

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
 Date: Friday, July 12, 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) 	
9:20 a.m.	Public communications on agenda items	
9:33 a.m.	Consideration of TPAC minutes, June 7, 2024 (<u>action item</u>) Send edits/corrections to Marie Miller	Chair Kloster
9:35 a.m.	Metro Transportation Improvement Program (MTIP) Formal Amendment Resolution 24-5426 <u>Recommendation to JPACT (action item)</u> Purpose: For the purpose adding, canceling, or amending a total of eight projects to meet federal transportation project delivery requirements.	Ken Lobeck, Metro
9:45 a.m.	Rose Quarter Formal Amendment with Keys 19071 and 21219 (2 projects) Resolution 24-5424 <u>Recommendation to JPACT (action item)</u> Purpose: For the purpose adding two new projects and canceling one existing project from the 2024-27 MTIP, and amending the previously obligated Rose Quarter Improvement Project, to meet federal transportation project delivery requirements.	Ken Lobeck, Metro Megan Channell, ODOT
10:15 a.m.	EPA Climate Pollution Reduction Grant Purpose: To provide TPAC an update on the EPA Climate Pollution Reduction Grant.	Eliot Rose, Metro
10:45 a.m.	5-minute break in meeting	
10:50 a.m.	2028-30 Regional Flexible Funds Allocation (RFFA) – Next Steps – Step 2 Allocation and New Project Bond Development Purpose: To provide TPAC an overview of the next steps in the 2028-2030 Regional Flexible Fund Allocation for the Step 2 allocation and the New Project Bond development.	Grace Cho, Metro Ted Leybold, Metro
12:00 p.m.	Adjournment	Chair Kloster

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

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2024 TPAC Work Program

As of 7/5/2024

NOTE: Items in *italics* are tentative; **bold** denotes required items
All meetings are scheduled from 9am - noon

<p><u>TPAC meeting, July 12, 2024</u></p> <p>Comments from the Chair:</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 (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none">• MTIP Formal Amendment 24-5426 <i>Recommendation to JPACT (Lobeck, 10 min)</i>• Rose Quarter Formal Amendment with Keys 19071 and 21219 (2 projects) Resolution 24-5424 <i>Recommendation to JPACT (Ken Lobeck, Metro/ Megan Channell, ODOT, 30 min)</i>• EPA Climate Pollution Reduction Grant (Rose, 30 min)• 2028-30 RFFA – Next Steps – Step 2 Allocation and New Project Bond Development (Cho/Leybold, 70 min)	
<p><u>TPAC meeting, August 2, 2024</u></p> <p>Comments from the Chair:</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 (Lake McTighe) <p>Agenda Items:</p> <p>MEETING CANCELTION tentative</p>	<p><u>TPAC workshop meeting August 14, 2024</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none">• 2028-30 RFFA Proposers Workshop Part 1 (Cho/Leybold/Lobeck, 120 min)• Project Delivery Training Series – (Ken Lobeck, Metro, Justin Bernt & Tiffany Hamilton, ODOT, 60 min)
<p><u>TPAC meeting, September 6, 2024</u> <i>tentative hybrid mtg.</i></p> <p>Comments from the Chair:</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 (Lake McTighe)• 28-30 RFFA Step 2 – Call for Projects (Grace Cho) <p>Agenda Items:</p> <ul style="list-style-type: none">• Cascadia HSR Program Update (Ally Holmqvist, Metro; ODOT; WSDOT; 45 min)• Freight Study update (Tim Collins, 30 min)• Metro FFY 2024 Obligation Targets Performance Summary (Ken Lobeck, Metro; 15 min)• 2023 Regional Transportation Plan Implementation and Local TSP Support Update (Kim Ellis and André Lightsey-Walker, Metro, 45 min.)• Forward Together 2.0 Vision (Kate Lyman, TriMet; 30 min)	

<p><u>TPAC meeting, Oct. 4, 2024</u></p> <p>Comments from the Chair:</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 (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • EPA Climate Pollution Reduction Grant (Rose, 20-30 min) • Connecting First and Last Mile Study Introduction (Ally Holmqvist, Metro; 30 min) • Kick-off to the Transportation Demand Management and Regional Travel Options Strategy Update (Caleb Winter, Marne Duke, Noel Mickelberry, Grace Stainback, 45 min) • 2023 Regional Transportation Plan Implementation and Local TSP Support Update (Kim Ellis and André Lightsey-Walker, Metro, 45 min.) 	<p><u>TPAC workshop meeting October 9, 2024</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Project Delivery Training Series – Topic TBD (Leybold/Lobeck, 60 min) • ODOT Update on Funding Allocations for 28-30 (Leverage, ARTS, etc.) (Ford/Bolen, 30 min) • Regional Emergency Transportation Routes Phase 2: tiering methodology (John Mermin, Metro, Carol Chang, RDPO, 90 min)
<p><u>TPAC meeting, November 1, 2024</u></p> <p>Comments from the Chair:</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 (Lake McTighe) • 2028-30 RFFA – Update on Step 2 Applications <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Forward Together 2.0 Implementation (Kate Lyman, TriMet; 45 min) • TriMet FX Plan – Program Update (Jonathan Plowman, TriMet, 30 min) 	<p><u>TPAC meeting, December 6, 2024</u></p> <p>Comments from the Chair:</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 (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 2028-30 RFFA Step 2 – Summary of Applications Received and Process Steps (Informational, Cho 20 min) • Safe Streets for All Update (McTighe, 45 min)

Parking Lot: Future Topics/Periodic Updates

- Columbia Connects Project
- 82nd Avenue Transit Project update (Elizabeth Mros-O’Hara & TBD, City of Portland)
- TV Highway Corridor plan updates
- High Speed Rails updates (Ally Holmqvist)
- MTIP Formal Amendment I-5 Rose Quarter discussion (Ken Lobeck)
- I-5 Rose Quarter Project Briefing (Megan Channell, ODOT)
- I-5 Interstate Bridge Replacement program update
- Ride Connection Program Report (Julie Wilcke)
- Get There Oregon Program Update (Marne Duke)
- RTO Updates

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: July 2, 2024
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: June 2024

BACKGROUND

The following pages contain the list of projects during the identified time-period 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 shown 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.

Impacts of the ODOT STIP Rebalancing Action:

In their effort to address the statewide funding shortfall, ODOT is examining which projects need to progress and which ones can be delayed or canceled in the short term. The funding shortfall impacts state funded projects and the appropriated federal funds ODOT manages. Possible project fund swaps with other project, delivery delays, or cancelations may occur between now and into fall as ODOT works through the funding situation. Many of the actions will occur administratively. They will be included as they occur within this monthly report to TPAC.

MTIP Formal Amendments

2024-2027 Metropolitan Transportation Improvement Program				
Exhibit A to Resolution 24-5422				
June #1 FFY 2024 Formal Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: JN24-09-JUN1				
Total Number of Projects: 4				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Amended Existing Projects in the 2024-27 MTIP				
(#1) ODOT Key # 16986 MTIP ID 70542	Gresham	NW Division Complete St Phase I: Wallula Ave – Birdsdale Ave	Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs, curb ramps, and bike lanes	COST INCREASE: The formal amendment increases the construction phase. The latest construction phase cost estimate increases the construction phase from \$4,170,636 to \$7,846,597. The city of Gresham is contributing \$3,700,961 of additional local overmatch to eliminate the construction phase funding shortfall
(#2) ODOT Key # 22719 MTIP ID 71339	ODOT	I-5: Capitol Highway - OR217	Repaint the west bridge ramps to prevent corrosion of the steel structures. Install electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.	CANCEL PHASE: The formal amendment cancels the construction phase. This leaves only the PE phase programmed. The PE phase is being delayed and pushed out to FFY 2027. ODOT will transfer the funds to the OR217 construction phase in Key 18841 to support this project. OTC has approved the change.
(#3) ODOT Key # 23656 MTIP ID TBD <i>New Project</i>	ODOT	Hayden Island Building Demolition	Preparation for and demolition of two ODOT-owned buildings located on North Center Ave in Portland to reduce operation and maintenance costs for the agency.	ADD NEW PROJECT: Add the new child project to I-5 Interstate Bridge Replacement Project to the MTIP that will complete required demolition actions on Hayden Island.
(#4)	ODOT	Broadway Main Street and	The project will complete enhanced	ADD NEW PROJECT:

<p>ODOT Key # 23646 MTIP ID TBD New Project</p>		<p>Supporting Connections</p>	<p>sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services</p>	<p>The formal amendment adds the new USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program grant awarded project to the MTIP for Portland.</p>
<p>TPAC received their notification and overview of this project at their June 7, 2024 meeting. TPAC provided an approval recommendation to move forward to JPACT with the rest of the June amendment bundle. However, this project has a connection the upcoming Rose Quarter Improvement Project in Key 19071. The Rose Quarter Improvement Project amendment bundle will be submitted as part of the July 2024 Formal Amendment bundle. Assuming TPAC provides an approval recommendation to JPACT for this amendment bundle, ODOT then will present a formal presentation to JPACT as part of approval action. Portland’s new Broadway Main Street and Supporting Connections will be incorporated into the Rose Quarter Improvement Project amendment bundle that is now estimated to include five total projects. The project shift to the Rose Quarter amendment bundle will allow both ODOT and PBOT to be present together and address questions raised about either project. It also may help streamline and reduce possible confusion about both projects from FHWA in providing the final amendment approval for both projects.</p>				
<p>(4) ODOT Key # 23524 MTIP ID TBD</p>	<p>Sherwood</p>	<p>Ice Age Drive: SW Oregon St-SW Dahlke Ln (Tonquin)</p>	<p>Design and construct new industrial collector, Ice Age Drive between SW Oregon Street and SW Dahlke Ln to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support companies relocation to the Sherwood Tonquin Employment Area.</p>	<p><u>CANCEL PHASE:</u> The project has completed an updated cost estimate which requires an additional \$5,077,900 of local funds to be added to the construction phase. The Utility Relocation phase is now no longer required. UR phase funds are being shifted to Construction and the Construction phase is being slipped to FFY 2025.</p>

Proposed Amendment Review and Approval Steps:

- Tuesday, June 4, 2024: Post amendment & begin 30-day notification/comment period.
- Friday, June 7, 2024: TPAC meeting (Required Metro amendment notification)
Status: TPAC convened and provided a unanimous approval recommendation to JPACT that also supported removal Key 23646 to be processed at the JPACT with the July 2024 Rose Quarter Formal Amendment bundle.
- Thursday, June 20, 2023: JPACT meeting. *Status - Amendment bundle approved.*
- Thursday, July 5, 2024: End 30-day Public Comment period.
- Thursday, July 11, 2024: Final approval from Metro Council anticipated.
- Mid-August 2024: Estimated final FHWA amendment approvals occur.

ADMINISTRATIVE MODIFICATIONS

Note: The first administrative modification during this reporting period covers June 2024. There was only one June Admin mod submitted.

AM24-16-JUN1
(June 2024 Admin Mod #1)

Key	Lead Agency	Name	Change
23520	Happy Valley	Clackamas River Trail (Happy Valley)	<u>ADVANCE PHASE:</u> Advance Planning phase from FFY 2027 to FFY 2024 to enable phase obligation to occur before the end of FFY 2024/
22645	Multnomah County	Broadway Bridge Deck Replacement	<u>SCOPE CHANGE:</u> Delete Mechanical scope activity from project. Change is considered minor and applies to Prior Obligated section of the MTIP. <i>Historical STIP Correction Confirmation</i>
20472	ODOT	OR99E: Clackamas River (McLoughlin) Bridge	<u>CANCEL PHASE</u> Cancel the ROW phase for cost savings. Add to next STIP
23585	Portland	Stark/Washington St Signal ATC Upgrades:76th Ave - 257th Ave	<u>ADD PHASES:</u> Split Other phase by adding PE and Construction phases
23586	Portland	E Burnside Transit Signal Priority Upgrades: 97th - Powell Blvd	<u>ADD PHASES:</u> Split Other phase by adding PE and Construction phases
19357	THPRD	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	<u>COST INCREASE:</u> Add \$1.2 million of local overmatch to ROW phase

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, June 7, 2024 | 9:00 a.m. to 12:00 p.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Allison Boyd
Dyami Valentine
Judith Perez Keniston
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Mike McCarthy
Tara O'Brien
Chris Ford
Gerik Kransky
Laurie Lebowsky-Young
Lewis Lem
Bill Beamer
Marianne Brisson
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Jasia Mosley
Indi Namkoong
Ashley Bryers
Katherine Kelly
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Affiliate

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City of Portland
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City of Gresham and Cities of Multnomah County
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TriMet
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
Port of Portland
Community member at large
OPAL Environmental Justice Oregon
The Street Trust
Community member at large
Verde
Federal Highway Administration
City of Vancouver
C-Tran System

Alternates Attending

Jamie Stasny
Sarah Paulus
Jessica Pelz
Francesca Jones
Will Farley
Gregg Snyder
Kate Lyman
Glen Bolen

Affiliate

Clackamas County
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City of Portland
City of Lake Oswego and Cities of Clackamas County
City of Hillsboro and Cities of Washington County
TriMet
Oregon Department of Transportation

Members Excused

Karen Buehrig
Sara Westersund
Steve Gallup
Danielle Casey
Shauna Hanisch-Kirkbride

Affiliate

Clackamas County
Oregon Walks
Clark County
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Adam Torres
Bellia
Casey Gillespie
Chris Connor
Cody Field
Dave Aulwes
Eve Nilenders
Jan Tysoe
Jeff Owen
Jonathan Plowman
Mat Dolata
Matchu Williams
Randall Olsen
Stephanie Millar
Trevor Sleeman
Vincent Ferraris
Zoie Wesenberg

Affiliate

Clackamas County

Oregon Department of Transportation
TriMet
City of Tualatin
TriMet
Multnomah County
City of King City
HDR
TriMet
City of Hillsboro
SE Uplift
Community Action of Washington County
Oregon Department of Transportation
Oregon Department of Transportation
TriMet
Oregon Department of Transportation

Metro Staff Attending

Catherine Ciarlo, Eliot Rose, Grace Cho, Jake Lovell, Jaye Cromwell, Jess Zdeb, John Mermin, Kelly Betteridge, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Matthew Hampton, Monica Krueger, Noel Mickelberry, Robert Spurlock, Ted Leybold, Thaya Patton, 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

Monthly MTIP Amendments Update (Ken Lobeck) Reference to the memo in the packet was made on the monthly submitted MTIP formal amendments submitted end of Mid-April to the End of May 2024. Questions on the memo can be directed to Mr. Lobeck. Mr. Lobeck noted the slip of the Clackamas River Trail (Happy Valley) project was in error. It is being corrected. The project will move forward to obligate in 2024 and not pushed out to 2027.

Rose Quarter Formal MTIP/STIP Amendment Update (Ted Leybold) It was announced we have gotten notice from ODOT that there will be a MTIP amendment coming to you next month. The public comments period will start very soon. We wanted to give you a heads up on that. When that's posted, notice will be made available. This is to program the \$450 million grant that ODOT received for the LID project portion of the project and will be done in coordination with the same funding source of grant funds that the City of Portland has received for the Broadway Weidler couplet improvement project.

Eric Hesse noted that while you'll be hearing about that Broadway Weidler project, we thought it might make sense to couple the JPACT briefing with the other projects since they connect in many ways. We'll just be a little skip step there if that works for everyone so they can understand the full packaging strategy going on in that part of the region.

Regional Trails Major Investment Strategy (Robert Spurlock) Mr. Spurlock shared news on a quick turnaround effort that we're working on in Metro Parks in Nature. We're calling it the Regional Trails Major Investment Strategy. <https://oregonmetro.sharefile.com/public/share/web-s9dd42693bf7d443d831f2a5462aeb2b6> We're trying to compile a list of highest priority projects or projects that are ripe for investment from around the region that we can then use to be ready for funding opportunities when they come around. These are projects that are on our regional trail system map. There's a link to that map within the link provided.

The way we're doing this is we have an online nomination form. Some of the answers we're looking for in the form are what's the RTP project number and how much money do you need for this project. The nomination form is due by June 21. We will produce fact sheets for each of the projects. We're aiming to have somewhere between six and 20 projects on the final list. Meetings are available to attend for questions on June 11 and June 13. This information was sent out to local agency contacts. For further information you can reach out directly to Mr. Spurlock.

Fatal crashes update (Lake McTighe)

The monthly fatal traffic crash report for Clackamas, Multnomah and Washington Counties was given. It was noted this is motorcycle safety month and five of the ten people killed in traffic crashes were riding motorcycles. Jamie Lorenzini noted there's a large representation of motorcycle fatalities this month. Do we know anything about contributing factors? Chair Kloster asked if that's something you would report back to us in the future in terms of is there a different trend there. Another question was what all is bundled into motorcycles. Ms. McTighe noted this is motorcycle season. That is why it is at the federal level through NITAS and FHWA for this being motorcycle safety month with riding more in better weather and increased crashes. Two-wheeled motorized vehicles are more at risk to serious injuries than enclosed vehicles.

Chris Ford noted I think it's good we're spending some time talking about that and the reasons some of your saw the Region 1 Act Area Commission on Transportation meeting on Monday. We gave an update on safety that has some statistics from across the state as well as Region 1 trends and some information on behavioral and education work that ODOT funds. <https://www.oregon.gov/odot/Get-Involved/ACT/R1ACT-060324-Safety-Presentation.pdf>

Ms. McTighe noted speed is a common factor with roadway design and other similar things that contribute to other crashes. Because people riding motorcycles are not protected inside a vehicle and vulnerable but can go at much higher speeds or be on a roadway with other vehicles that are traveling at high speeds it can result in more fatal crashes.

Ms. Lorenzini noted that looking at where these crashes occurred it looks like in the urban periphery. I wonder where some of these roads are longer and have fewer interruptions. Ms. McTighe agreed to follow up and bring back next time. It was noted as a reminder we're constantly committing to a systemic change to prevent future traffic deaths.

Monthly highlights of actions from our regional partners were shared:

- PBOT, City of Portland: Documenting community members' experiences and reflections on personal safety & ways governments and community organizations can engage to make public spaces safer in "Beyond Traffic Safety: Building community belonging and safety in public spaces."
<https://www.portland.gov/transportation/vision-zero/bts-toolkit>
- Oregon Walks: Bringing awareness to safety concerns that community members face in finding a safe

route to school with the Legislator Walking Series, kicking off in Aloha. <https://oregonwalks.org/> (see recent newsletter)

- Multnomah County SRTS with bike works by pear & PBOT: Offering new programs to help families learn to ride bikes and promote safety and active transportation, including a bike fleet, free helmets and lights, and a bike rodeo with a bike obstacle course. <https://www.multco.us/saferoutes>

A link was shared from a recent webinar. Watch June 6 webinar recording of “Dangerous by Design: How Street Design Contributes to the Pedestrian Safety Crisis”

<https://www.youtube.com/watch?v=2vc6lq4uDs>

Eric Hesse appreciated the information brought forward and resources shared on this issue. It’s an important step forward so we can continue to focus on solutions and paying attention to the trends we need to address. Allison Boyd appreciated the shared stories from around the region. It was pointed out that our SRTS work in East Multnomah County includes the City of Gresham as one of the partners working on that project.

2027-30 STIP update (Chris Ford) There was no update to share at this meeting, but it will be on the workshop agenda next week and more information will be shared in July.

Chris Ford noted we’ve had two interesting conferences in town recently. It might be considered to hold a future TPAC workshop to hear some of the big takeaways from people who attended. It could be a good place to share that information and learn about trends or best practices being developed.

Chair Kloster provided a Metro recruitment update. We had our final round of interviews for our transportation director. This person oversees our Metropolitan Planning Organization functions. We expect to have someone on board in the next few weeks. We’re also recruiting for some other positions at Metro. We appreciate your help getting word out for these opportunities.

Gerik Kransky noted Oregon’s DEQ is leading the program on the Environmental Protection Agency’s new clean heavy duty vehicle program. This is planned for about a \$20 million application process. It’s an opportunity to scrape old plastic six or seven heavy duty vehicles out of fleets operating in Oregon and purchase zero emissions replacements, either battery electric or fuel cell, along with associated charging and some workforce development. For more information the committee can contact Mr. Kransky directly as we put together fleets for consideration for this new federal grant application.

Tara O’Brien noted we hosted 2000 people for the American Public Transit Association Conference last month. We had a great turnout. We were excited to show off the system and all we’ve been doing. A quick ridership update with some coverage about some encouraging changes we’re seeing as a result of Forward Together changes was shared. https://www.portlandtribune.com/business/forward-together-changes-boosting-trimet-bus-ridership/article_fcfe48a-0c91-11ef-bac8-cbeeee051c29.html Ms. O’Brien announced she will be on parental leave for the next few months with TriMet alternate members providing coverage in her place until the end of September.

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from May 3, 2024

Minutes from TPAC May 3, 2024 were approved unanimously with two abstentions: Jamie Stasny and Chris Ford.

Metro Transportation Improvement Program (MTIP) Formal Amendment Resolution 24-5422

Recommendation to JPACT (action item) (Ken Lobeck)

The MTIP Formal/Full Amendment Resolution 24-5422 is one of two MTIP formal amendments moving forward through the Metro approval process. There are a total of five projects in the bundle. Two projects are new project being added to the MTIP:

ODOT Hayden Island Building Demolition project:

The project is considered a child-type project to the full I-5 IBR project and will proceed independently from I-5 IBR project under its own STIP Key number. As part of reaching the eventual construction phase for the bridge replacement, ODOT will need to complete demolition of two unused ODOT-owned buildings located on North Center Ave in Portland.

Portland Broadway Main Street and Supporting Connections:

This is Portland's new USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program grant award supporting various active transportation/complete street upgrades on Broadway and Weidler.

The remaining three are existing projects require cost changes and phase cancelations.

NW Division Complete St Phase I: Wallula Ave – Birdsdale Ave:

o Lead Agency: Gresham.

o Description: The project will complete Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs and ramps, plus bike lanes.

o Funding Summary: The amendment adds local overmatch to the construction phase. Gresham is adding \$3,675,971 to the construction phase. The total project cost increases from \$6,140,589 to \$9,841,550.

I-5: Capitol Highway - OR217:

o Lead Agency: ODOT

o Description: The project will install electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.

o Funding Summary: The full project programming of \$15,917,009 decreases to \$4,052,000 as a result of the construction phase being canceled and the funding transferred over to the OR 217 – OR1- to OR99W in Key 18841 to address a funding shortfall.

Ice Age Drive: SW Oregon St-SW Dahlke Ln (Tonquin):

o Lead Agency: Sherwood.

o Description: The project Design and construct new industrial collector, Ice Age Drive between SW Oregon Street and SW Dahlke Ln to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support companies' relocation to the Sherwood Tonquin Employment Area

o Funding Summary: The project includes a \$3,000,000 FFY 2023 Congressionally Directed Spending (CDS) award with local funds representing the remaining funds for the project being local funds. The UR phase cancelation frees up \$2,340,000 of local funds for the Construction phase with Sherwood adding another \$5,077,900 to cover the revised construction phase estimate of \$18,317,900. The total new total project cost from the amendment is now \$20,645,400.

Staff is requesting approval of this resolution with the understanding, that the new Portland Broadway Main Street and Supporting Connections project in Key 23646 will:

o Be pulled from the regular June 2024 Formal Amendment bundle that will proceed to JPACT on June 20th and be considered for JPACT approval during their July 18, 2024 meeting.

o Proceed from there to Metro Council with the Rose Quarter Improvement Project in Key 19071.
o Reason: ODOT will provide a presentation to JPACT about the Rose Quarter programming updates. Including Portland's project will enable the connection to be addressed and discussed as well.

Comments from the committee:

Jaimie Lorenzini noted when you were talking about cost over runs, you said something about needing to have a shadow contingency fund. What is that? Mr. Lobeck noted when you submit a technical scoping sheet or a funding plan for a project, you'll put in X amount of contingency. You may not have enough in your contingency. A shadow contingency just means in a worse case scenario, if you need to go back and get more funds, do you have it available or are you going to have problems getting that money is whatever you call that shadow. These are possible rising project costs beyond what they might have anticipated. Some projects put in up to 30% contingency, but maybe more just in case. If you have this problem and it is highlighted, the IGA will not be signed. The project phase will not obligate until that funding issue is resolved.

Ms. Lorenzini appreciated the twist of delaying when JPACT sees the Rose Quarter items, so that they are getting everything together. I think that makes it easier to understand the holistic impact of the project.

Eric Hesse noted, building on Ms. Lorenzini's comment and in the presentation appropriately related to the public comment timing, making sure we can get that in as we're then bundling this up and moving forward efficiently. We are moving quickly as our federal partners are encouraging this award. I agree it will help people understand the totality of the vision.

MOTION: To provide JPACT an approval recommendation of Resolution 24-5422 to amend the 2024-27 MTIP with the five projects;

- With the understanding, that new Portland Broadway Main Street and Supporting Connections project in Key 23646 will:
 - o Be pulled from the regular June 2024 Formal Amendment bundle that will proceed to JPACT on June 20th and be considered for JPACT approval during their July 18, 2024 meeting.
 - o Proceed from there to Metro Council with the Rose Quarter Improvement Project in Key 19071.
 - o Reason: ODOT will provide a presentation to JPACT about the Rose Quarter programming updates. Including Portland's project will enable the connection to be addressed and discussed as well.

Moved: Eric Hesse

Seconded: Chris Ford

ACTION: Motion passed unanimously with one abstention: Indi Namkoong.

Chris Ford noted OTC instituted an annual amendment process when it tries to process a large number of amendments at once for the sake of administrative process. Some of those will require full MTIP amendments. There will be a number of them coming in July, and I hope to take some time at the workshop on the agenda to preview some of those. Mr. Lobeck appreciated looking at ways to do them administratively. It's mostly about programming construction funds onto things. Most of the shifts are lateral, meaning you are going from existing bucket to an existing bucket.

Federal Transportation Redistribution Funding to Local Projects and Project Delivery Resolution 24-5414 Recommendation to JPACT (action item) (Grace Cho & Ted Leybold) The presentation began with an overview of the Redistribution Funding. This is Federal funding awarded to Metro by

ODOT, the region has contractually obligated more than 80% of project funding on schedule and will receive approximately \$13.6 million available funding. The allocation approach is designed to support the ability of the region to meet future obligation targets to qualify for additional redistribution funds and avoid penalties. The approach will address inflation impacts to previous project awards approaching construction, prepare new projects to minimize risk of schedule delays, and provide the region with tools to improve project delivery.

Proposed by staff the redistribution funding has three parts.

Supplemental Step 2 Project Funding: \$10 Million

- Prior awarded RFFA Projects not already contracted for construction are eligible
- Request based
- Proposed allocation to address inflation and other impacts outside of agency control, likelihood to resolve funding gap, and fund projects throughout the region

Early Project Development: \$3 Million

- 2028-30 RFFA awarded construction projects
- Support early project development, prior to start of Preliminary Engineering work, examples are agency staff work, access to ODOT technical and project liaison staff, and consultant services
- Utilize Risk Assessment findings
- Equal allocation of funds among eligible projects

RFFA Process Support: \$.6 Million

- 2028-30 project risk assessment
- 2028-30 local agency application support
- Project development monitoring and reporting tools

Staff is asking for recommendation to JPACT for consideration and approval of Resolution No. 24-5414.

Comments from the committee:

Ken Lobeck asked for clarification on the \$10 million we're making available to the RFFA program, this next call is 2028-30 cycle, but the \$10 million will be available as 2025 because those funds are available now. Mr. Leybold agreed. We can start the application process. You don't have to wait until 2028 to be able to apply the funds because there's going to be a timing issue with some of these projects to go into and address. From basically federal fiscal year 2025, October and beyond, they are available. We'll run the process to actually allocate them out this summer and early fall, and they'll be available to apply to supplement the projects.

Eric Hesse noted to anticipate future steps to make sure procedurally we're doing this correctly we may want to confirm or clarify the relationship between this \$3 million of early assistance funding and how that may relate to the pre-application timelines that will be discussed later in August. It would help to understand the separation of potential use of assistance from whether this pre-application is optional to get support.

Mr. Leybold noted Grace Cho would go into more detail on the process later this agenda. The pre-application support is actually part of that \$600,000. Just to clarify, the \$3 million will happen post-award of the RFFA process, but we'll use part of that \$600,000 for support of the pre-application post and application process. The idea is that in the pre-application we're trying to use that to have

people identify if they want support in the development of their application. We're setting about \$150,000 of this aside for that pre-application support. If you want it as an applicant, you identify this in our pre-application. Based on resources available of the consultant, because we didn't limit the number of applications, we may not be able to fully support everyone who wants it. But we'll figure out what we can do. This provides what will limit you on putting the application together and doing some of the initial description of your scope support estimate. Depending on how many projects we fund and what some of the costs are, it's probably something in the neighborhood of \$200,000 and \$250,000 per project to do more extensive work. Examples are technical scoping sheet, refined cost estimate and environmental assessment sheet. To get to a signed contract with ODOT to begin your preliminary engineering phase with more support and more accuracy using the \$3 million of post award funds.

Grace Cho added she is coming back in July to walk through in detail the next steps for the flexible funds. I'll be able to speak more to the pre-application process at that point. Mr. Hesse thanked both for the clarification on the \$3 million intent. The structure of the monetary proposition seems correct as we move forward and continue to articulate any questions or concerns we may have around the pre-application process.

Mike McCarthy repeated thanks to everyone all over the region that's worked so hard to deliver so many projects and get through all the various processes involved to make things happen. The breakdown to get this money available, how it would be spent, makes sense. I can think of a lot of projects where I would have appreciated some of that early development funding support where it helps get projects started. I had a question about the \$10 million for inflation, which also makes sense since so many projects haven't got hit with inflation and how challenging that would be to decide which projects would that be going to and how is that selected and how do we ensure fairness.

Mr. Leybold noted there's a little more detail in your packet that I'll try to describe. We will be request based. We'll put out a notice once we get approval of this, noting all the projects that we've funded in the last many cycles that aren't to the stage where they're already wrapping up construction. That's basically your eligible pool of projects. Any agency that is leading those projects can then request funding. They'll write a short description of why they need the funding, why they were hit by some extraordinary inflation, what the situation is they're facing. Also explain how they will use these funds, plus any other additional funds they're going to bring to the table to fully address their funding gap, should they have one.

Then we will evaluate those and try to look at making sure these were issues that were out of the control of that lead agency in terms of the additional costs they're facing. We'll try to make sure they actually have a good financial plan to be able to move forward if they were awarded the funds. Again, we'll look at that program direction of trying to fund projects all across the region and have a good spread of projects that we're supporting across the region. Then we'll come back to you with a recommendation of the allocation to spend out of that \$10 million and award those out sometime in the fall.

Mr. McCarthy asked if that would be coming back to TPAC and JPACT. Mr. Leybold agreed. All that funding will have to get programmed in the TIP. We'll come back with details on the process and TPAC can weigh in. Chair Kloster confirmed these would also periodically be part of Mr. Lubeck's MTIP bundles as needed. That was confirmed, unless they are administrative. If they require an

amendment, they would come in with a TIP amendment. Mr. Lobeck added a note could be added saying this project includes X amount from that \$10 million, however we want to document it.

MOTION: To recommend consideration of Resolution 24-5414 to JPACT, for the purpose of directing the allocation of \$13.6 million of federal transportation redistribution funds to projects and programs.

Moved: Jaimie Lorenzini

Seconded: Mike McCarthy

Question on the motion: Dyami Valentine noted TPAC and my representative on JPACT had raised this issue on making a couple of the previously awarded projects during the previous cycle that received less award to project developments in Washington County whether those would be eligible to be made whole.

Mr. Leybold thought this was concerning Fanno Creek where costs are coming in much higher. The JPACT member was asking about the \$500,000 taken off that project which was a project development project and put on another project, Allen Blvd. What we're open to in this process is if there have been inflationary impacts to funding the scope of either of those projects, as they were promised to be delivered during the RFFA application process, that can be shown or documented, and you want to ask for additional funds to cover that, that would be OK. I think there's going to be a great need for all \$10 million of this and it would be difficult to make a compelling case for it. But if either of those projects have faced undue inflation and they are asking for additional funds to address that issue, that's certainly an eligible request.

In terms of keeping our obligation schedule, the other thing that's going to be more effective are projects that are in their right of way in construction phase and applying. And we have shortfalls. They are going to be the projects that are going to be most in need of moving forward to stay on schedule.

Motion called.

ACTION: Motion passed unanimously with no abstentions.

Meeting break for 5-minutes

2028-2030 Regional Flexible Fund Program Direction Resolution 24-5415 Recommendation to JPACT (action item) (Ted Leybold & Grace Cho) An overview of the RFFA Program Direction was given. It comprises 2023 RTP policy direction, strategic regional funding approach, cycle objectives that include federal eligibility and requirements and no sub-allocation CMAQ eligible projects, and Step 1A, 1B, and Step 2 Allocation Framework. Updated areas of the 28-30 RFFA Program Direction were described.

Step 1A.1 –Develop New Bond Proposal:

Purpose: Support corridor/regional scale projects and advance timeline of project benefits

Principles: Manage risks to the RFFA program, maximize priority RTP investment objectives, and leverage significant discretionary revenue

Project Category Themes: Transit Capital Improvement Grant, First/Last mile and save access to transit, and transit vehicle priority.

Step 2 Evaluation Criteria, Cycle Objectives, and Process:

- Refine existing and add evaluation criteria
- Alignment to 2023 RTP goals
- Modify eligibility requirements and cost thresholds for application
- Add application assistance and preapplication to process

Next steps in the 2028-30 RFFA process was given. Next steps with the new project bond development with a work plan summary was shared. In response to input and feedback heard this week, proposed clarification language was provided to the committee and referred to page 9 of Program Direction or 115 of TPAC meeting packet as a staff friendly amendment. With this included, staff asked for consideration to recommend JPACT approve Resolution 24-5415, for the purpose of adopting the 2028-2030 Regional Flexible Fund Allocation (RFFA) Program Direction statement for the Portland Area. Resolution 24-5415 includes four parts:

- Affirm repayment of existing RFFA bond commitments – Step 1A
- Develop new bond proposal for regional consideration – Step 1A.1
- Continue investment in region-wide programs and regional planning activities – Step 1B
- Begin Step 2 allocation process

Comments from the committee:

Tara O'Brien asked to see the slide with the process that you articulated for discussion around the regional bond development. Once on screen, it was noted this document would be shared with the committee, a quick summary looking to visualize what is anticipated of core steps and activities in the bond development process. Ms. O'Brien thought the general takeaway is still a lot of steps in the process before we agree on what would go into the bond, the size of the bond. It will come back through TPAC and JPACT to make that decision over several months.

It was asked to show the friendly amendment language slide. I think these clarification points make sense. Just in making sure we're all on the same page about what types of projects could be eligible for the process. And while still focusing on federal funding leverage for transit projects but acknowledging that it's not just capital investment grant projects, but projects of all sizes that could make a real difference for regional transit projects. This amendment was later added to the motion.

Jaimie Lorenzini noted I'm presuming bond projects will be significantly more expensive than some of the projects we typically see through Step 2. Will Step 1 projects be evaluated with the same amount of vigor as the Step 2 projects? Ms. Cho noted this time I suspect that we will be putting together some evaluation metrics that are necessary. We want to ensure that the candidates that are seeking Step 1A1 funding would meet the bond principles and the purpose that's been put forward as well as meeting within the criteria or falling within the product categories in terms of its project type. I anticipate that there would be some evaluation completed against those, the purpose and principle. I also anticipate that there will probably be a need to look at factors such as readiness and risk as well, knowing we're putting forward a significant investment. Will it be exactly as what we apply in Step 2? I don't know if I could fully say that for certain at this point, but we anticipate there would probably be some similarities.

