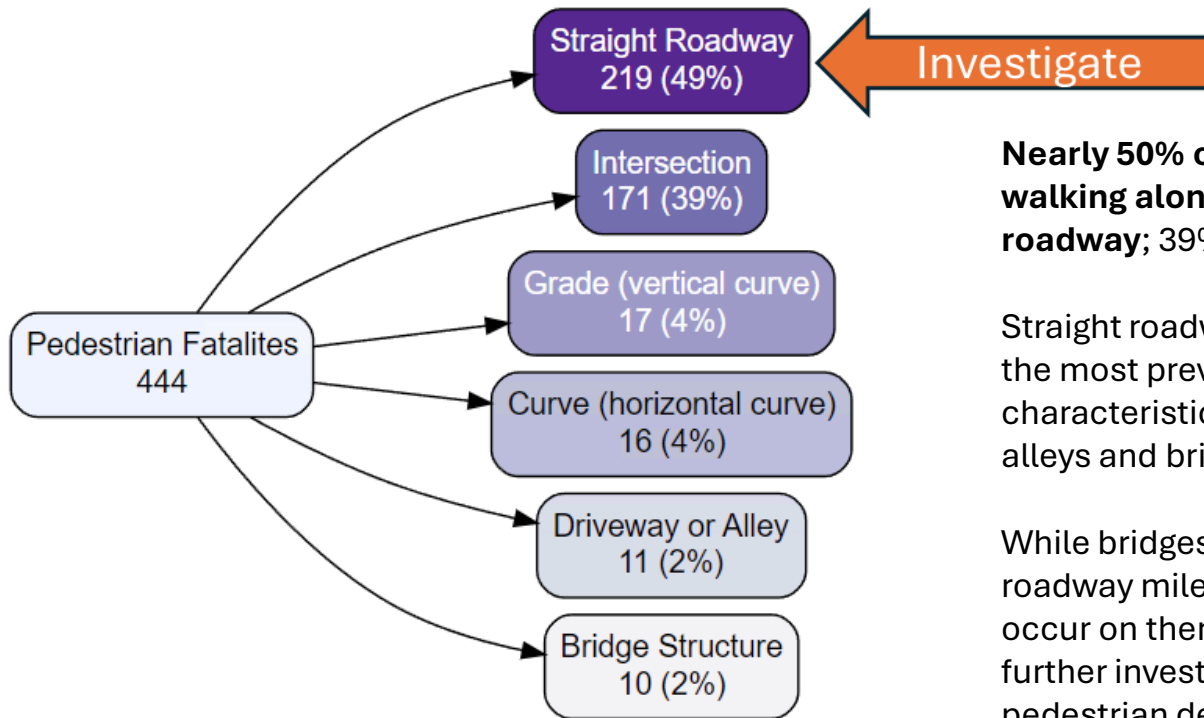
People walking are involved in only 4% of all crashes but **account for 36% of all traffic deaths**. People walking are much more likely to be killed when involved in a crash, compared to other modes of travel.

Let's investigate pedestrian deaths further.



Pedestrian Fatalities by Roadway Characteristic

2007-2022, Metropolitan Planning Area



Roadway Characteristic

Nearly 50% of pedestrian deaths occur walking along or crossing a straight roadway; 39% occur at an intersection.

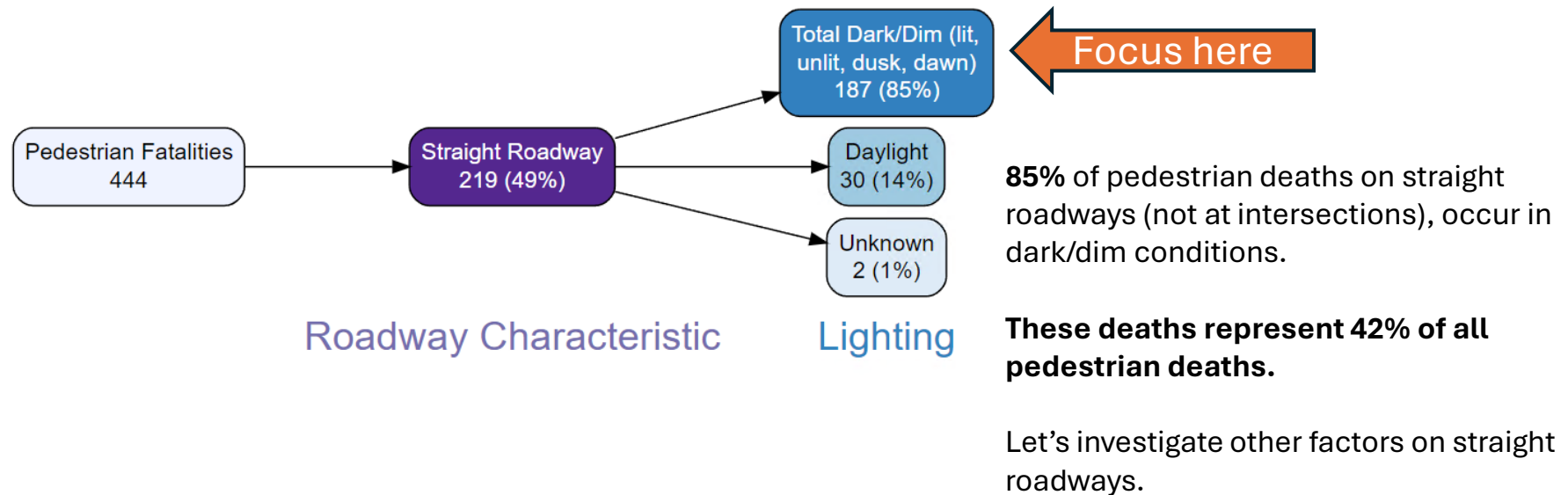
Straight roadways and intersections are the most prevalent roadway characteristics. Curves, driveways or alleys and bridges are less prevalent.

While bridges make up a small number of roadway miles, 2% of pedestrian deaths occur on them – this could be an area of further investigation. Identifying pedestrian deaths on freeway on/off ramps is another area.

Let's investigate pedestrian deaths on straight roadways further.

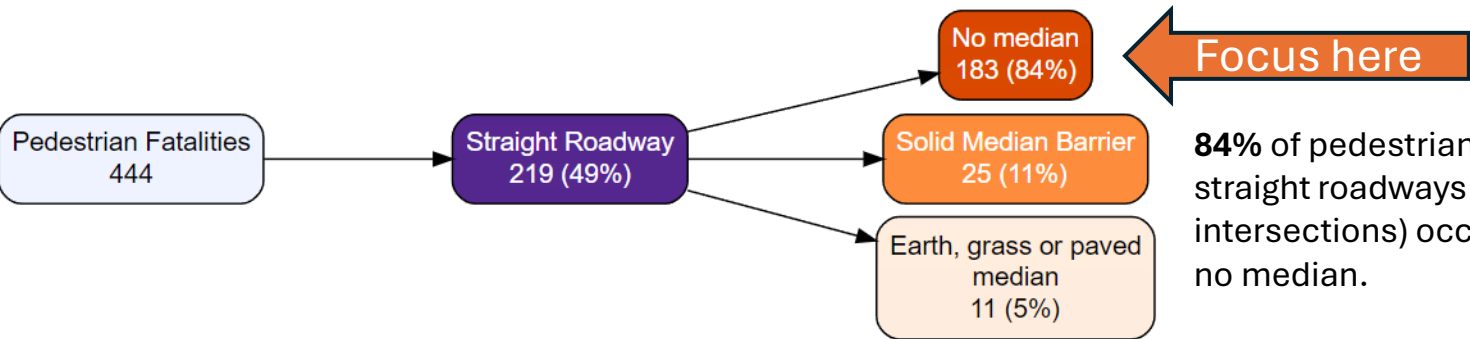
Pedestrian Fatalities on Straight Roadway by Lighting

2007-2022, Metropolitan Planning Area



Pedestrian Fatalities on Straight Roadway by Median

2007-2022, Metropolitan Planning Area



Roadway Characteristic

Median

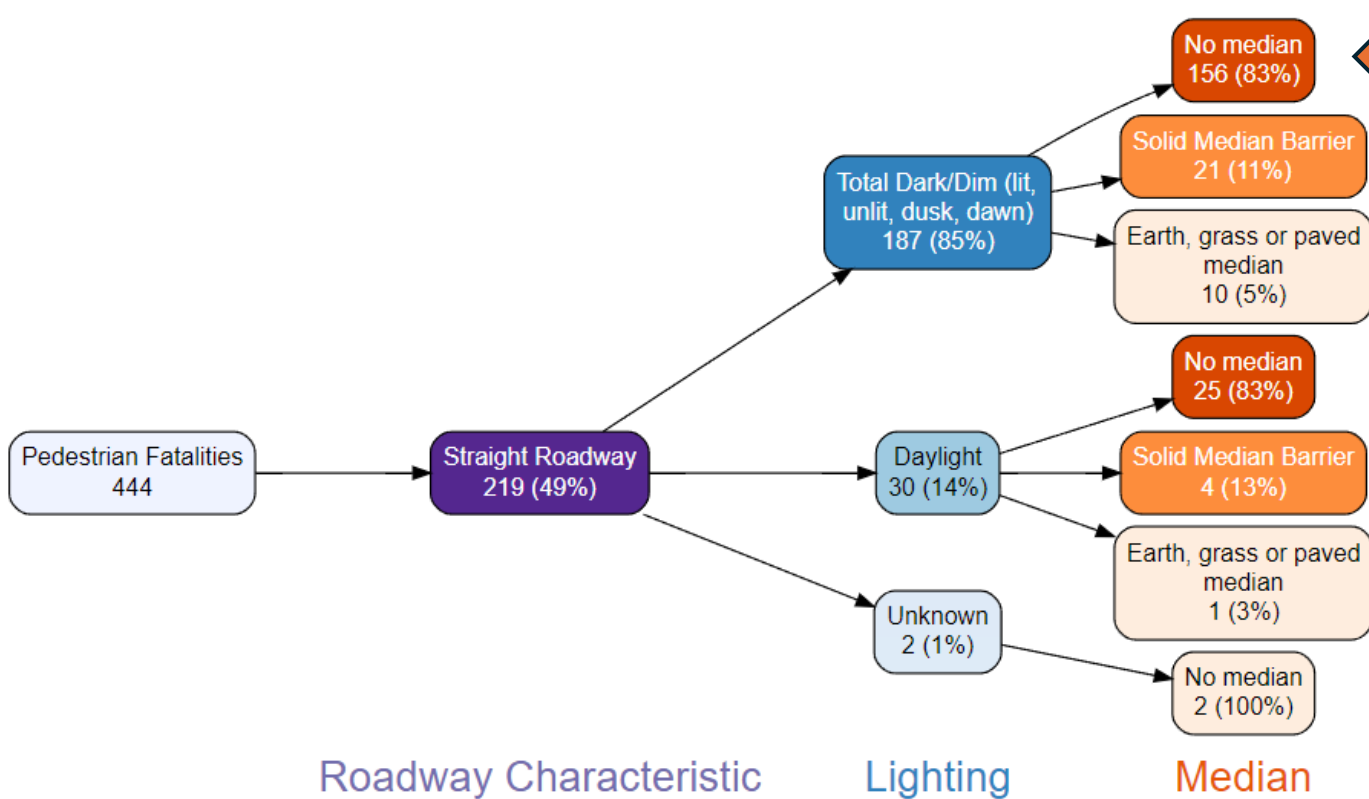
84% of pedestrian deaths on straight roadways (not at intersections) occur where there is no median.

These deaths represent 41% of all pedestrian deaths.

Let's look at both lighting and presence of median on straight roadways.

Pedestrian Fatalities on Straight Roadway by Lighting and by Median

2007-2022, Metropolitan Planning Area



Focus here ←

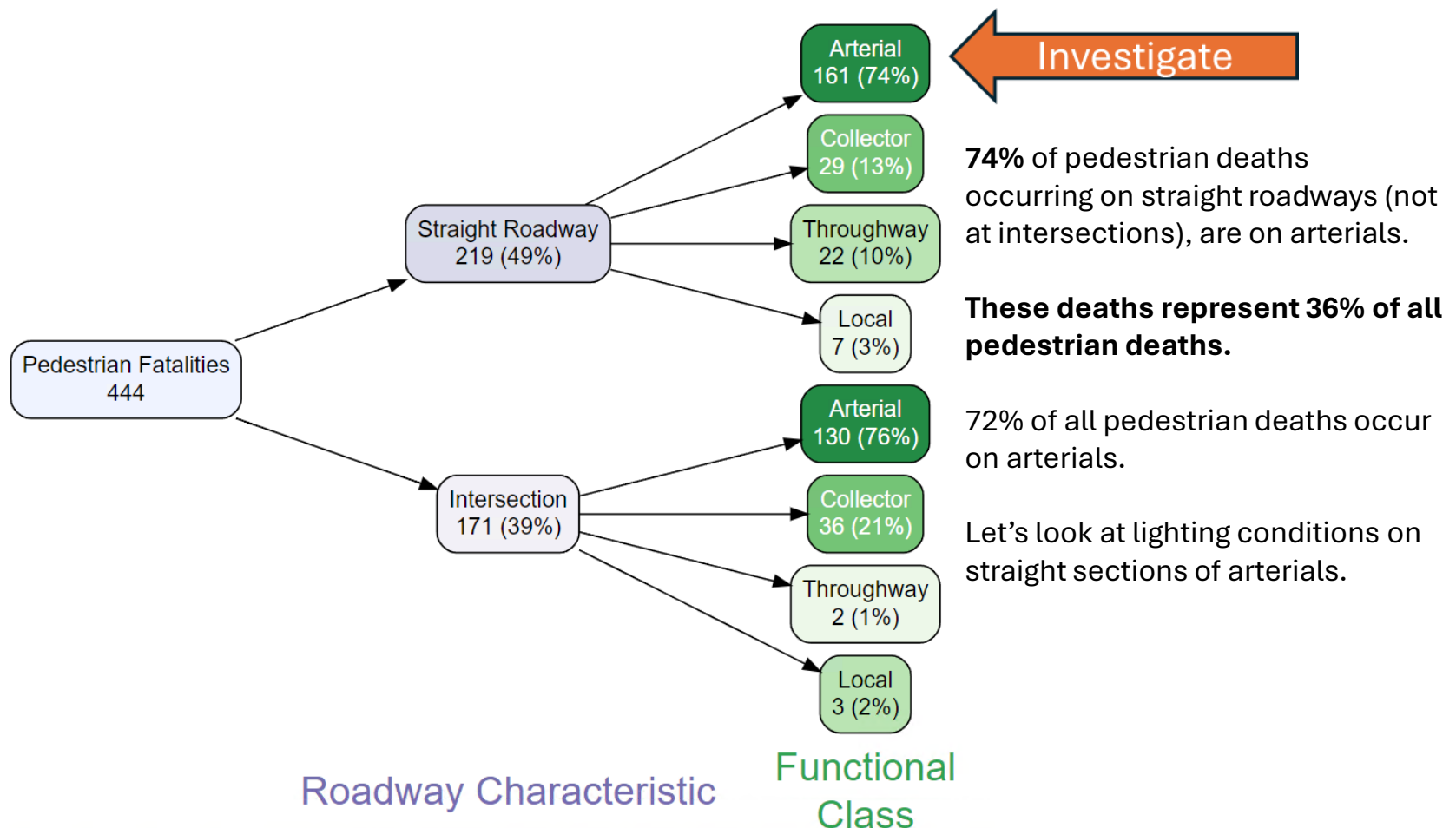
83% of pedestrian deaths on straight roadways (not at intersections), under dark or dim conditions, occur where there is no median.

These deaths represent 35% of all pedestrian deaths.

Let's look at the functional classification of the straight roadways where the pedestrian deaths are occurring.