Ms. Lorenzini noted I have no preference on whether it's a one-to-one match on the applications, but I would like to know for these very extensive, very large corridor projects how it's advancing us in the RTP. My second question is looking at the third category, transit vehicle priority investments. I know for Step 2 a project must be named on the constrained project list, but am curious if that also

needs to be true for the Step 1 new bond because it seems that would preclude if a project needed to be explicitly named in the RTP to qualify for Step 1A. That seems like it would preclude most Better Bus or transit signal priority type investments.

Ms. Cho noted it is my understanding that projects would need to be in the financially constrained RTP to be eligible for the Step 1A1, the new bond development project. I recognize that, especially when you talk about the First Mile/Last Mile, safe access to transit, and to a certain extent some of the transit vehicle priority projects, they may not explicitly be identified in the financially constrained RTP, but rather represented through some sort of bundle that was identified through a project sponsor. We would look across those cases. Ultimately, this is part of the function of the project identification process, or the candidate project identification process would look through that information to verify just as how we do with the Step 2 process, even though we ask you to directly verify for it, we're usually also verifying that information.

Ms. Lorenzini noted I don't think the approach is bad, but with the additional work that's been happening through the Better Bus to identify potential projects that may not have been previously submitted for the RTP, it may be relaxing that expectation a little bit. Maybe the expectation is that if you're selected for Step 1A funding, the expectation is that you be added to the RTP prior to funds being distributed since this is part of the 28-30. So there would be time to do so.

Ms. Lorenzini added a final thought regarding innovative solutions. I don't want to propose specific language but when I reflect on some of these criteria, sometimes I'm concerned that the traditional solutions won't always apply well to different contexts. By that, I think of our urban periphery where we have roads that were built in a rural context. Now development is caught up and now they're operating in an urban context. There are underlying issues that don't always align with our expectations for our road and how we help transit be successful. We've kicked around some language about what we could say to help recognize that issue. I don't think we're ready to propose language today, but if before JPACT meets maybe Metro staff could think about some language somewhere in the document that speaks to being open to innovative solutions to address systemic transit barriers. Because we might need some out of the box ideas to make progress.

Tara O'Brien noted TriMet has a Better Bus program category in the RTP constrained list as well as corridor specific projects if that helps? Ms. Lorenzini noted It does, but it also doesn't fully solve the equation. I love TriMet's interactive map about where, by corridor segment, system lines are experiencing delay. This may not be the right program, but it would be super cool if we held space for innovative solutions to emergent challenges.

Allison Boyd asked for more information about the pre-application process. It was listed as tentatively scheduled for August which is coming soon. Projects Multnomah County would be putting forward will be doing in partnership with our East County cities and more. Having some time to talk that through and try to figure out what we're applying for is helpful. I wanted to find out how flexible the pre-application letter of intent is as far as what we're submitting at that time, and how that aligns with the proposer workshop, and wanting to make sure we have enough time if they are looking for some of that assistance that was mentioned in the last agenda item for their applications where they aren't finding out too late in the process, because that pre-application window will come out before the call for projects and everything.

Grace Cho noted she will be coming back in July and speaking to that in much more detail in terms of the process, the expectations of the pre-app since it's new. We heard in earlier feedback that in putting in a pre-application process, while recognizing our need for it in order to be able to offer application assistance, we also heard you don't need this as a barrier to your process for coming into Step 2. I could probably say for now there will be some sense of flexibility in requirements if you are a jurisdiction seeking application assistance and will have to participate in the pre-application. Ms. Boyd agreed that would be helpful. It was noticed the letter of intent looking for the amount requested and things we're still refining like that project application over the next several months. It would be good to know this was prepared as a first stab, just throwing this out as a candidate and not being tied to anything that might be in that letter of intent this is recognized fully.

Dyami Valentine appreciated the work from staff putting this together and being responsive to the feedback received. I echo Ms. Boyd's concern about the timeframe with the process. August is a tough month for many folks. If there is a possibility to push that to September, I think there would be appreciation there. Also recognizing we have a tight timeline post application process.

Regarding the Better Bus project noted in the RTP by Ms. O'Brien, Washington County also has projects in the RTP related to Better Bus. So just to address some of those comments or concerns. Regarding the process overview it can help potentially get everybody on the same page in terms of what to expect moving forward. What I didn't see is if there's a TPAC or JPACT action through that process. I'm thinking the initial project selection, what's included in the package. I would anticipate there's probably some action item planned.

Ms. Cho noted I am coming to realize that it was more implicit than explicit, so I need to put that forward. We anticipate for the new project bond there will be TPAC, JPACT and Metro Council participation. The final action for adopting a new bond proposal will be part of the overall package where we'll also adopt the Step 2 projects. We also anticipate there will be an action taken for the identification of a bond proposal to put forward for public comment.

Jamie Stasny wanted to build on some points around the flexibility for a project to be in the RTP recognizing that there are some bundles already available, but just leaving space if there are new bundles that need to be created, and making sure we have that flexibility if it's needed. We're sort of figuring this out as we go along. I appreciate having space to sort through that as we get closer, moving down the path toward those steps that we've laid out.

I also appreciate the First Last Mile edition here. I've struggled with how to identify opportunities for corridors to move forward that maybe aren't meeting some of the traditional uses of this Step 1 Bond funding. Things are different now. People are living in different places. Times have changed and Metro is in the process of scoping the 2040 refresh. To think about how we want to grow and acknowledge some of these trends that have changed and figure out how we can work together to make sure that we have this connected system that's needed to support us moving forward toward the future. I think First Last Mile being included is really helpful in that.

I think it's important that we leave room for flexibility here. As an example, Happy Valley, one of the fastest growing cities in the state. Two thirds of the developable land inside the UGB is right there. Just outside Happy Valley there's the opportunity to house 43,000 people and there is very little transit. So to me there's a priority corridor that we need to sort out here that doesn't fit in a lot of the traditional sense of how these funds have been used in the past. I appreciate the

acknowledgement of that and know it's tricky and timing is important, but I want us to all work forward together to make sure that we're figuring that out. So it's not a problem for us when we come back to this in 20 or 40 years. How can we think forward and make sure we're building some opportunities to create the ridership that's needed to support more of these high-capacity transit approaches that have been the traditional focus of this corridor project.

Chair Kloster noted the next RTP will be adopted in 2028. For cities and counties that adopt an updated transportation system plan between now and that RTP, and the RTP will bring forward projects from local planning efforts, clarification was asked is the cycle that we're framing up now going to be able to draw from that RTP the set of financial constrained projects.

Ms. Cho noted the part of the process for the development of a new project bond will look to understand the candidate projects for bond proceeds, their desired timing and need for those funds. Essentially, we are looking to take on a new debt commitment to advance funds earlier. This is not like Step 2 where your new funds are technically not available until FFY 2028. To some degree there is flexibility with timing. It's about ensuring we are making a commitment of those funds. With that said, that's part of the broader assessment that needs to happen as we look to each of those individual candidate projects for bond proceeds to be able to understand that and able to manage whether or not we can advance that much funding on the timeframe that's being requested.

Mr. Leybold added part of the idea of bonding is that we can access the money faster, and we'll refine this in the next several months, but we're probably targeting something between 2026 and 2028 in terms of providing funds to projects. Again, with a little flexibility depending on the need of the candidate projects, that will be a part of it. In terms of targeting that we'll be trying to fund projects prior to the adoption of the next RTP. With that said, there are programmatic projects in this transit category in the RTP that we can work with agencies in terms of defining projects in their jurisdictions that meet the description and intent of the programmatic categories such as Better Bus and transit signal priority. We can work with you in terms of the ideas of what is appropriate in your local context in developing a project application that makes sense that still fits these criteria and an apparent project in the RTP.

Chair Kloster noted as mentioned Metro is kicking off a First Last Mile Study out of the last RTP that will also have recommendations for the next RTP in about a year and a half. To confirm, there's always new information and as long as it's in a pipeline to the RTP and it has a placeholder essentially, if it's got one of those programmatic buckets in the RTP those are the ways that you would look at potential projects that are out there. They may not be explicit but part of a bucket that defines a project effort. That was asked for clarification.

Mr. Leybold noted it depends on what that First Last Mile process is going to nominate. And proposed whether or not the timing of the particular project that gets defined and proposed meets those objectives or the direction that's coming out of those types of study and the timing of the incorporation of that into the RTP itself. We're open to working with folks in terms of their ideas of what they want and is appropriate in their local context and helping co-create the definition of the project with them in a way that's consistent with our policies, with the RTP and the bond principles that we're adopting here today.

Jaimie Lorenzini noted to mirror back what I heard is a project does need to be included in the RTP whether at a programmatic fund bundle or explicitly names the eligible for the bond component,

because the bond may advance faster than the next RTP update. I wonder if then the thread the needle and make some additional potentially transit projects available for Step 2 and a good compromise be to allow projects that are not currently explicitly named in the RTP to compete for Step 2 on the condition that they be accepted into the 2028 RTP.

Mr. Leybold noted the adoption of the next TIP is summer 2026. We can always adopt a planning study or programmatic thing to allocate regional flexible funds to something like development of the First Last Mile corridor in Happy Valley, for example. We can do some planning and project development on something like that because that's not required to be in the RTP. We'll just incorporate that into UPWP if it's an actual capital allocation. To be in the RTP I'd have to go back and review federal regulations and see if we could do a conditional allocation to something that would say we'll do this conditional on programming the funds after the next adoption of the RTP. And assuming that the RTP would include that, I'll do some investigation on that.

Sarah Iannarone had two questions about the pre-application process and one about the amendment. One of the things we're finding on the jurisdictional transfer advisory committee with the pre-app process is that there may be technical assistance for some of the smaller jurisdictions, even in that pre-app process. I'm wondering if that's built into here, helping some jurisdictions decide how to even use that pre-application process. I know we're on a short timeframe so that may be just Metro staff time, but I wanted to flag that.

The other question I had about the pre-app process had to do with attestations with regards to climate and equity in particular. How can you to the best of your ability certify that even through this pre-application process. I know we're trying to do this quickly but that is an alignment in particular with our VMT and GHG reduction goals.

My question about the amendment has to do with the leveraging piece because I know oftentimes we're thinking about leveraging in terms of transportation funding streams, but I know that the region has other really pressing priorities, especially with regard to affordable housing. I'm wondering if there are other leveraging types that we might want to think about prioritizing here where some of these investments could help us leverage other funding mechanisms outside the transportation realm.

Ms. Cho note we do have a bond principle in the development of the bond about considering candidates, recognizing that the regional flexible funds are not the only fund source across the region. It's in consideration and looking at the other funding sources across the region. Right now our bond principles focus specifically and heavily around federal leverage, particularly around our capital investment grant program. We see part of the reason for that is that there is a lot of federal money on the table right now. This is the opportunity we are seeking to be effective with the funds. It's not to say that other leverage opportunities may be put forward in consideration. We want to look at those things across the board as well. But I think our focus has been primarily on the federal side in terms of the questions about the pre-application. Noted about considering even assistance in the context of conducting the pre-application. The intention for the pre-application is not a barrier.

The other question you had in regard to the pre-application is maybe more appropriate toward how we are approaching the valuation of the Step 2 projects. Next week at the TPAC workshop I'll be going through the draft performance metrics as well as potential methods of how we would measure those performance metrics for Step 2. Then our applicants have a clear understanding of

how they may approach their project applications as well as what they may put forward that could compete well if it's measured against those metrics.

Tara O'Brien agreed with Ms. Iannarone's point and think we should slightly expand on the Metro friendly amendment language regarding the funding leverage to say other federal funding leveraging on transit projects. It's not only capital investment grants, acknowledging there's some other federal transit programs that could create some leverage.

MOTION: TPAC recommend JPACT approve Resolution 24-5415 for the purpose of adopting the 2028-2030 Regional Flexible Fund Allocation (RFFA) Program Direction statement for the Portland Area, that includes the Friendly Amendment language that staff presented today and to slightly expand that to include opportunities to leverage funding beyond capital investment grants with other federal funding opportunities.

Moved: Tara O'Brien

Seconded: Dyami Valentine

Discussion on the motion:

Jaimie Lorenzini suggested an amendment to the motion. Within Step 2 there's a project cost floor for construction and for project development projects. The original project development cost floor was a million dollars. Metro staff leaned into some concerns that were raised about barriers and reduced it to \$800,000. I've had a local community reach out who's interested in applying for Step 2. However, their project will only amount to \$700,000. I would appreciate if we could lower the project cost floor from \$800,000 to \$700,000 so that this local community could at least apply for consideration which doesn't change the project criteria or how they're evaluated, just their eligibility.

Ms. Cho noted my initial reaction to that is any project coming into the federal aid process needs to understand that as soon as you start working with federal dollars the cost starts to increase because of meeting all the necessary federal requirements. What we've seen historically is that these allocations towards project development, these very small allocations that we've seen come through the Step 2 process, really struggle when they are awarded that small federal amount to deliver the activities they said they would with the amount proposed and were awarded. We felt it was necessary to raise it to a million dollars for project development activities. We heard the feedback, recognized it, and brought it down to \$800,000.

Ted Leybold added that once you put a dollar into the project on a federal aid project you've federalized the project. That means you are committed to developing that project up to federal standards and following all the federal procedures that add to that project development cost. Again, that's why we were upping that minimum. That was the purpose. It's hard to say exactly what's appropriate for all the different kinds of projects. I'm torn between trying to be flexible but also trying to be realistic. I would say if the committee wanted to support reducing it by another hundred thousand we won't die on the sword over it.

I think what will happen in the risk assessment is we would be looking to make sure that a \$700,000 proposal would actually be able to complete its project scope in terms of that project development work. And it's setting itself up for success in future phases as a federal aid project. I think the risk here for the individual project coming in that low as it's going to probably have identified more risk in being able to complete its work. That's the tradeoff.

Chair Kloster noted part of advancing the 2023 growth concept is to build pedestrian enhancements and town centers and things like that. Typically, folks have bundled whole series of improvements into a corridor improvement to get at that threshold, but also get at the federal issue. Maybe a jurisdiction could provide project scope differently and include more to counteract the federalization impact.

Jay Higgins noted I'm trying to see if this is another way to think about it which is also kind of discouraging. Maybe the \$700,000 project, once it's federalized really costs \$800,000 but you're not actively delivering any more project. I'd advise to be careful if that's what is wanted to happen in Step 2 of this process, basically have a hundred thousand dollars' worth of overhead and additional administrative forms. I appreciate we thought through small projects because we don't want to miss out on those. But at the same time, I definitely appreciate the implications of federal effects.

Ms. Lorenzini noted I'm hearing about the risk. The challenge is for this project to get the technical assistance to see if those costs need to be increased. They have to be able to apply. And with the eligibility criteria they can't apply, see if they need to scope up their costs. So, if we lower the threshold just a little bit that gets a foot in the door to where they could start the work to start refining that scope. And it may ultimately be that they end up asking for more, but I'm hard pressed to say no to an applicant that we know wants to apply, who understands the risks and is willing to assume the risks.

Tara O'Brien noted since we don't apply for Step 2 projects ourselves at TriMet it does seem this change wouldn't necessarily significantly change the applicant pool. It seems like the two options are to either accept that change by lowering the threshold by a hundred thousand dollars to the amendment, or to ask for a vote on the amendment or a straw poll. Is that correct?

Chair Kloster agreed. I think where we're going is if you were friendly to accept this and Mr. Valentine to agree as the second to your motion, we'd go ahead and continue to deliberate. If you were not, then we would continue to deliberate but ask Ms. Lorenzini to make a motion to amend which would be a separate vote to amend. That would be a majority of the committee vote. The question is if you accept this and fold it into your motion.

Ms. O'Brien agreed to this friendly amendment to her motion. It seems like it's not a significant change and that the risk assessment process would draw out if the project is viable through the Step 2 process. Mr. Valentine agreed to this with his second on the motion for the same reasons. I feel the assessment will support or work out some of the issues with any kind of a lower request.

Chair Kloster restated the motion on the table that has been friendly amended to lower the threshold to \$700,000 for projects. It was suggested maybe at a future TPAC workshop would be to hear from folks who have done federalized projects on what federalization means as a training topic. For example, for Ms. Lorenzini championing a city within her county, they can learn from that as well. There are things in terms of the actual construction but also the processes that go with it.

Mr. Leybold noted next week at our workshop we invite you to come and talk about the scoping process for federal aid projects and what you are expected to go through. This includes costing of a federal aid project so that you know what to account for. Anybody who is going to be a potential applicant for RFFA funds is encouraged to come and bring your other project staff who are helping you develop the applications you plan to submit. You'll get a good start of a summary of that exact

issue from the ODOT staff who help local agencies work through the federal aid process once you're awarded funds.

Eric Hesse appreciated the discussion because these are important considerations around this program. It was noted the excellent strategic positioning that Ms. Iannarone helped organize for us as we think about the next legislative session. For many around this table it feels like the only pot of discretionary funding we can compete for, at least at a smaller scale rather than against the nation, but that's not how it should be. Rather than us trying to force a federal process which is really trying to fund much larger projects, we need state, local and regional funding to address these issues.

Chair Kloster called for a question on the motion as friendly amended.

ACTION: Motion passed with no abstentions.

TriMet FX Plan - Introduction (Jonathan Plowman) The presentation began with an overview of TriMet's Frequent Service (FX) system plan that will expand FX service in the region. The goal of the plan is to increase ridership and connections for future riders by accelerating delivery of cost effective and feasible FX projects. FTA Capital Investment Grant Small Starts grants are the source of funds for these services, tied to the current BRT pipeline. The average project cost: \$188M, and the average CIG funding: \$99M.

Challenges that make FX capital projects slower and costlier were noted:

- Long corridors = many communities that deserve service
- Substandard infrastructure (bike, pedestrian, stormwater, etc.)
- Major right of way issues (railroads, narrow rights of way)
- Requests to modify service
 - Vehicle type
 - Stop spacing
 - "Open BRT" lines (combining FX & regular bus)
 - Amenities

The FX Plan will complement and add detail to the High Capacity Transit Strategy's framework. To understand potential project costs, TriMet will request (1) your data and (2) your review of data we compile on road conditions, such as:

- Whether your design standards are met
- Pavement conditions
- Major utility locations
- Right of way widths
- Existing fiber optic connections
- Traffic signal readiness
- Anything else that speaks to project costs?

This will help refine and deepen the HCT Strategy analysis. The project schedule and anticipated partner engagement was reviewed.

Comments from the committee:

Tara O'Brien noted we didn't put the Tier 2 HCT corridors on our constrained RTP list because we really needed to do that additional analysis coming out of the plan, and we didn't prioritize within that. And so now doing that additional analysis we can start talking about where to look next and how to do it.

Eric Hesse noted this is important and exciting work. Seems like lots of planning work to do with those complicated issues you documented to understand how we position ourselves most strategically toward the federal program. And also reflecting on those peer cities and how they're moving forward. I would underscore the importance of our strategic development of this plan. Maybe even a bit long range vision toward FTA projects to expediate delivery of a clear regionally supported vision.

Dyami Valentine echoed Mr. Hesse's comments. We need a strong funding commitment and understand that might be one of the limitations. I'm hoping that this work will also articulate an assessment of if there are any other challenges or barriers that within our region are limiting our ability to deliver project more quickly. Why is it taking seven years versus one and a half or three years? Is it just a funding issue or are there other impediments that our region has that is causing those delays and how do we address those.

Mr. Hesse noted there is an expedited project delivery pilot program that FTA runs. I believe TriMet is looking at is as a way of thinking about those other impediments mentioned. If we're able to move forward with our next line, we can be testing that pilot in that area and see if that gives us some other benefits.

Ms. O'Brien added to one of the comments made earlier by Ms. Lorenzini. TriMet, Metro and the Streetcar just put in our comments on proposed changes to the capital investment grant project criteria. FTA was accepting comments and they're looking to update some of those criteria in the next year and a half. As we're evaluating these lines, we're also thinking about those future changes to the new starts and small starts and core capacity programs and how those could advantage our projects. The amount of rigor that we must put into CIG project analysis for new starts and small starts is a lot in terms of the level of detail we need to do to analyze the environmental benefits of various transit projects and things of that nature. We're hoping for some changes in the next year that will help projects like these to be able to move forward.

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 12:00 p.m.

Respectfully submitted,
Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, June 7, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	6/7/2024	6/7/2024 TPAC Agenda	060724T-01
2	2024 TPAC Work Program	5/30/2024	2024 TPAC Work Program as of 5/30/2024	060724T-02
3	Memo	5/29/2024	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: Mid-April to the End of May 2024	060724T-03
4	Minutes	5/3/2024	Draft minutes from TPAC May 3, 2024 meeting	060724T-04
5	Draft Resolution 24-5422	N/A	Draft resolution 24-5422 FOR THE PURPOSE AMENDING OR ADDING A TOTAL OF FIVE PROJECTS IN THE 2024-27 MTIP TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS	060724T-05
6	Exhibit A to Resolution 24-5422	N/A	Exhibit A to Resolution 24-5422	060724T-06
7	Staff Report to Resolution 24-5422	May 30, 2024	June #1 FFY 2024 MTIP Formal Amendment & Resolution 24-5422 Approval Request – JN24-09-JUN1	060724T-07
8	Attachment 1 to Resolution 24-5422	April 24, 2024	OTC Staff Report Item	060724T-08
9	Attachment 2 to Resolution 24-5422	N/A	Project overview	060724T-09
10	Resolution 24-5414	N/A	Draft Resolution 24-5414 FOR THE PURPOSE OF DIRECTNG THE ALLOCATION OF \$13.6 MILLION OF FEDERAL TRANSPORTATION REDISTRIBUTION FUNDS TO PROJECTS AND PROGRAMS	060724T-10
11	Exhibit A to Resolution 24-5414	N/A	Exhibit A to Resolution 24-5414	060724T-11
12	Staff Report to Resolution 24-5414	June 2024	Staff Report to Resolution 24-5414	060724T-12

13	Resolution 24-5415	N/A	Draft Resolution 24-5415 FOR THE PURPOSE OF ADOPTING THE 2028-2030 REGIONAL FLEXIBLE FUNDS PROGRAM DIRECTION FOR THE PORTLAND METROPOLITAN AREA	060724T-13
14	Exhibit A to Resolution 24-5415	June 2024	Exhibit A to Resolution 24-5415 2028-2030 Regional Flexible Fund Allocation (RFFA) Program Direction	060724T-14
15	Staff Report to Resolution 24-5415	June 7 2024	Staff Report to Resolution 24-5415	060724T-15
16	Presentation	6/7/2024	Frequent Express (FX) System Plan Introduction	060724T-16
17	Slide	6/7/2024	May traffic deaths in Clackamas, Multnomah and Washington counties	060724T-17
18	Presentation	6/7/2024	June 2024 Formal MTIP Amendment Resolution 24-5422	060724T-18
19	Presentation	6/7/2024	Redistribution Funding Proposal	060724T-19
20	Presentation	6/7/2024	2028-30 Regional Flexible Funds Allocation (RFFA) – Draft Program Direction	060724T-20
21	Handout	N/A	Proposed Step 1A Edits – Metro Responses	060724T-21

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE ADDING, CANCELING,
OR AMENDING A TOTAL OF SEVEN
PROJECTS TO MEET FEDERAL
TRANSPORTATION PROJECT DELIVERY
REQUIREMENTS**) RESOLUTION NO. 24-5426
)
) Introduced by: Chief Operating
) Officer Marissa Madrigal in
) concurrence with Council President
) Lynn Peterson

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

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

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

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

WHEREAS, pursuant to the U.S. Department of Transportation's (USDOT) MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, the Oregon Department of Transportation's (ODOT) statewide funding shortfall has triggered a required State Transportation Improvement Program rebalancing action to determine which ODOT funded projects can be delayed, slipped to later years, determined to be a delivery priority, or can be canceled from the STIP; and

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

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

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

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

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

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

WHEREAS, on July 12, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on July 18, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend or add the five projects as stated 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 _____ 2024.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

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

The July #1 Federal Fiscal Year 2024 MTIP Formal Amendment represents the regular bundle of projects being amended or added to the 2024-27 MTIP to meet various federal delivery process approval requirements. The amendment bundle contains eight projects. Several of the required project changes continue the ODOT STIP rebalancing effort which is examining ways to save on project costs and diminish the impact of an existing funding shortfall. A summary of the ~~eight~~ **seven** projects includes the following:

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

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

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

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

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

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

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

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

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

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

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

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

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

Category: Adding New Projects to the 2024-2027 MTIP

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

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

Proposed Amendment Review and Approval Steps:

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



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

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

Project #1 **CANCELED PROJECT**

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

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

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

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

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

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

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

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
NHPP	Y002	2025		\$ 1,725,436					\$ -
									\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025		\$ 145,564					\$ -
									\$ -
State Totals:			\$ -	\$ 145,564	\$ -	\$ -	\$ -	\$ -	\$ -

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

Phase Totals		Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:		\$ -	\$ 1,871,000	\$ -	\$ -	\$ -	\$ -	\$ 1,871,000
Amended Programming Totals		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost								\$ -
Total Cost in Year of Expenditure:								\$ -

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

Phase Programming Summary Totals

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

Phase Composition Percentages

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

Phase Programming Percentage

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

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

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

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

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

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes Limits cross several EFA sections with various "yes" designations for POC, LEP, and LI
	N/A			X		X		
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety: Pavement resurfacing and/or rehabilitation.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 12094 - Highway Pavement Maintenance: 2023-2030
RTP Project Description:	Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) that do not add motor vehicle capacity.

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

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

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	Applicable RTP Goals: <u>Goal # 2.1 Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

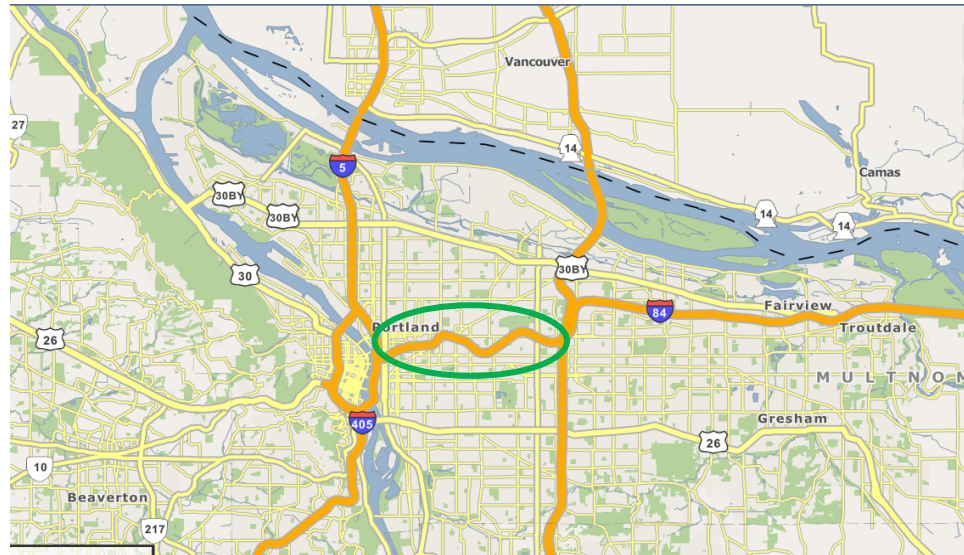
Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be July 2, 2024 to July 30, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected

Fund Codes References

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

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

Footnote:





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

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

Project #2

Project Details Summary

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

Summary of Amendment Changes Occurring:

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

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description:

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

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

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Y240	2025						\$ 1,312,638	\$ 1,312,638
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,312,638	\$ 1,312,638

State Funds

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

Local Funds

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

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,462,875	\$ 1,462,875
Total Estimated Project Cost							\$ 1,462,875
Total Cost in Year of Expenditure:							\$ 1,462,875

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,462,875	\$ 1,462,875
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,237	\$ 150,237
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

Phase Programming Summary Totals

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

Phase Composition Percentages

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

Phase Programming Percentage

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:	The State STBG fund obligation is assumed to be through FHWA's FMIS system and not flex transferred to FTA.						
Are federal funds being flex transferred to FTA?	No	If yes, expected FTA conversion code:			N/A		

Fiscal Constraint Consistency Review
1. What is the source of funding? ODOT State Surface Transportation Block Grant (STBG) funds
2. Does the amendment include changes or updates to the project funding? Yes. New State STBG is being added to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes. ODOT cited the existing PGBs where the funding is being shifted.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT program manager approval was required.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

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

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

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes Other possible performance measure may apply once specific locations are identified
					X			
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Air Quality - Continuation of ride-sharing and van-pooling promotion activities at current levels
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 11054 - Regional Travel Options (RTO) Program Activities for 2023-2030
RTP Project Description:	Education, services, and small capital projects that promote and make transit, bicycling, walking and ridesharing easier to use. Program elements are delivered by local government agencies, community non-profit organizations and colleges with US and Oregon Department of Transportation funding allocated by the Metro Regional Travel Options program. The program helps the region meet goals for increased access to jobs, education and services and to reduce motor vehicle miles traveled.

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

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

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? Yes.
3a. If yes, is an amendment required to the UPWP? A separate budget amendment will need to occur to reflect the new funding.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Metro funded stand-alone project.
4. Applicable RTP Goal: Goal # 1 - Mobility Options: Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2. What are the start and end dates for the comment period? Estimated to be July 2, 2024 to July 30, 2024
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5. Did the project amendment result in a significant number of comments? Not expected.
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.

Fund Codes References

State	General state funds committed to the project that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

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

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

Name: **Transportation Options Provider Grants FY25-26** Key: **23147**

Description **Funding to promote and encourage the use of alternative transportation options during federal fiscal years 2025 and 2026.** Region: **6**
 MPO: **Non-MPO** Work Type: **OP-TDM**
 Applicant: **ODOT** Status: **NON-CONSTRUCTION PROJECT**

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

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

Footnote:

2024-2027 Active STIP

STATEWIDE

2024-2027 Active STIP

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

Key: **23048**

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

Region: **6**

MPO: **Non-MPO**

Work Type: **OP-TDM**

Applicant: **ODOT**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				STATEWIDE	STATEWIDE

Current Project Estimate

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

Footnote:

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

Key: **23397**

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

Region: **6**

MPO: **Non-MPO**

Work Type: **OPERAT**

Applicant: **ODOT**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				STATEWIDE	STATEWIDE

Current Project Estimate

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

Footnote:

Most Recent Approved Amendment

Amendment No: **24-27-1052**

Approval Date: **4/15/2024**

Requested Action: **Slip the project to start in federal fiscal year 2025.**



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

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

Project #3

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

Summary of Amendment Changes Occurring:
 The formal MTIP amendment adds the new safety PGB providing safety signage upgrades by combining funds from Key 22613.

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

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

MTIP Detailed Description (Internal Metro use only):
 At various highway corridor locations across Region 1, install safety signage upgrades for motorist safety and maintenance improvements. Specific locations to be determined from scoping and specific investigations to address priority safety concerns.

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

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
									\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
HB2017	S070	2025		\$ 91,710					\$ 91,710
HB2017	S070	2025					\$ 275,127		\$ 275,127
									\$ -
State Totals:			\$ -	\$ 91,710	\$ -	\$ -	\$ 275,127	\$ -	\$ 366,837
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 91,710	\$ -	\$ -	\$ 275,127	\$ -	\$ 366,837
Total Estimated Project Cost									\$ 366,837
Total Cost in Year of Expenditure:									\$ 366,837

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

Phase Programming Summary Totals

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

Phase Composition Percentages

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

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	25.0%	0.0%	0.0%	75.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

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

Fiscal Constraint Consistency Review
1. What is the source of funding? Original source was to be HB2017. Now, not applicable
2. Does the amendment include changes or updates to the project funding? Yes, all funds are being transferred to new Key 23671.
3. Was proof-of-funding documentation provided to verify the funding change? Yes
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC action is required, expected 8-1.2024
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

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

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

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes The safety PGB is regional.
						X		
Added notes: Safety upgrades at specific locations will be addressed as part of the ongoing performance measures monitoring process.								

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

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

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

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

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2. What are the start and end dates for the comment period? Estimated to be July 2, 2024 to July 30, 2024
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5. Did the project amendment result in a significant number of comments? Not expected
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.

Fund Codes References

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

2024-2027 STIP

Project Name: Portland Metro & surrounding areas signing

(DRAFT AMENDMENT

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

2024-2027 Active STIP	CLACKAMAS	2024-2027 Active STIP
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Name: Portland Metro and surrounding areas safety reserve	Key: 22613
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Description: Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties. Region: 1

MPO: **Non-MPO**

Work Type: **SAFETY**

Applicant: **ODOT**

Status: **BUCKET OF FUNDS**

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

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$366,837.85	\$366,837.85	
Fund 1					ACPO	\$330,154.06	
Match					\$36,683.79		

Footnote:

Most Recent Approved Amendment	
Amendment No: 24-27-0392	Approval Date: 10/31/2023

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



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

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

Project #4

Project Details Summary

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

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

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

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

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

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

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

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
RTP (IIJA)	Y940	2025						\$ 33,660	\$ 33,660
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,660	\$ 33,660

State Funds

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

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 28,000	\$ 28,000
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,000	\$ 28,000

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

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,660	\$ 61,660
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,000	\$ 28,000
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	45.41%	45.41%

Phase Programming Summary Totals

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

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	54.6%	54.6%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	45.4%	45.4%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	54.6%	54.6%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	45.4%	45.4%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

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

Fiscal Constraint Consistency Review
1. What is the source of funding? Federal Recreational Trails Program (RTP) funds.
2. Does the amendment include changes or updates to the project funding? Yes, new federal RTP funds are added to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the official 2023 RTP award list.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OPRD approval was required.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Tualatin River Trail		SW 80th Ave		SW 50th Ave
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2025	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num
Last Amendment Action	Not Applicable. The formal amendment represent the initial project programming in the MTIP.					

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

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Air Quality - Bicycle and Pedestrian Facilities
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 10744 - Tualatin River Pathway
RTP Project Description:	Fill in system gaps from eastern city limits to western city limits.

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

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

Additional RTP Consistency Check Areas

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

Public Notification/Opportunity to Comment Consistency Requirement

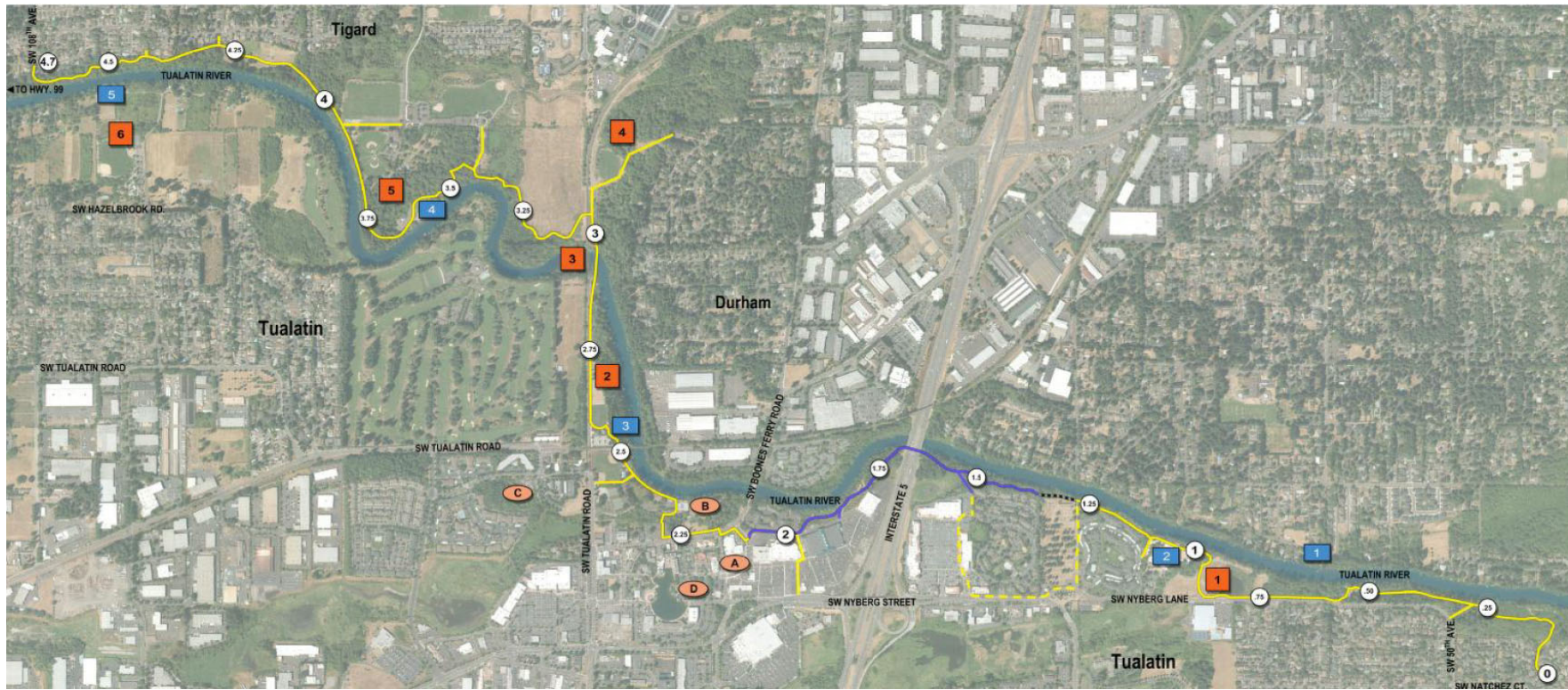
1.	Is a public notification/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be July 2, 2024 to July 30, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected
7.	Added notes:

Fund Codes References

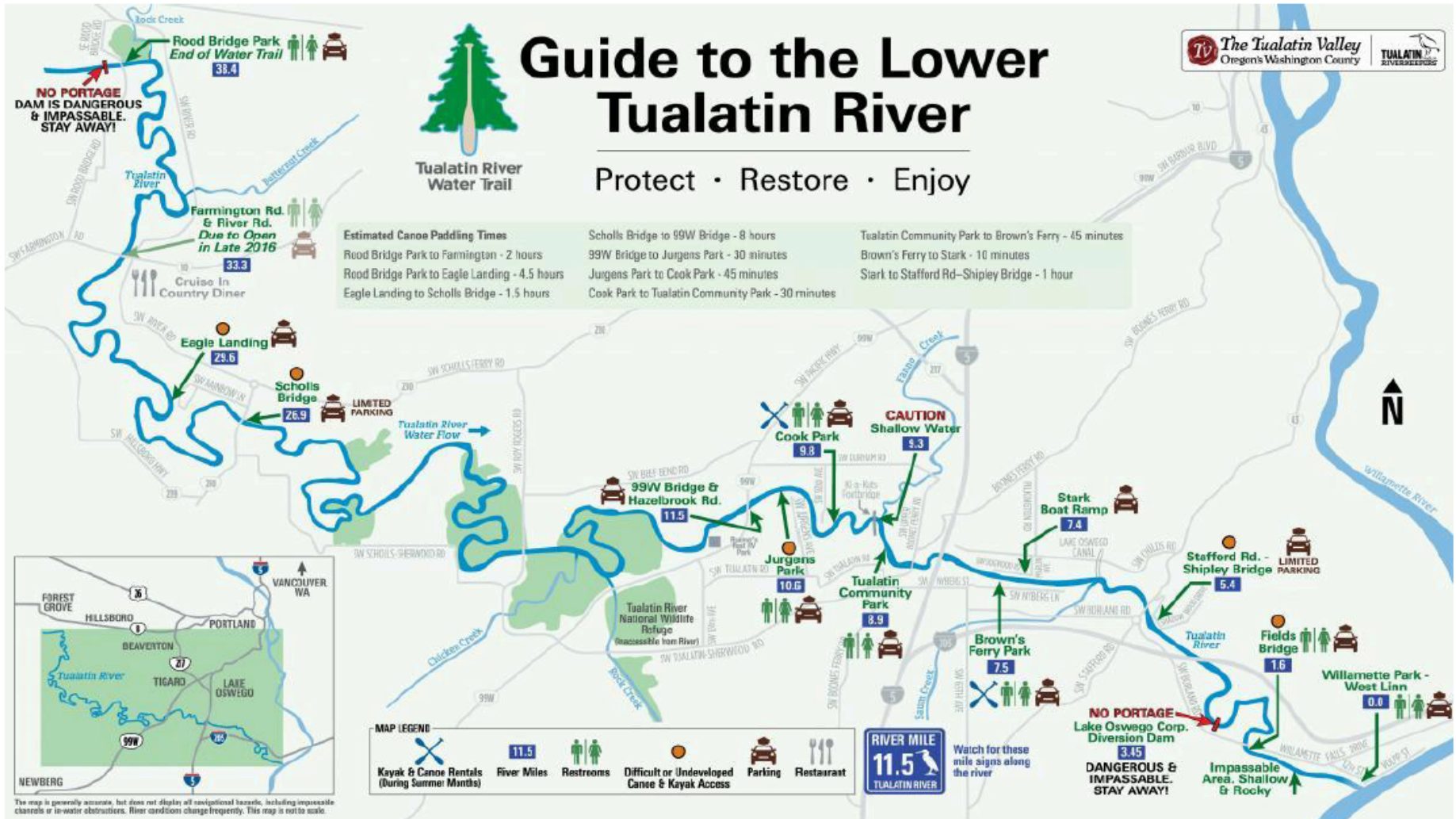
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
RTP	Recreational Trails Program. A federal funding source (FHWA based) that provides funds to the States to develop and maintain recreational trails and trail-related facilities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

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

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



Tualatin River Water Trail





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

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

Project #5

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

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

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

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

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

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

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

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
ADVCON	ACPO	2024					330,154		\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2024					37,788		\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 37,788	\$ -	\$ -

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

Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	367,942	\$ -	367,942
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

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

Phase Programming Summary Totals

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

Phase Composition Percentages

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

0

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
					Estimated Project Completion Date:		Not Applicable
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? Original source was to be HB2017. Now, not applicable
2. Does the amendment include changes or updates to the project funding? Yes, all funds are being transferred to new Key 23671.
3. Was proof-of-funding documentation provided to verify the funding change? Yes
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC action is required, expected 8-1.2024
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

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

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

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

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

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

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

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

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2. What are the start and end dates for the comment period? Estimated to be July 2, 2024 to July 30, 2024
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5. Did the project amendment result in a significant number of comments? Not expected
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.

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

Key Number: **22613**

2024-2027 STIP

Project Name: **Portland Metro and surrounding areas safety**

(DRAFT AMENDMENT

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



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

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

Project #6

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

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

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

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

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

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

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

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Z24E	2021		\$ 851,830					\$ 851,830
State STBG	Y240	2021		\$ 1,279,257					\$ -
State STBG	Y240	2021		\$ 1,727,907					\$ 1,727,907
State STBG	Y240	2023			\$ 748,348				\$ -
State STBG	Y240	2023			\$ 183,049				\$ 183,049
State STBG	Z240	2023			\$ 565,299				\$ 565,299
State STBG	Y240	2024					\$ 3,866,715		\$ -
State STBG	Y240	2025					\$ 3,866,715		\$ 3,866,715
AC-GARVEE	ACPO	2025					\$ 2,221,465		\$ 2,221,465
Federal Totals:			\$ -	\$ 2,579,737	\$ 748,348	\$ -	\$ 6,088,180	\$ -	\$ 9,416,265

State Funds

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

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 2,375,000	\$ 834,000	\$ -	\$ 4,309,278	\$ -	\$ 7,518,278
Amended Programming Totals			\$ -	\$ 2,875,000	\$ 834,000	\$ -	\$ 6,785,000	\$ -	\$ 10,494,000
Total Estimated Project Cost									\$ 10,494,000
Total Cost in Year of Expenditure:									\$ 10,494,000
Programming Summary		Yes/No	Reason if short Programmed						
Is the project short programmed?		No	The project is not short programmed						
Programming Adjustments Details		Planning	PE	ROW	UR	Cons	Other	Totals	
Phase Programming Change:		\$ -	\$ 500,000	\$ -	\$ -	\$ 2,475,722	\$ -	\$ 2,975,722	
Phase Change Percent:		0.0%	21.1%	0.0%	0.0%	57.5%	0.0%	39.6%	
Amended Phase Matching Funds:		\$ -	\$ 295,263	\$ 85,652	\$ -	\$ 696,820	\$ -	\$ 1,077,735	
Amended Phase Matching Percent:		N/A	10.27%	10.27%	N/A	10.27%	N/A	10.27%	
Phase Programming Summary Totals									
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total		
Federal	\$ -	\$ 2,579,737	\$ 748,348	\$ -	\$ 6,088,180	\$ -	\$ 9,416,265		
State	\$ -	\$ 295,263	\$ 85,652	\$ -	\$ 696,820	\$ -	\$ 1,077,735		
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Total	\$ -	\$ 2,875,000	\$ 834,000	\$ -	\$ 6,785,000	\$ -	\$ 10,494,000		

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

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	24.58%	7.13%	0.0%	58.02%	0.0%	89.73%
State	0.0%	2.81%	0.82%	0.0%	6.64%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	27.4%	7.9%	0.0%	64.7%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 2,875,000	\$ 834,000				Aid ID
Federal Funds Obligated:		\$ 2,579,737	\$ 748,348				SA00(448)
EA Number:		PE003333	R9894000				FHWA or FTA
Initial Obligation Date:		8/31/2021	7/27/2023				FHWA
EA End Date:		Not Available	Not Available				FMIS or TRAMS
Known Expenditures:		Not Available	Not Available				FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes: Estimate only							
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? Primarily ODOT Surface Transportation Block Grant Funds (STBG)
2. Does the amendment include changes or updates to the project funding? Yes, AC funds are added to the construction phase.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via STIP Impacts Worksheet
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval is required - Concurrent with August.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	OR141 (SW Hall Blvd)	4.97	7.07	2.1
		SW 72nd Ave	6.56	6.84	0.28

Cross Streets	Route or Arterial	Cross Street	Cross Street
	SW Hall Blvd	SW Garden Pl	SW Durham Rd
	SW 72nd Ave	SW Beveland Rd	SW Varnes St

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

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

Anticipated Required Performance Measurements Monitoring

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

Added notes:

RTP Air Quality Conformity and Transportation Modeling Designations

Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2 - Safety
Exemption Reference:	Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 12095 - Safety & Operations Projects: 2023-2030

RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.
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Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	OR141 & 72nd Ave = Minor Arterial
Yes	Transit	OR141 = Frequent Bus
No	Freight	OR141 = No designation
Yes	Bicycle	OR141 = Bicycle Parkway and Regional Bikeway in places, 72nd Ave = Regional Bikeway
Yes	Pedestrian	OR141 = Pedestrian Parkway, 72nd Ave - Regional Pedestrian Corridor

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

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

4. Applicable RTP Goals:
Goal # 2- Safe System:
 Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
Goal # 3 - Equitable Transportation:
 Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be July 2, 2024 to July 30, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected**
7. Added notes:

Fund Codes References

Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-GARVEE	Advanced Construction committed funds with the anticipated conversion code to be GARVEE bond funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
State	General state funds committed by the lead agency that normally will cover the minimum match requirement to the federal funds.

Key Number: **22431**

2024-2027 STIP

Project Name: **OR141/OR217 curb ramps**

(DRAFT AMENDMENT)

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

Overview

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

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

Upgrading existing ADA curb ramps

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

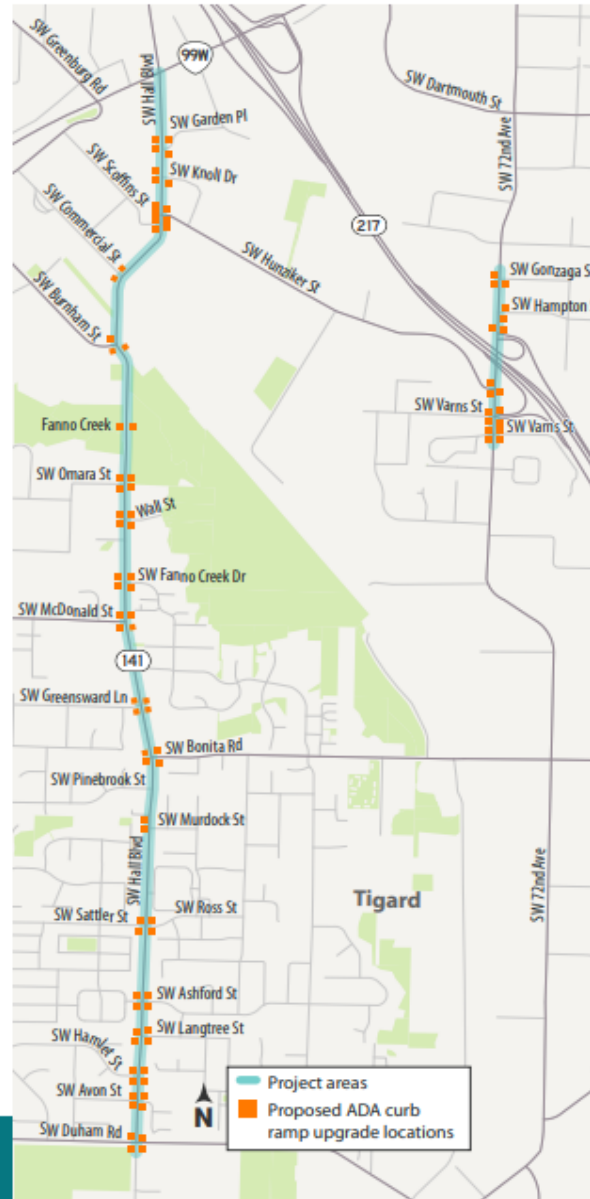
Lowering crosswalk buttons and installing audible pedestrian signals

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

Restriping and realigning crosswalks

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

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





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

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

Project #7

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

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

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

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

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

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

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
NHPP	Y001	2018		\$ 1,435,680					\$ 1,435,680
AC-HB2017	ACP0	2018		\$ 15,432,600					\$ 15,432,600
State-STBG	Y240	2020			\$ 256,936				\$ -
AC-HB2017	ACP0	2021				\$ 1,004,167			\$ 1,004,167
NHPP	Y001	2022						\$ 623,624	\$ -
NHPP	Y001	2022						\$ 123,032	\$ 123,032
AC-HB2017	ACP0	2022						\$ 1,000,000	\$ -
State-STBG	Y240	2024					\$ 11,143,260		\$ -
State STBG	Y240	2025					\$ 11,900,788		\$ 11,900,788
AC-HB2017	ACP0	2024					\$ 54,580,939		\$ -
ADVCON	ACP0	2025					\$ 82,272,839		\$ 82,272,839
Federal Totals:			\$ -	\$ 16,868,280	\$ -	\$ 1,004,167	\$ 94,173,627	\$ 123,032	\$ 112,169,106

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

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

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

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

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 852,930	\$ (286,343)	\$ -	\$ 39,841,444	\$ (999,961)	\$ 39,408,070
Phase Change Percent:	0.0%	4.7%	-1.1%	0.0%	54.4%	-59.0%	33.0%
Amended Phase Matching Funds:	\$ -	\$ 1,930,650	\$ -	\$ 114,931	\$ 7,917,231	\$ 14,082	\$ 9,976,894
Amended Phase Matching Percent:	N/A	10.27%	0.00%	10.27%	7.76%	10.27%	7.80%

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

Phase Programming Summary Totals

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

Phase Composition Percentages

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

Phase Programming Percentage

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 19,030,430	\$ 24,854,000	\$ 1,119,098	\$ -	\$ 695,000	Aid ID
Federal Funds Obligated:		\$ 16,868,280	\$ -	\$ 1,004,167	\$ -	\$ 123,032	S026(130)
EA Number:		PE002980	R9549000	U0000201		C0261067	FHWA or FTA
Initial Obligation Date:		7/26/2018	7/2/2020	5/22/2023		5/31/2022	FHWA
EA End Date:		N/A	N/A	N/A		N/A	FMIS or TRAMS
Known Expenditures:		N/A	N/A	N/A		N/A	FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review	
1.	What is the source of funding? Multiple federal, state, and local committed funds.
2.	Does the amendment include changes or updates to the project funding? Yes, the project TPC increases by 33%.
3.	Was proof-of-funding documentation provided to verify the funding change? Yes via STIP Summary Report and OTC action to occur in August.
4.	Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval is required.
5.	Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	US26	5.97	9.96	3.99
Cross Streets	Route or Arterial	Cross Street	Cross Street		
	US26/Powell Blvd	99th Ave	East City Limits (at Gresham)		

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

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

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No. The project has completed an air quality conformity analysis and transportation modeling analysis as part of the 2023 RTP Update
Exemption Reference:	Other - Planning and Technical Studies
Was an air analysis required as part of RTP inclusion?	Yes
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes
RTP Constrained Project ID and Name:	ID# 11742 - Powell, SE (I-205 to 174th) Multi-Modal Improvements, Phase 2
RTP Project Description:	Widen Street to 3-4 lanes (inclusive of center turn lane) with sidewalks, buffered bike lanes or other enhanced bike facility, and enhanced pedestrian/bicycle crossings. Phase 2 includes all segments except phase 1 (RTP # 11648): 116th to 136th.

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

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

Additional RTP Consistency Check Areas

- 1. Is the project designated as a Transportation Control Measure? **No.**
- 2. Is the project identified on the Congestion Management Process (CMP) plan? **Yes**
- 3. Is the project included as part of the approved: UPWP? **No. Not applicable**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
- 4. Applicable RTP Goal:
 - Goal # 1 - Mobility Options:**
Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.
 - 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 July 2, 2024 to July 30, 2024**
- 3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
- 4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
- 5. Did the project amendment result in a significant number of comments? **Comments are not expected**
- 6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-HB2017	Advance Construction with the anticipation that the final conversion code could be HB2017. In this case, the commitment of another type of federal funds is also still possible. This is why the Advance Construction funds are programmed as federal funds.
ACS-HB2017	Advance construction funds which are expected to convert to state HB2017. In this case, the funds are programmed then as state funds.
ADVCON (no designation)	Advance construction funds without a conversion fund code designation. This is generic advance Construction with the expected conversion code not yet finalized for the project.
HB2017	State funds that originate from HB2017 which are formally committed to the project. HB2017 made a significant investment in transportation to help further the things Oregonians value, such as a vibrant economy with good jobs, choices in transportation, a healthy environment, and safe communities
Other	General local or state funds committed to the project above the minimum match requirement. Also referred to as "overmatching" funds.
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]
State	General state funds use to cover the required minimum match requirement to the federal funds in a specific phase
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

Key Number: **21178**

2024-2027 STIP

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

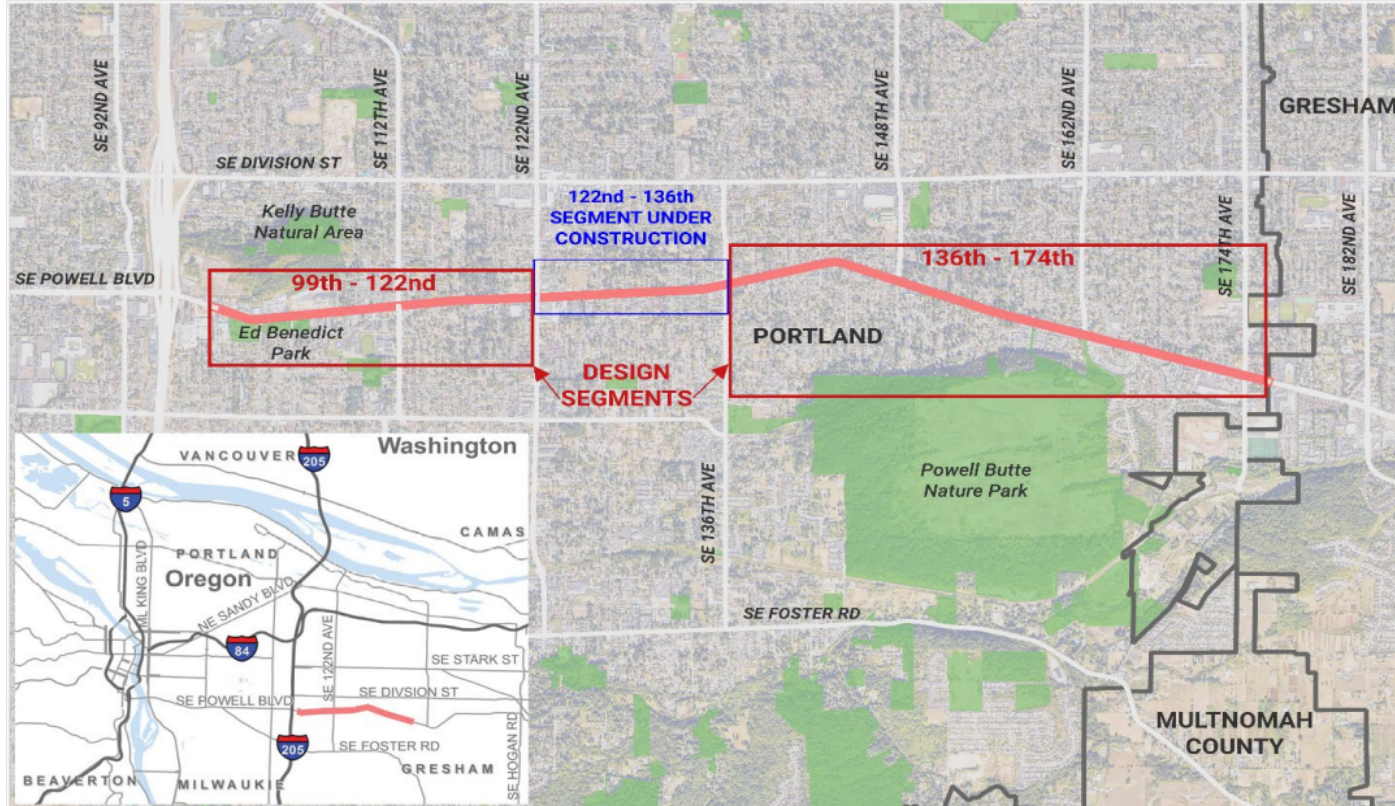
(DRAFT AMENDMENT)

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

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

MP 5.81 – MP 9.96

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





Memo

Date: July 3, 2024
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: July #1 FFY 2024 MTIP Formal Amendment & Resolution 24-5426 Approval Request – JL24-10-JUL1

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

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

BACKGROUND

What This Is - Amendment Summary:

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

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

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

July #1 2024 MTIP Formal Amendment Project Contents Summary:

- **Key 23410 - I-84: NE Martin Luther King Jr Blvd - I-205 (ODOT):**
As part the STIP rebalancing actions to address an existing ODOT funding shortfall, Key 23419 is being canceled. The project current contains only the Preliminary Engineering phase programmed and is intended to design for pavement resurfacing to repair ruts and surface wear.
- **New Project Key 23676 - Metro Transportation Options FFY25 - FFY27 (Metro):**
Metro receives a regular three-year federal funding allocation from ODOT supporting the Regional Travel Options (RTO) program. The funding supplements the existing RTO program funding approved in the Metro Unified Planning Work Program (UPWP). The RTO program creates safe, vibrant and livable communities by providing grants and supporting efforts that increase walking, biking, ride sharing, telecommuting and public transit use. Metro and Metro will now coordinate the priorities for the use of the allocated funds.
- **New Project Key 23671 - Portland Metro & Surrounding Areas Signing (ODOT):**
The formal amendment adds the new safety project to the MTIP which will provide various signing upgrades on Region 1 corridors for safety and maintenance improvements. Specific locations are to be determined. This is a regional project grouping bucket (PGB) being added to the MTIP. The \$366,837 committed to the project is being transferred from Key 22613. Key 22613 is non-MPO PGB. No action in the MTIP is required for key 22613.
- **New Project Key 23658 - Tualatin River Water Trail Access Enhancements (Tualatin Riverkeepers):**
The project was awarded Recreational Trail Program (RTP) funds from the Oregon Parks and Receptions Department and will provide various access improvements to the Tualatin Water Trail. Because the project upgrades are located on the Metro Bicycle and Pedestrian networks, the project becomes regionally significant for performance measures tracking which requires MTIP programing.
- **Project Key 22613 - Portland Metro and Surrounding Areas Safety Reserve (ODOT):**
The formal amendment combines the project funds into Key 23671 as noted above enabling Key 23671 to be added to the MTIP with full required funding.
- **Project Key 22431 - OR141/OR217 Curb Ramps (ODOT):**
The MTIP formal amendment corrects a programming discrepancy between the MTIP and STIP (corrects and updates the per phase obligations) and adds funding to the construction phase to address a funding shortfall.

- **Project Key 21178 - US26 (Powell Blvd): SE 99th Ave - East City Limits (ODOT):**
The formal amendment updates the funding levels in PE and ROW, plus adds new funds to support the construction phase.

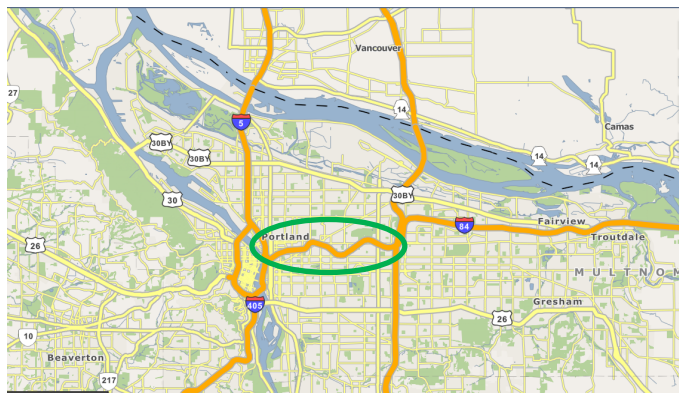
Added note: Per ODOT 's request, Key 21709, OR120: Columbia Slough Bridge (ODOT), has been pulled and removed from the July #1 MTIP Formal Amendment Bundle. The construction phase will not be added to the project at this time. This reduces the July #1 regular MTIP Formal Amendment Bundle under Resolution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

What is the requested action?

Staff is providing TPAC their official notification and requests an approval recommendation for JPACT to complete all required MTIP programming actions for the seven projects in the July #1 MTIP Formal Amendment under resolution 24-5426.

A summary of the individual projects follows:

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



- **New Project Key 23676 - Metro Transportation Options FFY25 - FFY27 (Metro):**

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

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

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

- Action: The formal amendment adds the new travel options allocation in Key 23676 to the MTIP in FFY 2025. The funding supplements existing approved Metro RTO funding from the Unified Planning Work Program (UPWP) in Key 23215. The new funding also will proceed through the FHWA Financial Management Information System (FMIS) to be obligated and expended.

- **New Project Key 23671 Portland Metro & Surrounding Areas Signing (ODOT):**

- Lead Agency: ODOT.
- Description: Implement various signing upgrades in Region 1 corridors for safety and maintenance improvements. Locations to be determined as needed based on investigations. This will allow for quicker response to safety concerns.

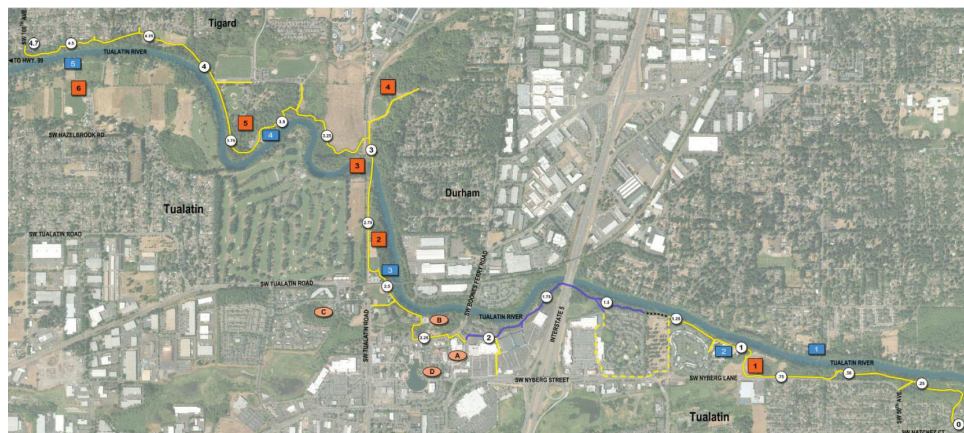
Added Note: This is a region-wide project grouping Bucket (PGB) being added to the MTIP. Specific project locations have not yet been identified.

- Funding Summary: The project is being programmed with \$366,837 if state HB2017 funds. The funds are being transferred from Key 22613 (Also part of this amendment bundle. See next project)
- Action: The formal amendment adds the region-wide PGB to the MTIP.
- **Key 22613 - Portland Metro and Surrounding Areas Safety Reserve (ODOT):**
 - Lead Agency: ODOT
 - Description: A region-wide project grouping bucket (PGB) that makes funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.
 - Funding Summary: The project is currently has \$366,837 of ODOT committed funds that will be transferred to Key 23671 as noted above.
 - Action: The formal amendment transfers the funds to Key 23671 which essentially cancels project Key 22613.

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

- **New Project Key 23658 - Tualatin River Water Trail Access Enhancements (Tualatin Riverkeepers):**
 - Lead Agency: Tualatin Riverkeepers
 - Description: Access improvements to the Tualatin Water Trail including updated map and river information, signage, personal flotation device (PFD) kiosks, and a boat storage shelter.

- **Funding Summary:** The project was awarded a small Recreational Trails Program (RTP) grant of \$33,660. Along with the required local match, the total project cost estimate is \$61,660.
- **Action:** The formal amendment adds the new project to the MTIP.
- **Added Note:** RTP funded projects often are awarded to recreational type trail improvements. As such, there usually are not considered regionally significant or are located on the Metro Pedestrian and Bicycle networks. The location of this project is on the Metro Pedestrian and Bicycle networks. The project is now required to be included in the MTIP in support of Metro’s performance measures.



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

- **Key 22431 - OR141/OR217 Curb Ramps (ODOT):**
 - **Lead Agency:** ODOT.
 - **Description:** At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps impacting up to 115 site locations.
 - **Funding Summary:** The project currently is programmed with multiple federal funds for a federal total of \$6,746,150. With match the total existing programming is \$7,518,278. The formal amendment adds State managed Surface Transportation Block Grant (STBG) and Advance Construction funding to the project’s PE and Construction phases. This increases the federal contribution to \$9,416,265. Along the required match to the project,

the revised project total is \$10,494,000. The increase represents a 39% increase which is above the 20% administrative threshold for cost change.

- **Action:** The formal amendment adds the STBG and AC funds to PE and construction. The funding shortfall in the construction phase is resolved through the amendment allowing the construction phase to obligate during FFY 2025.



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

Overview

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

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

Upgrading existing ADA curb ramps

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

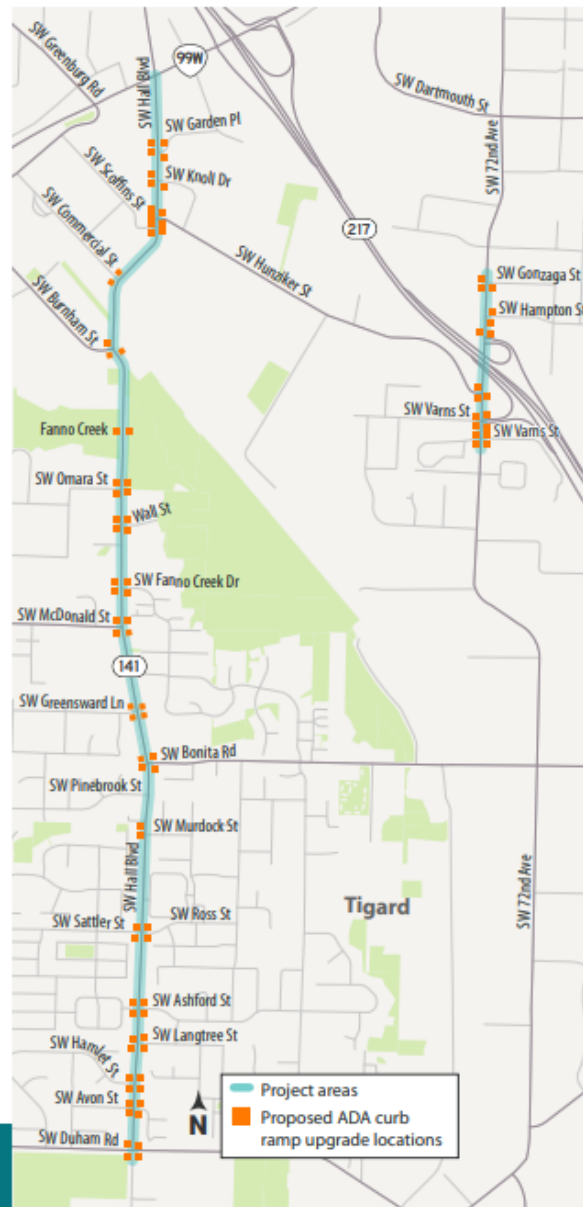
Lowering crosswalk buttons and installing audible pedestrian signals

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

Restriping and realigning crosswalks

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

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

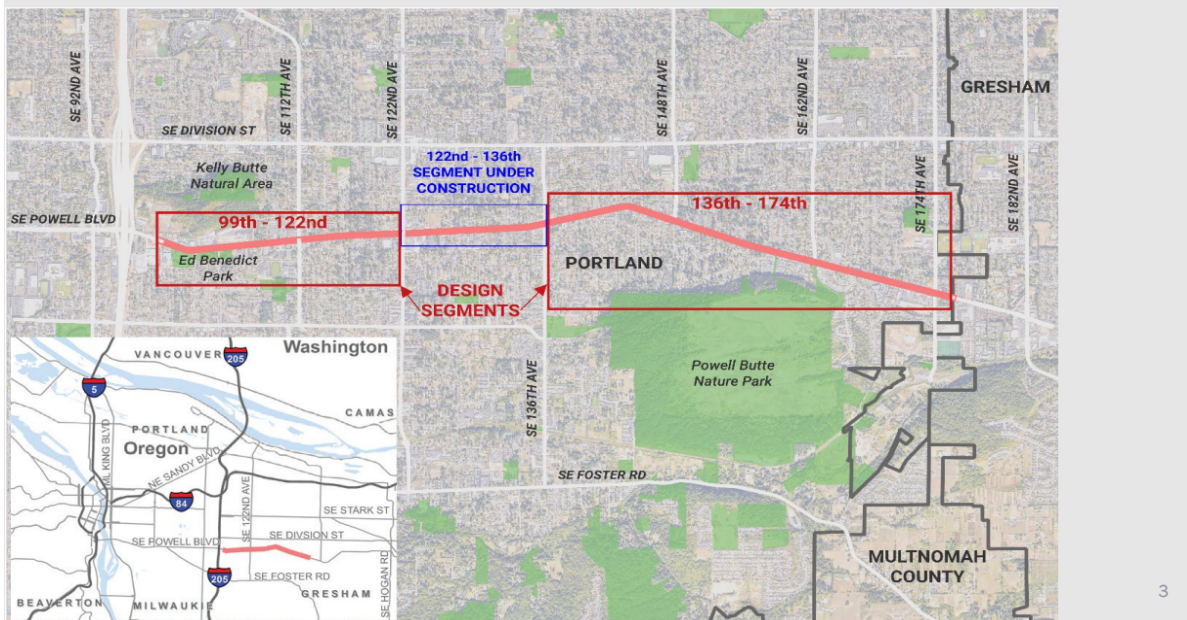


- **Key 21178 - US26 (Powell Blvd): SE 99th Ave - East City Limits (ODOT):**
 - Lead Agency: ODOT.
 - Description: On US26 (Powell Blvd) in SE Portland, widen from three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.
 - Funding Summary: The project contains multiple federal and state funds for an existing project total of \$119,378,530. The construction phase currently is programmed with a total of \$73,246,248. The latest cost estimate for the construction totals \$113,088,072. The construction phase requires added funding totaling \$39,841,824. Along with addressing the construction phase funding shortfall, funding updates are required to the PE, ROW, and Other phase to the project. The updates result in a revised total project cost of \$158,786,600. The cost increase represents a 33% increase to the project which is above the 20% threshold for administrative cost changes to projects.
 - Action: The formal amendment updates the PE, ROW construction, and other phase with the required additional funds. This will enable the construction to move forward to obligate and be implemented in FFY 2025.
 - Added Note: See Attachment 1, draft OTC Staff Report, for additional details.