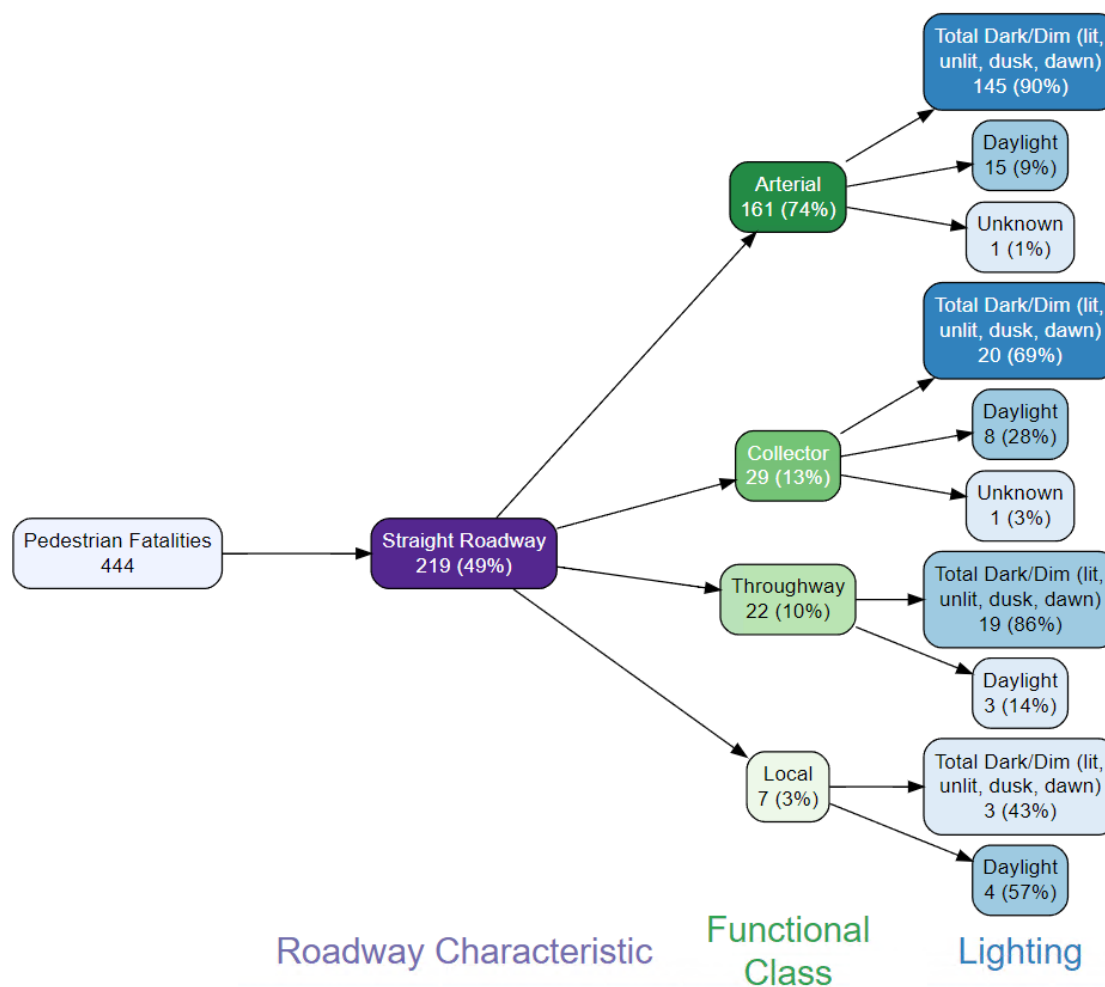
Pedestrian Fatalities at Intersections and Straight Roadway by Functional Classification

2007-2022, Metropolitan Planning Area



Pedestrian Fatalities on Straight Roadway by Functional Classification by Lighting

2007-2022, Metropolitan Planning Area

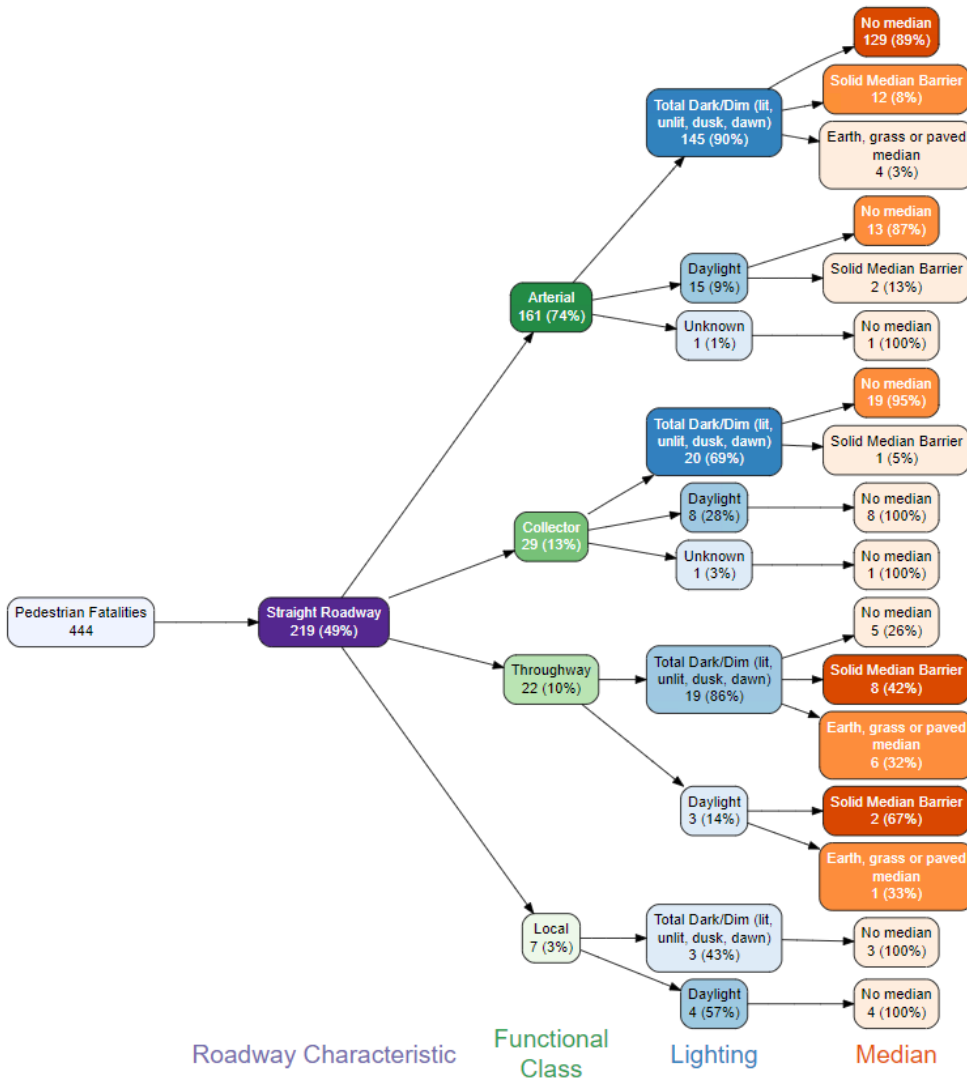


90% of pedestrian deaths straight roadways that are arterials occur under dim/dark conditions.

These deaths represent 32% of all pedestrian deaths.

Let's look at these factors together.

Crash Profile: Pedestrian, straight arterial roadways (not intersection), without medians, and in dark/dim conditions



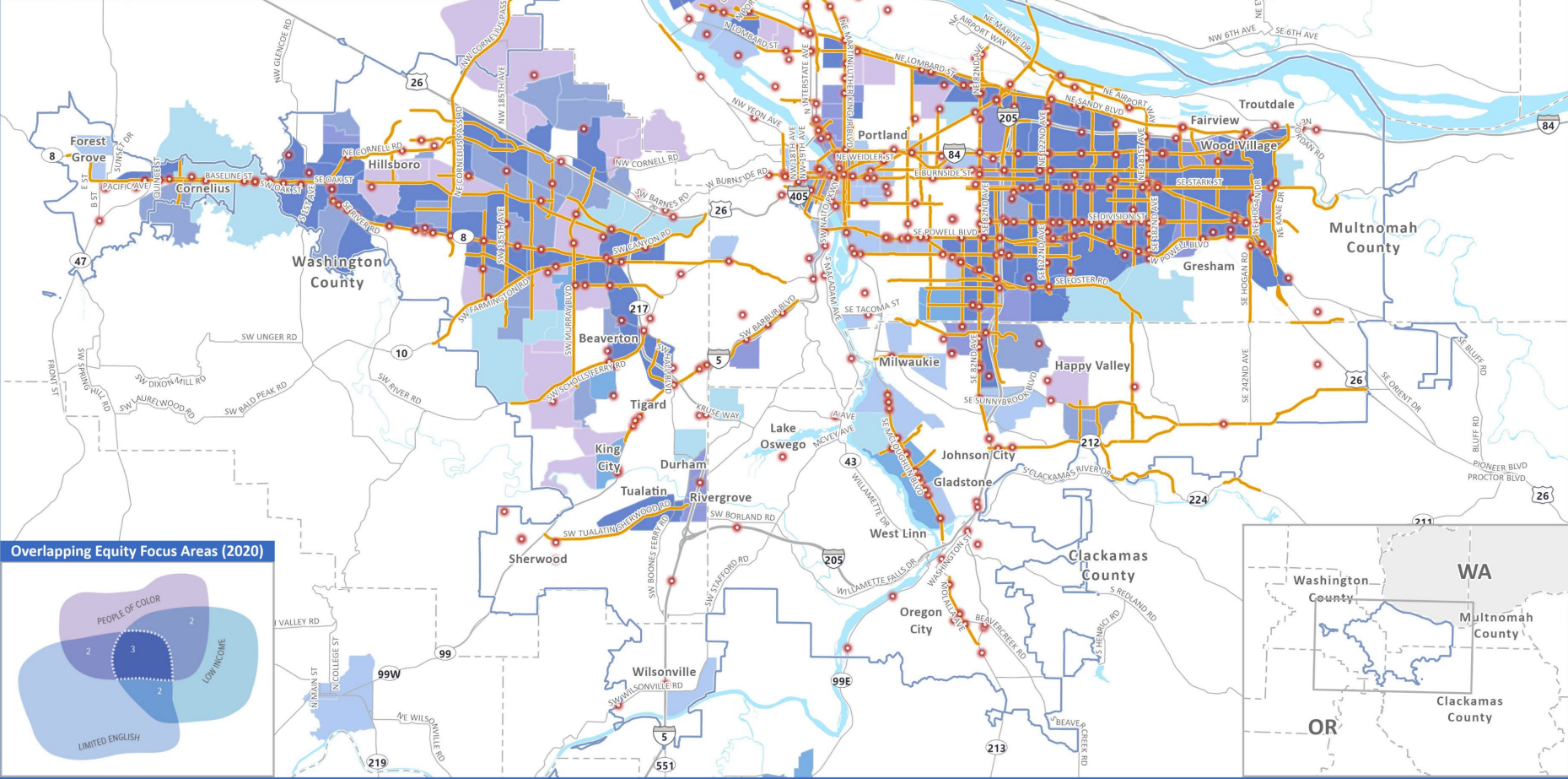
Between 2007 and 2022, an average of **8 people a year**, reflecting **29%** of pedestrian traffic deaths, were hit and killed on an arterial roadway not at an intersection and without a median, in dark/dim conditions.

These 129 people represent 10% of all traffic deaths in the region.

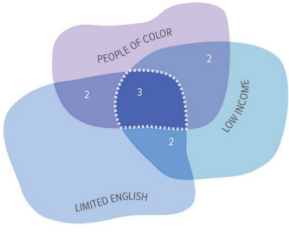
Systemically addressing these crash factors in the region would dramatically decrease the number of people hit and killed while walking each year.



Fatal Pedestrian Crashes Greater Portland Area 2007 - 2022



Overlapping Equity Focus Areas (2020)



Legend:

- Fatal Pedestrian Crashes 2007 - 2022
- High Injury Corridors 2018 - 2022
- Metropolitan Planning Area
- Rivers
- Counties

Data Sources: ODOT
Crash Data, Census
2020, ACS 2016-2020
5-Year Estimates

0 10 Miles
0 15 Kilometers

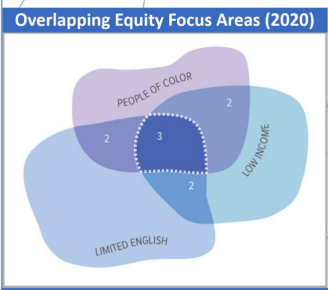
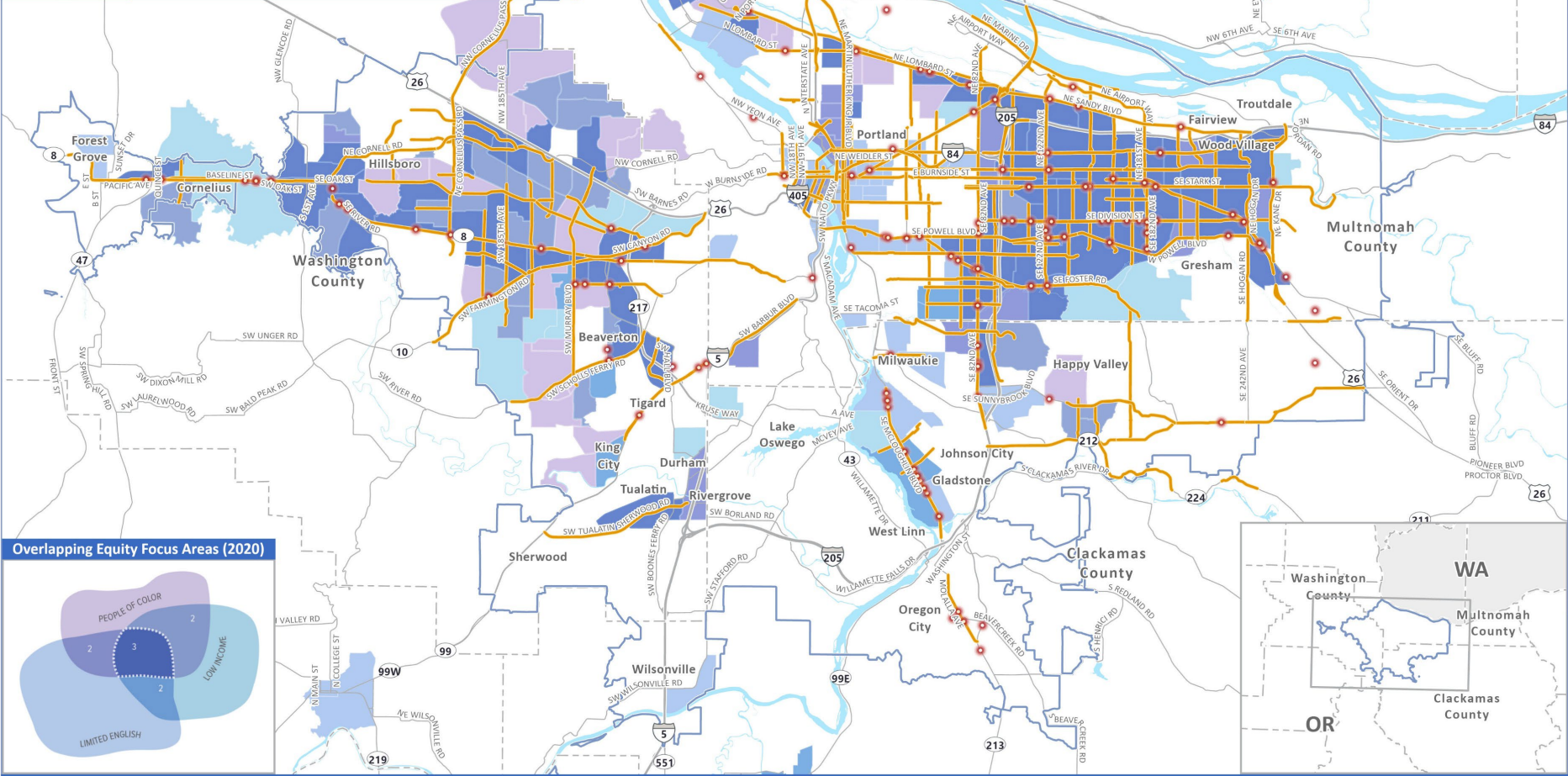
Date produced: 11/22/2024 | Path: M:\plan\trp\projects\Safety Program\SS4A Program\Data\Crash Trees\Crash_Tree_Mapping\Crash_Tree_Mapping.aprx | Map credits: Kate Gregory, Metro DRC

Looking at all pedestrian deaths: **67% are in regional equity focus areas, and 65% are on high injury corridors.**



Systemic Analysis Crash Profile

Fatal Pedestrian Crashes on Straight Roadway, Arterials, In Dark/Dim Conditions, No Median
Greater Portland Area 2007 - 2022



Fatal Pedestrian Crashes on Straight Roadway, Arterials, In Dark/Dim Conditions, No Median 2007 - 2022

- High Injury Corridors 2018 - 2022
- Metropolitan Planning Area
- Counties
- Rivers

Data Sources: ODOT Crash Data, Census 2020, ACS 2016-2020 5-Year Estimates

0 10 Miles
0 15 Kilometers

Date produced: 11/22/2024 | Path: M:\plan\trp\projects\Safety Program\SS4A Program\Data\Crash Trees\Crash_Tree_Mapping\Crash_Tree_Mapping.aprx | Map credits: Kate Gregory, Metro DRC

Looking at pedestrian deaths in the crash profile: **78% are in regional equity focus areas, and 84 are on high injury corridors.**

Effective Countermeasures for This Crash Profile

Installing these countermeasures system wide, along with complimentary behavioral programs and vehicle technologies, would dramatically reduce deaths of people walking on or crossing arterial roadways without a median (not at an intersection), at night or in dim lighting conditions. The Safe System approach uses multiple, complementary safety interventions to prevent crashes from occurring and reduce harm if a crash occurs.