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

MP 5.81 – MP 9.96

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



METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the July #1 FFY 2024 Formal MTIP amendment (JL24-10-JUL1) will include the following actions:

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

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

Notes:

* The above dates are estimates. JPACT and Council meeting dates could change.

** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

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

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

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new projects to be added into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There is one direct impact to the Metro budget. The Travel Options allocation from ODOT in Key 23676 - Metro Transportation Options FFY25 - FFY27 provides supplemental funding to the Metro RTO program. This appears to require a minor budget adjustment to the SFY 2025 UPWP. Other than Key 23676, the remaining projects and their funding adjustments do not have an impact to the Metro budget. The identified funding for these projects does not originate from Metro.

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests an approval recommendation for JPACT to complete all required MTIP programming actions for the seven projects in the July #1 MTIP Formal Amendment under resolution 24-5426.



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: August 1, 2024**TO:** Oregon Transportation Commission

**** DRAFT ***

FROM: Kristopher W. Strickler
Director**SUBJECT:** **Agenda/Consent Item XX** – Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to increase funding for US26 (Powell Blvd): SE 99th Ave - East City Limits project.**Requested Action:**

Approve amending the 2024-2027 Statewide Transportation Improvement Program (STIP) to increase the project funding for the *US26 (Powell Blvd): SE 99th Ave - East City Limits* project (K21178) from \$120,231,500 to \$158,786,600, for a total increase of \$38,555,100.

Project to increase funding:

US26 (Powell Blvd): SE 99th Ave - East City Limits (K21178)				
PHASE	YEAR	COST		Change
		Current Phase Total Estimated Cost	Proposed	
Preliminary Engineering	2018	\$19,030,430	\$19,030,430	\$0
Right of Way	2020	\$25,140,344	\$24,854,000	-\$286,344
Utility Relocation	2023	\$1,119,098	\$1,119,098	\$0
Construction	2025	\$73,246,628	\$113,088,072	\$39,841,444
Other	2022	\$1,695,000	\$695,000	-\$1,000,000
TOTAL		\$120,231,500	\$158,786,600	\$38,555,100

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

Fund/Description	Amount
FFY24 RAISE Grant	\$25,000,000
ADA GARVEE Bond funds	\$8,000,000
City of Portland – Portland Water Bureau - City's share of the waterline work	\$5,000,000
City of Portland – Bureau of Environmental Services (IGA for \$450,000 and CIA for \$61,500)	\$511,500
Utility Add work Agreements (Lumen, PGE, and Ziplly)	\$43,600
Moving unneeded (deobligated) funds from the OT to the CN phase	\$1,000,000

Moving unobligated funds from the RW phase to the CN phase	\$286,344
TOTAL	\$39,841,844

Background

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

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

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

Even with all these measures in place, some cost elements were beyond what the project team could control, and project costs grew past the available funding. ODOT is now seeking to add \$38.5 million to ensure that when the project is awarded, there are ample funds to support the project for the full five-year construction duration. To do so, ODOT is seeking to add \$38.5M via:

- \$5.5M from the City of Portland to cover agreed upon improvements on their behalf.
- \$8M in ADA funding to cover upgrades to over 240 ADA settlement ramps.
- \$25M from the RAISE Grant to cover the following
 - \$15M: Increased complexity to administer the 5 year construction contract since originally estimated. This project originally anticipated that a Construction Engineering

(CE) budget of 20% of the biddable items. Since the project was scoped, both the biddable item cost increased, as well as the percentage guidance for CE budgets. For a project of this complexity (urban arterial, multiple partner agencies, five-year construction duration) the recommended CE percentage is now 30% to 40%. The increase CE percent is based on lessons learned from previous long-term projects such OR217 and Abernethy Bridge, and guidance from statewide construction office.

- \$6M: Additional funding to cover design and right of way costs due to delaying the project for two years. The delay requires extensions of temporary ROW easements, additional consultant work to update project plans and specs with updated requirements, and additional ODOT work to review and coordinate additional PSE submittals.
- \$2M: Additional material cost increases (2 years of inflation) since 2022 due to delay.
- \$2M: Additional contractor costs to support ODOT's equity and sustainability goals. While the CWA is paused as a result of the lawsuit, and the project specifications updated to remove the CWA, the project will likely include some local hiring and equity goals that could increase costs for the contractor.

Outcomes:

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

Without approval, ODOT will not be able to move forward constructing this project in one phase. The project will need to be broken into multiple phases and constructed as funding becomes available for each additional phase, which will continue to add substantial cost due to both inefficiencies and unit price escalation.

Attachments:

- Attachment 1 – Vicinity and Location Maps

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE ADDING TWO NEW
PROJECTS AND CANCELING ONE
EXISTING PROJECT FROM THE 2024-27
MTIP, AND AMENDING THE PREVIOUSLY
OBLIGATED ROSE QUARTER
IMPROVEMENT PROJECT TO MEET
FEDERAL TRANSPORTATION PROJECT
DELIVERY REQUIREMENTS**

) RESOLUTION NO. 24-5424
)
) Introduced by: Chief Operating
) Officer Marissa Madrigal in
) concurrence with Council President
) Lynn Peterson
)
)
)
)
)
)

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

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

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

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

WHEREAS, pursuant to the U.S. Department of Transportation’s (USDOT) MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, the Oregon Department of Transportation’s (ODOT) successful effort to secure a USDOT discretionary \$450 million Reconnecting Communities and Neighborhoods/Neighborhood Access and Equity (RCN/NAE) grant will be applied to the Rose Quarter Improvement Project; and

WHEREAS, the RCN/NAE funding will support updates to the Preliminary Engineering and Right-of-Way phases, plus enable a Utility Relocation and specialized Other phase to be added to the project to allow the project to move closer to implementing the construction phase; and

WHEREAS, RCN/NAE funding also supports creating a separate construction phase segment, I-5 Rose Quarter - Broadway to Weidler Phase 1, to be implemented in support of the overall Rose Quarter Improvement Project; and

WHEREAS, ODOT will absorb their I-5 Over NE Hassalo St and NE Holladay St structural overlay rehabilitation project into the Rose Quarter freeway improvement segment allowing \$5 million to be transferred to support required stormwater facility upgrade requirements within the Rose Quarter project limits; and

WHEREAS, the City of Portland new \$38,394,000 USDOT RCN/NAE discretionary grant award to complete multiple complete street upgrades, plus enhanced access to Rose Quarter Transit Center is being combined into Resolution 24-5424 due to its delivery connection to the Rose Quarter project; and

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

WHEREAS, on July 12, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on July 18, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend or add the five projects as stated 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 _____ 2024.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A
July #2 FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: JL24-11-JUL2

The July #2 Federal Fiscal Year 2024 MTIP Formal Amendment is a special bundle of projects being amended or added to the 2024-27 MTIP in support of the Rose Quarter Improvement Project. Currently, the Rose Quarter Improvement Project is programmed in a single project in Key 19071. This project is being amended by adding phases and funds. The Rose Quarter Improvement project now proposes a phased/segmented delivery format.

Two new stand-alone “child” projects are being added to the MTIP with funds committed to the construction phase. One project that falls within the Rose Quarter projects is being canceled. The funds will be used to support the stormwater facilities child project. Finally, the new Portland Broadway Main Street Connections project that began the Metro MTIP amendment process with the June 2024 Formal Amendment bundle is being assimilated into the July 2024 Rose Quarter Improvement Project bundle due to its connection to the Rose Quarter upgrades.

As a result of these actions, the Rose Quarter Improvement Project bundle under formal amendment JL24-11-JUL2 contains a total of five projects. The associated funding changes primarily result from ODOT’s successful \$450 million grant award from the USDOT Reconnecting Communities and Neighborhoods Grant 2023 Program with the funds awarded from the Neighborhood Access and Equity (NAE) funding category (Fund type code used for reference is NAE23). The grant awarded NAE23 funds are 100% federal. There is no local match requirement. A summary of the five projects includes the following:

- **Key 19071 - I-5 Rose Quarter Improvement Project (ODOT):** The formal amendment adds \$30 million of NAE23 grant awarded funds to the PE phase, swaps out \$30 million of HB2017 funds for NAE23 funds, adds a Utility Relocation (UR) phase with \$7,500,000 of NAE23 funds, and adds small Other phase with \$250,000 of NAE23 funds. Construction phase activities are being added as separate stand-alone child projects. Construction is proposed to be completed through a “segmented”, “phased”, or “package” delivery approach. Two of the required construction phase child projects are being added through this formal amendment. They are identified below.
- **Key 21219 - I-5 Over NE Hassalo St and NE Holladay St (Portland) (ODOT):** The lead agency/applicant for the project is ODOT. The formal amendment cancels Key 21219 and transfers the \$5 million to support the new Stormwater Facilities child project in Key 23682.

- **[New Project Key 23682 - I-405 and I-5 Stormwater Facilities \(ODOT\)](#)**: This new child project supports the Rose Quarter Improvement Project and will construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. The \$5 million for this project is being transferred from the cancel project in Key 21219.
- **[New Project Key 23672 - I-5 Rose Quarter: Broadway to Weidler Phase 1 \(ODOT\)](#)**: This is the second construction phase child project to the main Rose Quarter Improvement project in Key 19071. The project funding originates from the new NAE23 grant and will Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler and supporting facilities plus complete compatibility construction for follow-on packages.

Note: For the new child construction phase projects, preliminary engineering is being completed through the PE phase in Key 19071.

- **[New Project Key 23646 - Broadway Main Street and Supporting Connections \(Portland\)](#)**: The project will complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. The project funding originates from Portland's successful effort to also secure a \$38 million USDOT NAE23 grant. The project is a stand-alone and separate project to the Rose Quarter Improvement Project. The project began Metro processing steps with the June 2024 MTIP Formal amendment bundle and has received TPAC approval during their June 7, 2024 meeting. However, due to the project's connection to the Rose Quarter Improvement Project, it is being assimilated into the July # 2 MTIP Formal Amendment bundle along with the other Rose Quarter Improvement Projects for an improved processing coordination through JPACT and Metro Council.

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

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 24-5424

July #2 Rose Quarter FFY 2024 Formal Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: JL24-11-JUL2

Total Number of Projects: 5

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Amended Existing Projects in the 2024-27 MTIP				
(#1) ODOT Key # 19071 MTIP ID 70784	ODOT	Rose Quarter Improvement	On I-5 in Portland, complete multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities.	ADD PHASES AND FUNDING: The formal amendment adds \$30 million from the new USDOT RCN/NAE23 grant award to ODOT to PE swaps out NAE23 funds in the ROW phase and adds a Utility Relocation (UR) phase plus adds an Other phase to the project.
Category: Existing Projects Being Canceled in the 2024-27 MTIP				
(#2) ODOT Key # 21219 MTIP ID 71043	ODOT	I-5 Over NE Hassalo St and NE Holladay St (Portland)	On I-5 over NE Hassalo St and NE Holladay St (BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5 million Original Award)	CANCEL PROJECT: Cancel the project from the 2024-27 MTIP and shift the funds over to Key 23682
Category: Adding New Projects to the 2024-2027 MTIP				
(#3) ODOT Key # 23682 MTIP ID TBD <i>New Project</i>	ODOT	I-405 and I-5 Stormwater Facilities	Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.	ADD NEW PROJECT: Add new child project to the 2024-27 MTIP in support of the Rose Quarter Improvement Project in Key 19071. Funding is from canceled project Key 21219.

<p>(#4) ODOT Key # 23672 MTIP ID TBD <i>New Project</i></p>	<p>ODOT</p>	<p>I-5 Rose Quarter: Broadway to Weidler Phase 1</p>	<p>Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and supporting facilities and complete compatibility construction for follow-on packages</p>	<p><u>ADD NEW PROJECT:</u> The formal amendment adds the new Rose Quarter construction child project that will replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler. The \$382 million required funding is sourced from the new ODOT awarded NAE23 grant.</p>
<p>Category: Additional Projects Included with the Rose Quarter Improvement Project Bundle (previously approved by TPAC)</p>				
<p>(#5) ODOT Key # 23646 MTIP ID TBD <i>New Project</i></p>	<p>Portland</p>	<p>Broadway Main Street and Supporting Connections</p>	<p>Complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services.</p>	<p><u>ADD NEW PROJECT:</u> The formal amendment adds the new USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program grant awarded project to the MTIP for Portland. Note: TPAC’s approval recommendation to JPACT previously occurred during their June 7, 2024 meeting. The project will process with the July 2024 #2 Rose Quarter Formal Amendment bundle through JPACT and Metro Council.</p>

Proposed Amendment Review and Approval Steps. This amendment bundle will progress through the Metro approval process via a compressed review and approval process during June and July as follows:

Date	Action
July #2 (JL24-11-JUL2) Rose Quarter Improvement Project Formal MTIP Amendment Required Approval Actions	
Wednesday, June 12, 2024	Post amendment & begin 30+ day notification/comment period.
Friday, July 12, 2024	July TPAC Meeting. Provide TPAC members will receive their official notification of the amendment bundle and be requested to provide an approval recommendation for the amendment resolution to JPACT
Friday, July 12, 2024	End the 30-day public comment period. Complete comments summary and provide to ODOT and JPACT for their review
Thursday, July 18,2024	July JPACT meeting. Project presentation anticipated for JPACT. JPACT will be requested to approvd the amendment resolution and provide an approval recommendation to Metro Council
Thursday, August 1, 2024	Metro Council meeting. Provide final Metro approval for the the Rose Quarter Improvement Project amendment bundle
Tuesday, August 6, 2024	Submit final Metro approved July #2 Rose Quarter Improvement project amendment bundle to ODOT and FHWA to complete final approval steps.
Late August, 2024	Final approval from FHWA estimated should occur.



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

MTIP Formal Amendment
ADD PHASES
 Update PE and add UR and Other phases

Project #1

I-5 Rose Quarter Improvement Project

Project Details Summary

ODOT Key #	19071	RFFA ID:	N/A	RTP ID:	10867 11176	RTP Approval Date:	11/30/2023
MTIP ID:	70784	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-11-JUL2		STIP Amendment ID:		24-27-1281	

Summary of Amendment Changes Occurring:

The formal amendment adds USDOT RCN/NAE discretionary grant awarded funding to the PE and ROW phase s and adds a UR and Other to the project. The summary of changes includes the following:

1. The project descriptions are updated in the MTIP and STIP based on the changes and the proposed phased/segmented construction phase upgrades.
2. Budget and programming changes:
 - Preliminary Engineering (PE Phase) phase updated:
 - Fund type code adjustments based on the current funding structure for phase are occurring.
 - The amendment adds \$30,000,000 of RCN/NAE23 federal funds to complete project design.
 - The PE phase increases from \$157,391,997 to \$187,391,997
 - Right of Way (ROW) phase updated:
 - Swaps a \$30 million of HB2017 funding (identified as Advance Construction funds).
 - Splits out the Advance Construction fund type codes to reflect a\$30 million will be from the RCN/NAE 2023 grant.
 - Corrects an MTIP overprogramming error for the phase.
 - The ROW phase remains unchanged at \$41,000,000.
 - Adds a new Utility Relocation (UR) phase to pay for reimbursable utility relocations \$7,500,000 as Advance Construction NAE23 funds,
 - Adds a new Other (OT) phase to purchase ITS signs & software \$250,000 as Advance Construction NAE23 funds.

The total programmed amount for the project increases in the MTIP from \$218,091,997 to \$236,141,997. The new programmed amount does not fully program the project. The estimated to project cost is \$1.7 billion. A phased/segmented delivery approach for the construction phase is proposed to add separate stand-alone child projects with the required construction phase funding.

Project Name:	I-5 Rose Quarter Improvement Project							
Lead Agency:	ODOT		Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No		Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:

~~On I-5 between I-84 and I-405, Proposed multi-modal improvements include: ramp-to-ramp auxiliary lanes, highway shoulders, highway covers, new overcrossing, SB ramp relocation, new bike/ped crossing and bike/ped facilities.~~

On I-5 in Portland, complete multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities.

MTIP Detailed Description (Internal Metro use only):

~~On I-5 between I-84 and I-405, continue prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan, which identified transportation investments that would result in improved safety and operations and support economic growth. Proposed multi-modal improvements include: Ramp-to-Ramp (Auxiliary) Lanes, Highway Shoulders, Highway Covers, New Overcrossing, I-5 Southbound Ramp Relocation, New Bike and Ped Crossing, and improved Bike and Ped Facilities. (HB2017 Named & conditioned project to add \$16,265,452 of NHFP funds)~~

On and around I-5 from MP 301.40 to MP 303.20, complete multiple system upgrades to help reduce congestion, improve safety and traffic operations, and support economic growth in the Portland Metro region with multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. This specific project will: provide additional funds to project development and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant; relocate utilities in the cover grant and stormwater areas; acquire permanent VMS signs and software early in the project to support movement of traffic during cover construction. Subsequent projects will advance other elements of the Rose Quarter effort. (NAE23 grant award \$450 million).

STIP Description:

~~Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and redesigns the multimodal local street network. The project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.~~

The Rose Quarter investment will help reduce congestion, improve safety, and traffic operations, and support economic growth in the Portland Metro region with multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. This specific project will: provide additional funds to project development and right of way efforts of the Broadway-Weidler facility plan and then/NE Quadrant; relocate utilities in the cover grant and stormwater areas; acquire permanent VMS signs and software early in the project to support movement of traffic during cover construction. Subsequent projects will advance other elements of the Rose Quarter effort.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	New Capacity - General Purpose	Capital Improvement
		Lane Modification or Reconfiguration	
		System Management and Operations	
	Highway - Bridge	New Capacity - General Purpose	
		Lane Modification or Reconfiguration	
	Highway - Bike	Protected Parallel Facility	
	Highway - Pedestrian	Protected Parallel Facility	
Highway - Other	Other Vehicle Operations		
ODOT Work Type:	MODERN		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
NHPP Exempt	M002 MOE2	2020 2016		\$ 3,805,500					\$ 3,805,500
AC-HB2017	ACPO	2016		\$ 82,998,000					\$ 82,998,000
AC-NAE23	ACPO	2016		\$ 30,000,000					\$ 30,000,000
NHPP	Z001	2016		\$ 1,844,400					\$ 1,844,400
NHFP	Z460	2016		\$ 15,000,000					\$ 15,000,000
ADVCON	ACPO	2020			\$ 55,977,540				\$ -
AC-HB2017	ACPO	2020			\$ 10,072,002				\$ 10,072,002
AC-NAE23	ACPO	2020			\$ 30,000,000				\$ 30,000,000
AC-NAE23	ACPO	2025				\$ 7,500,000			\$ 7,500,000
AC-NAE23	ACPO	2025						\$ 250,000	\$ 250,000
Federal Totals:			\$ -	\$ 133,647,900	\$ 40,072,002	\$ 7,500,000		\$ 250,000	\$ 181,469,902

Note: The AC-NAE23 fund type code represents an expected conversion code from the USDOT RCN/NAE 2023 discretionary award. The funds are 100% federal.

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (NHPP EX)	Match	2020 2016		\$ 321,045					\$ 321,045
ADVCON (state)	ACP0	2016		\$ 130,000,000					\$ -
State (ACHB2017)	Match	2016		\$ 7,002,000					\$ 7,002,000
State	S010	2016		\$ 1,000,000					\$ 1,000,000
State (Z001)	Match	2016		\$ 155,600					\$ 155,600
NHPP (State)	Y001	2016		\$ 40,000,000					\$ 40,000,000
State (Z460)	Match	2016		\$ 1,265,452					\$ 1,265,452
State (ACP0)	Match	2020			\$ 4,722,460				\$ -
State (HB2017)	Match	2020			\$ 927,998				
State Totals:			\$ -	\$ 49,744,097	\$ 927,998	\$ -	\$ -	\$ -	\$ 49,744,097

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2016		\$ 4,000,000					\$ 4,000,000
									\$ -
Local Totals:			\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 157,391,997	\$ 60,700,000	\$ -	\$ -	\$ -	\$ 218,091,997
Amended Programming Totals	\$ -	\$ 187,391,997	\$ 41,000,000	\$ 7,500,000	\$ -	\$ 250,000	\$ 236,141,997
Total Estimated Project Cost:							\$ 1,700,000,000
Total Cost in Year of Expenditure:							\$ 1,700,000,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	Construction phase segments will be programmed as separate child projects					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 30,000,000	\$ (19,700,000)	\$ 7,500,000	\$ -	\$ 250,000	\$ 18,050,000
Phase Change Percent:	0.0%	19.1%	-32.5%	100.0%	0.0%	100.0%	8.3%
Amended Phase Matching Funds:	\$ -	\$ 8,744,097	\$ 927,998	\$ -	\$ -	\$ -	\$ 9,672,095
Amended Phase Matching Percent:	N/A	17.26%	8.44%	0.00%	N/A	0.00%	4.96%

Identified Funding Sources for Key 19071 (per the STIP Summary Report Financial Estimates Section)						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
ODOT Enhance	PE	\$ 1,500,000	\$ 126,545	\$ -	\$ 1,626,545	
ODOT Region 1 Fix-It Program	PE	\$ 1,844,400	\$ 155,600	\$ -	\$ 2,000,000	
ODOT Statewide Fix-it Program	PE	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	
HB2017 Discretionary	PE	\$ 119,886,000	\$ 10,114,000	\$ -	\$ 130,000,000	
Local contributions	PE	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000	
ODOT Region 1	PE	\$ 2,305,500	\$ 194,500	\$ -	\$ 2,500,000	
SW Natl Hwy Freight (NHFP)	PE	\$ 15,000,000	\$ 1,265,452	\$ -	\$ 16,265,452	FHWA National Highway Freight Prg
USDOT Grants 2023	PE	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 170,535,900	\$ 12,856,097	\$ 4,000,000	\$ 187,391,997	
HB2017 Discretionary	ROW	\$ 10,072,002	\$ 927,998	\$ -	\$ 11,000,000	
USDOT Grants 2023	ROW	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	Assumed part of the NAE grant
Phase Totals:		\$ 40,072,002	\$ 927,998	\$ -	\$ 41,000,000	
USDOT Grants 2023	UR	\$ 7,500,000	\$ -	\$ -	\$ 7,500,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 7,500,000	\$ -	\$ -	\$ 7,500,000	
					\$ -	
USDOT Grants 2023	Other	\$ 250,000	\$ -	\$ -	\$ 250,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 250,000	\$ -	\$ -	\$ 250,000	
Program Totals All Phases					Total	
ODOT Enhance					\$ 1,626,545	
ODOT Region 1 Fix-It Program					\$ 2,000,000	
ODOT Statewide Fix-it Program					\$ 1,000,000	
HB2017 Discretionary					\$ 141,000,000	
Local contributions					\$ 4,000,000	
ODOT Region 1					\$ 2,500,000	
SW Natl Hwy Freight (NHFP)					\$ 16,265,452	
USDOT Grants 2023					\$ 67,750,000	Total grant award = \$450 million
Total:					\$ 236,141,997	TPC estimate = \$1.7 Billion

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 133,647,900	\$ 40,072,002	\$ 7,500,000		\$ 250,000	\$ 181,469,902
State	\$ -	\$ 49,744,097	\$ 927,998	\$ -	\$ -	\$ -	\$ 50,672,095
Local	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000
Total	\$ -	\$ 187,391,997	\$ 41,000,000	\$ 7,500,000	\$ -	\$ 250,000	\$ 236,141,997

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	71.3%	97.7%	0.0%	0.0%	100.0%	76.8%
State	0.0%	26.5%	2.3%	0.0%	0.0%	0.0%	21.5%
Local	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	1.7%
Total	0.0%	100.0%	100.0%	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%	56.6%	17.0%	3.2%	0.0%	0.1%	76.8%
State	0.0%	21.1%	0.4%	0.0%	0.0%	0.0%	21.5%
Local	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	1.7%
Total	0.0%	79.4%	17.4%	3.2%	0.0%	0.1%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 187,391,997	\$ 41,000,000				Aid ID
Federal Funds Obligated:		\$ 133,647,900	\$ 30,000,000				
EA Number:		PE002591	R9470000				FHWA or FTA
Initial Obligation Date:		9/21/2015	9/4/2020				FHWA
EA End Date:		N/A	N/A				FMIS or TRAMS
Known Expenditures:		N/A	N/A				FMIS
						Estimated Project Completion Date:	Unspecified
Completion Date Notes: Unspecified completion date per ODOT timeline on Rose Quarter website							
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? **Various federal, state, and local sources**
2. Does the amendment include changes or updates to the project funding? **Yes. A new \$450 million dollar grant USDOT grant is being added to the project**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the USDOT RCN/NAE award letter**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **Various approvals from ODOT to USDOT**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes**

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	Interstate 5	301.40	303.20	1.80
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Multiple		Included in the RTP		

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

1st Year Programmed	2016	Years Active	9	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation	
Total Prior Amendments	6	Last Amendment	Administrative	Date of Last Amendment	February 2023	Last MTIP Amend Num	AM23-09-FEB1
Last Amendment Action	ADD FUNDS: Add OTC approved funds to prior obligated PE and ROW phases. Total project funding increases to \$218,091,997. No new phases are added to the project.						

Anticipated Required Performance Measurements Monitoring

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

Added note: The above measures are preliminary for later tracking and analytics. Final performance measure determinations will be completed by Metro RTP, GIS, and Resource Development staff over the next two years and through multiple reviews. Additional performance measure attributes may emerge through these reviews and apply to the project.

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Yes. The project is capacity enhancing.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No. The project is not exempt per 40 CFR 93.126, Table 2, or 40 CFR 93.127, Table 3
Exemption Reference:	Not Applicable
Was an air analysis required as part of RTP inclusion?	Yes. The approved 2023 RTP has complete an air conformity and transportation modeling analysis of the Rose Quarter Improvement project based on the
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes, as noted above.
RTP Constrained Project ID and Name:	RTP IDs: ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW) ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)
RTP Project Description:	<u>ID 10867:</u> Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter <u>ID 11176:</u> The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Interstate 5 in the project limits is designated as a Throughway
Yes	Transit	Interstate 5 in the project limits is designated as a Frequent Bus
Yes	Freight	Interstate 5 in the project limits is designated as a Main Roadway Route
No	Bicycle	No designation
No	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-5	Interstate
Functional Classification	Yes	Not Applicable	Urban Interstate
Federal Aid Eligible Facility	Yes	Not Applicable	1 = Interstate

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3. Is the project included as part of the approved: UPWP? No. 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 - Safe System:</u> Objective 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035. <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
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? Yes. The project is capacity enhancing and exceeds \$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 June 12, 2024 to July 12, 2024
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5. Did the project amendment result in a significant number of comments? Comments are expected
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? A comment log will be established . Comments are Expected.

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Local funds can also be used to support specific elements within the phase beyond the minimum match requirement
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-NAE23	This advance Construction fund type code indicates that the eventual fund code conversion planned for the funds will be from the USDOT Reconnecting Communities and Neighborhoods Grant 2023 Program with the fund awarded from the subcategory of Neighborhood Access and Equity (NAE). The awarded projects may call their award as RCN, NAE, or RCN/NAE. The grant program supports projects that advance community-centered connection transportation projects, with a priority for projects that benefit disadvantaged communities, by improving access to daily needs such as jobs, education, health care, food, nature and recreation; fostering equitable development and restoration; and reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.
AC-HB2017	This advance Construction fund type code indicates the anticipated later conversion code will be from HB2017 approved funds. The fund could also be from a federal source which is why the Advance Construction funds are listed as federal type funds for now.
NHFP	Federal National Highway Freight Program funds which are intended to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including: Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167(a) and (b)]
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]
State	General State funds committed to the project usually to provide the minimum match requirement to the federal funds. Can also be committed as overmatch to support a specific phase.

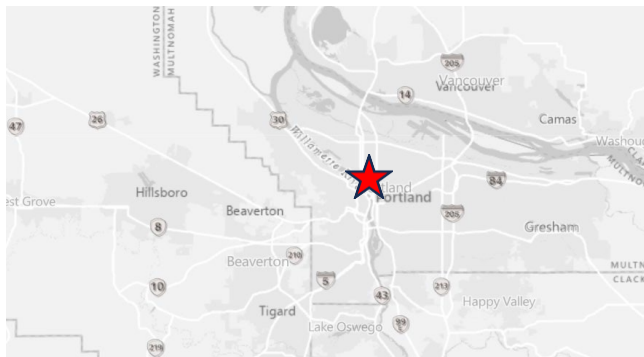
Key Number: **19071**

2018-2021 STIP

Project Name: **I-5 Rose Quarter Improvement Project**

(DRAFT AMENDMENT

Fund Codes											
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount	
PE	ACP0	ADVANCE CONSTRUCT PR	67.51%	140,000,000.00	0.00%	132,998,000.00	0.00%	7,002,000.00	0.00%	0.00	
	M002	NHPP-EXEMPT	0.77%	1,598,736.16	92.22%	1,474,354.49	7.78%	124,381.67	0.00%	0.00	
	M0E2	NATL HWY PERF EXMPT	1.22%	2,527,808.84	92.22%	2,331,145.31	7.78%	196,663.53	0.00%	0.00	
	OTH0	OTHER THAN STATE OR	1.93%	4,000,000.00	0.00%	0.00	0.00%	0.00	100.00%	4,000,000.00	
	S010	STATE	0.48%	1,000,000.00	0.00%	0.00	100.00%	1,000,000.00	0.00%	0.00	
	Y001	National Highway Perf IJJA	19.29%	40,000,000.00	0.00%	0.00	100.00%	40,000,000.00	0.00%	0.00	
	Z001	NATIONAL HIGHWAY PERF FAST	0.96%	2,000,000.00	92.22%	1,844,400.00	7.78%	155,600.00	0.00%	0.00	
	Z460	NATIONAL HWY FREIGHT PROGRAM	7.84%	16,265,452.18	92.22%	15,000,000.00	7.78%	1,265,452.18	0.00%	0.00	
	PE Totals			100.00%	207,391,997.18		153,647,899.80		49,744,097.38		4,000,000.00
RW	ACP0	ADVANCE CONSTRUCT PR	100.00%	41,000,000.00	92.22%	37,810,200.00	7.78%	3,189,800.00	0.00%	0.00	
	RW Totals			100.00%	41,000,000.00		37,810,200.00		3,189,800.00		0.00
UR	ACP0	ADVANCE CONSTRUCT PR	100.00%	7,500,000.00	100.00%	7,500,000.00	0.00%	0.00	0.00%	0.00	
	UR Totals			100.00%	7,500,000.00		7,500,000.00		0.00		0.00
OT	ACP0	ADVANCE CONSTRUCT PR	100.00%	250,000.00	100.00%	250,000.00	0.00%	0.00	0.00%	0.00	
	OT Totals			100.00%	250,000.00		250,000.00		0.00		0.00
Grand Totals					256,141,997.18		199,208,099.80		52,933,897.38		4,000,000.00



PROJECT TIMELINE





HIGHWAY COVER



HANCOCK CROSSING



MULTIMODAL LOCAL STREET IMPROVEMENTS



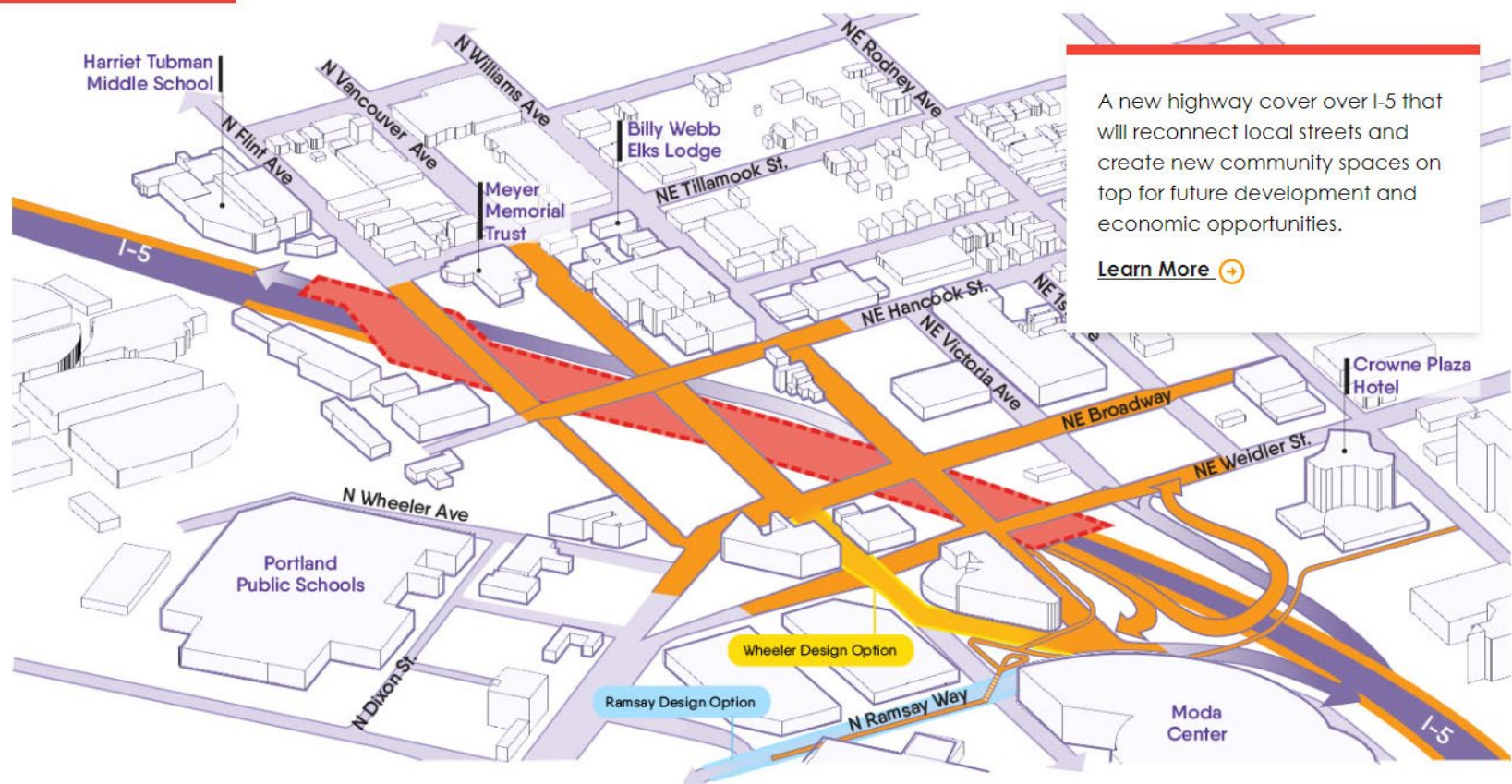
PEDESTRIAN AND BICYCLE BRIDGE



AUXILIARY LANES AND SHOULDERS



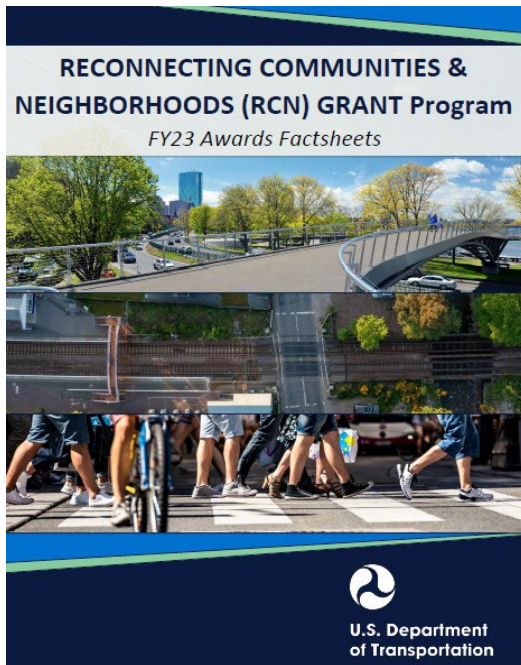
I-5 SOUTHBOUND OFF-RAMP RELOCATION



A new highway cover over I-5 that will reconnect local streets and create new community spaces on top for future development and economic opportunities.

[Learn More](#)

NAE	Capital	I-5 Rose Quarter Improvement Project	Oregon Department of Transportation	Oregon	\$450,000,000.00
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RCN FY23 Awards Factsheet

I-5 Rose Quarter Improvement Project

Portland, Oregon

Grant Type: Construction

Funding Source: NAE

Award: \$450,000,000

Estimated Total Project Cost: \$1,700,000,000

Project Summary:

Funding for the I-5 Rose Quarter Improvement Project will be used for the project’s design and constructing the project’s main reconnecting feature—a highway cover that will support new community space and future development, while reconnecting local streets over Interstate 5 (I-5) and providing better access to the central city and the waterfront in Portland, Oregon. Funding will be divided in the following way: \$50 million to complete the project’s design, \$80 million to complete the project’s right of way (ROW) acquisition and utility relocation phase, \$500 million to complete construction of the highway cover, \$100 million to make multimodal improvements to city streets, and \$120 million to construct a pedestrian and bicycle bridge that crosses over I-5 through the project area.

Building the highway cover is an essential first step to actualizing the community’s vision and improving the transportation network in partnership with the City of Portland. The project is further supported by the Historic Albina Advisory Board (HAAB) (the project committee consisting of Black community leaders and those with ties to the historic Albina community—the community that was divided by construction of I-5 through the project area) and Albina Vision Trust (AVT) —a nonprofit organization that links private interests and public priorities with community values for the Albina community. The project’s investments make walking, biking, rolling and accessing transit safer, creating a more pedestrian-friendly and community-oriented area. As a part of the regional effort to realize the vision to reconnect the Albina community, the City is submitting a complementary NAE Program Capital Construction Grant application to support and extend the project’s local street and community reconnection investments adjacent to the project area.



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

MTIP Formal Amendment
CANCEL PROJECT
 Cancel project and transfer funds
 to Key 23682

Project #2 **CANCEL PROJECT**

Project Details Summary							
ODOT Key #	21219	RFFA ID:	N/A	RTP ID:	12092	RTP Approval Date:	11/30/2023
MTIP ID:	71043	CDS ID:	N/A	Bridge #:	8583	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-11-JUL2	STIP Amendment ID:		24-27-1208		

Summary of Amendment Changes Occurring:

The formal amendment cancels the project and transfers the funding to the new Rose Quarter child project in Key 23682 .

Project Name:	I-5 Over NE Hassalo St and NE Holladay St (Portland)						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:
 On I-5 over NE Hassalo St and NE Holladay St (BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5 million Original Award)

MTIP Detailed Description (Internal Metro use only):
 In northeastern Portland on I-5 over NE Hassalo St and NE Holladay St (at MP 301.99, BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5 million Original Award)

STIP Description:
 Replace the deck for the southbound portion of the bridge to repair damage incurred over time by vehicles and weathering.

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

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-HB2017	ACPO	2024					-\$ 4,611,000		\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2024					-\$ 389,000		\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	-\$ 5,000,000	\$ -	-\$ 5,000,000
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ (5,000,000)	\$ -	\$ (5,000,000)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-100.0%	0.0%	-100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Phase Programming Summary Totals

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

Phase Composition Percentages

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

Phase Programming Percentage

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

Project Phase Obligation History

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

Fiscal Constraint Consistency Review

1. What is the source of funding? Not Applicable
2. Does the amendment include changes or updates to the project funding? The approved funding is being combined into Key 23682
3. Was proof-of-funding documentation provided to verify the funding change? N/A
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT program approval
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? N/A

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	301.95	302.03	0.08
Cross Streets	Route or Arterial	Cross Street	Cross Street	Cross Street	Cross Street
	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

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

1st Year Programmed	2019	Years Active	6	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	
Total Prior Amendments	7	Last Amendment	Administrative	Date of Last Amendment	June 2022	Last MTIP Amend Num	AM22-21-JUN1
Last Amendment Action	CANCEL PHASE: The PE phase is canceled with the funding transferred to the Construction phase. The bridge deck re-design will be completed as part of the Rose Quarter improvement project. In the future ODOT expects Key 21219 to be combined into the Rose Quarter project for improved delivery efficiencies.						

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

Added notes:

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 - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
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# 12092 - Bridge Rehabilitation & Repair: 2023-2030
RTP Project Description:	Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	I-5 in the project limits is designated as a Throughway
Yes	Transit	I-5 in the project limits is designated as a Frequent and Regional Bus
Yes	Freight	I-5 in the project limits is designated as a Main Roadway Route
No	Bicycle	No designation
No	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-5	Interstate
Functional Classification	Yes	I-5	Urban Interstate
Federal Aid Eligible Facility	Yes	I-5	1 = Interstate

Additional RTP Consistency Check Areas

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

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be June 12, 2024 to July 12, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments may occur.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Possible**

Fund Codes References

State	General State funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-HB2017	Advance Construction funds with the expected conversion code to be HB2017 funds.

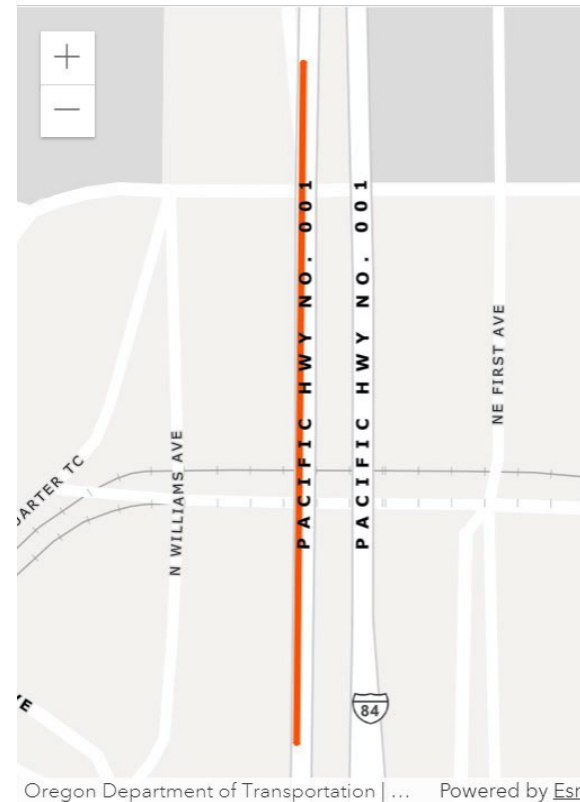
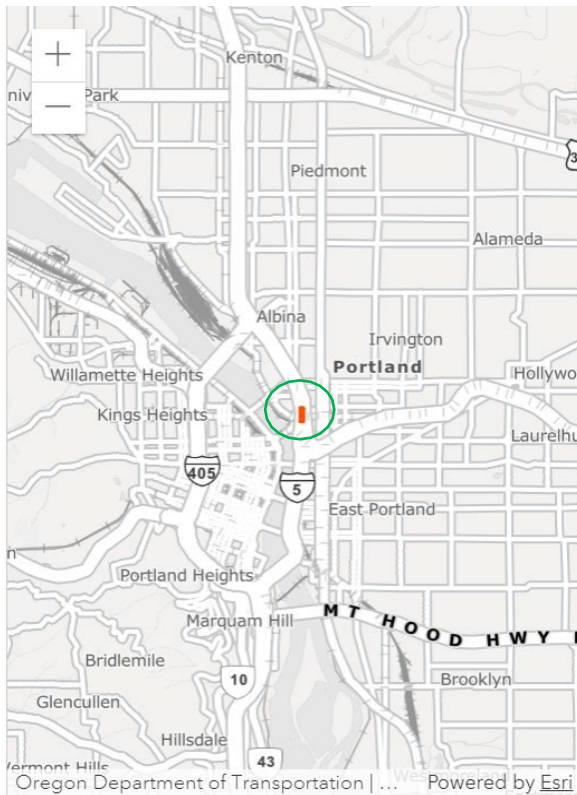
Key Number: 21219

2024-2027 STIP

Project Name: I-5 over NE Hassalo Street and NE Holladay Street

(DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y002	NHPP National Highway perf exempt IJA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	PE Totals		0.00%	0.00		0.00		0.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	CN Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				0.00		0.00		0.00		0.00





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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new project with funds
 from Key 21219

Project #3

Project Details Summary							
ODOT Key #	23682	RFFA ID:	N/A	RTP ID:	11176	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-11-JUL2	STIP Amendment ID:		24-27-1279		

Summary of Amendment Changes Occurring:
 The formal amendment adds the new stormwater facilities project to the MTIP using the funds from the canceled Key 21219 project (also included in this amendment bundle).

Project Name:	I-405 and I-5 Stormwater Facilities						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:
 Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.

MTIP Detailed Description (Internal Metro use only):
 On I-5 from MP 301.40 to MP 303.20 in Portland, Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.

STIP Description:
 Construct stormwater facilities for the east end of Fremont Bridge and ramps to be in compliance with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project key 19071 I-5 Rose Quarter Improvement Project.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway -Motor Vehicle	Lane modification or reconfiguration	Capital Improvement
ODOT Work Type:	BRIDGE		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-HB2017	ACPO	2025					\$ 4,611,000		\$ 4,611,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 4,611,000	\$ -	\$ 4,611,000

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025					\$ 389,000		\$ 389,000
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 389,000	\$ -	\$ 389,000

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

Phase Totals		Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals		\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000
							Total Estimated Project Cost	\$ 5,000,000
							Total Cost in Year of Expenditure:	\$ 5,000,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 389,000	\$ -	\$ 389,000
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	7.78%	N/A	7.78%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 4,611,000	\$ -	\$ 4,611,000
State	\$ -	\$ -	\$ -	\$ -	\$ 389,000	\$ -	\$ 389,000
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	92.22%	0.0%	92.22%
State	0.0%	0.0%	0.0%	0.0%	7.78%	0.0%	7.78%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	92.22%	0.0%	92.2%
State	0.0%	0.0%	0.0%	0.0%	7.78%	0.0%	7.8%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History

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

Fiscal Constraint Consistency Review

1. What is the source of funding? **HB2017 Seismic Bridge funds pulled from Key 21219.**
2. Does the amendment include changes or updates to the project funding? **The funds from Key 21219 are being applied to this new child project to the Rose Quart Improvement Project in Key 19071.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **ODOT Program Manager**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes**

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	301.40	303.20	1.8
Cross Streets	Route or Arterial	Cross Street	Cross Street	Cross Street	
	Not Applicable	Not Applicable	Not Applicable	Not Applicable	

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

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

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Equity Notes POC = No LEP = No LI = Yes
				X		X		
Added notes:								
RTP Air Quality Conformity and Transportation Modeling Designations								
Is this a capacity enhancing or non-capacity enhancing project?				Non-capacity enhancing project				
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?				Yes. The project is exempt per 40 CFR 93.126, Table 2				
Exemption Reference:				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:				RTP ID# 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)				
RTP Project Description:				ID 11176: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.				
Project Location in the Metro Transportation Network								
Yes/No	Network			Designation				
Yes	Motor Vehicle			I-5 in the project limits is designated as a Throughway				
Yes	Transit			I-5 in the project limits is designated as a Frequent and Regional Bus				
Yes	Freight			I-5 in the project limits is designated as a Main Roadway Route				
No	Bicycle			No designation				
No	Pedestrian			No designation				

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-5	Interstate
Functional Classification	Yes	I-5	Urban Interstate
Federal Aid Eligible Facility	Yes	I-5	1 = Interstate

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? Yes
3. Is the project included as part of the approved: UPWP? No.
3a. If yes, is an amendment required to the UPWP? No.
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: <u>Goal # 2 -Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3: Equitable Transportation:</u> Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability, and health outcomes experienced by people of color and other marginalized communities.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2. What are the start and end dates for the comment period? Estimated to be June 12, 2024 to July 12, 2024
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5. Did the project amendment result in a significant number of comments? Comments may occur.
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Possible

Fund Codes References

State	General State funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-HB2017	Advance Construction funds with the expected conversion code to be HB2017 funds.

2024-2027 Active STIP		MULTNOMAH		2024-2027 Active STIP			
Name: I-5 over NE Hassalo Street and NE Holladay Street (Portland)			Key: 21219				
Description: Replace the deck for the southbound portion of the bridge to repair damage incurred over time by vehicles and weathering.				Region: 1			
MPO: Portland Metro MPO		Work Type: BRIDGE					
Applicant: ODOT		Status: PROJECT SCHEDULED FOR CONSTRUCTION					
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
301.95 to 302.03	0.08	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$5,000,000.00		\$5,000,000.00
Fund 1					ACPO \$4,611,000.00		
Match					\$389,000.00		
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0800				Approval Date: 3/29/2024			
Requested Action: Slip the Construction phase to start in federal fiscal year 2025.							



Financial Plan -- Estimate / Actual Amounts								
Phase	Funding Resp	STIP	Year	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
CN	HB2017 BridgeSeismic	2024-2027 STIP	2025	5,000,000.00	4,611,000.00	389,000.00	0.00	06/07/2024: Add \$%M CN phase from K21219 per 24-27-1279
	CN Totals			5,000,000.00	4,611,000.00	389,000.00	0.00	
Grand Totals				5,000,000.00	4,611,000.00	389,000.00	0.00	

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	5,000,000.00	92.22%	4,611,000.00	7.78%	389,000.00	0.00%	0.00
	CN Totals			100.00%	5,000,000.00		4,611,000.00		389,000.00	
Grand Totals				5,000,000.00		4,611,000.00		389,000.00		0.00





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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new project with NAE23 funds to construct RQ cover segment

Project #4

Project Details Summary							
ODOT Key #	23672	RFFA ID:	N/A	RTP ID:	11176	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-11-JUL2		STIP Amendment ID:		24-27-1241	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new Rose Quarter construction child project that will replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler

Project Name:	I-5 Rose Quarter: Broadway to Weidler Phase 1						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:
 Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and supporting facilities and complete compatibility construction for follow-on packages

MTIP Detailed Description (Internal Metro use only):
 On I-5 from MP 301.40 to MP 303.20 in Portland, Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. This will provide greater connectivity for the lower Albina neighborhood. Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement Project (Chiles project to Key 19071, USDOT NAE23 grant funds for construction)

STIP Description:
 Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. This will provide greater connectivity for the lower Albina neighborhood. Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement Project.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway -Motor Vehicle	Lane modification or reconfiguration	Capital Improvement
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									
AC-NAE23	ACPO	2025					\$ 382,250,000		\$ 382,250,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000

Note: The programming is using federal Advance Construction with the conversion expectation to be USDOT federal Reconnecting Communities and Neighborhoods Grant 2023, Neighborhood Access, and Equity (NAE) 2023 discretionary grant. The funds are 100% federal. No required match.

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 Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000

Total Estimated Project Cost							\$ 382,250,000
Total Cost in Year of Expenditure:							\$ 382,250,000

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:	\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	0.00%	N/A	0.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	100.00%	0.0%	100.00%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	100.00%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History

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

Fiscal Constraint Consistency Review

1. What is the source of funding? **USDOT Reconnecting Communities and Neighborhoods Grant 2023 Program with the fund awarded from the subcategory of Neighborhood Access and Equity (NAE)**
2. Does the amendment include changes or updates to the project funding? **Yes. \$382 million of the total \$450 million are being added to the MTIP**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via project award verification form USDOT**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **Approval was required from USDOT.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes**

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	301.40	303.20	1.8
Cross Streets	Route or Arterial	Cross Street	Cross Street		
	Multiple	Before and after I-5 intersections			

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

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

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Equity Notes POC = No LEP = No LI = Yes
				X	X	X	X	
Added notes:								
RTP Air Quality Conformity and Transportation Modeling Designations								
Is this a capacity enhancing or non-capacity enhancing project?				Non-capacity enhancing project (This specific segment)				
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:				RTP ID# 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)				
RTP Project Description:				ID 11176: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.				
Project Location in the Metro Transportation Network								
Yes/No	Network			Designation				
Yes	Motor Vehicle			I-5 in the project limits is designated as a Throughway				
Yes	Transit			I-5 in the project limits is designated as a Frequent and Regional Bus				
Yes	Freight			I-5 in the project limits is designated as a Main Roadway Route				
No	Bicycle			No designation				
No	Pedestrian			No designation				

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-5	Interstate
Functional Classification	Yes	I-5	Urban Interstate
Federal Aid Eligible Facility	Yes	I-5	1 = Interstate

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	<p>Applicable RTP Goal:</p> <p><u>Goal # 1 - Mobility Options</u> Objective 1.1 Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides, and use of transit, and reduce per capita vehicle miles traveled.</p> <p><u>Goal # 2 -Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.</p> <p><u>Goal #3: Equitable Transportation:</u> Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability, and health outcomes experienced by people of color and other marginalized communities.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing, the 100 million funding ceiling does not apply for this non-capacity enhancing project.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be June 12, 2024 to July 12, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments may occur.
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Possible







Fund Codes References

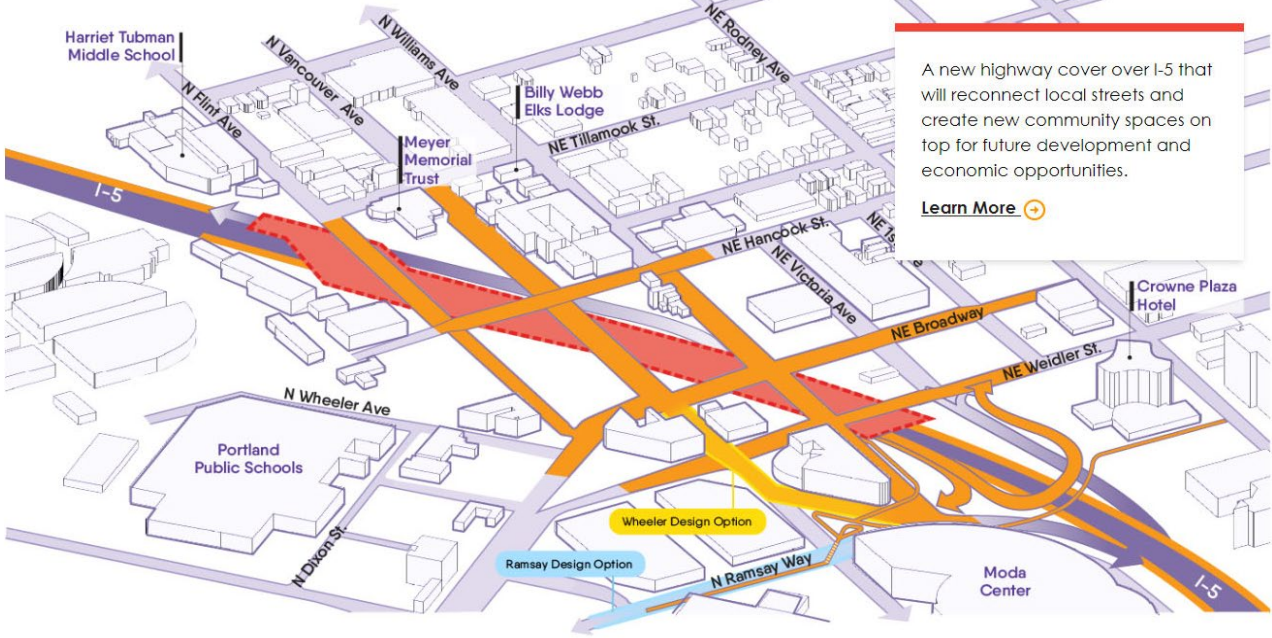
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-NAE23	This advance Construction fund type code indicates that the eventual fund code conversion planned for the funds will be from the USDOT Reconnecting Communities and Neighborhoods Grant 2023 Program with the fund awarded from the subcategory of Neighborhood Access and Equity (NAE). The awarded projects may call their award as RCN, NAE, or RCN/NAE. The grant program supports projects that advance community-centered connection transportation projects, with a priority for projects that benefit disadvantaged communities, by improving access to daily needs such as jobs, education, health care, food, nature and recreation; fostering equitable development and restoration; and reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

Financial Plan -- Estimate / Actual Amounts								
Phase	Funding Resp	STIP	Year	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
CN	USDOT Grants 2023	2024-2027 STIP	2025	382,250,000.00	382,250,000.00	0.00	0.00	05/2024: Add 382.25M CN 100% federal per 24-27-1208
	CN Totals			382,250,000.00	382,250,000.00	0.00	0.00	
Grand Totals				382,250,000.00	382,250,000.00	0.00	0.00	

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	382,250,000.00	100.00%	382,250,000.00	0.00%	0.00	0.00%	0.00
	CN Totals			100.00%	382,250,000.00		382,250,000.00		0.00	
Grand Totals					382,250,000.00	382,250,000.00		0.00		0.00



 HIGHWAY COVER	 HANCOCK CROSSING	 MULTIMODAL LOCAL STREET IMPROVEMENTS	 PEDESTRIAN AND BICYCLE BRIDGE	 AUXILIARY LANES AND SHOULDERS	 I-5 SOUTHBOUND OFF-RAMP RELOCATION
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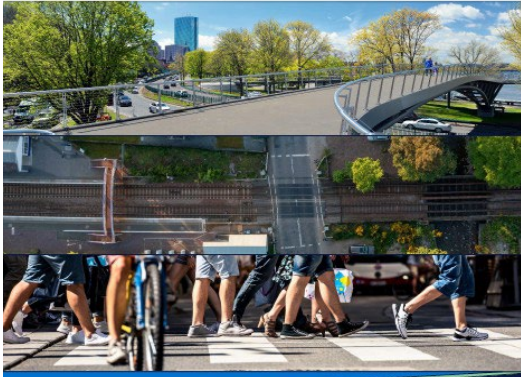


A new highway cover over I-5 that will reconnect local streets and create new community spaces on top for future development and economic opportunities.

[Learn More](#) ➔

RECONNECTING COMMUNITIES & NEIGHBORHOODS (RCN) GRANT Program

FY23 Awards Factsheets



U.S. Department
of Transportation

RCN FY23 Awards Factsheet

I-5 Rose Quarter Improvement Project

Portland, Oregon

Grant Type: Construction

Funding Source: NAE

Award: \$450,000,000

Estimated Total Project Cost: \$1,700,000,000

Project Summary:

Funding for the I-5 Rose Quarter Improvement Project will be used for the project's design and constructing the project's main reconnecting feature—a highway cover that will support new community space and future development, while reconnecting local streets over Interstate 5 (I-5) and providing better access to the central city and the waterfront in Portland, Oregon. Funding will be divided in the following way: \$50 million to complete the project's design, \$80 million to complete the project's right of way (ROW) acquisition and utility relocation phase, \$500 million to complete construction of the highway cover, \$100 million to make multimodal improvements to city streets, and \$120 million to construct a pedestrian and bicycle bridge that crosses over I-5 through the project area.

Building the highway cover is an essential first step to actualizing the community's vision and improving the transportation network in partnership with the City of Portland. The project is further supported by the Historic Albina Advisory Board (HAAB) (the project committee consisting of Black community leaders and those with ties to the historic Albina community—the community that was divided by construction of I-5 through the project area) and Albina Vision Trust (AVT)—a nonprofit organization that links private interests and public priorities with community values for the Albina community. The project's investments make walking, biking, rolling and accessing transit safer, creating a more pedestrian-friendly and community-oriented area. As a part of the regional effort to realize the vision to reconnect the Albina community, the City is submitting a complementary NAE Program Capital Construction Grant application to support and extend the project's local street and community reconnection investments adjacent to the project area.



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add Portland's new NAE grant
 award project to the MTIP

Project #5

Project Details Summary							
ODOT Key #	23646	RFFA ID:	N/A	RTP ID:	11646	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	NAE	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-11-JUL2		STIP Amendment ID:		24-27-1081	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program grant awarded project to the MTIP for Portland.

Project Name:	Broadway Main Street and Supporting Connections						
Lead Agency:	Portland	Applicant:	Portland	Administrator:	ODOT		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No		

Short Description:
 Complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services.

MTIP Detailed Description (Internal Metro use only):
 In NE Portland on N. Larrabee Ave (I-5 ramp south to N. Broadway St), N. Broadway St/NE Broadway St from N. Larrabee Ave to NE 7th Ave), and on N/NE Weidler St (N Broadway St east to NE 7th Ave), complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services.
(Optional if room -->) Provide upgraded and protected lanes for biking and scooting, restoration of managed on-street parking and loading, additional tree canopy, green infrastructure, street lighting, and other streetscape amenities for greater access and connectivity to Portland's Lower Albina neighborhood.

STIP Description:

Project will include enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. Upgraded and protected lanes for biking and scooting. Restoration of managed on-street parking and loading. Additional tree canopy, green infrastructure, street lighting, and other streetscape amenities. Placemaking opportunities to honor the district's history through public art, street activation, and monumentation. Project will result in greater access and connectivity to Portland's Lower Albina neighborhood.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets ODOT Work Type:	Active Trans - Bike	Separated (aka Protected) Lanes	Capital Improvement
	Active Trans - Pedestrian	Sidewalk Reconstruction	
	Active Trans - Transit	Crossing Treatments	
	Active Trans - Motor Vehicle	Capital - Passenger Facilities	
	BIKPED	Preservation and Maintenance	

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-NAE23	ACPO	2025		\$ 8,255,000					\$ 8,255,000
AC-NAE23	ACPO	2026			\$ 591,000				\$ 591,000
AC-NAE23	ACPO	2026				\$ 130,000			\$ 130,000
AC-NAE23	ACPO	2026					\$ 29,418,000		\$ 29,418,000
Federal Totals:			\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000

Note: The USDOT NAE grant award is 100% federal. No minimum match required

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 Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000		\$ 38,394,000
Amended Programming Totals	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000
Total Estimated Project Cost							\$ 38,394,000
Total Cost in Year of Expenditure:							\$ 38,394,000

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:	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000
Phase Change Percent:	0.0%	100.0%	100.0%	100.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	N/A	0.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	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	0.0%	21.5%	1.5%	0.3%	76.6%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	21.5%	1.5%	0.3%	76.6%	0.0%	100.0%

Project Phase Obligation History

Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2029
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 FFY 2023 discretionary RECONNECTING COMMUNITIES & NEIGHBORHOODS (RCN) GRANT Program**
2. Does the amendment include changes or updates to the project funding? **Yes. Adds new discretionary grant awarded federal funds to the MTIP**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes. Grant award letter and USDOT award list provided.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **No ODOT, but ISDOT approval 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
		N. Larrabee Ave	I-5 ramps		North Broadway
		N. Broadway/NE Broadway	N. Larrabee Ave		NE 7th Ave
		N/NE Weidler St	North Broadway intersection		NE 7th Ave

Note: See project location map at end of Exhibit A/MTIP Worksheet.

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

1st Year Programmed	2025	Years Active	0	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
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	EFA Notes POC = No LEP = No LI - Yes
				X	X	X	X	
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature. Air Quality - Bicycle and pedestrian facilities.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 11646 - Broadway/Weidler Corridor Improvements
RTP Project Description:	Enhance existing bike lanes and improve pedestrian/bicycle crossings. Add traffic signals, improve signal timing, improve transit stops, provide transit priority treatments, and construct streetscape improvements.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	N Larrabee Ave = Major/Minor arterial designation
		N/NE Broadway St = Major/Minor arterial designation
		N/NE Weidler St = Major/Minor arterial designation
Yes	Transit	N Larrabee Ave = No designation
		N/NE Broadway = Light rail/streetcar designation
		N/NE Weidler St = Light rail/streetcar designation

Yes (Partial)	Freight	N Larrabee Ave = no designation
		N/NE Broadway St = Eastern portion is designated as a regional intermodal connector
		N/NE Weidler St = No designation
Yes	Bicycle	N Larrabee Ave = No designation
		N/NE Broadway St = Bicycle Parkway designation
		N/NE Weidler St = Bicycle Parkway designation
Yes	Pedestrian	N Larrabee Ave = Regional Pedestrian Corridor designation
		N/NE Broadway St = Pedestrian Parkway designation
		N/NE Weidler St = Pedestrian Parkway arterial designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	N Larrabee Ave	No designation
		N/NE Broadway St	NHS Intermodal Connector and Other NHS Route
		N/NE Weidler St	NHS Intermodal Connector and Map 21 Principal Arterials
Functional Classification	Yes	N Larrabee Ave	No designation
		N/NE Broadway St	Urban Other Principal Arterial
		N/NE Weidler St	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	N Larrabee Ave	No designation
		N/NE Broadway St	3 = Other Principal Arterial
		N/NE Weidler St	3 = Other Principal Arterial

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? 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 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

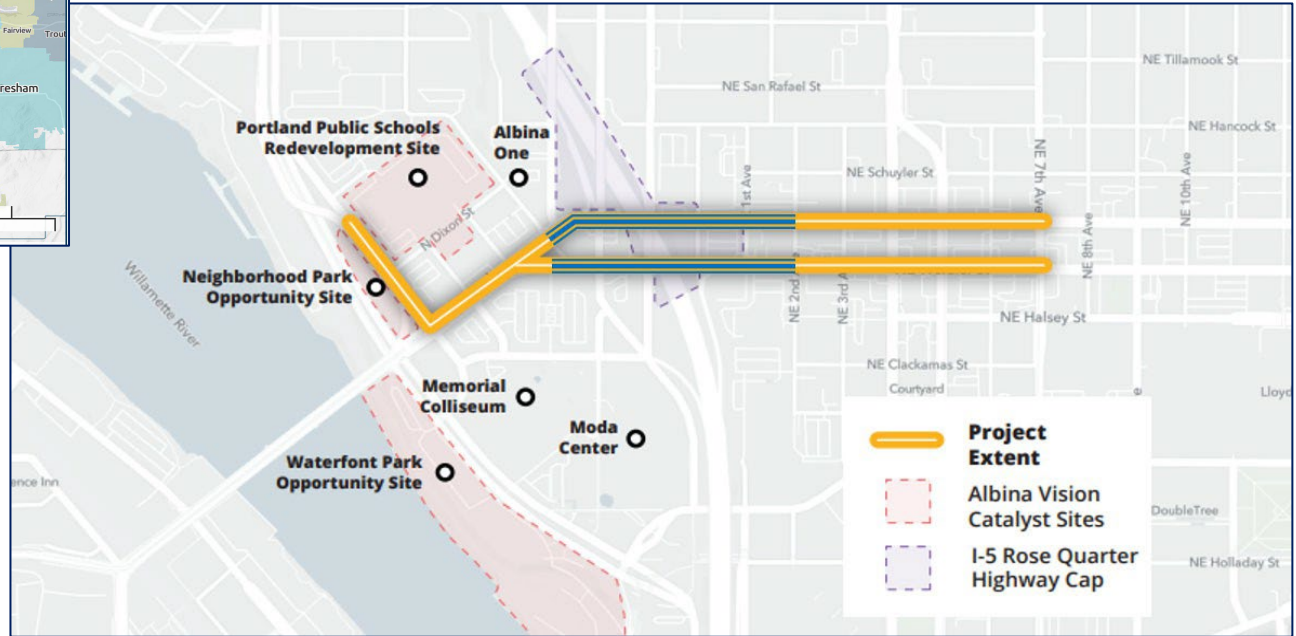
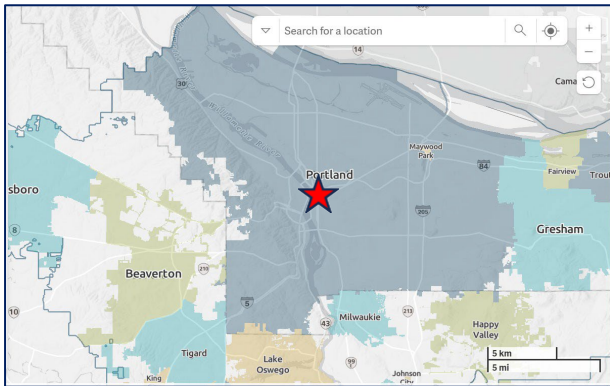
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be June 12, 2024 to July 12, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

Fund Codes References

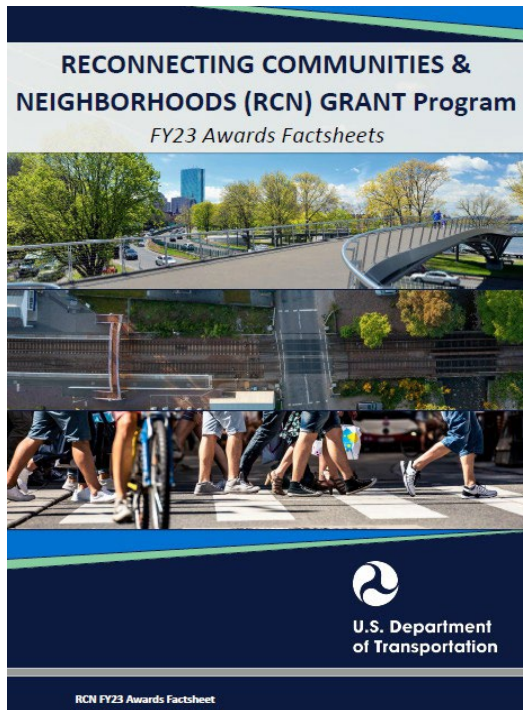
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-NAE23	Advance Construction funds with the expected conversion code identified to be from the USDOT FFY 2023 NAE grant program. The awarded funds are 100% federal. There is no minimum match requirement.