Walkways -
up to 89%
reduction



Improved signal timing
- up to 63% reduction



Strategic road diets -
up to 81% reduction



Medians/ refuge
islands - up to
75% reduction



Crossing visibility/
pedestrian scale lighting
Up to 77% reduction



Fixed Speed Safety
Cameras - up to 54%
reduction

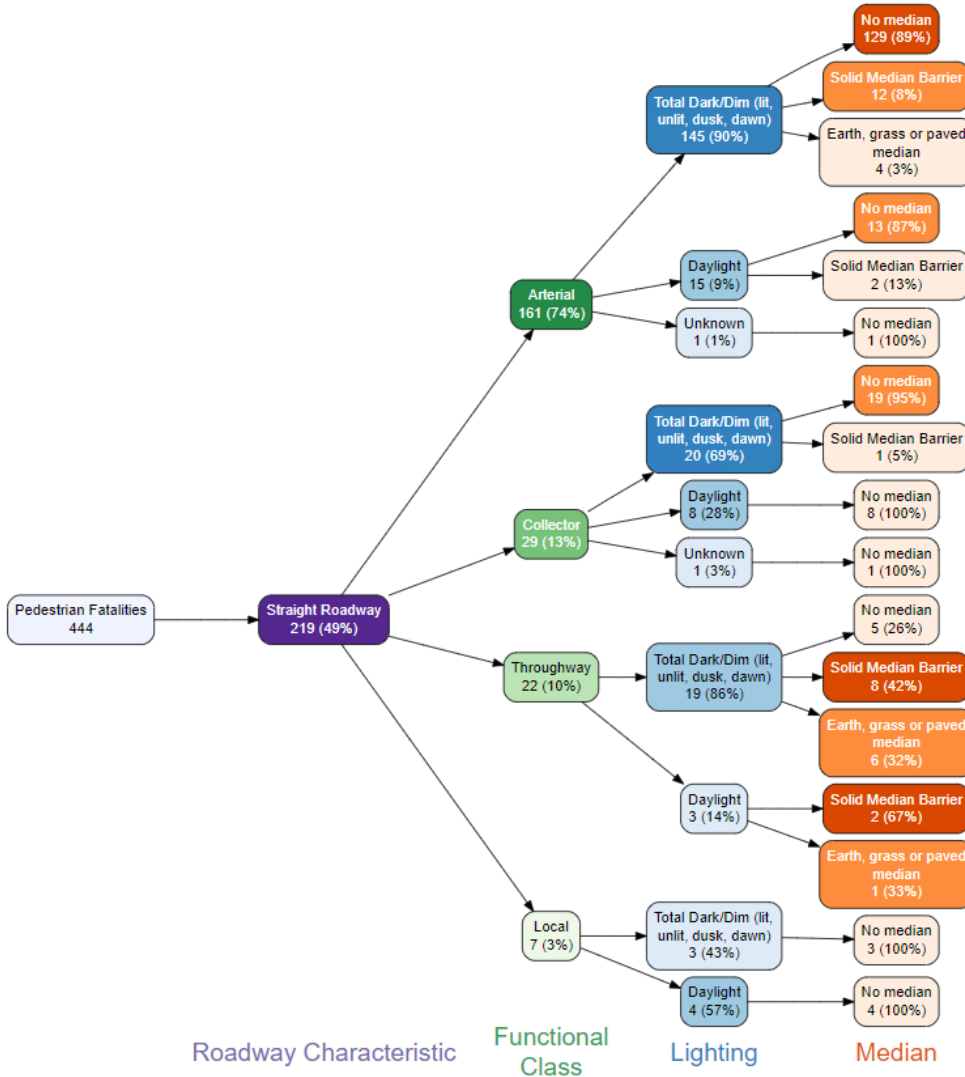


Pedestrian hybrid
beacon at mid-block -
up to 55% reduction



Survivable speed limits -
variable results, 26%
reduction in Seattle
study

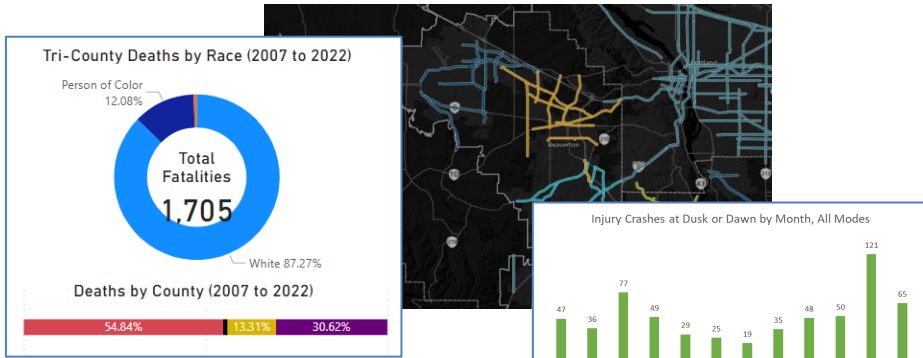
Crash Profile: Pedestrian, straight arterial roadways (not intersection), without medians, and in dark/dim conditions



Additional risk factors for pedestrian deaths on arterials to investigate:

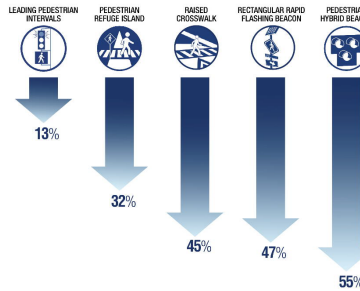
- Intersections
- Posted speed/ average speed
- Distance between pedestrian crossings
- Presence of transit stops
- Vehicle size
- Demographics
- Alcohol and drug involved
- Vehicle movements
- Number of lanes
- Land use

Looking Ahead to 2025 Regional Safe Streets for All Project



Updated/ New Data Products

Potential Reduction in Pedestrian Crashes



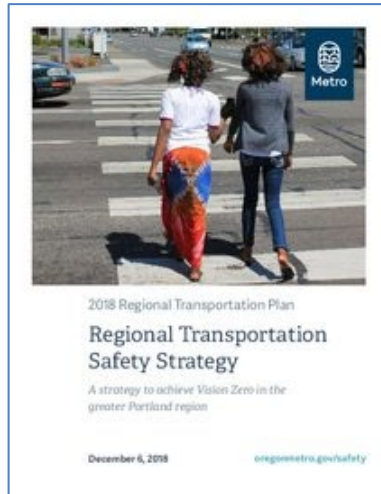
Systemic Safety Analysis and Countermeasures



Local TSAPs



Regional SS4A Grant Application: Demonstration & Quick Build Projects, Planning



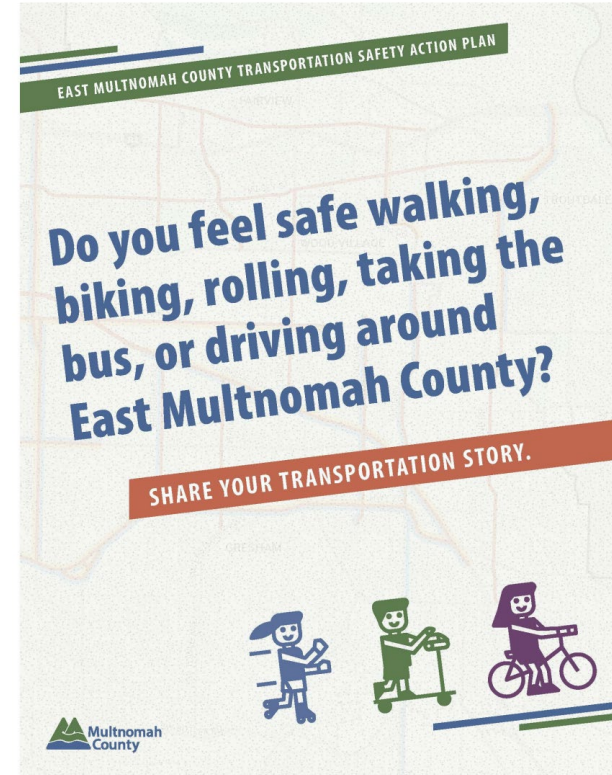
New Safety Strategy Recommendations



2023 RTP Projects and System Assessment
Crash Prediction Model/ Project Assessments

East Multnomah County Transportation Safety Action Plan

- Urban East Multnomah County has some of the highest density of disadvantaged communities and High Injury Corridors in the region.
- Developing the TSAP is a joint project between Multnomah County, Fairview, Gresham, Troutdale, and Wood Village. The East Multnomah County Transportation Committee (EMCTC) is overseeing the planning process.
- Milestones reached:
 - Engagement Phase 1: Listen and Learn
 - System Safety Analysis



East Multnomah County Engagement

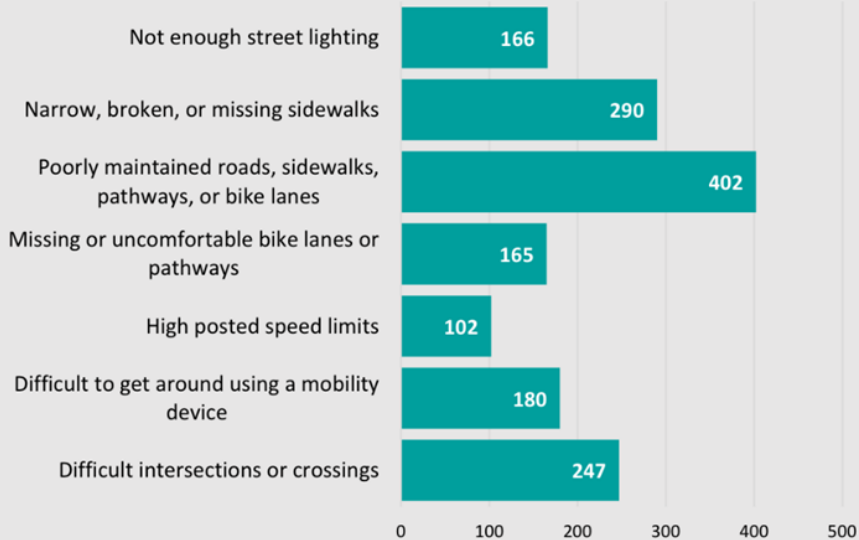
Equity Focused engagement:

- In-person summer events
 - 5 area events
- Survey and interactive map
 - 977 survey responses
- Community Listening Sessions
 - Spanish, Vietnamese, Chinese, Russian/Ukrainian, English (focus on transit riders)
- East County CBO interviews
 - 8 partner organizations



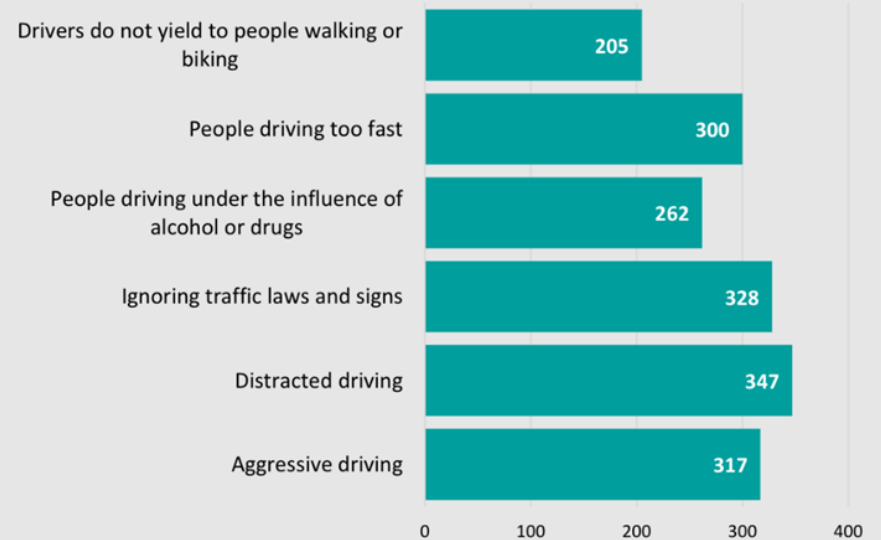
East Multnomah County Engagement Results

What are your top safety concerns?



Other responses not listed above: *bicyclist and pedestrian behaviors, crime/drug use, homelessness, potholes or inadequate roadway maintenance, traffic calming measures, traffic enforcement, trash in roadways*

What are your top behavior concerns?

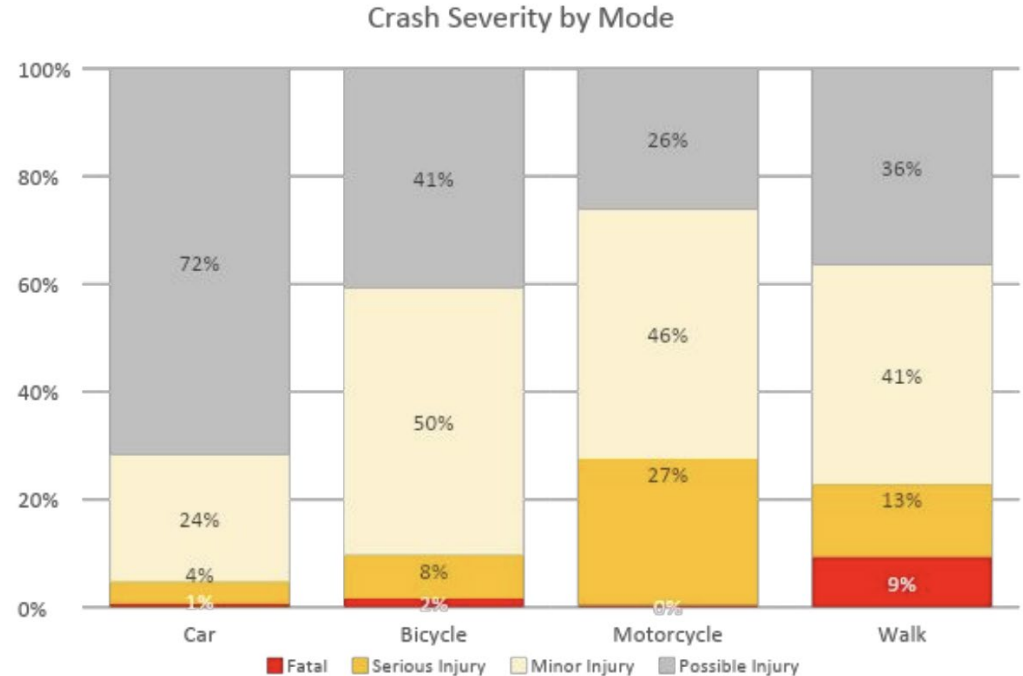


Other responses not listed above: *impaired bicyclists/pedestrians, jaywalking, parking violations, street racing*

East Multnomah County Systemic Safety Analysis

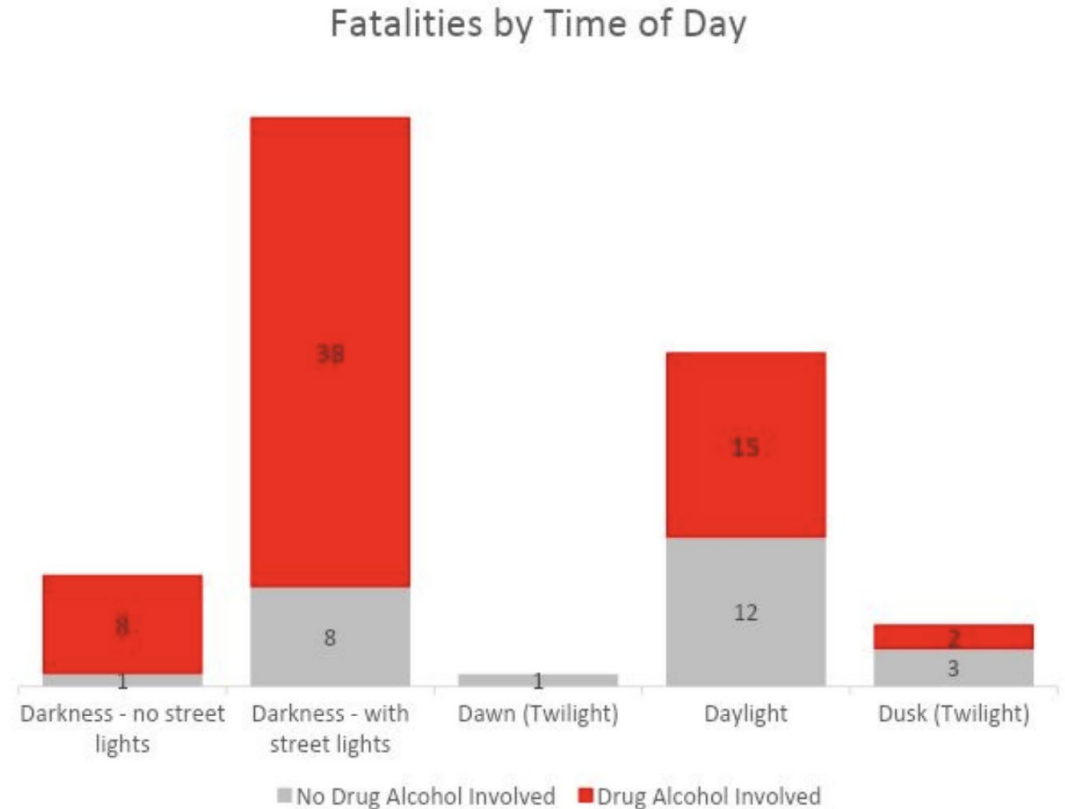
A few key findings:

- People walking, biking and using a motorcycle were more likely to be involved in a serious injury or fatal crash
- Of all modes, crashes involving pedestrians were most likely to occur after dark (46% of pedestrian fatal and serious injury crashes)



East Multnomah County Systemic Safety Analysis

- The majority of all fatalities happen after dark, and of those after-dark fatalities, drug or alcohol impairment is involved in 83% of crashes.