Project Name: Broadway Main Street and Supporting Connections (DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	100.00%	8,255,000.00	100.00%	8,255,000.00	0.00%	0.00	0.00%	0.00
	PE Totals		100.00%	8,255,000.00		8,255,000.00		0.00		0.00
RW	ACPO	ADVANCE CONSTRUCT PR	100.00%	591,000.00	100.00%	591,000.00	0.00%	0.00	0.00%	0.00
	RW Totals		100.00%	591,000.00		591,000.00		0.00		0.00
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	130,000.00	100.00%	130,000.00	0.00%	0.00	0.00%	0.00
	UR Totals		100.00%	130,000.00		130,000.00		0.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	29,418,000.00	100.00%	29,418,000.00	0.00%	0.00	0.00%	0.00
	CN Totals		100.00%	29,418,000.00		29,418,000.00		0.00		0.00
Grand Totals				38,394,000.00		38,394,000.00		0.00		0.00



NAE	Capital	Broadway Main Street and Supporting Connections	City of Portland	Oregon	\$38,394,000.00
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Broadway Main Street and Supporting Connections

Portland, Oregon

Grant Type: Construction

Funding Source: NAE

Award: \$38,394,000

Estimated Total Project Cost: \$38,394,000

Project Summary:

The Broadway Main Street & Supporting Neighborhood Connections Project will construct multimodal safety and streetscape improvements N/NE Broadway and N/NE Weidler St, two arterials that make up a wide, high-volume couplet that serves as the primary connection across Interstate 5 (I-5) in inner North/Northeast Portland, Oregon and as the neighborhood's gateway to downtown.

The project improves access and connectivity and foster equitable development and restoration in the heart of the city's historic Black neighborhood, Lower Albina. Located in an underserved community designated as both historically disadvantaged and an area of persistent poverty, the project is designed to support realization of the community's vision for the area.

This project will reconnect Lower Albina to neighborhoods and key destinations across I-5, a major grade separated facility that divided the neighborhood and displaced hundreds of residents when it was constructed. It will also improve connections within the community itself across N Broadway, the widest street in Portland's Central City, and the N/NE Broadway/Weidler couplet, making those busy streets more welcoming to current and future residents, employees, and visitors of the area.



Memo

Date: July 3, 2024
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: July #2 FFY 2024 MTIP Formal Amendment & Resolution 24-5424 Approval Request – JL24-11-JUL2

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE ADDING TWO NEW PROJECTS AND CANCELING ONE EXISTING PROJECT FROM THE 2024-27 MTIP, AND AMENDING THE PREVIOUSLY OBLIGATED ROSE QUARTER IMPROVEMENT PROJECT TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS

BACKGROUND

What This Is - Amendment Summary:

The July #2 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment is the second of two submitted July 2024 formal amendment bundles. This formal amendment has separated the required updates to the Rose Quarter Improvement Project from the regular July formal amendment in JL24-10-JUL1. The Rose Quarter Improvement Project amendment bundle will proceed under Resolution number 24-5424. There are five projects in this bundle. They include the following:

- **Key 19071 – I-5 Rose Quarter Improvement Project:**
The project will complete multi-modal improvements that include ramp-to-ramp auxiliary lanes, highway shoulders, highway covers, new overcrossing, SB ramp relocation, new bike/ped crossing and bike/ped facilities. The amendment includes updates to the Preliminary Engineering (PE), and Right-of-Way (ROW) phases. A new Utility Relocation (UR) phase is being added, and a new partially funded construction phase is being added using the \$450 million grant award funding from USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program.

The NAE \$450 million grant enables the first phase of construction to be implemented and delivered. This first phase is focused on the project's highway cover. ODOT is proposes to use \$382 million to construct the initial, central portion of the highway cover scope element to the project. The central portion of the highway cover, between approximately Weidler and Broadway over I-5, would be built to be forward compatible with future phases of the highway cover construction and I-5 mainline improvements under the highway cover.

This portion is being programmed in Key 23682. The construction phase for this scope element is being programmed as a “child” project in Key 23682 to the main parent project in Key 19071. Key 19071 contains the preliminary engineering (PE) and right-of-way (ROW) funding for the project which is why it is referred to as the parent project.

A summary of the five projects is shown below:

- **Key 21219 - I-5 Over NE Hassalo St and NE Holladay St (Portland) (ODOT):**
The lead agency/applicant for the project is ODOT. The project is located on I-5 over NE Hassalo St and NE Holladay St (BR#08583) and would replace the current structural overlay. However, ODOT, will now use the programmed \$5 million to support the required stormwater facilities upgrades within the rose Quarter project limits. The July #2 MTIP Fromal Amendment cancels Key 21219 and transfers the \$5 million to support the new Stormwater Facilities child project in Key 23682.
- **New Child Project - Key 23682 - I-405 and I-5 Stormwater Facilities (ODOT):**
This is one of two new child projects (to the parent project in Key 19071) being added to the MTIP supporting the Rose Quarter Improvement Project. This new project will address required stormwater facility upgrades within the Rose Quarter limits. The project will utilize the \$5 million of ODIOT funds currently programmed in Key 21219. Since PE and ROW phase activities are being completed under Key 19071, only the construction phase is needed to be programmed for Key 23682. This is how Key 23682 becomes a child project to Key 19071.
- **New Child Project - Key 23672 - I-5 Rose Quarter: Broadway to Weidler Phase 1 (ODOT):**
This is the second child project to the parent project in Key 19071 being added to the MTIP. The project will Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler and supporting facilities plus complete compatibility construction for follow-on packages. The required \$382 million to complete the construction phase is being sourced from the new NAE \$450 million grant ODOT secured from USDOT.
- **New Project Key 23646 - Broadway Main Street and Supporting Connections (Portland):**
This is a separate project to the I-5 Rose Quarter Improvement Project package. However, there is an implementation and delivery connection to the I-5 Rose Quarter Improvement. The city of Portland is the lead agency for the project. The project will complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. The project funding originates from Portland’s successful effort to also secure a \$38 million USDOT NAE23 grant.

TPAC received their notification and overview of this project during their June 2024 meeting and provided an approval recommendation to proceed on to JPACT. However, due to the project's connection to the I-5 Rose Quarter Improvement Project, it is being added to the July # 2 MTIP Formal Amendment bundle for JPACT approval under Resolution 24-5424. There is no action for TPAC to consider for this project. It is included in the amendment bundle for information purposes.

What is the requested action?

Staff is providing TPAC their official notification and requests an approval recommendation for JPACT to complete all required MTIP programming actions for the July #2 Rose Quarter Formal Amendment bundle that consists of four projects with the new Portland Broadway St project added as the fifth project for JPACT and Metro Council approval.

A summary of the projects follows:

- **Key 19071 - I-5 Rose Quarter Improvement Project:**
 - Lead Agency: ODOT.
 - Description: Key 19071 is considered the parent project for the overall Rose Quarter improvements. The project will complete required planning, project development, and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant, to reduce congestion, improve safety and operations, plus support economic growth. Multi-modal improvements will include ramp-to-ramp (auxiliary) lanes, highway shoulders a highway cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities.
 - Funding Summary: ODOT received a \$450,000,000 grant from the USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program. The grant award is 100% federal. There are no matching funds required. ODOT is committing \$67,750,000 from the NAE grant to update the PE and ROW phases plus add the UR and Other phases. A construction phase is not being added to this project. This will occur by adding "child" projects with construction phase funding. The new Broadway to Weidler – Phase 1 in Key 23646 and Stormwater Facilities upgrades in Key 23682 are two new child projects being added as part of this amendment bundle that support the Rose Quarter parent project in Key 19071. The programming updates occurring to the amendment bundle projects do not represent the full project cost which is estimated between a range of \$1.5 billion to \$1.9 billion. Additional child projects supporting Key 19071 to



complete the Rose Quarter Improvement Project will be submitted for MTIP and STIP inclusion at a later time.

RECONNECTING COMMUNITIES & NEIGHBORHOODS (RCN) GRANT Program

FY23^[P1#y1] Awards Factsheets

RCN FY23 Awards Factsheet

I-5 Rose Quarter Improvement Project

Portland, Oregon

Grant Type: Construction

Funding Source: NAE

Award: \$450,000,000

Estimated Total Project Cost: \$1,700,000,000

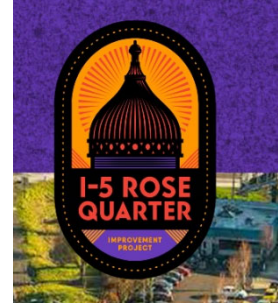
Project Summary:

Funding for the I-5 Rose Quarter Improvement Project will be used for the project's design and constructing the project's main reconnecting feature—a highway cover that will support new community space and future development, while reconnecting local streets over Interstate 5 (I-5) and providing better access to the central city and the waterfront in Portland, Oregon. Funding will be divided in the following way: \$50 million to complete the project's design, \$80 million to complete the project's right of way (ROW) acquisition and utility relocation phase, \$500 million to complete construction of the highway cover, \$100 million to make multimodal improvements to city streets, and \$120 million to construct a pedestrian and bicycle bridge that crosses over I-5 through the project area.

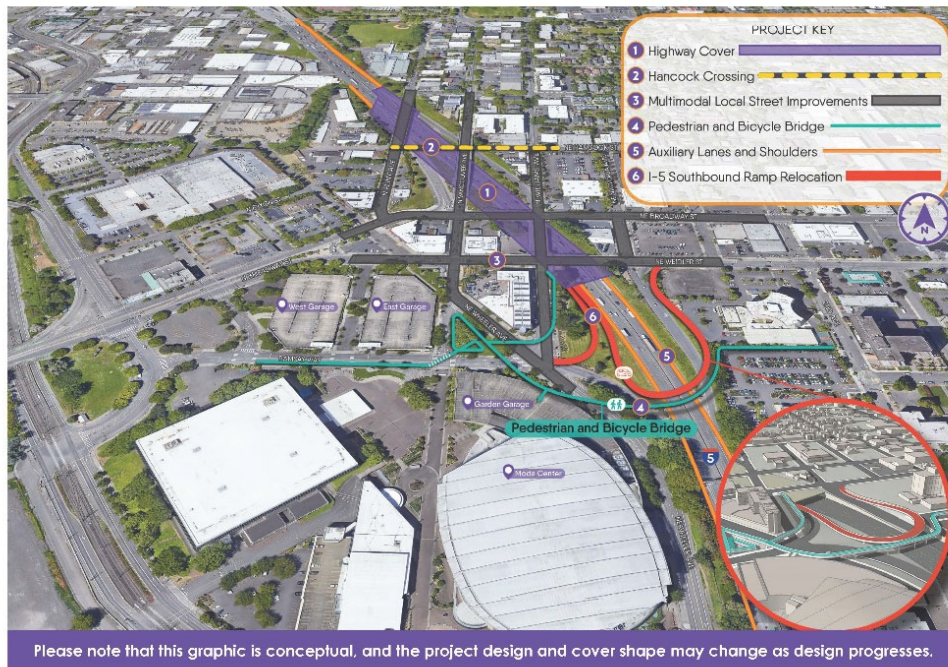
Building the highway cover is an essential first step to actualizing the community's vision and improving the transportation network in partnership with the City of Portland. The project is further supported by the Historic Albina Advisory Board (HAAB) (the project committee consisting of Black community leaders and those with ties to the historic Albina community—the community that was divided by construction of I-5 through the project area) and Albina Vision Trust (AVT)—a nonprofit organization that links private interests and public priorities with community values for the Albina community. The project's investments make walking, biking, rolling and accessing transit safer, creating a more pedestrian-friendly and community-oriented area. As a part of the regional effort to realize the vision to reconnect the Albina community, the City is submitting a complementary NAE Program Capital Construction Grant application to support and extend the project's local street and community reconnection investments adjacent to the project area.

- Action: The formal amendment provides funding increases to Key 19071 to the PE and ROW phases, adds a new UR phase, and adds a new Other phase.

- Added Notes: ODOT maintains a project website at [Welcome | I-5 Rose Quarter Improvement Project \(i5rosequarter.org\)](http://Welcome | I-5 Rose Quarter Improvement Project (i5rosequarter.org)). From this website, additional project details are included. Two attachments from the project website are included as part of the amendment staff report:
 - Attachment 1: Rose Quarter General Fact Sheet
 - Attachment 2: Rose Quarter Project FAQs

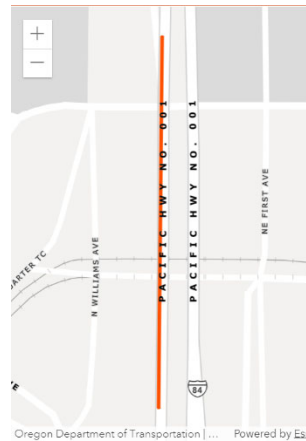
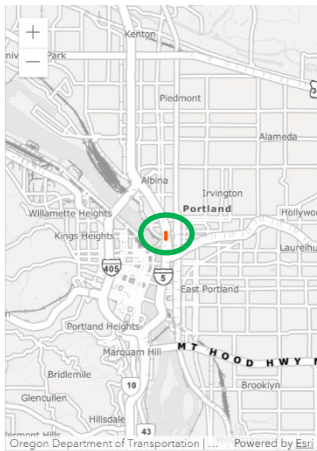


- 1 Highway Cover**
A new highway cover over I-5 that will reconnect local streets and create new community spaces on top for future development and economic opportunities.
- 2 Hancock Crossing**
A new east-west roadway crossing over I-5 that will reconnect Hancock Street across the highway, adding another crossing north of Broadway and Weidler.
- 3 Multimodal Local Street Improvements**
A variety of street improvements for people walking, biking and rolling.
- 4 Pedestrian and Bicycle Bridge**
A car-free bridge creates a new path over I-5 to connect with the walking and biking network.
- 5 Auxiliary Lanes and Shoulders**
Ramp-to-ramp connections on I-5 between I-84 and I-405, paired with wider shoulders, that will improve safety and reduce congestion at the state's top bottleneck. An estimated one-third of traffic will be able to stay on these ramp-to-ramp connections between interstates instead of merging and causing congestion and safety issues.
- 6 I-5 Southbound Ramp Relocation**
Relocation of the I-5 southbound off-ramp from Vancouver/Broadway to the south, connecting with NE Williams Avenue and NE Weidler Street.



- **Key 21219 – I-5 Over NE Hassalo St and NE Holladay St (Portland):**

- Lead Agency: ODOT.
- Description: The project is located on I-5 over NE Hassalo St and NE Holladay St (BR#08583) and will replace the current structural overlay.
- Funding Summary: The project contains a total \$5 million HB2017 funding award.
- Action: The formal amendment proposes to combine Key 21219 into the larger Rose Quarter project in Key 19071 for delivery efficiencies.

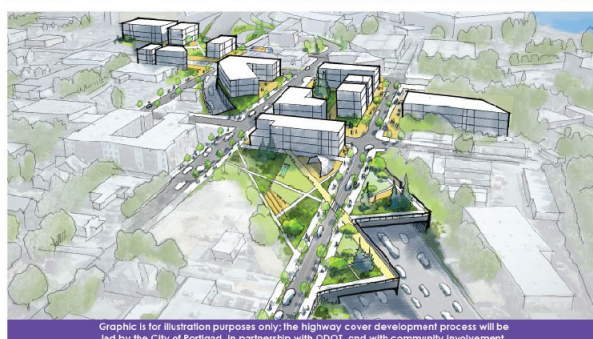


- **New Child Project - Key 23682 - I-405 and I-5 Stormwater Facilities (ODOT):**

- Lead Agency: ODOT.
- Description: The project will construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.
- Funding Summary: The project contains \$5 million to complete the construction activity. The funding is being transferred from Key 21219, I-5 Over NE Hassalo St and NE Holladay St as noted previously.
- Action: The formal amendment adds the new child project to the parent Rise Quarter Improvement project in Key 19071 to complete the required stormwater facility upgrades.



- **New Child Project - Key 23672 - I-5 Rose Quarter: Broadway to Weidler Phase 1 (ODOT):**
 - **Lead Agency:** ODOT.
 - **Description:** The project is located on I-5 from MP 301.40 to MP 303.20 in Portland. It will replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. This will provide greater connectivity for the lower Albina neighborhood. Preliminary design and right of way are programmed under project Key 19071 I-5 Rose Quarter Improvement Project.
 - **Funding Summary:** Funding for this packaged segment originates from the new NAE grant. A total \$382,250,000 of the \$450 million total grant is being programmed to complete this segment. Only the construction phase is needed to be programmed. Added: The NAE is 100% federal funds. There is no match requirement.
 - **Action:** The formal amendment will add Key 23672 to the MTIP and STIP as a child project to the parent Rose Quarter project in Key 19071.



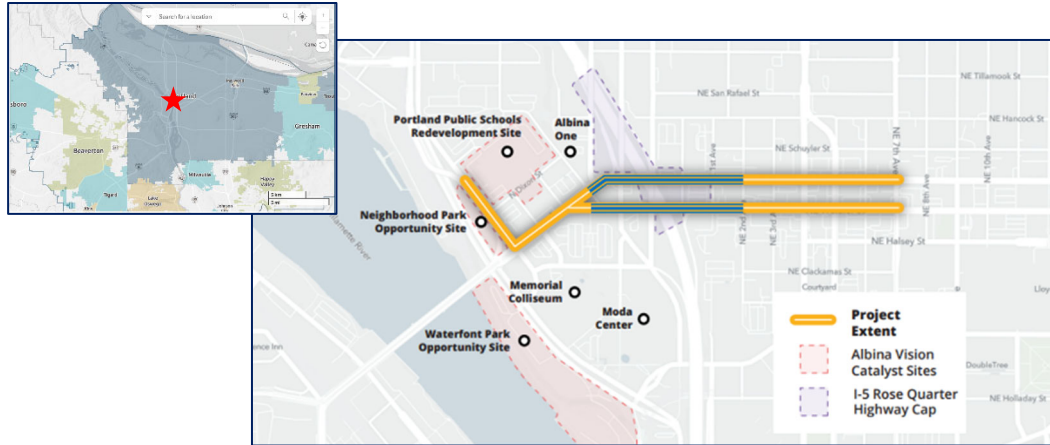
Additional Projects Included in the July 2024 Rose Quarter Improvement Project MTIP Formal Amendment bundle:

- **[New Project Key 23646 - Broadway Main Street and Supporting Connections \(Portland\):](#)**
 - Why it is Included: TPAC has already approved the new project to proceed to JPACT last month as part of the June 2024 MTIP Formal Amendment bundle. However, JPACT has requested a formal presentation about the Rose Quarter Improvement project from ODOT during their July 18, 2024 meeting. Due to the improvement connection Portland's project has with the overall Rose Quarter Improvement Project, Portland requested adding their project to the July #2 MTIP Formal Amendment bundle to enable both agencies to answer questions together about their delivery relationship. Both agencies believe this processing approach will reduce potential confusion about both projects by processing them together in the same bundle.

Portland's new Broadway Main Street and Supporting Connections in Key 23646 will process through JPACT and Metro Council with a final requested approval from FHWA as part of the July #2, 2024, Rose Quarter MTIP Formal Amendment bundle. There is no direct action for TPAC to take with this project. TPAC provided their approval recommendation to JPACT last month. The project details are included as part of this staff report for information purposes. It will be included as part of the formal amendment approval motion for JPACT and Metro Council.
 - Lead Agency: Portland.
 - Description: The project will include enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. Upgraded and protected lanes for biking and scooting. Restoration of managed on-street parking and loading. Additional tree canopy, green infrastructure, street lighting, and other streetscape amenities. Placemaking opportunities to honor the district's history through public art, street activation, and monumentation. Project will result in greater access and connectivity to Portland's Lower Albina neighborhood.
 - Funding Summary: The project also successfully secured a \$38,394,000 NAE discretionary grant from USDOT for the project. The NAE is 100% federal funds. There is no match requirement. Although the project has a delivery connection to the Rose Quarter Improvement Project, it is considered a separate and stand-alone project that Portland will deliver.
 - Action: The formal amendment will add Key 23646, Broadway Main Street and Supporting Connections, to the MTIP and STIP as a stand-alone project,

but will process it along with the Rose Quarter Improvement Project amendment bundle through JPACT and Metro Council.

○



RCN FY23 Awards Factsheet

Broadway Main Street and Supporting Connections

Portland, Oregon

Grant Type: Construction

Funding Source: NAE

Award: \$38,394,000

Estimated Total Project Cost: \$38,394,000

Project Summary:

The Broadway Main Street & Supporting Neighborhood Connections Project will construct multimodal safety and streetscape improvements N/NE Broadway and N/NE Weidler St, two arterials that make up a wide, high-volume couplet that serves as the primary connection across Interstate 5 (I-5) in inner North/Northeast Portland, Oregon and as the neighborhood’s gateway to downtown.

The project improves access and connectivity and foster equitable development and restoration in the heart of the city’s historic Black neighborhood, Lower Albina. Located in an underserved community designated as both historically disadvantaged and an area of persistent poverty, the project is designed to support realization of the community’s vision for the area.

This project will reconnect Lower Albina to neighborhoods and key destinations across I-5, a major grade separated facility that divided the neighborhood and displaced hundreds of residents when it was constructed. It will also improve connections within the community itself across N Broadway, the widest street in Portland’s Central City, and the N/NE Broadway/Weidler couplet, making those busy streets more welcoming to current and future residents, employees, and visitors of the area.

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:

- 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.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the July #2 FFY 2024 Formal MTIP amendment (JL24-11-JUL2) will include the following actions:

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

Notes:

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

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

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

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new projects to be added into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There are no direct or indirect impacts to the approved Metro budget through the actions of this amendment. The identified funding for the new projects does not originate from Metro.

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests an approval recommendation for JPACT to complete all required MTIP programming actions for the July #2 Rose Quarter Formal Amendment bundle that consists of four projects with the new Portland Broadway St project added as the fifth project for JPACT and Metro Council approval.

Two attachments:

- Attachment 1: Rose Quarter General Fact Sheet
- Attachment 2: Rose Quarter Project FAQs

PROJECT FACT SHEET

PROJECT OVERVIEW

The purpose of the I-5 Rose Quarter Improvement Project is to improve safety and congestion where three major interstates converge and to reconnect the Albina neighborhood by constructing a highway cover over a portion of I-5.

Project benefits include improving safety and mobility on local streets, creating new space for community development and developing a diverse and skilled workforce. Some of the key project improvements include:

- ▶ **New ramp-to-ramp auxiliary lanes and wider shoulders** on I-5 to improve safety and reduce congestion at the state's top traffic bottleneck.
- ▶ **A highway cover over I-5** that reconnects local streets and creates new community spaces on top for future development and economic opportunities.
- ▶ **Relocation of the I-5 southbound off-ramp** from Broadway/Vancouver to the south, connecting with NE Williams Avenue and NE Weidler Street.
- ▶ **Local street improvements** including wider paths, accessible curb ramps, better lighting and protected bike lanes for people walking, biking, and rolling.
- ▶ **A pedestrian and bicycle bridge** that creates a new path over I-5 to connect with the walking and biking network.
- ▶ **A new east-west roadway crossing over I-5** that reconnects Hancock Street, adding another crossing north of Broadway/Weidler.

PROJECT SCHEDULE



Note: The project schedule is subject to change.

January 2024

PROJECT VALUES



Restorative Justice: Accelerate social, racial and economic equity, sustaining positive tangible change specifically for Portland's Black community.



Community Input and Transparent Decision-Making: Have community-informed and involved decision-making through a community-connected, transparent and inclusionary process.



Mobility Focus: Increase connectivity for the traveling public and local community.

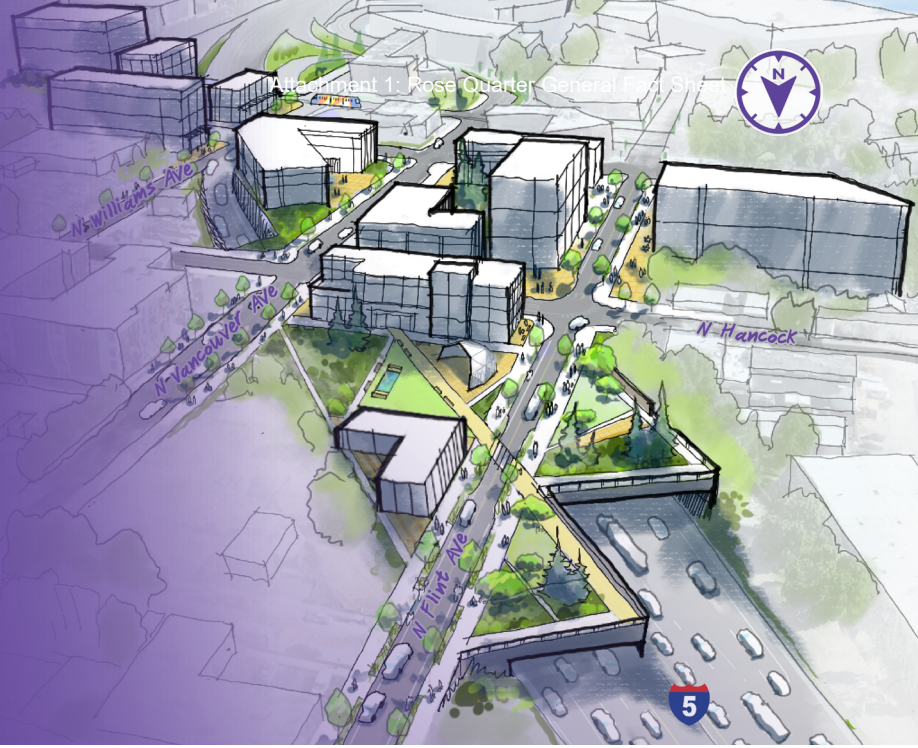


Climate Action and Improved Public Health: Reduce greenhouse gas emissions and meet local, regional and statewide climate action goals.

WHAT IS A HIGHWAY COVER?

A highway cover is a structure built over a highway (like a very wide bridge) that will reconnect local streets and create new community spaces for future development and economic opportunities. Depending on the final design, the cover will be able to support buildings from three to six stories tall. When standing on the highway cover, you won't see much of I-5 since traffic will be below it.

Please note that this graphic is for illustrative purposes only and does not represent a final design; the highway cover development process will be led by the City of Portland, in partnership with ODOT, with community involvement.



HISTORIC ALBINA ADVISORY BOARD

The purpose of the Historic Albina Advisory Board is to elevate voices in the Black community to ensure that project outcomes reflect community interests and values and that historic Albina directly benefits from the investments of this project.

The Board brings community perspectives into the project's decision-making process concerning elements that most directly support community connections, urban design and wealth generation in the Black and historic Albina community.

Historic Albina Advisory Board meetings are open to the public. For more details, visit <https://i5rosequarter.org/events-meetings/>

PROJECT PRIORITIES AND NEXT STEPS

At this time, funding for project construction is not available. The project team is continuing to prepare for future funding opportunities needed to complete the project design and begin construction.

With available funding, ODOT will focus on advancing project design to ready the project for construction, including positioning for funding opportunities, collaborating with the community and project partners to develop a plan for the highway cover, and completing the environmental process.

To inform these priorities, ODOT is working closely with the Historic Albina Advisory Board and partners to provide insight and recommendations, and to advance and fund the project.

Do you have questions or ideas you want to share? **We want to hear from you!**

Text us at **503-470-3127**

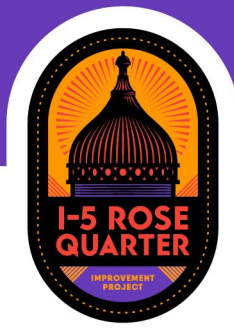
Email us at **i5rosequarter@odot.oregon.gov**



Scan the QR code with your smart phone or tablet to visit us at **i5rosequarter.org**

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information, call 503-731-4128 or Oregon Relay Service 7-1-1. Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128. Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

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PROJECT FAQs

1. What is the I-5 Rose Quarter Improvement Project?

The purpose of the I-5 Rose Quarter Improvement Project (Project) is to improve safety and congestion where three major interstates converge and to support reconnecting the Albina neighborhood through the construction of a highway cover over a portion of I-5. Project benefits include improving safety and mobility on local streets, creating new space for community development and developing a diverse and skilled workforce.

This 1.8-mile stretch of highway is the only two-lane section of I-5 in a major urban area between Canada and Mexico. It has the highest crash rate on any urban interstate in Oregon and is the state's top traffic bottleneck. The Project addresses the critical need to keep Oregon's people and economy moving.

2. Where is the Project located?

The project area centers around a stretch of I-5 just east of the Willamette River. Three major interstates come together here: I-5, I-84 and I-405. The project area sits within the Eliot and Lloyd District neighborhoods.

The project area also sits in the heart of the historic Albina neighborhood. Albina was a thriving community and business district for Black Portlanders until several major urban renewal and development projects, including the construction of I-5, severed and displaced the community. Because past public and private development decisions in the historic Albina neighborhood so negatively impacted Black Portlanders, ODOT is committed to engaging with and prioritizing the voices of the historic Albina community.

3. Why is improving the project area so important to the traveling public?

I-5 is the main north-south highway along the U.S. West Coast and is critical for moving people and goods and connecting cities and towns from Mexico to Canada. The surrounding local streets provide access to services and transportation options, such as the Moda Center, Oregon Convention Center, Rose Quarter Transit Center and the Broadway/Weidler bike corridor and are essential to how local residents get around. The Project addresses the following concerns:

- The top traffic bottleneck in Oregon and the 28th worst freight bottleneck in the nation.
- Some of the highest traffic volumes in the state of Oregon, with up to 12 hours of congestion each day.
- A key contributor to Portland's 2022 ranking as the 12th most congested city in the United States and the 37th most congested city worldwide.
- A crash rate 3.5 times higher than the statewide average on I-5.
- A lack of full shoulders in key areas of I-5 to clear crashes and to provide emergency vehicles access or movement through traffic.
- A lack of neighborhood connections and undersized, incomplete and inaccessible sidewalks and crossings for people walking, biking and rolling through the surrounding local streets.

4. What are the Project's values?

ODOT acknowledges the impact and harm caused to the historic Albina community by the initial construction of I-5. We are committed to supporting a safer and more equitable project for Albina. The Project will enhance and improve travel, community spaces and community connections while supporting opportunities for economic development, including future land redevelopment opportunities. The Project's values are:

- **Restorative Justice for the Albina Community** to accelerate social, racial and economic equity that sustains positive, tangible change, specifically for Portland's Black community.
- **Community Input and Transparent Decision-Making** to have community-informed and involved decision-making through a community-connected, transparent and inclusionary process.
- **Mobility Focus** to increase connectivity for the traveling public and local community.
- **Climate Action and Improved Public Health** to reduce greenhouse gas emissions and meet local, regional and statewide climate action goals.

5. What are the key elements of the project design?

- **New ramp-to-ramp connections (auxiliary lanes)** in each direction of I-5 between I-84 and I-405. Auxiliary lanes will reduce congestion at the state's top bottleneck. An estimated one-third of traffic will be able to stay on these ramp-to-ramp connections to travel between interstates instead of merging and causing congestion and safety issues.

- **Wider shoulders** in each direction of I-5 between I-84 and I-405, providing space for stalled vehicles to move out of traffic and for emergency vehicles to respond to emergencies more quickly and safely.
- **A highway cover** over I-5 that will reconnect local streets and create new community spaces on top for future development and economic opportunities.
- **A new east-west roadway crossing** over I-5 that reconnects Hancock Street, adding another crossing north of Broadway/Weidler.
- **A car-free pedestrian and bicycle bridge** that creates a new path over I-5, connecting with the local walking and biking network.
- **Multimodal local street improvements** including wider paths, curb ramps that are accessible in accordance with the Americans with Disabilities Act (ADA), and better lighting for people walking, biking and rolling.
- **Relocation of the I-5 southbound off-ramp** from Vancouver/Broadway to the south, connecting with NE Williams Avenue and NE Weidler Street.

6. What are the project benefits?

Expected project benefits include:

- Providing smoother traffic flow on I-5 through ramp-to-ramp connections and wider shoulders.
- Enabling faster emergency response times by allowing responders to use wider shoulders to move through traffic.
- Reducing frequent crashes on I-5 by up to 50%.
- Saving travelers on I-5 nearly 2.5 million hours of travel time each year, getting people, goods and freight through this section of I-5 more quickly.
- Restoring neighborhood street connections over I-5.
- Creating opportunities for Disadvantaged Business Enterprises through contracts that build long-term career prospects for small businesses.
- Adding more than 1.5 miles of local street improvements to make streets safer by offering greater visibility, protection and access to people walking, biking and rolling.
- Designing and building a highway cover that can accommodate new community development.

7. What is the highway cover?

A highway cover is a structure built over a highway, similar to a very wide bridge. By replacing the existing bridges with one continuous highway cover, new land over I-5 that doesn't currently exist will be available for community development. In addition, the new cover will include seismic upgrades, making it more resilient than the existing bridges in the event of an earthquake.

The Proposed Hybrid 3 Cover Concept is the highway cover design that the community recommended after the evaluation of multiple highway cover options through an Independent Cover Assessment review in 2020 and 2021. The proposed design will connect streets that are currently divided by I-5. The new land created over I-5 will allow for wide sidewalks and the potential for future land development opportunities.

Design for the Project's Main Construction Package, which includes the highway cover, will be determined through a public process in partnership with the City of Portland and ODOT. The process includes the development of preferred opening-day and longer-term development concepts, street and path design, and options for governance and financing, followed by the formation of a Community Framework Agreement to guide future development of the highway cover. The process of designing the highway cover uses will continue to seek input from the Black and historic Albina community through guidance from the Project's Historic Albina Advisory Board.

8. How will auxiliary lanes and wider shoulders improve safety on I-5?

New ramp-to-ramp connections (auxiliary lanes) are designed to separate slower vehicles entering and exiting I-5 from higher-speed vehicles using the through lanes. Auxiliary lanes are proven to increase safety by providing drivers more time to merge, which reduces rear-end and sideswipe crashes. Studies show the new ramp-to-ramp connections are expected to reduce the frequency of crashes by up to 50%.

The Project will also build wider shoulders along I-5 between I-84 and I-405, which will provide space for vehicles to get safely off the roadway and give emergency vehicles safer and quicker access to emergencies within and beyond the Rose Quarter area.

Projects around the United States and other completed projects in the Portland area have proven the benefits of adding auxiliary lanes. A project in Tualatin added a single southbound auxiliary lane on I-5 from north of Lower Boones Ferry Road to I-205 to relieve congestion and reduce crashes. Results have shown that the auxiliary lane has reduced merging conflicts and allowed a more direct connection for people traveling from OR 217 to I-205. It has improved trip reliability during evening peak traffic by 16 minutes;

decreased crashes per year by 29%; and saved drivers \$13.8 million worth of time¹ annually.

A similar project in east Portland added an auxiliary lane on I-205 southbound, connecting the I-84 eastbound on-ramp to the SE Division Street/SE Powell Boulevard off-ramp. Between 2017 and 2019, this project decreased congestion over a 6-mile stretch by 35% and saved drivers \$3 million worth of time annually.

[Watch this video](#) to learn more about how auxiliary lanes work.

9. How will the Project improve safety for non-motorists?

Local street improvements will make streets safer by offering greater visibility, protection and access to people walking, biking and rolling. The Project includes improvements on local streets for all users, such as better lighting and ADA-compliant curb ramps. The Project will improve bike facilities and replace existing bike lanes with either buffered or protected lanes. The addition of a car-free bridge over I-5 will enhance safety and improve access for pedestrians and bicyclists near the Moda Center.

10. Will the Project increase the number of lanes on I-5? Will it expand the highway?

The Project is not a massive highway expansion project. It does not add new through lanes. At specific areas along the state's worst highway bottleneck, the Project will add new auxiliary lanes, which serve as ramp-to-ramp connections, and expand the existing highway shoulders along I-5. While these improvements will increase the paved width of the highway, the auxiliary lanes are designed to separate slower vehicles entering and exiting the highway from the higher-speed through traffic using the existing through lanes.