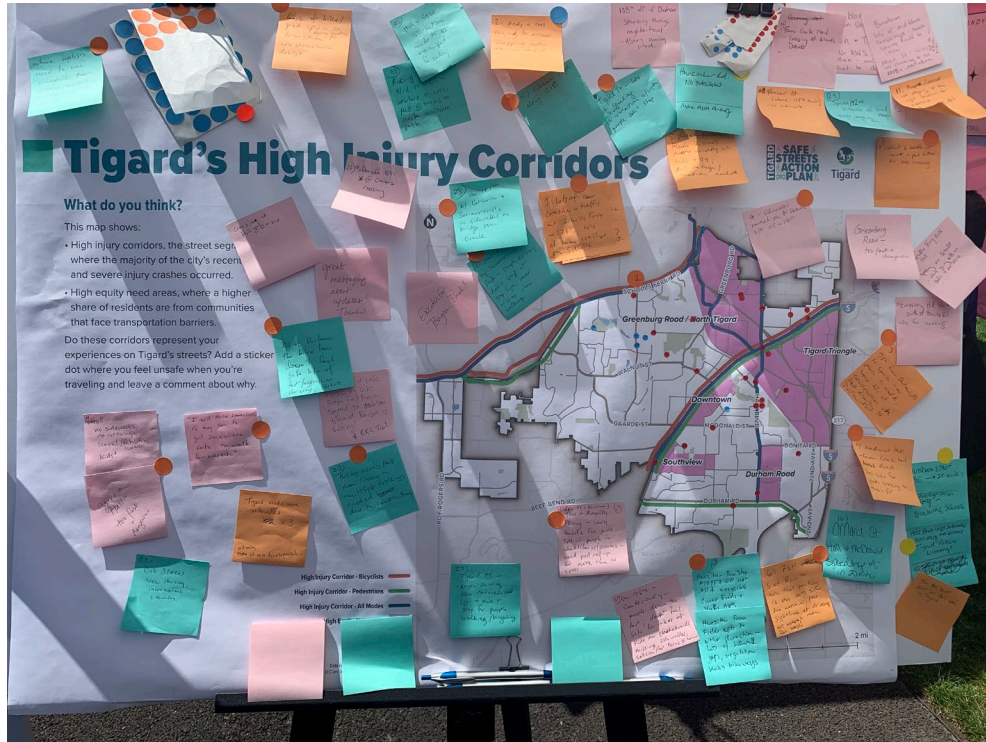
City of Tigard Safe Streets Action Plan

A plan that will guide the city in reaching vision of no future traffic deaths or serious injuries.

- Following the Safe Systems Approach
- Robust public involvement process
- Focus on Equity
- Detailed Safety Analysis using Data
- Wholistic strategies addressing design, behavior, and policies
- Identification of intersections and corridors for prioritization and recommended improvements
- Methods for tracking progress



City of Tigard Robust Public Involvement Guides Development of the Safe Streets Action Plan



Feedback? Questions?

- Feedback or questions on the SS4A project and deliverables.
- Feedback or questions on highlighted safety trends.
- Feedback or questions on the pedestrian crash profile example and developing additional crash profiles.

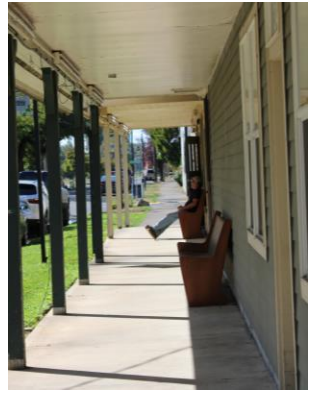
oregonmetro.gov/safety

lake.mctighe@oregonmetro.gov



Metropolitan Planning Area Expansion in North Marion County

By Abigail Smith and Maxim
Johnson



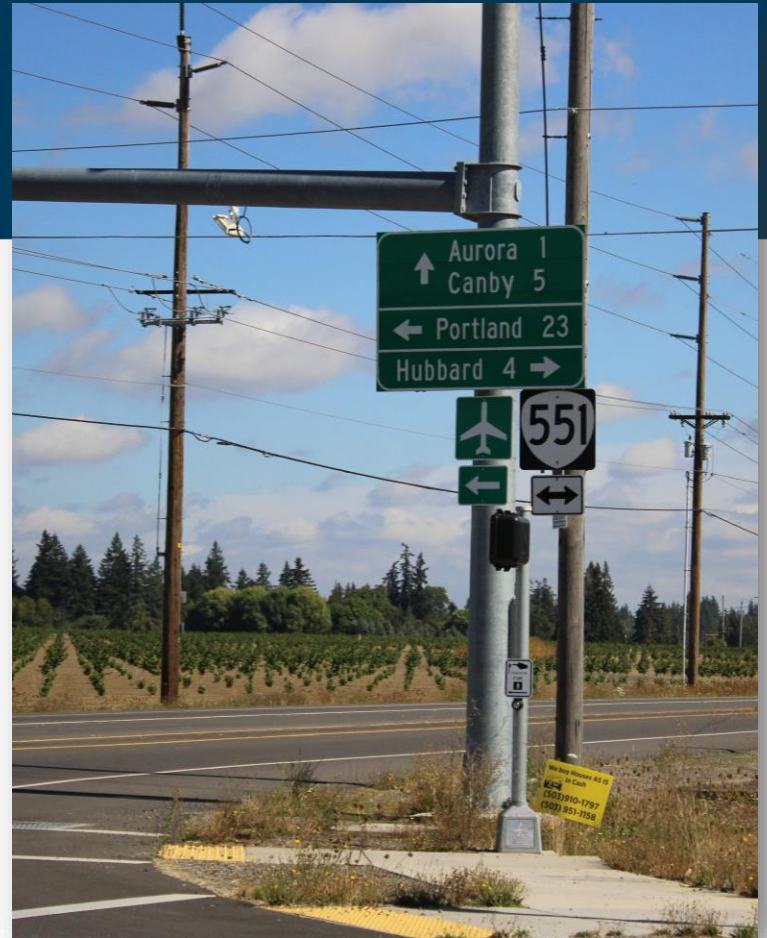
Presentation purpose

Better understand the new addition to Metro's transportation planning area in North Marion County.

- Communities
- Economy
- Current transportation projects

Presentation overview

- I. What happened?
 - A. The 2020 MPA boundary update
- II. What's there?
 - A. Geography
 - B. History
 - C. Demographics
 - D. Economy
 - E. Transportation projects
- III. What's next?
 - A. Preparing for the 2030 Census

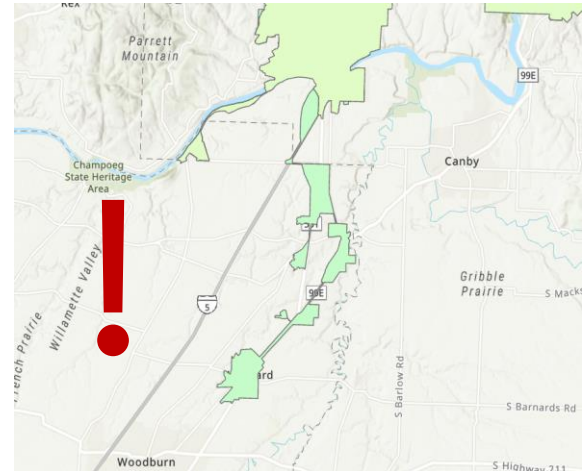
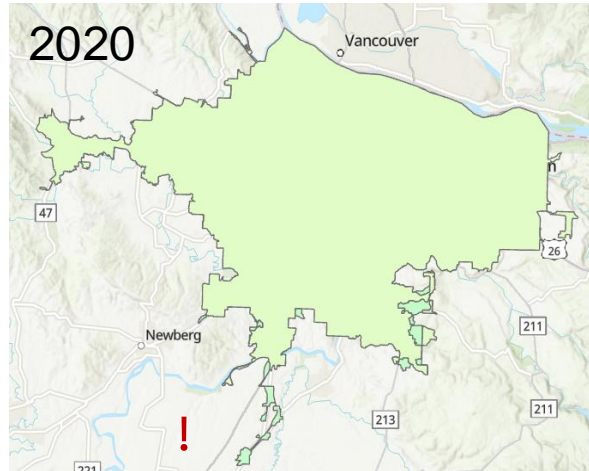


What happened?

The Metropolitan Planning Area (MPA)

What is an MPA?

- Outlines the boundary for **regional transportation planning**
- *Not* the Urban Growth Boundary (UGB), the boundary for land use planning. The MPA is transportation-specific.

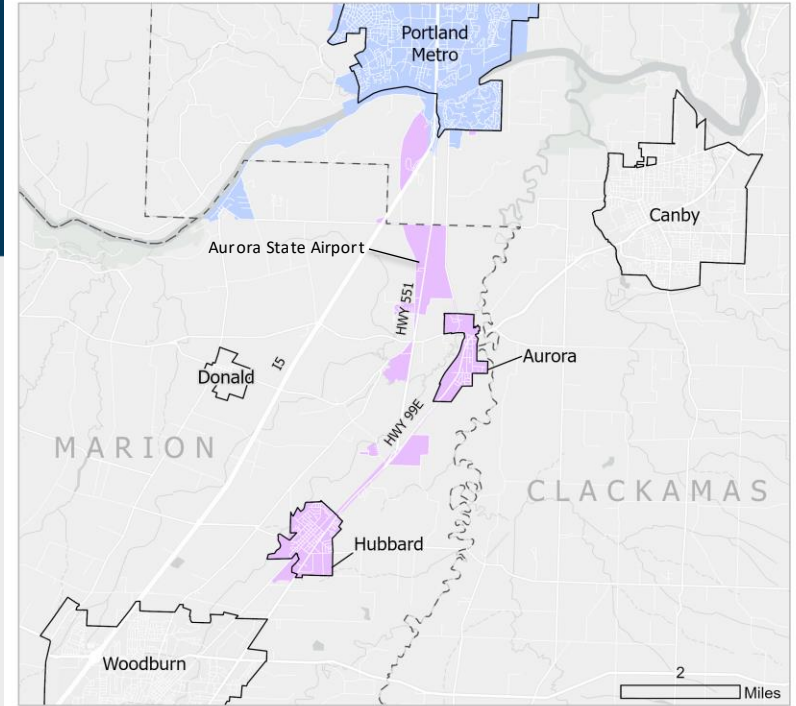


2020 MPA boundary update

The MPA is based on contiguous urbanized areas

- Criteria for "urban" are determined by the **U.S. Census Bureau** and are updated every **10 years** (every census).
 - **Impervious surfaces:** roads, buildings
 - **Job density**
 - **Housing density**
- Notably, nearby **larger cities like Canby and Woodburn** were *not* brought into the MPA

Aurora - Hubbard Governance Overview



Governance Boundaries

- [- - -] Counties
- [] Urban Growth Boundaries
- [] 2024 Metropolitan Planning Area
- [] 2020 Metropolitan Planning Area

Portland Metro MPA



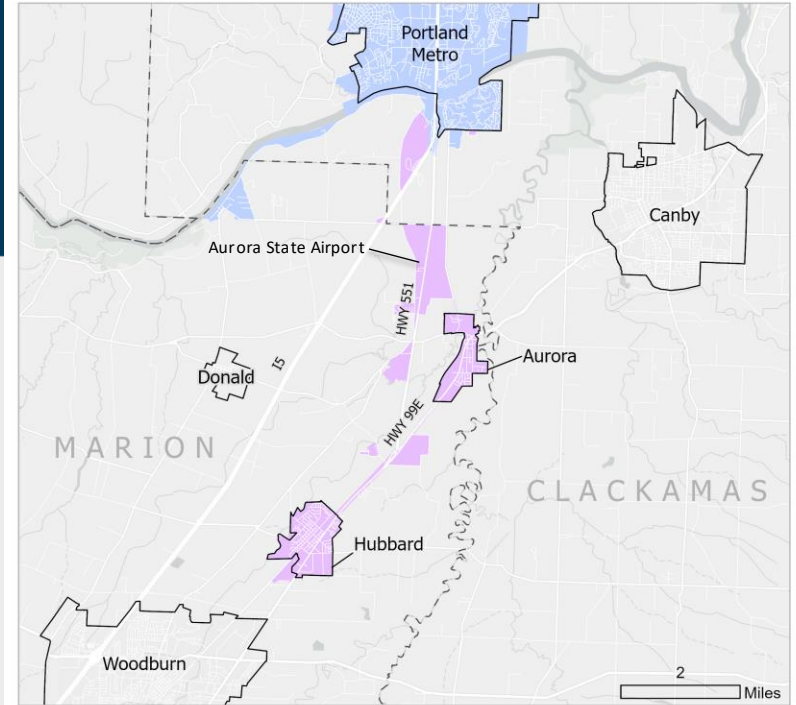
2020 MPA boundary update

Historically, Metro's MPA hasn't changed much

In 2020, one irregular, paved block triggered a "kite-tail" shape into Marion County

- **Aurora State Airport**
- **City of Aurora**
- **City of Hubbard**

Aurora - Hubbard Governance Overview



Governance Boundaries

- Counties
- Urban Growth Boundaries
- 2024 Metropolitan Planning Area
- 2020 Metropolitan Planning Area

Portland Metro MPA



Geography of the kite-tail

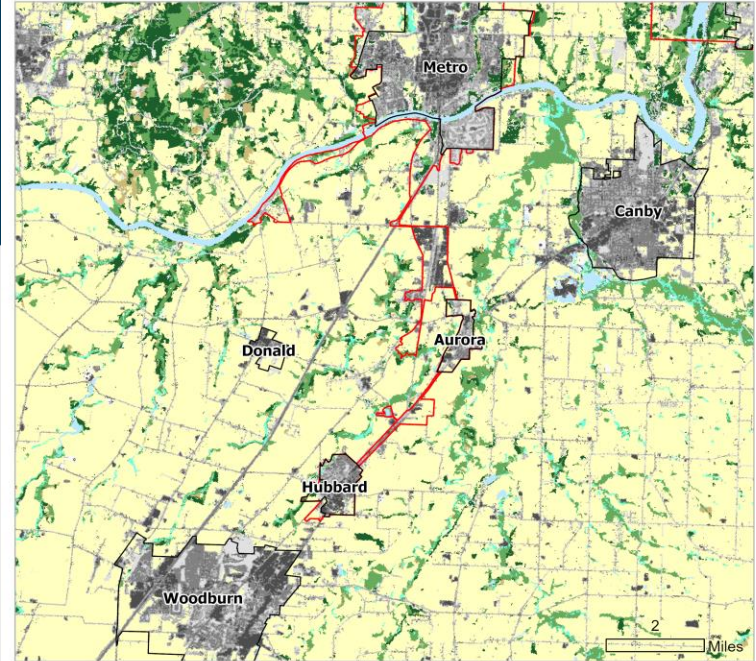
The addition closely follows impervious surfaces

- Begins in Clackamas County near **Wilsonville**
- Ends in Marion County at **Hubbard**

The surrounding region is **mostly farmland**

- Willamette Valley
- Pudding River to the east, Mill Creek to the west

Aurora - Hubbard Land Use Overview



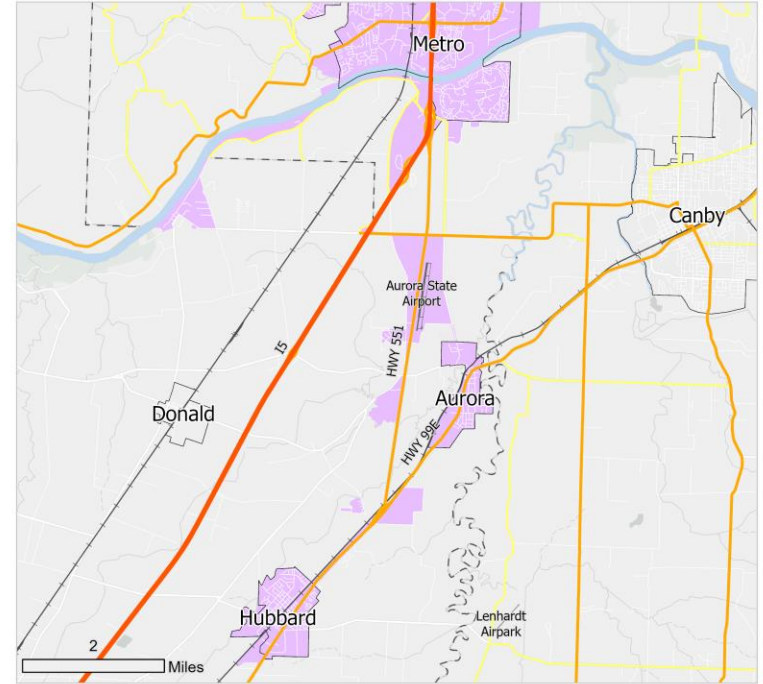
Aurora-Hubbard Land Use Classes



Transportation Overview

- **Highways and arterials**
 - Major roadways: **I5**, **OR 551**, and **OR 99E**
 - OR 99E runs through Aurora and Hubbard
- **Railroads**
 - Portland & Western Railroad
 - Union Pacific Railroad
 - Amtrak Train and Bus
- **Airports**
 - **Aurora State Airport** along OR 551

Aurora-Hubbard Transportation Overview



Transportation

- Freeways
- Major Arterials
- Arterials
- Railroads
- MPA 2024
- Rivers
- - - Counties
- Urban Growth Boundaries

Portland Metro MPA



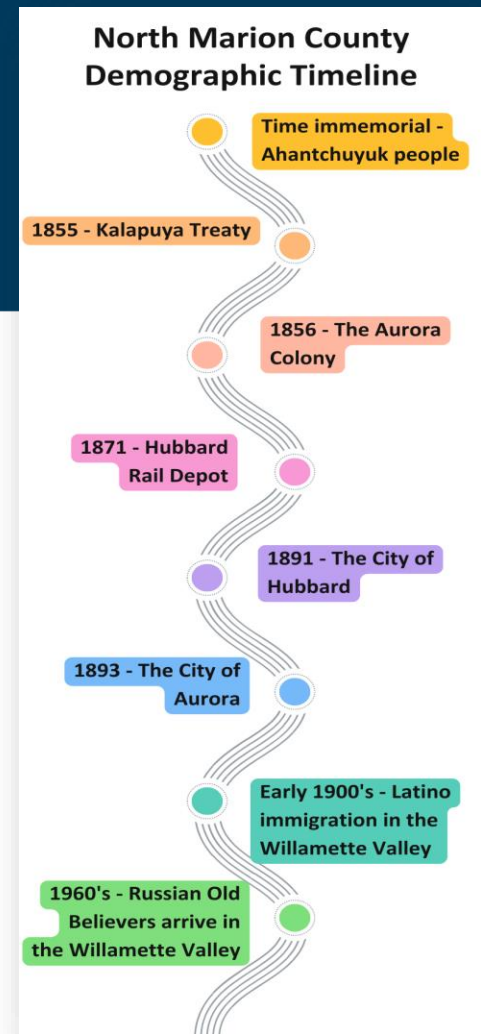
Cultural history

Originally the lands of the Ahantchuyuk people

- **Kalapuya Treaty (1855)** resulted in the tribes' **forceful removal** 40 miles east to the Grand Ronde Reservation

Notable cultural movements:

- **1856 – 1883: The Aurora Colony**
- **1900 – 1930's and beyond: Latino immigration**
- **1960's: Russian Old Believers**

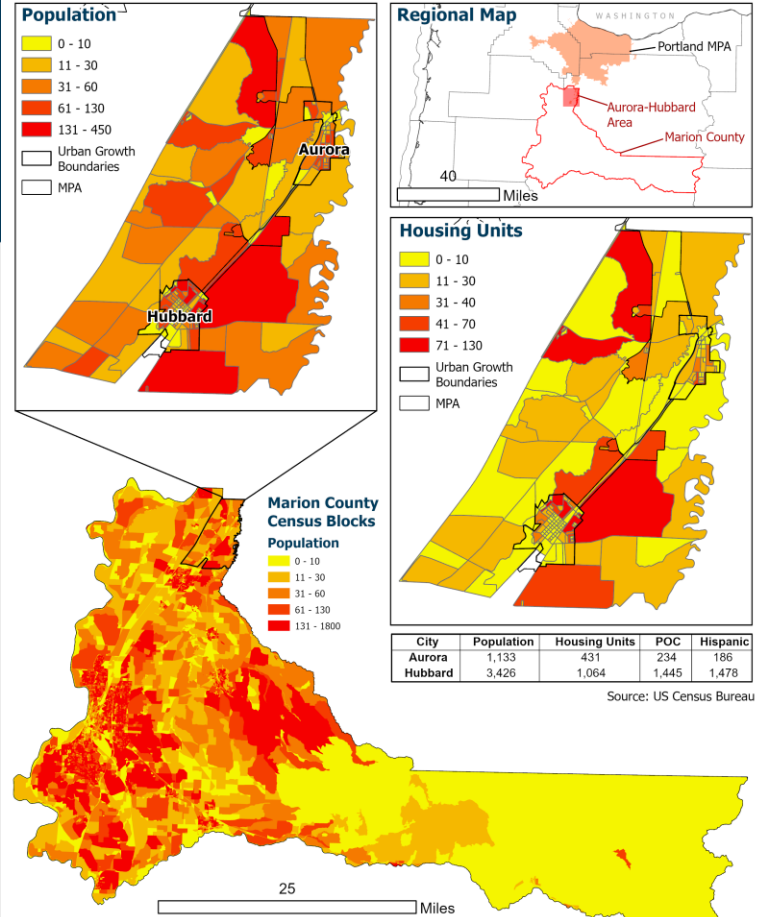


Demographic overview

General Population Trends

- Total MPA addition: **7,818 people**
- **Two thirds** live in the cities of Aurora and Hubbard
- One third live in **unincorporated Marion County**
 - South of the airport
 - North of Hubbard

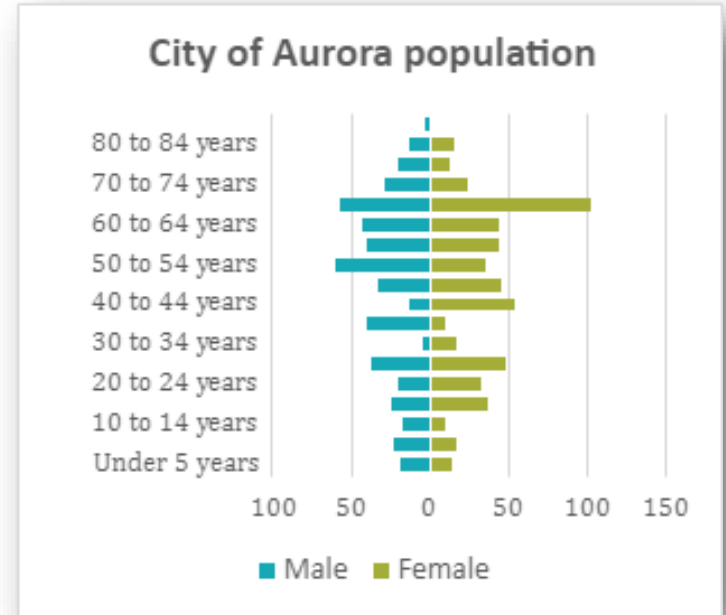
Aurora - Hubbard 2020 Demographic Overview



Demographics: City of Aurora

Aurora is known as an “antique sales center”

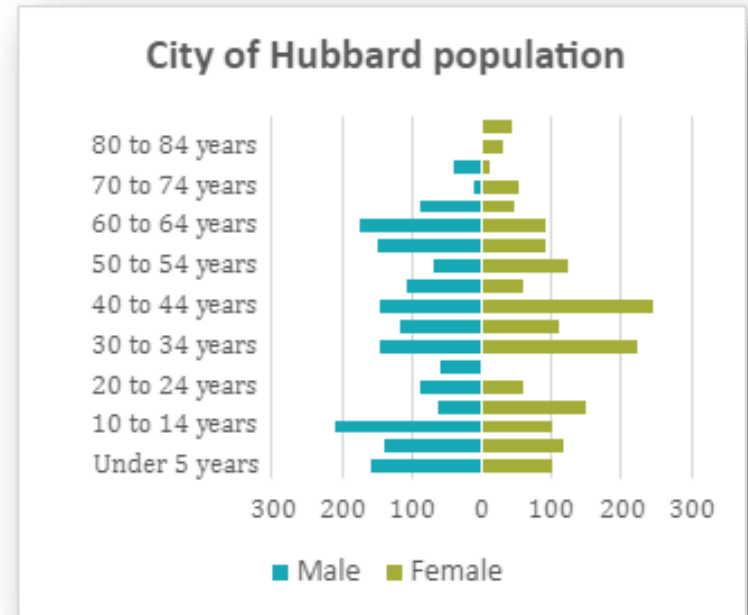
- A smaller, older & more affluent population
 - **1,133 people**
 - **47.1%** college-educated
 - **77%** white alone



Demographics: City of Hubbard

Hubbard has a younger and more diverse population, more like the region as a whole

- **3,426 people**
- **15.1%** college-educated (Region: **18%**)
- **43%** Hispanic/Latino (Region: **37%**)



Economy of North Marion County

- Top 3 employment industries:
 - **Transportation & Warehousing** (25%)
 - **Construction** (25%)
 - **Agriculture, Forestry, Fishing & Hunting** (13%)
 - Hazelnut, tulip, hops & berry farms
- Most residents work elsewhere
 - At least **40% commute** to the Metro region
- Coming nearby in 2025: Amazon's **PDX8** (Woodburn)
 - Size of 20 Costco's. Will provide **2,500 jobs**



The Aurora State Airport as seen from OR 551



PDX8 Facility. Image source: [statesmanjournal.com](https://www.statesmanjournal.com)

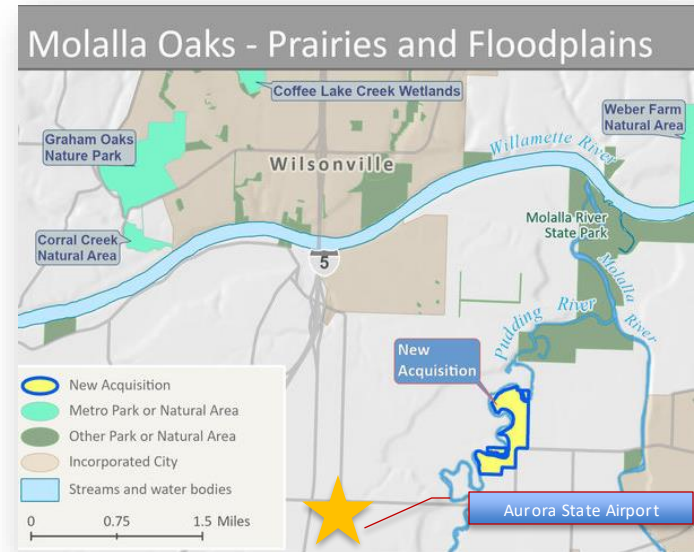
Natural & cultural features

The Pudding River

- **Clean Water Act:** Polluted with pesticides, bacteria & high temperatures

Molalla Oaks acquisition

- Purchased by Metro **February 2024**
- Goals: protect native plants and wildlife, connect habitats & **improve water quality**
- Located **1.5 miles** northeast of **Aurora State Airport**
 - City of Wilsonville: Environmental concerns over impact of airport expansion



Metro's Molalla Oaks acquisition

Current transportation projects

Boone Bridge on I-5 (2023-2030)

- Seismic retrofitting project
 - **Additional lanes** and updated infrastructure
 - **Critical Evacuation route and travel route** between Portland and South Oregon
 - **ODOT/Clackamas** projected around **\$450-550 million**

Aurora State Airport (Ongoing)

- Master Plan update
 - Small state-owned airport along OR 551
 - **Possible runway and land use updates** to handle larger planes
 - **Oregon Dept. Of Aviation** projected around **\$7 million**

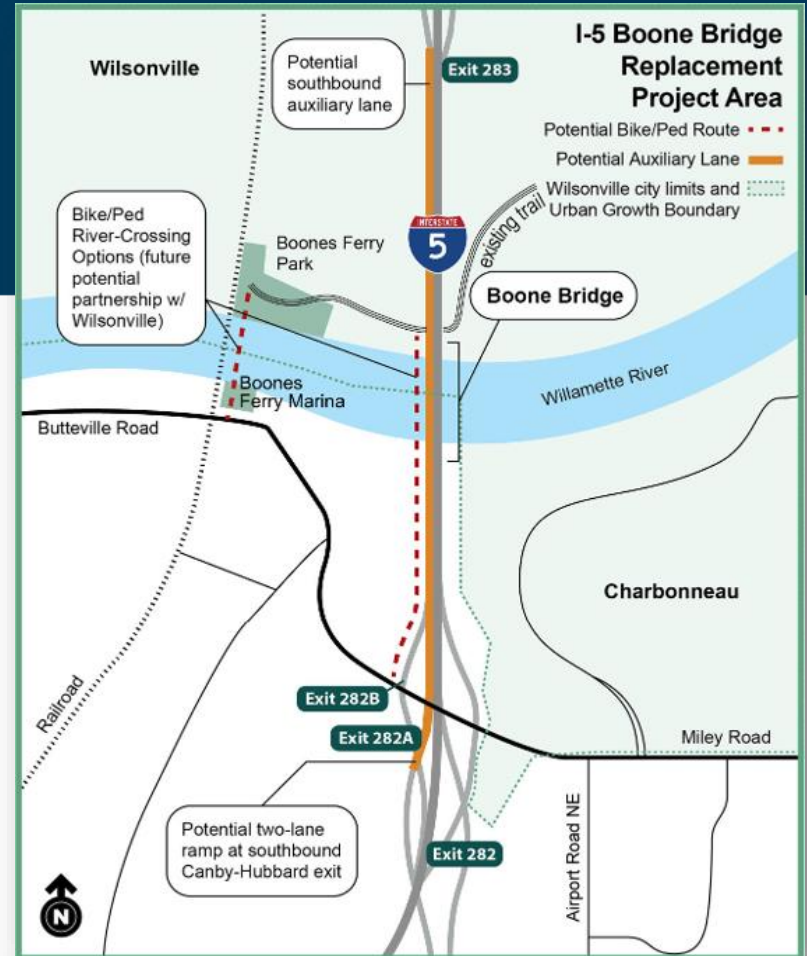


Image source: ODOT

Current transportation projects

Aurora-Donald I-5 Interchange (2024-2027)

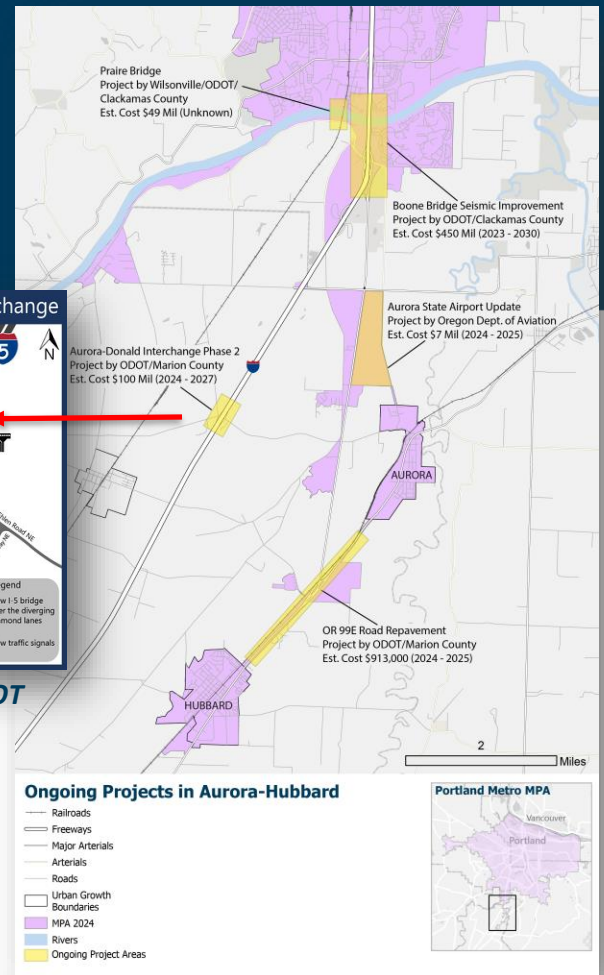
- Phase 2 of interchange expansion
 - **Interchange along I5**, links Donald and Aurora, popular truck stop
 - **Installation of wider and longer roads and intersections with robust signage and signals**
 - **ODOT projected over \$450 million**



Image source: ODOT

OR 99E Highway Pavement (2024-2025)

- OR 99E Road repaving
 - Stretch of OR 99E Highway **between Aurora and Hubbard**
 - **ODOT projected at \$913,000**



Transportation projects in the MPA addition

Next steps for the kite tail?