The new auxiliary lanes are projected to reduce congestion and improve safety on I-5 in our growing community. As an example for how they will function, let's look at how the traffic is currently moving during morning and evening rush hour. During peak morning and evening traffic, more than 95% of vehicles that enter I-5 southbound from the I-405 Fremont Bridge go on to exit the interstate within 2 miles, either at Broadway, I-84 or the

¹ Driver time saved is calculated in the following way: Daily Cost of Delay = (total daily vehicle delay in hours * passenger vehicle % * \$26.44 per hour) + (total daily vehicle delay in hours * heavy truck % * \$33.24 per hour).

The daily cost of travel time for each vehicle type is based on a published ODOT report on the value of travel time, which can be found here: <https://www.oregon.gov/ODOT/Data/Documents/2017-The-Value-of-Travel-Time.pdf>.

Annual Cost of Delay = Daily Cost of Delay * 250 days (250 days represent the average non-holiday weekdays in a year).

To learn more, read the 2020 Traffic Performance Report:

<https://www.oregon.gov/odot/Projects/Project%20Documents/TPR-2020.pdf>.

Morrison Bridge.² These three exits are all within the project area. With the proposed ramp-to-ramp connections, vehicles coming from the I-405 Fremont Bridge and going to one of these three exits can use the new auxiliary lane and will not have to merge in and out of through traffic on I-5. The Project is projected to save travelers on I-5 about 2.5 million hours of travel time each year.

The wider highway shoulders will provide space for vehicles to safely exit the roadway in an emergency. There are areas on I-5 within the project footprint that currently lack these shoulders. The wider shoulders will also give emergency service vehicles safer and quicker access to emergencies. These improvements will widen the physical footprint of I-5 without adding more through-travel lanes and will be built primarily within existing ODOT right-of-way.

11. What is the status of the Project's environmental review process?

The National Environmental Policy Act (NEPA) is a federal law requiring agencies seeking federal funding or approval to assess the potential impacts of their projects on the natural, human and built environments, including impacts on things such as air quality, traffic, historic resources, communities and more. Depending on the level of expected impact from a project, agencies must document a Categorical Exclusion, Environmental Assessment (EA) or Environmental Impact Statement.

In accordance with the NEPA, ODOT prepared and published an EA in 2019, and a Supplemental EA in 2022. Both times, the process included an opportunity for the public to review the findings and comment on the analysis. Most recently, the project team made design refinements to address public comments received during the Supplemental EA comment period, including two new structures over I-5. The first is the pedestrian and bicycle bridge that will connect the east and west sides of NE Clackamas Street. The second is a new southbound flyover structure that will split eastbound and westbound traffic exiting I-5. The refinements were made in partnership with the City of Portland, the Historic Albina Advisory Board and other key community partners.

ODOT will release a Revised Supplemental EA, including details on the design refinements, for review by the Federal Highway Administration (FHWA). As part of the NEPA process, the FHWA reviews all findings and public comments before making an environmental decision on a project. FHWA's decision is expected in 2024.

12. How is the Project addressing climate change?

Transportation emissions are Oregon's largest single source of greenhouse gas emissions. Other top sources of emissions are: heating our homes and businesses, residential and commercial construction, and agriculture. Not in isolation, but together with other projects

² Metro Regional Travel Demand Models, 2015. Learn more about Metro's modeling services: <https://www.oregonmetro.gov/modeling-services>.

overseen by ODOT's Urban Mobility Office and other partners, the I-5 Rose Quarter Improvement Project supports a region-wide Urban Mobility Strategy³ and regional policy that addresses statewide goals for reducing emissions. As such, greenhouse gas levels related to the Project should be considered in the context of the state's overall emission reduction plan.

Federal, state and local strategies are expected to reduce transportation sector greenhouse gas emissions through better fuel economy standards, inspection and maintenance programs, and transition to cleaner, low-carbon fuels for motor vehicles, including the electrification of vehicle fleets. Oregon is also investing millions of dollars to support electric vehicle charging infrastructure along the West Coast Electric Highway.⁴ On December 19, 2022, Oregon policymakers, joining California and Washington, approved a rule that will ban the sale of new gasoline-powered passenger vehicles by 2035. The effort comes as Oregon aims to cut climate-warming emissions by 50% by 2035 and by 90% by 2050. As a result of these regulatory efforts, large decreases in emissions are expected.

13. How is ODOT addressing the concerns and needs of the historic Albina community?

In Portland, generations of Black families are still being impacted by the lasting harm caused by the original construction of I-5 in the 1950s and 1960s, which resulted in the loss of homes, businesses, community places and generational wealth creation. It's important to acknowledge this painful history as ODOT puts a renewed focus on the historic Albina community through the I-5 Rose Quarter Improvement Project.

The Project presents a significant opportunity to contribute to Portland's Black community – first, by acknowledging these past harms and delivering a project that is not only influenced by Black voices, but intentionally invests in Black and minority-owned companies and workers. From consultants and vendors, community groups and non-profits, to new operational and institutional practices, ODOT is prioritizing equity and ensuring Black voices have a seat at the center of the table.

We can't replace what once was in Albina, but we can ensure we do not repeat past harms and be a national model for how a transportation project can invest in people. That means fostering economic empowerment, self-sufficiency and wealth creation opportunities for the Black community through good-paying jobs and pathways to entrepreneurship.

³ The [Urban Mobility Office](#) oversees ODOT's Urban Mobility Strategy – a cohesive approach to making everyday travel safer, easier and more predictable in the Portland metropolitan area.

⁴ The West Coast Electric Highway is an extensive network of public electric vehicle DC fast-charging and Level 2 charging stations along the West Coast, from British Columbia to the California-Mexico border. Charging stations are located every 25 to 50 miles along I-5, U.S. Highway 101, and other major roadways in British Columbia, Washington, Oregon and California.

14. How will the Project impact Harriet Tubman Middle School?

ODOT stands by its commitment to work collaboratively with Portland Public Schools (PPS) and will continue to keep the school district apprised of the latest data and developments regarding the Project.

PPS is leading a separate effort to relocate Harriet Tubman Middle School to a new location in the area and away from the I-5 corridor. This move is not as a result of the I-5 Rose Quarter Improvement Project and came about because \$120 million in funding for relocating the school was approved by the state legislature. PPS is exploring possible new locations and has the latest information. While ODOT is not directly involved in this effort, we support PPS's process to address concerns related to the school being adjacent to I-5.

15. How is ODOT ensuring that contract and workforce opportunities are equitable?

For the first time in ODOT's history, the agency is applying a diversity plan to a mega-project. From capacity building to a mentor-protege program and anti-harassment policies, the Project's [Diversity and Subcontracting Plan](#) includes strategies to boost contracting opportunities for Disadvantaged Business Enterprises (DBEs) and expand a diverse workforce. With guidance from the Project's Community Oversight Advisory Committee, this diversity plan was adopted in February 2022.

With more than 2 million labor hours and up to \$150 million in payroll and benefits, the Project offers career pathways and employment opportunities within the trades and in construction-related fields. It also presents capacity-building opportunities and large project experience for businesses with small cash flow and/or little to no experience working on major infrastructure projects. There are three to five Mini Construction Manager/General Contractor (Mini CM/GC) work packages for DBEs, where they will receive mentorship, training and business development support. Long-term projects like the I-5 Rose Quarter Improvement Project offer career stability and opportunities to learn new skills. Learn more about the CM/GC process by viewing this [fact sheet](#).

16. How are advisory committees shaping the Project?

Advisory committees oversee and provide recommendations for the Project's design and engagement process. Committee members' expertise reflects diverse professional backgrounds, including minority-owned firms, advocacy groups, workforce development organizations, industry associations and community-based organizations. Members are leaders and volunteers with strong ties to the historic Albina community and have a wide variety of civic and community interests. All members are recognized for advocating for people, particularly people of color and other diverse groups.

The purpose of the [Historic Albina Advisory Board](#) (HAAB) is to elevate voices in the Black community to ensure that project outcomes reflect community interests and values, and that the community directly benefits from the investments of this Project. The Board brings community perspectives to the Project's decision-making process concerning elements that most directly support community connections, urban design and wealth generation in the Black and historic Albina community.

- HAAB members are deeply involved in the design process for the Project's Main Construction Package, which includes the highway cover. The highway cover design work includes designing the cover structure across I-5, as well as what will ultimately be developed on top. ODOT is leading the process to design the highway cover structure and preferred opening-day uses. The City of Portland is leading the public process to define what will be developed on top of the cover in the long-term, which includes the development of preferred longer-term development concepts, street and path design, and options for governance and financing, followed by the formation of a Community Framework Agreement to guide future development. We'll be leaning into existing partnerships to leverage the most success in reconnecting communities.

The [Community Oversight Advisory Committee](#) (COAC) ensures the construction contractor meets its community and project goals and expectations for contracting with [disadvantaged businesses](#) and employing minorities and women. COAC members bring a broad perspective on community, social, economic and workforce issues in the project area. The committee last met in January 2023 and will resume a regular meeting schedule when construction on the project begins.

17. How much is the Project expected to cost and how will it be funded?

Project cost estimates have increased from a previous estimate in September 2021. The current cost estimate is \$1.5 billion to \$1.9 billion. These figures may be updated in the future. The increase is a result of multiple factors:

- Design refinements and the associated construction material cost:
 - » In response to public comments made during the Supplemental EA, the project team made additional design refinements, including two new structures over I-5. The first is the pedestrian and bicycle bridge that will connect the east and west sides of NE Clackamas Street. The second is a new southbound flyover structure that will split eastbound and westbound traffic exiting I-5.
- Enhanced understanding of design and constructability based on input from the Project's CM/GC.
- Effects of inflation due to project delay.
- Ongoing supply chain effects affecting labor and materials.

Multiple sources of funding are anticipated for project construction, including funds from:

- Grant opportunities.
- Oregon House Bill 2017.
- Net revenues from the Oregon Toll Program, including the Regional Mobility Pricing Project.
- Other federal, state, regional and local funding sources.

18. How does the delay in tolling impact the Project and what happens next?

On June 26, 2023, ODOT released a draft Urban Mobility Strategy [Finance Plan](#). The plan confirms funding for the following Project priorities:

- Completing the environmental review process.
- Advancing design for Early Work Packages A and B to 100%.
- Advancing Early Work Package C toward final design.
- Advancing the Main Construction Package to 30% design.

The project team will focus on these priorities, ways to finance the Project and preparing for construction. ODOT is actively applying for federal grants and other funding opportunities.

19. Want to learn more?

If you'd like to learn more about the Project, you can send your questions to the project team (see contact options below). Stay informed about opportunities to provide input by signing up for our mailing list and checking the Project's Events and Meetings page for updates.

- **Website:** i5rosequarter.org
- **Email:** i5rosequarter@odot.oregon.gov
- **Phone:** 503-470-3127
- **Mailing List:** i5rosequarter.org/contact



Memo

Date: Friday, July 5, 2024
To: Transportation Policy Alternatives Committee (TPAC) and Interested Parties
From: Grace Cho, Senior Transportation Planner
Ted Leybold, Transportation Planning and Policy Director
Subject: 2028-2030 Regional Flexible Fund Allocation (RFFA) – New Project Bond and Step 2 Next Steps

Purpose

To provide TPAC an overview of the next steps for the new project bond development process (draft) and the Step 2 allocation process.

Question for TPAC

- 1) Are there questions or any suggestions for the new project bond development or the Step 2 allocation process?

Background

The Regional Flexible Funds are one source of the region's transportation funding, though they represent a small (~5%) percentage of the total funding spent on transportation across the region. Comprised of federal surface transportation funds provided by the federal government, the allocation of the Regional Flexible funds is one of Metro's requirements as a federally designated metropolitan planning organization (MPO) to carry out the metropolitan planning process. In February 2024, Metro kicked off the 2028-2030 RFFA process with the development of the Program Direction to establish the key objectives and framework for the allocation process. After significant input from regional partners, in June 2024 TPAC and JPACT took action to approve the 2028-2030 RFFA Program Direction. As part of that action, Metro staff enters the next phase of the 2028-2030 RFFA process, which includes beginning the Step 2 allocation process and the development of a new project bond.

The remainder of this memorandum is to outline the next steps in the new project bond development and the Step 2 allocation process.

New Project Bond

The development of a new project bond proposal(s) for consideration by the region will take place from August 2024 through February 2025. TPAC will be asked to make a recommendation to release the preferred project bond proposal for public comment at their March 2025 meeting. Throughout the development, regional partners will remain informed at key times on the progress and Metro staff intend to share the results of the analysis of candidate projects and scenario assessment. In addition to TPAC's role to make a recommendation to release the preferred project bond proposal for public comment, TPAC may be asked to weigh in on technical aspects of the bond development.

The work to develop a bond proposal will take place over five phases of work. Further description of each phase, the timeframe, and details are identified in the following sections. Table 1 is a summary of key dates for the new project bond.

Table 1. 2028-2030 RFFA – New Project Bond Development – Key Dates - DRAFT

Activity	Date
Process communication	July 12 & 18, 2024
One-on-one discussions on large transit capital leverage projects	Late July – September 2024
Nominations open for access to transit/safe access and transit vehicle priority projects	July 26, 2024
Nominations due for access to transit/safe access and transit vehicle priority projects	September 6, 2024
Summary of screening assessment and results	October 4, 2024
Notification for projects remaining in contention to move forward	October 4, 2024
Deadline for candidate projects to submit necessary project information for evaluation	October 18, 2024
Candidate project evaluation	October – November 2024
Candidate project evaluation results and summary	December 6, 2024 (tentative)
Bond scenarios development and assessment	December 2024 – January 2025
Bond scenarios results and TPAC input on preferred bond scenario	February 7, 2025
Bond scenario results and JPACT input on a preferred bond scenario	February 20, 2025
Request TPAC action to release recommended preferred bond scenario/proposal	March 7, 2025
Request JPACT action to release recommended preferred bond scenario/proposal	March 20, 2025
2028-2030 RFFA public comment opens	March 24, 2025 (tentative)
2028-2030 RFFA public hearing/testimony	April 17, 2025 (tentative)
2028-2030 RFFA public comment closes	April 28, 2025 (tentative)
Summary of 2028-2030 RFFA public comments with responses and draft/tentative staff recommendations for refinements to TPAC	May 2, 2025 (tentative)
Summary of 2028-2030 RFFA public comments with responses and staff recommendations for refinements to JPACT	May 15, 2025 (tentative)
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	July 2025

Process Communication

Phase Timeframe: July – August 2024

Over the month of July and if needed into early August, Metro staff will convey to regional partners the development process for the new project bond. Metro seeks to present as much information possible in the bond development process recognizing aspects of the process may not be fully defined. To the degree possible, the bond development process will try to stagger activities for the new project bond development with the activities for the Step 2 allocation to respect regional partners capacity constraints and the necessary efforts for submitting/nominating projects in both processes.

Candidate Project Identification for Bond Proceeds

Phase Timeframe: August – October 2024

All nominations or candidate projects due no later than September 6, 2024 to allow for time to conduct the screening process and stagger with the Step 2 nominations.

Minimum Qualifications/Requirements

Per the Program Direction, projects nominated for the new project bond must be classified as projects within one or more of the three project categories:

- Capital Investment Grants (CIG) projects or transit projects leveraging other federal funding
 - Regional contribution to funding plans of existing priority projects
 - Next Corridor funding
- First/last mile transit investments
 - Includes safe access to transit
- Transit vehicle priority investments, such as Better Bus or transit signal priority improvements

In addition to the project categories all candidate projects meet the following:

- Included in the financially constrained 2023 Regional Transportation Plan (RTP). Candidate projects which are not in the financially constrained 2023 RTP may request a consultation meeting with Metro staff prior to September 6th, to discuss the status and consideration for the project to enter the candidate pool.
- Demonstrated prior to nomination they have authority to delivery the candidate project and agreement by any necessary partners (e.g. facility owners, operators) through a documentation.
- Demonstrated community support for advancing the project. Examples can include letters of support, documented comments of community support from the most recent transportation system plan or a letter of support from a previous grant application for the same project.

Candidate Project Nominations

The candidate project identification will differ for the project categories. A description of the nomination process for each category is described in the following sections.

Capital Investment Grant (CIG)/Larger Transit Capital Projects

A formal open nomination process will not take place for those candidate projects that are within the CIG/larger transit capital leveraging other federal discretionary funding. This project category is highly restricted and eligibility of candidate transit projects for consideration in this project category include the following:

- 1) Meet the definition/requirements of the Federal Transit Administration (FTA) Capital Investment Grant (CIG) Program.
- 2) Identified in the Regional High Capacity Transit Plan.

For consideration in this project category, regional partners with an eligible transit project are to request a one-on-one conversation with Metro to discuss the candidate project to determine appropriateness for consideration as a bond proceeds. To support conversations, regional partners with a candidate project they intend to bring forward in this project category need to arrive prepared to discuss:

- Project scope and/or concept
- Project status in development, including expected type of NEPA review and work completed to date.
- Description of project cost estimate method, including contingency appropriate to status of project development work and any project risks/
- Project financial plan with description of status and amount of each component funding source, including:

- RFFA bond funding requested
 - Federal or state discretionary funding programs targeted, including:
 - Schedule/timing of the grant program and which funding cycle the project intends to apply
 - Documentation or history showing the project positioning for the discretionary funding program (if available)
 - Expected competitiveness of the discretionary funding application considering such factors as agency/region past performance, match of project elements to funding program prioritization criteria, expected demand to available funding, etc.
 - Contingency plan for other funding sources or description of scope adjustment process to address gap if requested discretionary funding is only partially awarded.
 - Other fund sources
- Commitment by operating agency to operate the project.
- Commitment by all affected facility owners to support implementation of project per the described scope and budget.

First/Last Mile Transit Investments & Transit Vehicle Priority Investments

Regional partners may nominate candidate projects for consideration in the first/last mile or transit vehicle priority project categories. An application form must be submitted for each potential candidate for consideration. A project which may blend project scope aspects from the first/last mile and transit vehicle priority project categories only needs to submit one application.

Nominations are capped at a total of 10 across both categories. Each sub-region also has a limit as to the number of nominations allowed for submission. The sub-regional nomination caps are as follows:

- City of Portland – 3
- Clackamas County – 2
- East Multnomah County – 2
- Washington County – 3

If a sub-region does not submit its maximum number of applications and another sub-region has more candidates over the maximum for the sub-region, the sub-region may request a reallocation. However, if a sub-region anticipates more than their max number of applications for the region and a reallocation is unavailable, then the coordinating committee will be required to prioritize and select the project nominations to move forward. Attachment 1 is a draft version of the application form with a finalized version to be available in late July.

In addition to the minimum requirements, the candidate projects for the first/last mile and transit vehicle priority investments must also meeting the following requirements:

- Total project costs for candidate projects seeking funding for construction activities must be a minimum of \$8 million
- While the preference for the bond proceeds is to implement projects earlier than otherwise possible, those candidate projects seeking planning/early project development to define the project concept and alternatives are eligible. Candidate projects must meet the project cost minimum of \$2 million
 - Planning/early project development candidates will need to demonstrate a funding strategy to move the project forward from planning/early project development into formal project development activities leading towards construction.
- A project implementation schedule must be submitted. (Separate from what was requested as part of the application form with any other additional details on the implementation

schedule.) This schedule will be evaluated for risks to on-time completion and considered relative to the timeline of the bond process. Bond projects needing construction support should be ready to utilize bond funds between the years 2026 and 2030.

- Candidate projects for first/last mile and/or transit vehicle priority must be identified in a regional modal or topical plan, including, but not limited to the 2023 RTP, the 2021 Regional Transportation System Management and Operations (TSMO) Strategy, the Regional Transit Strategy, and/or the Regional Active Transportation Plan.

Following the submission of candidate projects, Metro staff may elect to conduct a one-on-one conversation to understand further the details of the candidate project.

Candidate Projects Pool – Screening Process

Based on the candidate nominations received and identified, Metro staff will conduct a screening to determine which candidate projects will move forward to the evaluation phase. The screening process will look to verify minimum requirements, establish a candidate pool that seeks to invest bond proceeds across the region, and appropriateness of the candidate project for bond proceeds according to the bond development purpose and principles. Candidate projects which do not move forward to the evaluation phase will be notified no later than October 4th and Metro staff may offer recommendations for other grant funding opportunities, including the 2028-2030 RFFA Step 2. A summary of the screening assessment and results will be provided to regional partners at the October 4th TPAC meeting.

Projects Evaluation and Scenarios Assessment

Phase Timeframe: October 2024 – January 2025

Candidates selected to move forward to the evaluation phase will be asked to submit additional project information in efforts to evaluate the project. These include candidates for all three project categories. Metro staff will follow up directly with the candidate project staff to collect the information.

The evaluation of projects will entail three key factors to see how well the individual project:

- meets the purpose and principles for the new project bond.
- makes meaningful impact in advancing RTP goals.
- is ready for implementation (or for planning/early project development has a clearly identified pathway for implementation).

The evaluation process will draw on a mix of qualitative and quantitative performance measures to assess candidate projects relative to the three key areas. Potential performance measures may be derived from those appropriate from RFFA Step 2 in both evaluating outcomes to advance RTP goals or from the readiness and risk assessment, the evaluation criteria from the Better Bus and the Transportation System Management and Operations (TSMO) programs. An overall composite rating will be available for each individual project and a breakdown of ratings for each of the three factors. A summary report of the candidate project evaluation will be available for regional partners.

Bond Scenarios Assessment and Options

The results of the candidate projects evaluation will establish the base to building a set of bond scenarios. Candidate projects which do not perform well will not move forward for inclusion in the bond package scenarios. The bond scenarios are likely to have all three project categories (i.e. large transit capital, first/last mile and safe access to transit, transit vehicle priority) represented, but with different emphasizes, based on risks and expected performance of projects submitted and bond themes (e.g. high RTP climate action performing, balanced RTP goal performing, etc.).

A small number of scenarios will be evaluated, but enough to provide options for building a preferred bond proposal to recommend to regional partners. Each bond package scenario will undergo a financial analysis to understand:

- an estimated amount of bond proceeds;
- the long-term repayment schedule;
- a refined forecast of funds available for the Step 2 allocation;
- the schedule and availability of funds to advance bond proceeds to projects;

The results of the bond scenarios will help establish a starting point for either mixing-matching scenarios to build a preferred scenario or potentially identify a preferred scenario for a Metro staff recommendation to bring forward to the regional committees. In addition to the bond scenario results other important factors will come into consideration for the development of the preferred bond proposal. These factors include, but not limited to identifying the lead bonding agency or agencies, determining which projects are best suited to undergo the federal aid process, the potential amount of discretionary funding leveraged, and balancing to invest Regional Flexible Funds across the region.

Metro seeks to bring forward to regional committees the results of the candidate project evaluations and the bond scenarios in February 2025 with the opportunity to gather reactions and input on either a preferred bond scenario or on project components to build a preferred bond proposal.

Proposal Selection and Public Comment

Phase Timeframe: March – May 2025

With input from regional partners, Metro will come forward with a recommended preferred bond proposal (also known as scenario) to request release for public comment. The recommended preferred bond proposal is anticipated for the March 2025 committee meetings of TPAC and JPACT.

Following action taken by the regional committees (TPAC and JPACT) the recommended bond proposal will be included as part of the public comment for the RFFA Step 2 candidate projects. The public comment is tentatively scheduled from late-March to late April. (Final dates to be determined, but tentatively identified in Table 1.) Once the public comment period closes, a public comment report summarizing the public input and potential responses, if needed, on the preferred bond proposal as well as comments on the RFFA Step 2 candidates will be made available to the regional committees in May 2025. Depending on the theme of the public comments on the preferred bond proposal, Metro staff may develop staff recommendations to refine the bond proposal.

Adoption

Phase Timeframe: May – July 2025

The remainder of the spring 2025 is as an opportunity to deliberate the preferred bond proposal before seeking an action to approve and adopt the final 2028-2030 Regional Flexible Fund Allocation, with the inclusion of Step 2, in July 2025. As noted in the Proposal Selection and Public Comment section, depending on the theme of the public comments on the preferred bond proposal, Metro staff may develop and bring forward recommendations to refine the preferred bond proposal for deliberation by regional partners.

As part of the deliberation, Metro will look to share the recommendations emerging through the Step 2 allocation process. In reviewing all recommendations for the 2028-2030 Regional Flexible Fund Allocation (e.g. preferred bond scenario/proposal, Step 1B, and Step 2), Metro will assess whether the Program Direction policy objectives (e.g. RTP policy goals), the Strategic Regional

Funding Approach, and the cycle objectives are achieved and balanced through the lens of the entire allocation of Regional Flexible Funds.

Step 2 Allocation

The following section outlines the next steps of the 2028-2030 RFFA Step 2 allocation process. The Step 2 allocation process largely follows the same process utilized in the 2025-2027 RFFA cycle with the exception of a new pre-application process and application assistance as described in the following sections.

Table 2. 2028-2030 RFFA Step 2 – Key Dates - DRAFT

Activity	Date
Pre-application window opens <ul style="list-style-type: none"> letters of intent template available call for application assistance forms available 	August 12, 2024
Proposer’s workshop (regular TPAC workshop) <ul style="list-style-type: none"> Step 2 evaluation criteria Cost estimating training (tentative) 	August 14, 2024
Pre-application window closes <ul style="list-style-type: none"> Letters of intent due Application assistance forms due 	August 23, 2024
Application assistance notifications <ul style="list-style-type: none"> Regional partners notified of approval or denial of application request based on requests received 	August 30, 2024
Proposers workshop <ul style="list-style-type: none"> Step 2 evaluation criteria continued Applicants handbook Application submission tool 	September 4, 2024
Step 2 call for projects opens	September 6, 2024
Proposers workshop – Designing Livable Streets and Trails guidebook refresher	September 12, 2024 (tentative)
Step 2 call for projects closes	November 15, 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 – January 2025
Step 2 preliminary evaluation results <ul style="list-style-type: none"> Project delivery risk assessment refinement opportunity open 	February 7, 2025
Step 2 Project delivery risk assessment follow ups for refinement due	February 21, 2025
Step 2 evaluation – finalized results (TPAC and JPACT)	March 7 & 20, 2025
2028-2030 RFFA public comment opens	March 24, 2025 (tentative)
2028-2030 RFFA public hearing/testimony	April 17, 2025 (tentative)
2028-2030 RFFA public comment closes	April 28, 2025 (tentative)
Summary of 2028-2030 RFFA public comments with responses and draft/tentative staff recommendations for refinements to TPAC	May 2, 2025 (tentative)
Summary of 2028-2030 RFFA public comments with responses and staff recommendations for refinements to JPACT	May 15, 2025 (tentative)
Coordinating committee priorities submitted (if electing to submit priorities)	May 20245

Activity	Date
TPAC and JPACT opportunity to deliberate input received on Step 2 candidate projects <ul style="list-style-type: none"> • If necessary, coordinating committee priorities submitted (if electing to submit priorities) 	June 2025
TPAC and JPACT action on 2028-2030 RFFA	July 2025

Pre-Application Window

Phase Timeframe: August 2024

A pre-application window will take place prior to the Call for Projects. Interested local jurisdictions and agencies will be asked to submit a letter of intention to apply during the pre-application window. The purpose of the pre-application window is to gather early information as to which transportation projects and/or project development activities applications to expect as part of the upcoming Step 2 process as well as allow those regional partners eligible for application assistance the opportunity to nominate themselves for consideration for assistance. There are no penalties if a project application for a project identified in the letter of intent is not submitted or if a project application is received for a project not listed in the letter of intent, but for transparency, it is recommended to err on the side of identifying more projects than less.

One letter submitted by a jurisdiction or agency for any number of candidate projects will suffice. As part of the letter, jurisdictions and agencies are to include a small number of details, such as project title and short description, draft project cost estimate and funding request, and whether the project seeks full funding through construction or project development funding only. Lastly, the letter of intent must be approved by the local jurisdiction or agency's senior leadership, but does not have to be the chief executive or the elected governing body/governing board. A draft sample template of the letter of intent is provided for information and a final template for the letter of intent will be made available at the start of the pre-application window on August 12, 2024. The letters of intent are due by August 23, 2024.

Application Assistance

Those local jurisdictions and agencies eligible for application assistance will be asked to nominate themselves during the pre-application window. The eligible list of agencies as with a draft template for the letter of intent will be released at the start of the pre-application window. Application assistance is available by the project and not by the jurisdiction or agency, meaning if a jurisdiction intends to submit more than one application in the Step 2 allocation and receives application assistance, then it may be determined that only one of the two applications receive assistance support.

Depending on the number of requests received by eligible regional partners, a selection process may take place to determine which eligible regional partners will receive the additional assistance. The selection process will be randomized according to sub-region (e.g. Clackamas County eligible regional partners, Washington County eligible regional partners) to distribute application assistance resources in the event assistance requests are over-subscribed. Specific numbers for application assistance by sub-region will not be pre-determined, rather resource allocation of application assistance will be informed by the interest of eligible regional partners requesting assistance. The intention – as outlined in the Program Direction – is to provide Regional Flexible Funds, including the application assistance resources, throughout the region without the use of sub-allocation.

Those regional partners which are selected for application assistance will be informed by August 30, 2024. All regional partners receiving application assistance will sign an agreement form and

explicitly identify the project application the consultant will support. Additionally, regional partners granted assistance will receive a document that outlines the specific consultant services provided as part of the application assistance.

Proposer Workshops

Phase Timeframe: August – September 2024

Prior to the Call for Projects, Metro will hold the following proposer’s workshops:

- August 14th Proposers Workshop (at the TPAC workshop) – Project delivery training (tentative) on cost estimating, application evaluation criteria, and application handbook.
- September 4th Proposer’s Workshop – Project application submission tool and continued discussion in application evaluation criteria and application handbook.
- September 12th (tentative) Designing Livable Streets and Trails workshop – Provide regional partners a refresh on the Designing Livable Streets and Trails guidebook and understanding how to use the guidebook as part of the Step 2 application

The purposes of the workshop are to: 1) clarify the application and evaluation approach to help proposers prepare thorough project proposals that fully demonstrate project benefits and system improvements; 2) share and provide information on resources which may assist in the development of applications; and 3) acquaint prospective applicants to the new online application submission tool. If needed, Metro reserves the option to add other proposer’s workshops. While the proposer’s workshops are not mandatory, they are highly encouraged for prospective applicants. The desired outcome is to ensure proposers feel versed in the different components of the Step 2 application process and understand how their projects are evaluated in the outcomes evaluation and the project delivery risk assessment.

Call for Projects

Phase Timeframe: September – November 2024

Metro will issue the call for project proposals on September 6, 2024. Applicants will have approximately nine weeks to complete proposals, which are due on November 15, 2024.

Outcomes Evaluation and Project Delivery Risk Assessment

Phase timeframe: November 2024 – February 2025

Outcomes Evaluation

A work group will review and rate the submitted proposed projects. Proposals will receive an evaluation rating reflecting how well the project addresses the criteria. In addition to this quantitative analysis, the evaluation will also include qualitative information to reflect attributes about each project that may not be appropriately reflected in a strict numerical score or performance rating. The outcomes evaluation criteria were initially discussed at the June 12th TPAC workshop and are subsequently part of the proposer’s workshop agendas for August 14 and September 4, 2024.

By presenting both quantitative and qualitative information, regional partners and the public can better understand the technical merits of projects, which will help to better inform the regional decision-making process.

Project Delivery Risk Assessment

Phase timeframe: November 2024 – February 2025

To ensure that RFFA-funded 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 2028-2030 timeframe. An opportunity for clarifications on questions will be provided to candidates before issuing final findings. 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.

A summary report will be made publicly available and used as a part of the regional decision-making process.

The Outcomes Evaluation and Project Delivery Risk Assessment processes will occur concurrently in December 2024 – March 2025.

Public Comment

Phase Timeframe: March – April 2025

Following the issuance of the results from the Outcomes Evaluation and Project Delivery Risk Assessment, Metro will conduct a minimum 30-day public comment period in period between March through April 2025. (Tentatively scheduled for March 24 – April 28, 2025). The public comment focuses on outreach and gathering input on candidate Step 2 projects from community and neighborhood organizations, county coordinating committees and other stakeholders. A joint public meeting of JPACT and Metro Council is tentatively planned for April 17, 2025 to give decision-makers the opportunity to hear public testimony on project proposals. A summary of input received through the public comment period will be made available along with the Outcome Evaluation and Project Delivery Risk Assessment reports to inform the final 2028-2030 RFFA decision making process.

County Coordinating Committee/City of Portland Recommendations

Phase Timeframe: May (if necessary June) 2025

Each county coordinating committee and the City of Portland will have the opportunity and may elect to provide recommendations to decision-makers on which projects submitted for the Step 2 allocation from their jurisdictions best reflect their local priorities. Recommendations are to be provided to TPAC and JPACT in advance of the TPAC action to recommend the 2028-2030 Regional Flexible Fund allocation package of projects to JPACT.

TPAC & JPACT Discussion, Deliberations and Action

Phase Timeframe: May – July 2025

Following the above information gathering steps, TPAC will be asked to consider and discuss the input received, and to provide a recommendation to JPACT on a package of projects to be funded for the 2028-2030 Regional Flexible Fund allocation cycle. The package will include reaffirmation on Step 1A and Step 1B as well as include the new project bond (Step 1A.1) and Step 2 investments.

JPACT will consider and discuss the TPAC recommendation and will be requested to take action to refer a package of projects to Metro Council in July 2025.

Adoption/Council Action

Phase Timeframe: July 2025

Metro Council will consider and take action on the JPACT-referred 2028-2030 Regional Flexible Fund Allocation package in July 2025.

2028-2030 RFFA – Step 1A.1 New Project Bond Candidate Project Nomination Form (DRAFT July 2024)

The following candidate project nomination form is for the 2028-2030 Regional Flexible Fund – Step 1A.1 New Project Bond. Per the Program Direction, candidates for the new project bond must be classified as one of three project categories:

- CIG/Large Transit Capital Project Leveraging Federal Funds
- First and Last Mile/Safe Access to Transit
- Transit Vehicle Priority

Other core details for applications to consider are:

- Bond proceeds are expected to be available and utilized between fiscal year 2026 through 2030.
- Applicants should expect and plan as if bond proceeds are federal funds and subject to federal requirements.
- All applications are due no later than Friday September 6, 2024. No exceptions.

Outlined in the memorandum to TPAC for the July 12th meeting includes information regarding additional minimum requirements dependent on project category and maximum number of applications for consideration. For further information, please reference the memorandum issued to TPAC for their July 12th meeting or contact Metro staff. (Contact information provided at the end of the application form)

Metro staff will utilize information from these forms as a basis for informing the project elements of bond scenarios and a preferred bond proposal to be considered by JPACT and the Metro Council. The bond scenarios and proposals will be shaped by the Purpose, Principles, and Project Categories as adopted in the 2028-30 RFFA Program Direction. Based on the information provided through this application, Metro project staff will summarize/rate level of risk of project funding implementation and potential impact to bond revenues being utilized as proposed. Bond project staff will summarize/rate financial plan description for:

- Performance towards implementing Regional Transportation Plan (RTP) goals
- Consistency with the purpose and principles of the New Project Bond (see 28-30 RFFA Program Direction)
- Readiness/probability of implementation (includes analysis of leverage funds, and financial feasibility according to proceeds availability schedule, debt repayment, and consistency with the new project bond principles.)

Additionally, the nominating agency staff will need to describe consistency of project timeline to a potential issuance of bonds to generate revenues needed as proposed by the nomination. Risks identified from topics above associated with the described Project Delivery Timeline will be taken into account in the description of a project to meet a described timeline.