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

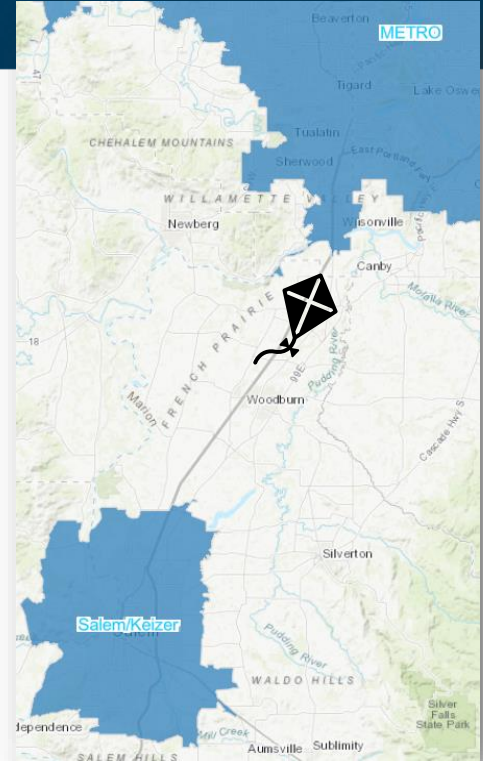


Construction at the Aurora-Donald Interchange

Looking ahead to the 2030 Census

As the next Census approaches, Metro should consider:

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



The Metro and Salem-Keizer MPAs

Thank you!



Max Johnson

GIS & Cartographic Intern, Metro

Email: Maximjohnson33@gmail.com

LinkedIn: [Click for profile here!](#)



Abby Smith

Regional Planning Intern, Metro

Email: Aperrismith@gmail.com

LinkedIn: [Click for profile here!](#)

Materials following this page were distributed at the meeting.

November traffic deaths in Clackamas, Multnomah and Washington counties*

Rochelle H. Davis, 64, driving, I-205, West Linn, Clackamas, 11/1

Ryan Edward Bloomster, 22, driving , S. Springwater Rd., south of Carver, Clackamas, 11/1

Sean A. Kehr, 43, scooter, SE 72nd Ave., Portland, Multnomah, 11/1

Tyler James Soultaire, 29, walking, SW Farmington Rd. & SW 153rd., Washington, 11/5

Andres Mendez, 30, walking, N Columbia Blvd. & N Kerby, Portland, Multnomah, 11/6

Richard Martin Wiitanen, 82, walking, 4100 Blk Glen Terrace, West Linn, Clackamas, 11/7

Martin V. Cumpton, 64, driving , Clackamas Hwy. (Hwy 224), Clackamas, 11/10

Jaime Andres Navarro, 34, driving , NE 238th Dr., Troutdale, Multnomah, 11/12

Miriam D. Morales-Luna, 42, driving, NE Airport Way & NE Mason St., Portland, Multnomah, 11/13

Tammera A. Whisman, 51, motorized scooter/walking, Tualatin Valley Hwy (Baseline), Cornelius, Washington, 11/19

Cedric D. Willis, 42, driving , NE Airport Way, Portland, Multnomah, 11/20

Delfino Palacios Navarro, 54, driving , Hwy 213, near Mulino, Clackamas, 11/27

David Hadlock, 32, and Evan Hadlock, 31, driving, SW Barbur Blvd., Portland, Multnomah, 11/28

Andrea J. Doering, 46, driving , NE 13th & Lombard, Portland, Multnomah, 11/28

Unidentified, driving , N Marine Dr. & N Leadbetter, Portland, Multnomah, 11/30

**Traffic deaths as of 11/26/24 ODOT initial fatal crash report, and police and news reports –information is preliminary and subject to change. May include names not included in the previous months report.*



Continually committing to systemic change to prevent future traffic deaths

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

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

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

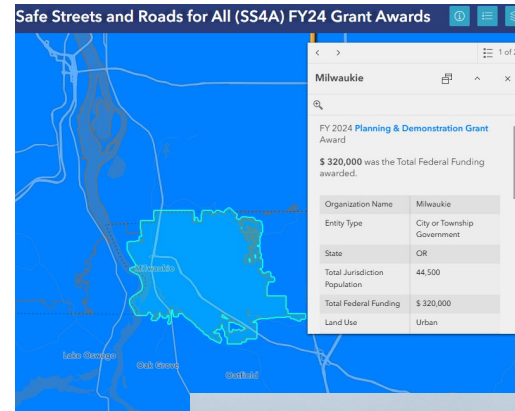
As well as **Safe Vehicle** size and technology and **Post-Crash Care** and response.



Monthly highlights

Some of the actions regional partners are taking for safer streets

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



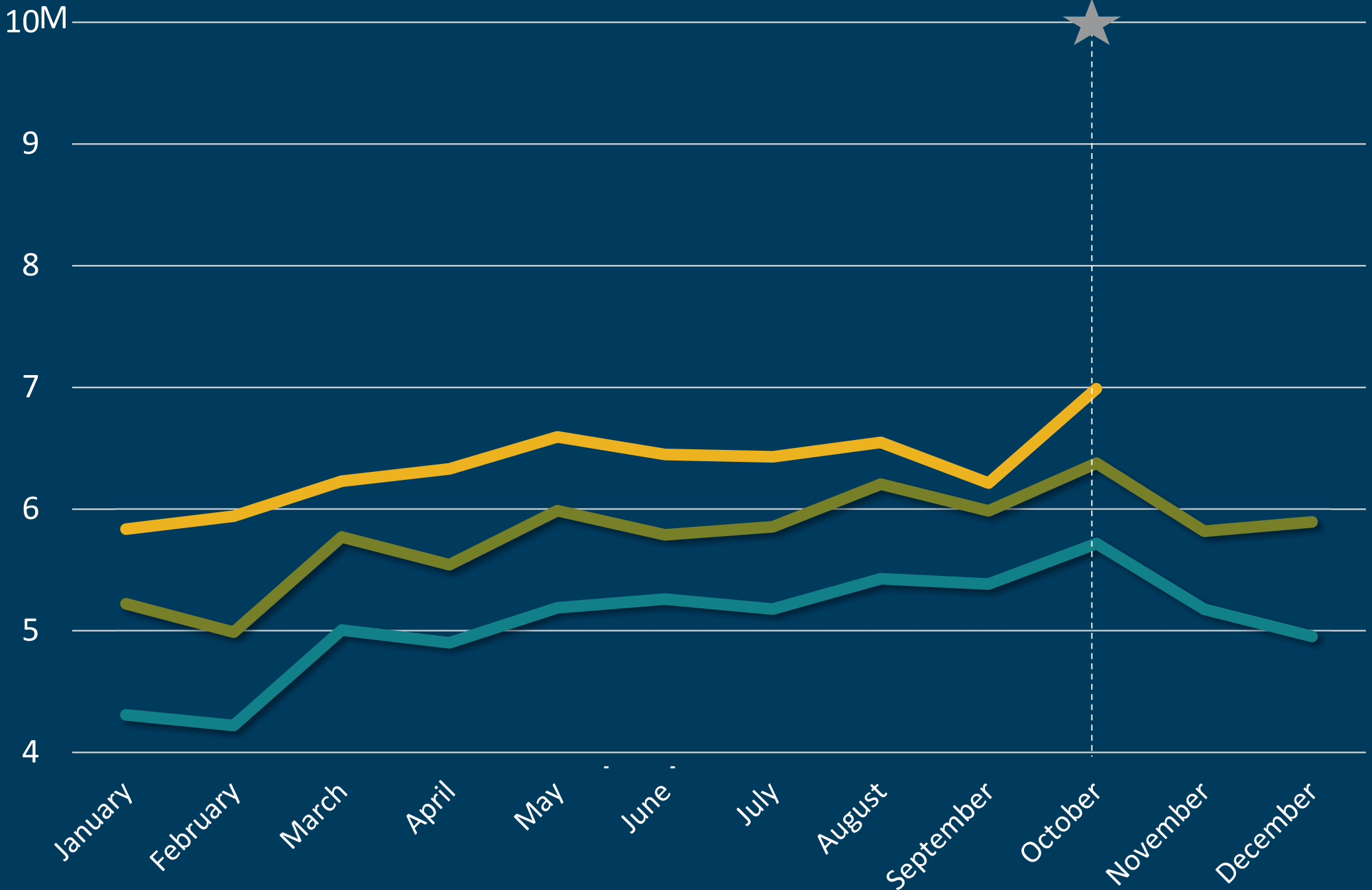
Today in the transit minute...

60
SECONDS



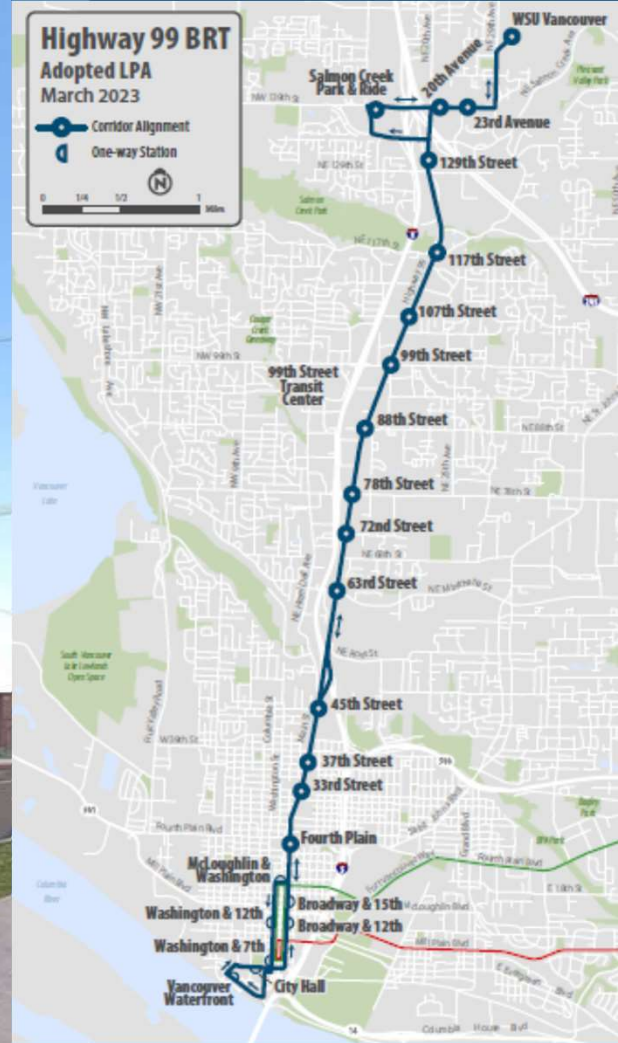
Monthly Transit Ridership (October)

2022 2023 2024



*TriMet, C-TRAN, SMART, Portland Streetcar, Ride Connection, Clackamas and Multnomah County

November Transit News Highlight





Metro

TPAC Agenda Item

December FFY 2025 Formal MTIP Amendment

Resolution 25-5448

Amendment # DC25-03-DEC

Applies to the 2024-27 MTIP

Agenda Support Materials:

- Draft Resolution 25-5448
- Exhibit A to Resolution 25-5448 (MTIP Worksheets)
- Staff Narrative with 1 Attachment

December 6, 2024

Metropolitan Transportation
Improvement Program

Ken Lobeck
Metro Funding Programs Lead

December FFY 2025 Formal MTIP Amendment

Formal Amendment Bundle Overview

- Amending or adding a total of 11 projects:
 - Adding 9 new projects
 - Amending 2 existing projects
 - No cancelations
- Cover briefly and open for discussion
- Seek approval recommendation to JPACT for placeholder Resolution 25-5448
- Staff Recommendation:

Staff is providing TPAC their official notification and requests an approval recommendation to JPACT to complete all required MTIP programming actions for the eleven projects in the December FFY 2025 MTIP Formal Amendment under resolution 25-5448

December FFY 2025 Formal MTIP Amendment Themes

- Show me the money! Christmas comes early.
- Placeholder names and descriptions being used. Expect minor changes through public comment process.
- Good luck to the direct recipients.

December FFY 2025 Formal MTIP Amendment

Adding 3 New Safe Streets for All (SS4A) grant awards

Item	A	B	C
Key Number	23807 New Project	23751 New Project	23813 New Project
Project Name	Target Safe Routes to School Interventions in Portland Area	Safety Assessment of Harrison Street Corridor	82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)
Lead Agency	Metro	Milwaukie	Portland
Federal \$	\$1,110,000	\$340,000	\$9,600,000
Description	Safe Routes to School planning project	Identify crash hotspots and contributing factors within the Harrison Street corridor	Complete project development actions on 82 nd Ave to improve safety

December FFY 2025 Formal MTIP Amendment

Adding new **ATTAIN**, **CDS**, and **Metro Carbon funds**

ATTAIN = Advanced Transportation Technology and Innovation grant program
 CDS = Congressionally Directed Spending (earmark) funded project

Item	A	B	C
Key Number	23811 New Project	23759 New Project	23623 Existing Project
Project Name	Cloud Connectivity for Light Rail Vehicles: 185th Ave	Washington Street: Metro South - Abernethy Rd	Tualatin Valley Hwy Transit & Development Project
Lead Agency	TriMet	Oregon City	Metro
Federal \$	\$2,360,000	\$4,000,000	\$5,000,000
Description	At 185th Ave and the MAX line provide connecting technology to traffic signals to increase safety	Upgrade for safer access by constructing center turn lane, pedestrian level street lighting, sidewalks and stormwater upgrades	Adds remaining authorized Carbon funds to the project to complete project development actions

December FFY 2025 Formal MTIP Amendment

Adding two new Charging & Fueling Infrastructure (CFI) grant awards

Item	A	B
Key Number	23815 New Project	22787 New Project
Project Name	I-5: Truck Charging and Fueling Stations	Tualatin and Neighbors Charging Up (TANC-UP)
Lead Agency	ODOT (3 state award)	Tualatin
Federal \$	ODOT = \$21,133,654 Total = \$102 million	\$15,000,000
Description	Deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along I-5 corridor	Deploy and install EV chargers across Oregon's North Willamette Valley supporting EV charging network expansion

December FFY 2025 Formal MTIP Amendment

Adding Updated ODOT PTD Awards for TriMet

PTD = ODOT's Public Transportation Division

Item	A	B	C
Key Number	23790 New Project	23800 New Project	23727 Existing Project
Project Name	Oregon Transportation Network - TriMet FFY26	Oregon Transportation Network - TriMet FFY27	Oregon Transportation Network - TriMet FFY25
Lead Agency	ODOT PTD (for TriMet)	ODOT PTD (for TriMet)	ODOT PTD (for TriMet)
Federal \$	\$3,674,037	\$3,674,037	\$3,674,037.
Description	Supports FTA Section 5310 in 2026 enhanced mobility of seniors and individuals with disabilities program	Supports FTA Section 5310 in 2027 enhanced mobility of seniors and individuals with disabilities program	Corrects a previous reduction error for the authorized FFY 2025 5310 program support funds for FFY 2025

MPO CFR Compliance Requirements

MTIP Amendment Review Factors

CFR = Code of Federal Regulations

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

December FFY 2025 Formal MTIP Amendment

Proposed Approval Timing

Action	Target Date
Start 30-day Public Notification/Comment Period	December 3, 2024
TPAC Notification and Approval Recommendation	December 6, 2024
JPACT Approval and Recommendation to Council	December 19, 2024
End 30-day Public Notification/Comment Period	January 3, 2025
Metro Council Approval	January 9, 2025
Final Estimated Approvals	Late February 2025

December FFY 2025 Formal MTIP Amendment Discussion, Questions, and Approval Request

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

Staff is providing TPAC their official notification and requests an approval recommendation to JPACT to complete all required MTIP programming actions for the eleven projects in the December FFY 2025 MTIP Formal Amendment under resolution 25-5448

2028-30 Regional Flexible Funds Allocation (RFFA) – Step 1A.1 Candidate Project Performance Evaluation & Project Delivery Assessment Results

TPAC

December 6, 2024

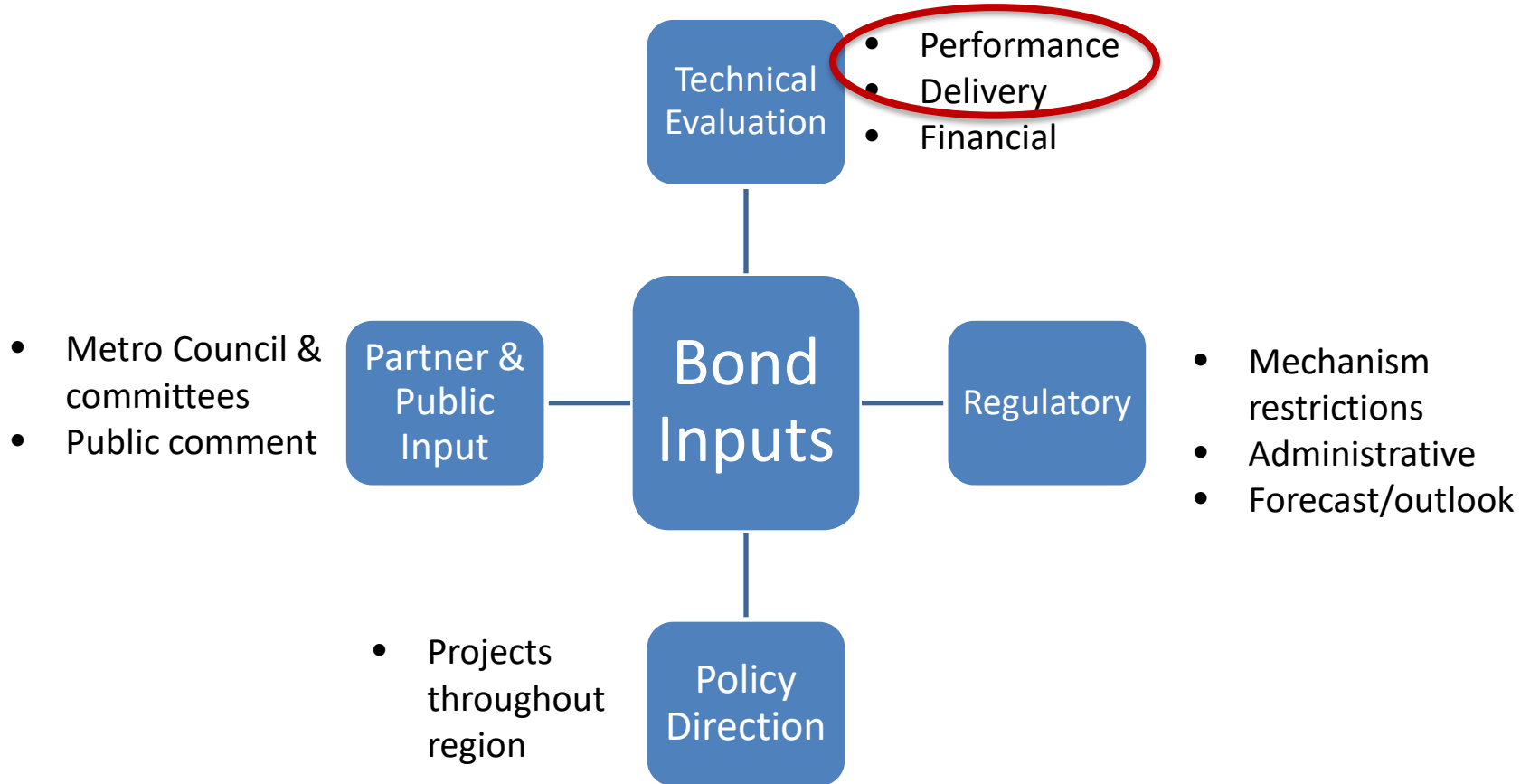


Today's Purpose:

- Present technical evaluations results
- Gather bond scenarios input
 - Concepts/themes for further technical evaluation
- Outline next steps



Step 1A.1 – Bond Development Process



Step 1A.1: Candidate Project Evaluation – Three Components

Performance

- Bond purpose & principles consistency
- RTP outcomes advancement

Delivery

- Project delivery assessment*

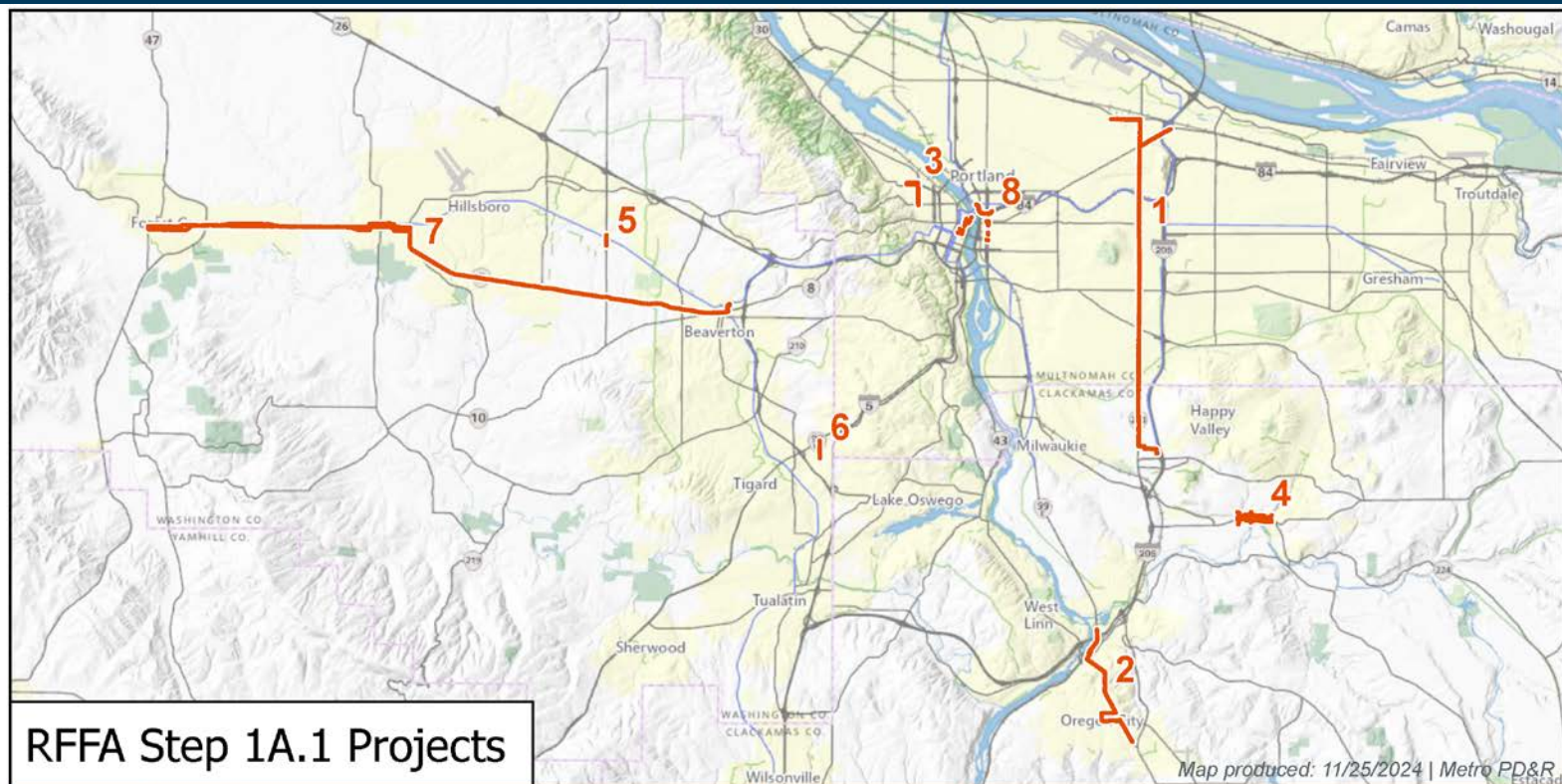
*Consultant assessment of project proposal



Step 1A.1 Evaluation: Three Components & Measures

RFFA Program Direction Component		Measure	Evaluation Results
Performance Evaluation	Bond Purpose & Principles	Regional/Corridor scale project	Rating + brief narrative
		Advance ability to construct projects early (construction projects)	
		Consideration of other transportation funding sources in the region by other agencies and Metro*	
		Leverage significant discretionary funding	
	RTP Goal Advancement	Improves transit service for residents in an Equity Focus Area	Rating + brief narrative
		Increases speed, frequency and reliability of high-capacity transit	
		Provides safer and more convenient access to transit*	
		Improves access to jobs and essential services by transit	
		Identified by communities who face disparities in the transportation system as a priority	
	Project Delivery Assessment	Planning	Qualitative rating for overall project delivery assessment
Partnerships and Support			
Environmental Considerations			
Design			
Construction			

Step 1A.1 – Candidate Projects



RFFA Step 1A.1 Projects

Map Label	Project Name	Applicant	Application Category	Funding Request
-	Better Bus Program [Programmatic, does not appear on map]	Metro	Transit Vehicle Priority	\$11,000,000.00
1	82nd Avenue Transit Project	TriMet	CIG	\$30,000,000.00
2	OR99E First and Last Mile and Safe Access to Transit Streetscape Enhancements	City of Oregon City	First-Last Mile/Safe Access	\$9,000,000.00
3	Portland Streetcar: Montgomery Park Extension	City of Portland	CIG	\$20,000,000.00
4	Sunrise Gateway Corridor/Hwy 212	Clackamas County	First-Last Mile/Safe Access	\$15,000,000.00
5	SW 185th Avenue MAX Overcrossing Project	City of Hillsboro	Transit Vehicle Priority	\$12,618,499.00
6	72nd Ave. Phase 1 Tigard Triangle Corridor Improvements	City of Tigard	First-Last Mile/Safe Access	\$15,904,000.00
7	Tualatin Valley Highway Transit Project	TriMet	CIG	\$30,000,000.00
8	Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project	Multnomah County	Combined First-Last Mile and Transit	\$25,000,000.00

Step 1A.1: Performance Evaluation Results By Category & Component

Evaluation Component/Category	Sunrise	185th Overcross	Better Bus	Burnside Bridge	OR99E	Montgomery Park	72nd Ave	82nd Ave	TV Highway
Overall score									
Capital Investment Grant (CIG)/Large Transit									
First/Last & Access to Transit									
Transit Vehicle Priority									
Bond Purpose & Principles Consistency									
RTP Goals & Outcomes Advancement									

Key: Darker shades of blue indicate higher scoring/rating, while lighter shades blue indicates lesser scoring/rating

Step 1A.1: Performance Evaluation Results by Measures

2028-3030 Regional Flexible Fund Allocation: Step 1A.1 Candidate Project Performance Evaluation Results Summary

Evaluation Section	Measure	Sunrise	185th Overcross	Better Bus	Burnside Bridge	OR99E	Montgomery Park	72nd Ave	82nd Ave	TV Highway
Bond Purpose & Principles Consistency	Use regional revenues on regional or corridor scale projects									
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.									
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro									
	Leverage significant discretionary federal, state and/or local funding									
RTP Goals & Outcomes Advancement	Improves transit service for residents in an Equity Focus Area									
	Increases speed, frequency and reliability of high capacity transit									
	Provides safer and more convenient access to transit									
	Improves access to jobs and essential services by transit									
	Identified by communities who face disparities in the transportation system as a priority									

Key: Darker shades of blue indicate higher scoring/rating, while lighter shades blue indicates lesser scoring/rating

Step 1A.1: Project Delivery Assessment Results

Nomination	Delivery Challenge/Factor	Mitigation Effort
Sunrise Corridor	EC, DE, CN*	Low/Low/Med
185 th MAX Overcrossing	DE, CN*	Low/Low
Better Bus Program	PS, CN	Low/Low
Burnside Bridge	CN	Low
McLoughlin Boulevard/OR99E	DE	Med
Montgomery Park Streetcar Extension	DE, CN, FTA	Med/Med/Low
72 nd Avenue	PL	Low
82 nd Avenue Transit Project	DE, CN	Low/Low
TV Highway Transit Project	DE, CN	Low/Med

Key: CN: construction; DE: design; EC: environmental considerations; FTA: FTA considerations; PL: planning; PS: partnerships & support

Step 1A.1: Capital Investment Program (CIG)/Large Transit Projects

Capital Investment Grant (CIG)/Large Transit	Applicant	Funding Request
Portland Streetcar: Montgomery Park Extension	City of Portland	\$20,000,000
82nd Ave. Transit Project	TriMet	\$30,000,000
Tualatin Valley (TV) Highway Transit Project	TriMet	\$30,000,000

- **Main performance takeaway:**
 - Major transit capital + supportive elements comprehensive investments led to best performance results
- **Main project delivery takeaway:**
 - CIG process requires more delivery checkpoints to pass

Step 1A.1: First-Last Mile/Safe Access to Transit

First/Last Mile & Access to Transit Projects	Applicant	Funding Request
OR99E First and Last Mile & Safe Access to Transit Streetscape Enhancements	City of Oregon City	\$ 9,000,000
72nd Ave. Phase 1 Tigard Triangle Corridor Improvements	City of Tigard	\$ 15,904,000
Sunrise Gateway Corridor/Hwy 212	Clackamas County	\$ 15,000,000
Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project	Multnomah County	\$ 25,000,000

- Main performance takeaway:
 - Move the outcomes dial, but not as much from corridor/regional perspective
- Main project delivery takeaway:
 - Group had more projects w/more mitigation efforts needed

Step 1A.1: Transit Vehicle Priority

Transit Vehicle Priority Projects	Applicant	Funding Request
SW 185th Avenue MAX Overcrossing Project	City of Hillsboro	\$ 12,618,499
Better Bus Program	Metro	\$ 11,000,000
Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project	Multnomah County	\$ 25,000,000

- **Main performance takeaway:**
 - Bundling priority + supportive transit access elements perform better than stand alone vehicle priority
- **Main project delivery takeaway:**
 - Delivery challenges flagged; low mitigation effort needed

Overall Draft Findings

- All candidates carry one+ delivery challenge to mitigate
 - Delivery challenges actively considered/address to extent controllable
 - Project Development Candidates: Confidence in delivery of scope; construction challenges remain
- All candidates advancing regional outcomes
 - Larger comprehensive projects perform best towards advancing regional outcomes, smaller focused project have localized impact
- Varying degrees of funding leverage and opportunities
 - Trade offs w/regional outcomes impact and delivery risk¹³

Questions? Comments

Contact: Grace Cho

grace.cho@oregonmetro.gov

oregonmetro.gov/rffa



Metro

Arts and events

Garbage and recycling

Land and transportation

Oregon Zoo

Parks and nature

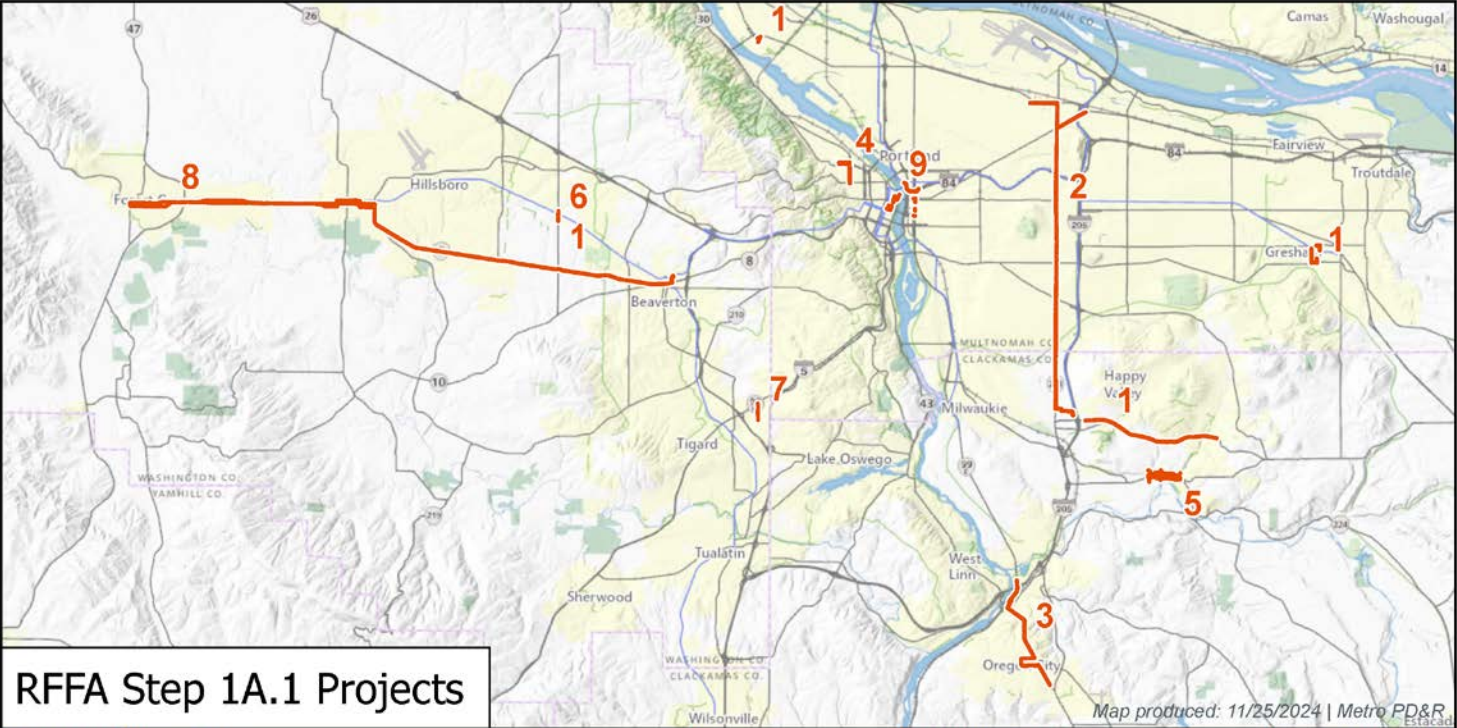
oregonmetro.gov



Metro

Extra Slides

Step 1A.1 – Candidate Projects



RFFA Step 1A.1 Projects

Map Label	Project Name	Applicant	Application Category	Funding Request
1	Better Bus Program [Representative projects]	Metro	Transit Vehicle Priority	\$11,000,000.00
2	82nd Avenue Transit Project	TriMet	CIG	\$30,000,000.00
3	OR99E First and Last Mile and Safe Access to Transit Streetscape Enhancements	City of Oregon City	First-Last Mile/Safe Access	\$9,000,000.00
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2028-30 Regional Flexible Funds Allocation (RFFA) – Bond Concepts Input & Next Steps

TPAC

December 6, 2024



Metro



28-30 Regional Flexible Fund Step 1A.1 – New Project Bond Proposal Development

Exhibit A to Resolution 24-5415



Resolution 24-5415

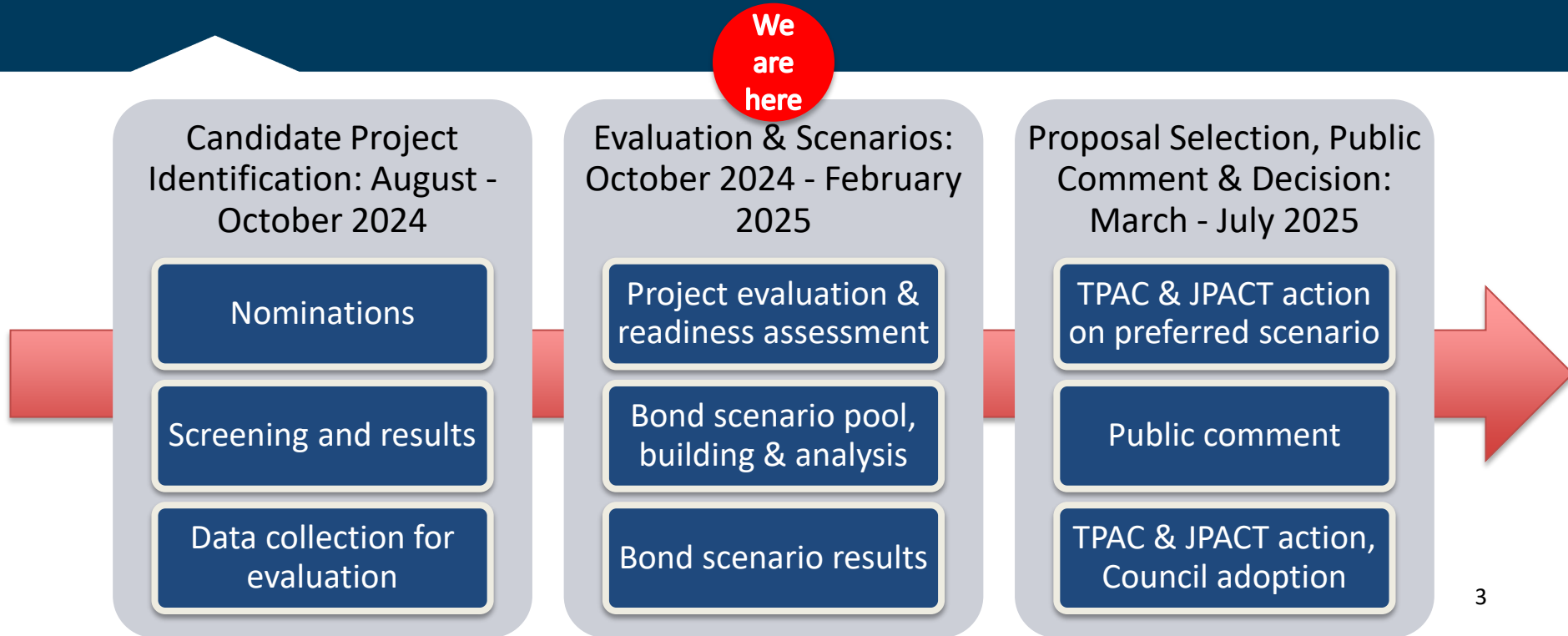
2028-2030 Regional Flexible
Fund Allocation program
direction

June 2024

- Region's intent on how to expend federal Flexible Funds to advance regional policy objectives
- Allocation categories
 - Step 1A – bond repayment
 - **Step 1A.1 – develop new project bond proposal**
 - Step 1B – regionwide programs & planning
 - Step 2 – local projects

Where we are: 28-30 Regional Flexible Fund

Step 1A.1 Process



Today's Purpose

- Present technical evaluations results
- Gather bond scenarios input
 - Concepts/themes for further technical evaluation
- Outline next steps

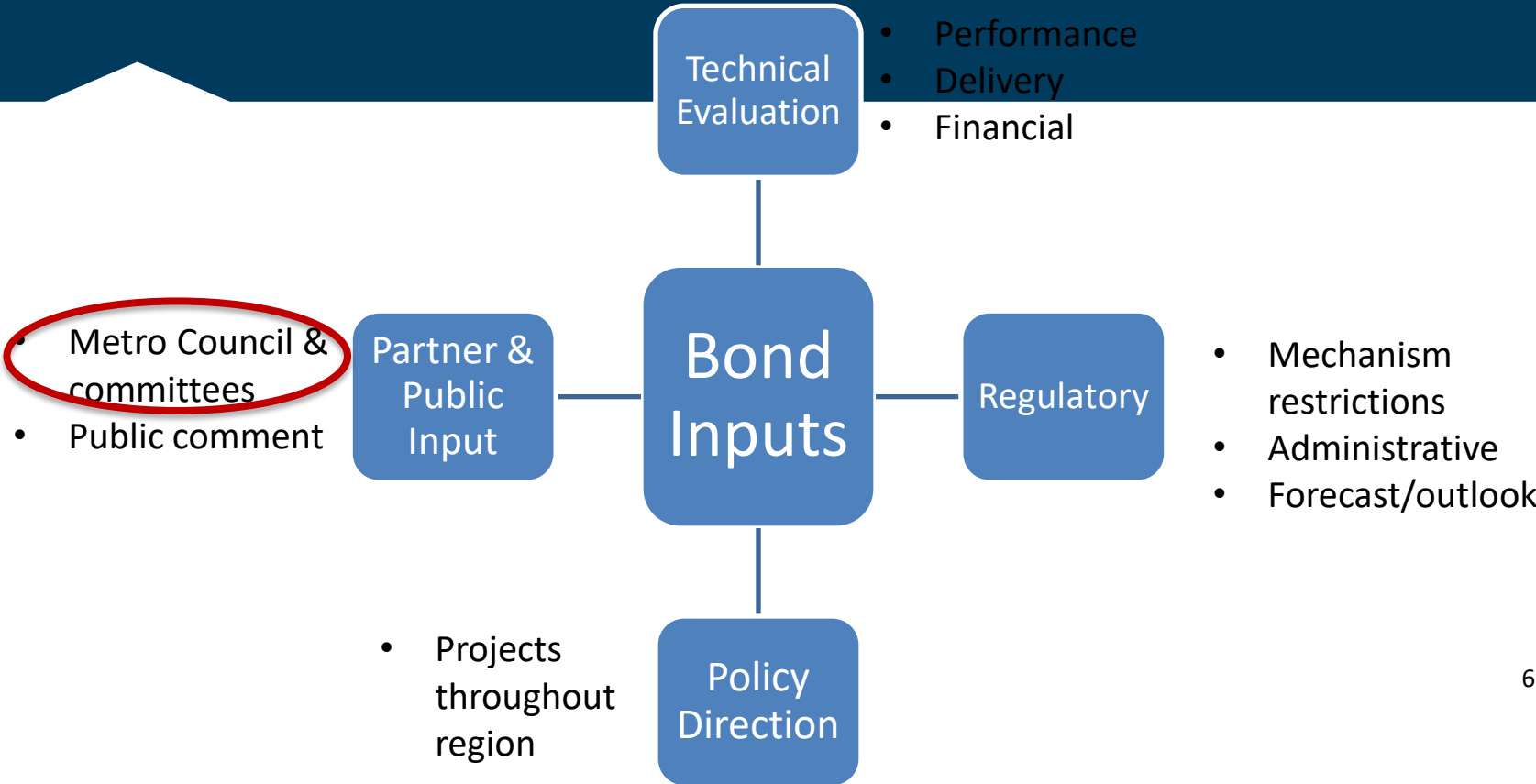




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Next Steps – Step 1A.1 – Bond Concepts Input

Step 1A.1 – Bond Scenario Inputs



Step 1A.1 - Bond Concepts Input

Bond Scenario Assessment: Content

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



Step 1A.1 - Bond Concepts Input

Bond Scenarios Input

- Focused on concepts & theme
- *Not project specific*
- Combination of themes

Starting Points

- Handful of scenarios + book ends/reference scenarios
- Pass Program Direction sniff test



Step 1A.1 - Bond Concepts Input

Example concepts, themes, and combinations

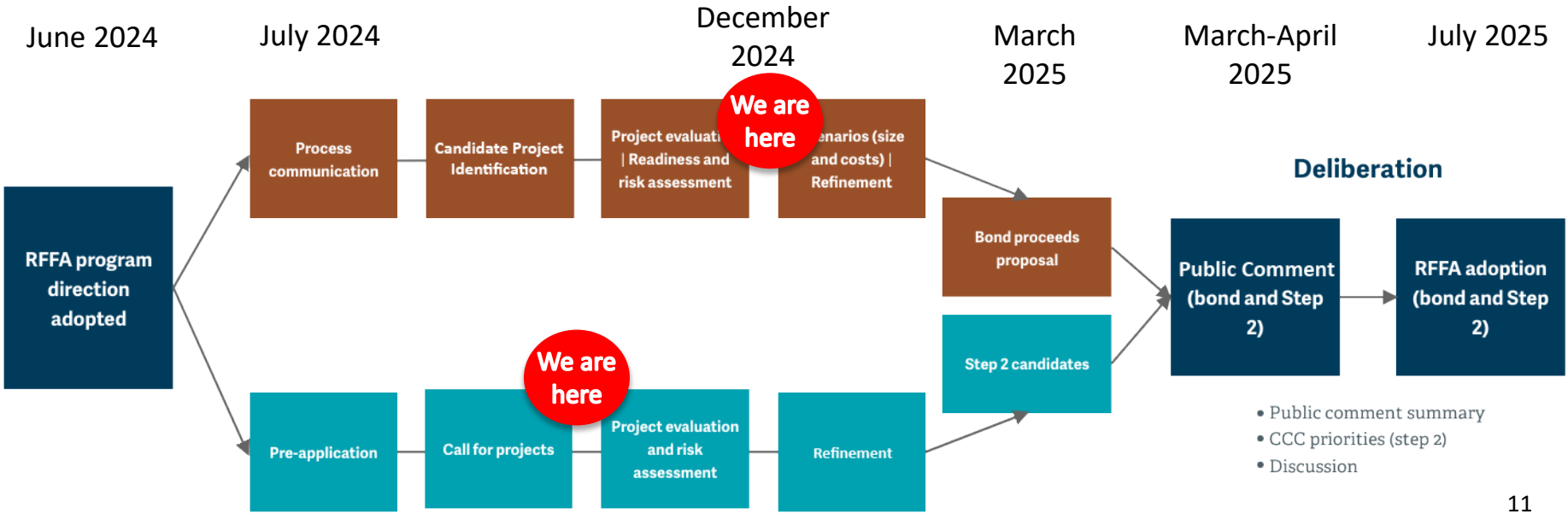
- Emphasized RTP Outcome: Equitable Transportation
 - Higher scoring in equitable transportation measures
- Combination: Diversified Infrastructure & RTP Outcome: Safety
 - Representation across each project category & higher scoring safety measures
- Transformative Corridor
 - Significant investment and change at a corridor/regional scale



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Next Steps

Where we are: New Project Bond & Step 2



Next Steps – Step 1A.1 (Bond)

Candidate project evaluation: end October – early December

- Tentative results rollout: December 6th TPAC
- Finalized results: December 19th JPACT

Scenario building & analysis

- Input opportunity: December 6th & 19th



Next Steps– Step 1A.1 (Bond)

Bond Scenario Assessment: December 2024 – February 2025

- Draft scenario assessments*: January 2025
- Revised scenario assessment: February 2025
 - Input on preferred scenarios, local priorities, etc.



Next Steps– Step 1A.1 (Bond)

Selecting Preferred Bond Scenario: March 2025

- Recommendation to JPACT: March 7th
- JPACT approval: March 20th
- Open public comment: March 24th
 - Includes public comment on Step 2 applications





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Discussion

Step 1A.1 - Bond Concepts Input Discussion Questions

Discussion Questions

- What central themes should inform the building blocks of a bond scenario?
- Are there preferred theme combinations for consideration?

Questions? Comments

Contact: Grace Cho

grace.cho@oregonmetro.gov

oregonmetro.gov/rffa



Metro

Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

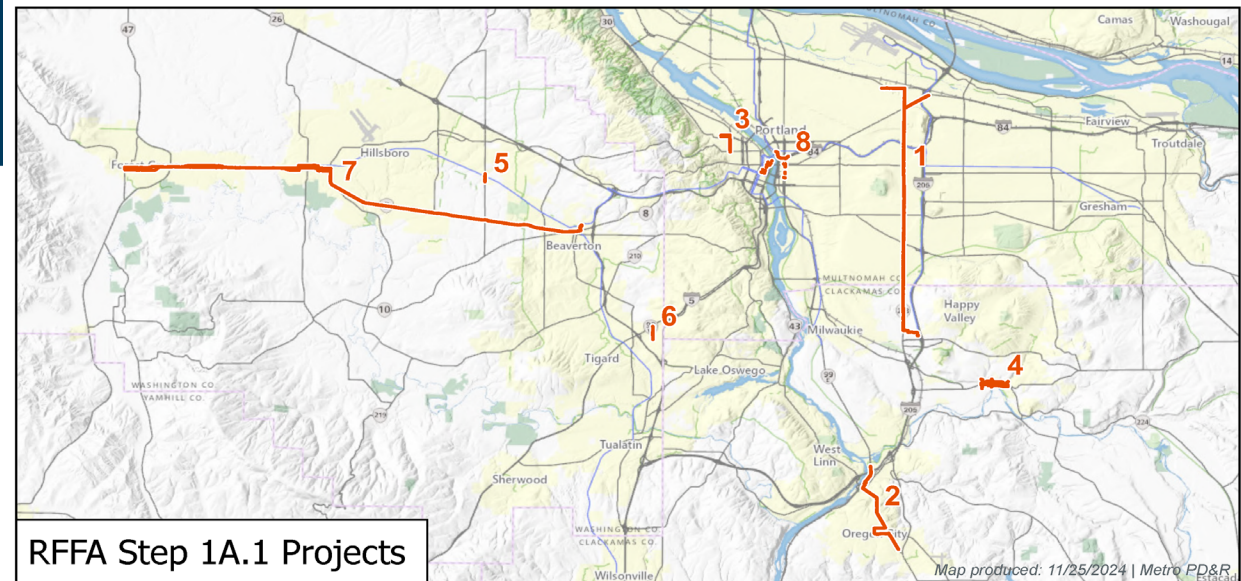
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Metro

Extra Slides

Step 1A.1 – Candidate Projects



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- Nine project
- Allocation categories
 - CIG – 3
 - Transit Vehicle Priority – 3*
 - First/Last Mile & Safe Access – 4*

*Indicates combined project