Nominating Agency:

Lead Contact:

Include email and phone number to best reach the lead contact

Project Name:

Project Description:

Focus on the description of the project scope and not the purpose or intent of the project.

RTP ID Number:

Facility Owner:

Facility/Project Operator(s) (if applicable):

Example can include signal operators differing from the facility owner; transit operators

Regional Modal or Topical Plan Identification of Project:

Applicable to First and Last Mile/Safe Access to Transit and/or Transit Vehicle Priority candidate projects.

Project Development Status:

Please include tasks completed and still to be completed, and NEPA status (indicate if status is determined or expected)

Project Cost Estimate:

Include description of cost estimate method with appropriate inflation factors and contingencies relative to the Project Development Status description and any project specific risks to budget/scope. First and Last Mile/Safe Access and/or Transit Vehicle Priority projects must meet cost minimum thresholds.

Project Financial Plan Description:

Provide a description of the funding strategy for the completion of the project. Please include as part of the description:

- *Federal or state discretionary funding programs targeted, including:*
 - *Schedule/timing of the grant program and which funding cycle the project intends to apply*

- *Documentation or history showing the project positioning for the discretionary funding program (if available)*
- *Expected competitiveness of the discretionary funding application considering such factors as agency/region past performance, alignment of project elements to the funding program prioritization criteria, expected funding demand to available funding, etc.*
- *Contingency plan for other potential funding sources or description of scope adjustment process to address gap if requested discretionary funding is only partially awarded*
- *RFFA bond funding requested*
- *Other funds to fully fund project costs and meet minimum match requirements of RFFA funds and/or discretionary funding program requirements*

Requested Bond Proceeds Amount:

Per the request, please factor the amount requested may require a 10.27% local match

Project Delivery Timeline:

Provide a general timeline and funding needed by major project phase (i.e. PE/NEPA, Right-of-way acquisition, Construction)

Describe regional partnerships established to implement the project as described in the RTP:

Describe any agreements with partner agencies, particularly facility owners or operators (not the nominating agency). Please reference any MOUs or IGAs in place.

Describe the community support behind the project:

Demonstrate community engagement done to identify and prioritize the project to pursue funding opportunities. Examples can include previous community letters of support for other grant opportunities or summary of community comments from local planning processes, such as a local transportation system plan (TSP) or facility plan. Please attach documentation of support for the project.

Expected Project Outcomes for Priority RTP Goals:

Metro staff will provide a description the following priority RTP Investment Goals and guidance on project information needed and how it will be used to provide a comparison between candidate projects for potential inclusion in the bond proposal option(s) to be developed.

Safe System:

Applicant to provide description of expected project impacts on provision of a safe transportation system. Bond project staff will summarize and rate impact relative to other nominated projects.

Equitable Transportation

Applicant to provide description of expected project impacts on provision of an equitable transportation system. Bond project staff will summarize and rate impact relative to other nominated projects.

Mobility Options

Applicant to provide description of expected project impacts on provision of mobility options. Bond project staff will summarize and rate impact relative to other nominated projects.

Climate Action & Resilience

Applicant to provide description of expected project impacts on climate action and resilience. Bond project staff will summarize and rate impact relative to other nominated projects.

Thriving Economy

Applicant to provide description of expected project impacts on provision of a thriving economy. Bond project staff will summarize and rate impact relative to other nominated projects.

Questions? Contact: Grace Cho (grace.cho@oregonmetro.gov), Ted Leybold (ted.leybold@oregonmetro.gov)

Date

Address

Re: 2028-2030 Regional Flexible Fund – Step 2 Allocation

To Metro Staff:

Please find the draft list of projects in which the (insert jurisdiction or agency name here) intends to apply for the 2028-2030 Regional Flexible Fund – Step 2 Allocation.

Project Name	Project Description	Estimated Cost	Estimated Step 2 Request	Project Development Request Only

In addition, as an eligible regional partner, the (insert jurisdiction or agency name here) requests consideration for application assistance. The specific application to apply the application assistance is for (insert which of the listed applications. List even if only one application is being listed on the Letter of Intent). (Delete if not requesting)

For any follow up inquiries please contact (insert staff contact email and phone number).

Sincerely,

Regional Partner Senior Leadership Name and Title

Materials following this page were distributed at the meeting.

June traffic deaths in Clackamas, Multnomah and Washington counties*

Ryan Leaston, 34, walking, NE Sandy Blvd, Portland, Multnomah, 6/3

Phillip P. Taylor, 22, motorcycling, SE Flavel St, Portland, Multnomah, 6/5

Karl Gordon Peters , 67, driving , Wilson River Hwy, Washington, 6/7

Rosa Delgado Perez, 49, driving , Clackamas Hwy (Hwy 224), Clackamas, 6/9

Cameron Fetters, motorcycling, NW Birdsdale Ave, Gresham, Multnomah, 6/12

Unidentified & Unidentified, motorcycling, Morrison Bridge & Southeast Water Ave, Portland, Multnomah, 6/13

Devin Ratliff, 40, motorcycling, SE 82nd Ave, Portland, Multnomah, 6/14

Unidentified, walking, Columbia River Hwy, Portland, Multnomah, 6/14

German Chavez Perez, 26, walking, SW River Rd, Washington, 6/19

Deputy Richard Thompson, 55, scooter, W Baseline Rd, Washington, 6/19

Floyd Loddin, 52, walking, W Powel Blvd, Gresham, Multnomah, 6/22

Jayden Rolon-Ekis, 16 & Dylan Brasky, 16, driving, SE Division St, Portland , Multnomah, 6/25

Unidentified, driving, Columbia River Hwy, Gresham, Multnomah, 6/29

**Traffic fatalities as of last month's report, from ODOT initial fatal crash report as of 7/11/24, and police and news reports –information is preliminary and subject to change*



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

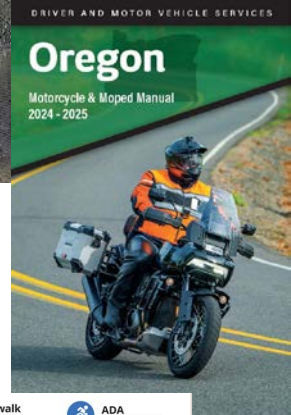
As well as **Safe Vehicle** size and technology and **Post-Crash Care** and response.



Monthly highlights

Some of the actions regional partners are taking for safer streets

- **Gresham Police Dept:** Conducting Pedestrian Safety Operations throughout the summer to raise awareness for drivers and pedestrians regarding pedestrian right-of-way laws.
- **Oregon Department of Transportation:** Helping riders prepare for endorsement tests with a summary of the rules of the road and safe riding practices with the 2024-2025 Oregon Motorcycle & Moped Manual.
- **Portland Bureau of Transportation:** Constructing new sidewalk and improved crossings on NE Shaver Street between 115th Avenue and Parkrose Middle School.



NE Shaver Street Sidewalk Project



Save the Date

What: Designing Livable Streets and Trails Practitioner Workshop

When: Wednesday, September 11th, 2024 | 9:00 AM - 12:00 PM

Where: Metro Regional Center

Who: Regional Practitioners (Metro's jurisdictional partners, consultants, community based organizations)



Outcomes

- Learn what is in the Guide and how to use it.
- Learn how complete street design and street classifications are used to make progress on climate, safety, equity and other goals.
- Learn the importance of design documentation and different ways to capture the information.
- Understand what type of resources and technical assistance Metro provides.





Date: July 10, 2024

To: Metro Council
Joint Policy Advisory Committee on Transportation (JPACT)
Transportation Policy Alternatives Committee (TPAC)

From: Joe Cortright, *City Observatory*
Chris Smith, No More Freeways

Subject: **Comments on MTIP FFY 2024 Formal Amendment Bundle for Resolution 24-5424**

*“Some highway engineers have a mentality ... that would run an eight-lane freeway through the Taj Mahal. That is our problem.”
– Oregon Governor Tom McCall, 1970*

We appreciate the time that Metro staff has provided to help us carefully understand this amendment bundle. We have several important perspectives to share on these MTIP items.

We note the significance of programming the highway covers in a separate construction phase.

As Metro staff has explained to us, the use of a separate phase indicates that the multiple phases have ‘independent utility’. While they may be closely connected each could be constructed without the other. We continue to believe that the optimal outcome for the community would be to cap I-5 at Rose Quarter without widening the freeway, instead seeking less costly methods to address operational issues. We suggest that congestion pricing, coupled with some of the more modest investments (e.g., shoulder widening) suggested in the ARUP reports¹ would be the best outcome.

We join the community in celebrating the Reconnecting Communities grants to both the highway covers at Rose Quarter and to the City of Portland Broadway Main Street project.

¹ International traffic engineering firm ARUP was commissioned to review the Rose Quarter project as part of the Independent Cover Assessment. The result was two appendices that review the design and analyze its constructability. While the design has changed since, the fundamental suggestions to achieve desired goals less expensively are still relevant:
I-5 Rose Quarter Freeway Expansion Project: Appendix E: Technical Design Review Memo, ARUP, December 11, 2020.
https://nomorefreewayspx.com/wp-content/uploads/2024/07/20201211-Appendix-E-Technical-Design-Assessment_Accessible.pdf
I-5 Rose Quarter Freeway Expansion Project: Appendix I: Cost and Constructability. ARUP. July 21, 2021.
https://www.i5rosequarter.org/pdfs/independent_cover_assessment/AppendixI_CostAndConstructability.pdf



However, we do request one modification of the programming of the Reconnecting Communities funds. The current bundle would allocate \$382M to the covers and \$30M to Right of Way. We believe that Right of Way should not be prioritized until funding of the highway widening program is fully secured - constructing covers over a narrower footprint would certainly be more cost effective.

We request that the \$30M ROW allocation be allocated instead to the covers, raising the covers allocation to \$412M.

We observe the divergent levels of support for the covers and widening programs.

The highway covers enjoy widespread community support, including enthusiastic support from our organization. It is also possible that if an INFRA grant is awarded, the covers could be fully funded, with almost 90% of the funding coming from Federal sources.

In contrast, the widening project remains extremely controversial in the community, including multiple lawsuits from ourselves and our co-plaintiff organizational partners. Even if a full INFRA grant award is made, there will still be a significant gap that will need to be covered locally, and this cannot help but impact other priorities in our region. We have already seen the Oregon Transportation Commission defer maintenance on the Fremont Bridge and an important bridge project in North Portland to identify the local match for the INFRA application.² Political leadership to direct ODOT to rightsize the Rose Quarter megaproject will ensure this proposed expansion's spiraling cost overruns don't jeopardize regional efforts to lobby the state legislature in pursuit of new revenue for greater investment in local road maintenance, safer streets and public transit in the transportation package expected in the 2025 legislative session.

We urge regional leaders to carefully track the risks and impacts attendant to the Rose Quarter Freeway Expansion component. We continue to believe the impacts are greater than the benefits, and any temporary benefits will be rapidly erased by induced demand. Our community - and the new portions of the community that will soon span the highway at Albina - deserve better.

² "Desperate for freeway funds, transportation commission mulls all bad options" *BikePortland*. May 10, 2024. <https://bikeportland.org/2024/05/10/desperate-for-freeway-funds-transportation-commission-mulls-more-debt-active-transportation-project-delays-386241>



TPAC Agenda Item

July #1 2024 Formal MTIP Amendment

Resolution 24-5426

Amendment # JL24-10-JUL1

Applies to the 2024-27 MTIP

Agenda Support Materials:

- Draft Resolution 24-5426
- Exhibit A to Resolution 24-5426 (MTIP Worksheets)
- Staff Narrative with 1 Attachment

July 12, 2024

Metropolitan Transportation
Improvement Program

Ken Lobeck
Metro Funding Programs Lead

July #1 2024 Formal MTIP Amendment

Regular Formal Amendment Bundle Overview

- Amending and adding a total of 7 projects:
 - Canceling 1 project
 - Adding 3 new projects
 - Amending 3 existing projects
 - 1 submitted project (Key 21709) removed
- Cover briefly and open for discussion
- Seek approval recommendation to JPACT for Resolution 24-5426
- Staff Recommendation:

Staff is providing TPAC their official notification and requests an approval recommendation for JPACT to complete all required MTIP programming actions for the seven projects in the July #1 MTIP Formal Amendment for Resolution 24-5426.

July #1 2024 Formal MTIP Amendment

MTIP Processing Details

- No further formal/full amendments after July in FFY 2024. Next Formal in October FFY 2025.
- Very compressed processing timing.
- Concurrent project processing with Oregon Transportation Commission (OTC).
- STIP rebalancing actions and project impacts
- ODOT Project Grouping Buckets (PGB) construction phase funding is being reallocated
- ODOT Annual STIP Amendment at OTC.
- Changes and editing – ongoing.

July #1 2024 Formal MTIP Amendment

Bundle Contents – Project Removal

One Project Removed from the Amendment Bundle

Key	Lead Agency	Project Name
21709	ODOT	<u>OR120: Columbia Slough Bridge (ODOT):</u> The formal amendment updates the prior obligated Planning phase, decreases the PE phase, and primarily adds the required funding to the construction phase-

Removal: The construction phase will not be added to the project at this time. ODOT has requested the project be removed from the formal amendment bundle.

July #1 2024 Formal MTIP Amendment

ODOT - I-84: NE Martin Luther King Jr Blvd - I-205

Key	Name & Description	Action	Net Changes
23410	<p>Lead Agency: ODOT</p> <p>Name: I-84: NE Martin Luther King Jr Blvd - I-205</p> <p>Description: Design for pavement resurfacing to repair ruts and surface wear</p>	<p><u>CANCELED PROJECT:</u> PE phase and funding in FFY 2025 is canceled from the MTIP and STIP.</p> <p>(Only PE phase was programmed)</p>	<p>Cancellation as a result from the STIP rebalancing actions</p> <p>\$1,871,000 of National Highway Performance Program (NHPP) plus match to be reallocated</p>

July #1 2024 Formal MTIP Amendment

Adding Projects

Adding 3 New Projects

Key	Lead Agency	Project Name
23676	Metro	Metro Transportation Options FFY25 - FFY27
23671	ODOT	Portland Metro & Surrounding Areas Signing
23658	Tualatin Riverkeepers	Tualatin River Water Trail Access Enhancements (Tualatin Riverkeepers)

July #1 2024 Formal MTIP Amendment

Metro – Transportation Options FFY 25 – FFY 27

Key	Name & Description	Action	Net Changes
23676 <i>New Project</i>	<u>Lead Agency:</u> Metro <u>Name:</u> Metro Transportation Options FFY25 - FFY27 <u>Description:</u> Metro funding to promote and encourage the use of alternative transportation options during federal fiscal years 2025, 2026 and 2027.	<u>ADD NEW PROJECT:</u> Add the new project to the MTIP. ODOT federal funding source is from three non-MPO PGBs.	Add \$1.462,875 of STBG plus match in FFY 2025 Formal Amendment Trigger: Adding a new project to the MTIP.

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

July #1 2024 Formal MTIP Amendment

Metro – Transportation Options FFY 25 – FFY 27

Guide to travel options for employers

Biking, walking, taking transit, carpooling or vanpooling are travel options that your employees can use to get to and from work instead of driving alone – and Get There Portland Metro can help.



Setting up a workplace travel options program is easy. Get There Portland Metro, in partnership with Metro, ODOT, TriMet and other regional travel options providers, can help you, at no cost, to create a program customized to your site and schedules – one that will benefit your employees and your business.

CONTACT

Regional Travel
Options program

☎ 503-797-1757

☎ 503-797-1930 fax

✉ RTO@oregonmetro.gov

July #1 2024 Formal MTIP Amendment

ODOT - Portland Metro & Surrounding Areas Signing

Key	Name & Description	Action	Net Changes
<p>23671</p> <p><i>New Project</i></p>	<p><u>Lead Agency:</u> ODOT</p> <p><u>Name:</u> Portland Metro & Surrounding Areas Signing</p> <p><u>Description:</u> Complete various signing upgrades in Region 1 corridors for safety and maintenance improvements. Locations to be determined as needed based on investigations. This will allow for quicker response to safety concerns.</p>	<p><u>ADD NEW PROJECT:</u></p> <p>Add the new project to the MTIP.</p> <p>Funding is sourced from a fund transfer from Key 23613 (also part of this amendment bundle)</p>	<p>Add \$366,837 of State HB2017 in FFY 2025</p> <p>Formal Amendment</p> <p>Trigger: Adding a new project to the MTIP.</p>

July #1 2024 Formal MTIP Amendment

ODOT - Portland Metro and Surrounding Areas Safety Reserve

Key	Name & Description	Action	Net Changes
22613	<p><u>Lead Agency:</u> ODOT</p> <p><u>Name:</u> Portland Metro and Surrounding Areas Safety Reserve</p> <p><u>Description:</u> Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties</p>	<p><u>COMBINE FUNDS:</u></p> <p>Transfer and combine funds into Key 23671</p>	<p>The \$366,837 of available funding is transferred to Key 23671.</p>

2024-2027 Active STIP		CLACKAMAS		2024-2027 Active STIP			
Name: Portland Metro and surrounding areas safety reserve			Key: 22613				
Description: Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties. Region: 1							
MPO: Non-MPO			Work Type: SAFETY				
Applicant: ODOT			Status: BUCKET OF FUNDS				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	CLACKAMAS		
				REGION 1 ACT	HOOD RIVER		
				REGION 1 ACT	MULTNOMAH		
				REGION 1 ACT	WASHINGTON		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year:	2024						
Total					\$366,837.85		\$366,837.85
Fund 1				ACP0	\$330,154.06		
Match					\$36,683.79		
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0392			Approval Date: 10/31/2023				

July #1 2024 Formal MTIP Amendment

Tualatin Riverkeepers - Tualatin River Water Trail Access Enhancements

Key	Name & Description	Action	Net Changes
<p>23658</p> <p><i>New Project</i></p>	<p><u>Lead Agency:</u> Tualatin Riverkeepers</p> <p><u>Name:</u> Tualatin River Water Trail Access Enhancements</p> <p><u>Description:</u> Provide access improvements to the Tualatin Water Trail including updated map and river information, signage, personal flotation device (PFD) kiosks, and a boat storage shelter</p>	<p><u>ADD NEW PROJECT:</u> Add the new project to the MTIP.</p> <p>Funding is sourced from an Oregon Parks and Recreation Department (OPRD) Recreational Trail Program (RTP) grant</p>	<p>Add \$33,660 pf federal RTP funds plus match for a total of \$61,660 HB2017 in FFY 2025</p> <p>Formal Amendment Trigger: Adding a new project to the MTIP.</p>

July #1 2024 Formal MTIP Amendment

Tualatin Riverkeepers - Tualatin River Water Trail Access Enhancements

Tualatin River Water Trail



July #1 2024 Formal MTIP Amendment

Amending Existing Projects

Amending 3 Existing Projects

Key	Lead Agency	Project Name
23613	ODOT	Portland Metro and Surrounding Areas Safety Reserve (combine into Key 23671)
22431	ODOT	OR141/OR217 Curb Ramps
21178	ODOT	US26 (Powell Blvd): SE 99th Ave - East City Limits

July #1 2024 Formal MTIP Amendment

OR141/OR217 Curb Ramps

Key	Name & Description	Action	Net Changes
22431	<p><u>Lead Agency:</u> ODOT</p> <p><u>Name:</u> OR141/OR217 Curb Ramps</p> <p><u>Description:</u> At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.</p>	<p><u>COST INCREASE:</u></p> <p>Programming updates made along with adding funding to the construction phase to address a funding shortfall</p>	<p>Add \$2,975,722 total to address a funding shortfall</p> <p>Formal amendment trigger: Cost increase above 20%</p>

July #1 2024 Formal MTIP Amendment

OR141/OR217 Curb Ramps



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

Fall 2023

Overview

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

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

Upgrading existing ADA curb ramps

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

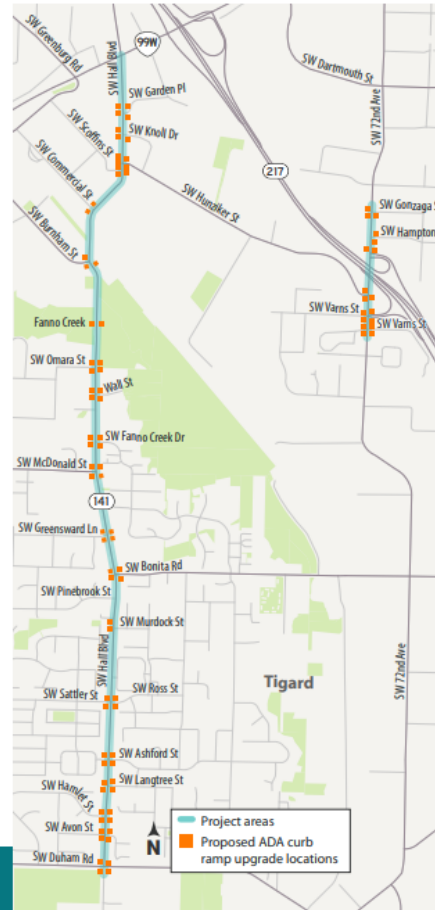
Lowering crosswalk buttons and installing audible pedestrian signals

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

Restriping and realigning crosswalks

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

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



July #1 2024 Formal MTIP Amendment

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

Key	Name & Description	Action	Net Changes
21178	<p><u>Lead Agency:</u> ODOT <u>Name:</u> US26 (Powell Blvd): SE 99th Ave - East City Limits <u>Description:</u> On US26 (Powell Blvd) in SE Portland, widen from three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.</p>	<p><u>COST INCREASE:</u> Updates the funding levels in PE and ROW, plus adds new funds to support the construction phase. Addressing the cost increase now will enable the construction phase to obligate before the end of FFY 2024.</p>	<p>Add \$39,408,070 to the project. The total project cost increases from \$119.3 million to \$158.7 million.</p> <p>Formal amendment trigger: Cost increase is above the 20% threshold.</p>

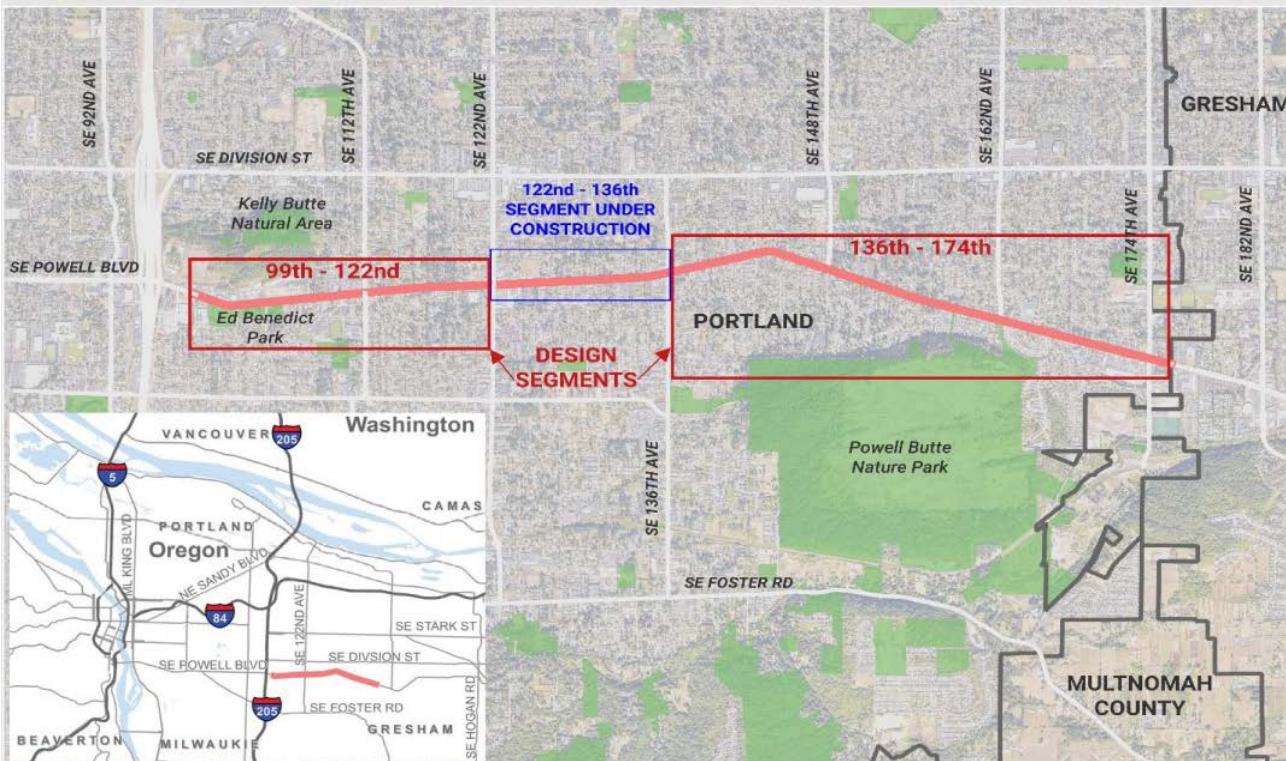
July #1 2024 Formal MTIP Amendment

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

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

MP 5.81 – MP 9.96

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



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

July #1 2024 Formal MTIP Amendment

Proposed Approval Timing

Action	Target Date
Start 30-day Public Notification/Comment Period	July 2, 2024
TPAC Notification and Approval Recommendation	July 12, 2024
JPACT Approval and Recommendation to Council	July 18, 2024
End 30-day Public Notification/Comment Period	July 30, 2024
Metro Council Approval	August 1, 2024
Final Estimated Approvals	Late August 2024

Added note: The July #1 MTIP Formal Amendment bundle under Resolution 24-5426 is proposed to process and be approved through JPACT and Council on the Consent Calendar

July #1 2024 Formal MTIP Amendment Discussion, Questions, and Approval Request

- Open up for discussion and questions
- Approval request includes completing any necessary corrections
- Requested approval motion is:

Staff is providing TPAC their official notification and requests an approval recommendation for JPACT to complete all required MTIP programming actions for the seven projects in the July #1 MTIP Formal Amendment under resolution 24-5426.



TPAC Agenda Item

July #2 2024 Formal MTIP Amendment I-5 Rose Quarter Improvement Project bundle

Resolution 24-5424

Amendment # JL24-11-JUL2

Applies to the 2024-27 MTIP

Agenda Support Materials:

- Draft Resolution 24-5424
- Exhibit A to Resolution 24-5424 (MTIP Worksheets)
- Staff Narrative with 2 Attachments

July 12, 2024

Metropolitan Transportation
Improvement Program

Ken Lobeck
Metro Funding Programs Lead

July #2 2024 Rose Quarter Formal MTIP Amendment Overview

- Amending and adding a total of 4 +1 projects:
 - Updating main parent project in Key 19071
 - Canceling/transferring funds from ODOT's I-5 Over NE Hassalo St and NE Holladay St in Key 21219 to new Stormwater Facilities project in Key 23682
 - Adding 2 new child construction phase projects
 - Incorporating Portland's Broadway NAE grant funded Complete Streets upgrades project into the Rose Quarter amendment bundle (TPAC prior approval has occurred)
- Cover briefly and open for discussion

July #2 2024 Rose Quarter Formal MTIP Amendment Overview

- Seek approval recommendation to JPACT for Resolution 24-5424
- Staff Recommendation:

Staff is providing TPAC their official notification and requests an approval recommendation for JPACT to complete all required MTIP programming actions for the July #2 Rose Quarter Formal Amendment bundle that consists of four projects with the new Portland Broadway St project added as the fifth project for JPACT and Metro Council approval.

July #2 2024 Rose Quarter MTIP Amendment

MTIP Processing and Terminology Details

- Project bundle support overall upgrades to the I-5 Rose Quarter Improvement project.
- Processing as a separate formal amendment.
- ODOT and Portland received new discretionary RCN/NAE grant funds:
 - RCN/NAE = Reconnecting Communities and Neighborhoods/Neighborhood Access and Equity grant
 - Referred to as the “NAE” grant.
 - \$450 million award to ODOT
 - \$38.394 million to Portland
- Completed Metro actions by August 1, 2024.

July #2 2024 Rose Quarter MTIP Amendment

MTIP Processing and Terminology Details

- MTIP “active” projects versus “prior obligated”:
 - Prior obligated = all existing programmed phases obligated.
 - Not carried over into the next MTIP and STIP.
 - The project is still progressing towards final delivery.
 - Not visible in the active years of the current 2024-27 MTIP and STIP.
 - Maintained in Prior Obligated section in the MTIP and in Historical section of the STIP.
 - I-5 Rose Quarter Improvement Project is currently in the MTIP’s Prior Obligated section in Key 19071.

July #2 2024 Rose Quarter MTIP Amendment

MTIP Processing and Terminology Details

- “Segmented/Packaged/Phased” project delivery:
 - Regular process is to obligate and deliver entire construction phase as one delivery phase.
 - Packaged = Split construction phase into multiple and separate delivery components.
- “Parent” versus “Child” projects in MTIP/STIP:
 - Parent project contains PE and ROW normally completed for entire project.
 - I-5 Rose Quarter “parent” in Key 19071.
 - Add new split construction phases become the “child” projects.
 - Adding two new Rose Quarter child projects.

July #2 2024 Rose Quarter MTIP Amendment

Parent: I-5 Rose Quarter Improvement Project

ITS/VMS = Intelligent Transportation System/ Variable Message Signs

Key	Name & Description	Action	Net Changes
19071	<p><u>Lead Agency:</u> ODOT</p> <p><u>Name:</u> I-5 Rose Quarter Improvement Project</p> <p><u>Description:</u> On I-5 in Portland, complete multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities.</p>	<p><u>ADD PHASES AND FUNDING:</u></p> <p>Programming adds funds to PE and corrects ROW phase. A new Utility Relocation (UR) and Other phases (ITS/VMS) are added to the project as well.</p> <p>New UR and Other phases changes the project from Prior Obligated to active MTIP status</p>	<p>Add \$67,750,000 of new NAE grant funds to the parent project</p> <p>Formal amendment trigger: Adding new phases and separate construction phase child projects</p>

July #2 2024 Rose Quarter MTIP Amendment

ODOT - I-5 Over NE Hassalo St and NE Holladay St (Portland)

Key	Name & Description	Action	Net Changes
21219	<p><u>Lead Agency:</u> ODOT</p> <p><u>Name:</u> I-5 Over NE Hassalo St and NE Holladay St (Portland)</p> <p><u>Description:</u> On I-5 over NE Hassalo St and NE Holladay St (BR#08583), replace the current structural overlay</p>	<p><u>CANCELED PROJECT:</u> Project scope will be absorbed into the Rose Quarter freeway upgrade portion. \$5 million of funding transferred to new stormwater facilities upgrade child project</p> <p>(Only PE phase was programmed)</p>	<p>Cancelation and transfer of \$5 million to new child Stormwater Facilities project in Key 23682</p> <p>Formal Amendment trigger: Canceling a project from the MTIP.</p>

July #2 2024 Rose Quarter MTIP Amendment

Adding New Child Projects

Adding 2 New Construction Phase Child Projects

Key	Lead Agency	Project Name
23682	ODOT	I-405 and I-5 Stormwater Facilities
23672	ODOT	I-5 Rose Quarter: Broadway to Weidler Phase I

July #2 2024 Rose Quarter MTIP Amendment

ODOT Stormwater Facilities - New Child Project

Key	Name & Description	Action	Net Changes
<p>23682</p> <p><i>New project</i></p>	<p><u>Lead Agency:</u> ODOT</p> <p><u>Name:</u> I-405 and I-5 Stormwater Facilities</p> <p><u>Description:</u> Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement.</p>	<p><u>ADD NEW PROJECT:</u></p> <p>Add the new child construction phase project to the MTIP</p> <p>The new project is a child project to the parent in Key 19071. Required PE actions have been completed in Key 19071.</p>	<p>Add \$5 million transferred from Key 21219 (I-5 Over NE Hassalo St and NE Holladay St)</p> <p>Formal Amendment Trigger: Adding a new project to the MTIP.</p>

July #2 2024 Rose Quarter MTIP Amendment

ODOT - I-5 Rose Quarter: Broadway to Weidler Phase 1

Key	Name & Description	Action	Net Changes
<p>23672</p> <p><i>New Project</i></p>	<p><u>Lead Agency:</u> ODOT</p> <p><u>Name:</u> I-5 Rose Quarter: Broadway to Weidler Phase 1</p> <p><u>Description:</u> Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and supporting facilities and complete compatibility construction for follow-on packages.</p>	<p><u>ADD NEW PROJECT:</u></p> <p>Add the new child construction phase project to the MTIP.</p> <p>Funding is sourced from the new NAE grant to ODOT</p>	<p>Add \$382,250,000 of new NAE grant funding in FFY 2025.</p> <p>Formal Amendment Trigger: Adding a new project to the MTIP.</p>



I-5 ROSE QUARTER IMPROVEMENT PROJECT

1 Highway Cover

A new highway cover over I-5 that will reconnect local streets and create new community spaces on top for future development and economic opportunities.

2 Hancock Crossing

A new east-west roadway crossing over I-5 that will reconnect Hancock Street across the highway, adding another crossing north of Broadway and Weidler.

3 Multimodal Local Street Improvements

A variety of street improvements for people walking, biking and rolling.

4 Pedestrian and Bicycle Bridge

A car-free bridge creates a new path over I-5 to connect with the walking and biking network.

5 Auxiliary Lanes and Shoulders

Ramp-to-ramp connections on I-5 between I-84 and I-405, paired with wider shoulders, that will improve safety and reduce congestion at the state's top bottleneck. An estimated one-third of traffic will be able to stay on these ramp-to-ramp connections between interstates instead of merging and causing congestion and safety issues.

6 I-5 Southbound Ramp Relocation

Relocation of the I-5 southbound off-ramp from Vancouver/Broadway to the south, connecting with NE Williams Avenue and NE Weidler Street.



Please note that this graphic is conceptual, and the project design and cover shape may change as design progresses.

July #2 2024 Rose Quarter MTIP Amendment

PBOT's New Broadway Main St and Supporting Connections

Key	Name & Description	Action	Net Changes
22431	<p>The Plus 1...</p> <p><u>Lead Agency:</u> Portland</p> <p><u>Name:</u> Broadway Main Street and Supporting Connections</p> <p><u>Description:</u> Complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services.</p>	<p><u>ADD NEW PROJECT and INCLUDE in ROSE QUARTER AMENDMENT BUNDLE:</u></p> <p>Add the new NAE funded project to the MTIP.</p> <p>June 2024 TPAC: Approval to move forward to JPACT as part of the Rose Quarter amendment</p>	<p>Add \$38,394,000 of new NAE grant funds to the MTIP</p> <p>Formal amendment trigger: Adding a new project to the MTIP</p>

July #2 2024 Rose Quarter MTIP Amendment

Amendment Summary Actions

Key	Name	Action	Funding
19071 (Parent)	I-5 Rose Quarter Improvement Project	Update PE, ROW, and add UR & Other phase	Add \$67,750,000 of NAE grant funds
21219	I-5 Over NE Hassalo St and NE Holladay St (Portland)	Cancel project and transfer to Key 23682	Reprogram \$5 million to Key 23682
23682 (Child)	I-405 and I-5 Stormwater Facilities	Add new Stormwater Facilities project	Add \$5 million from Key 21219
23672 (Child)	I-5 Rose Quarter: Broadway to Weidler Phase 1	Add new child construction phase project	Add \$382,250,000 of NAE grant funds
23646 (Related)	Broadway Main Street and Supporting Connections	Add new project to Rose Quarter bundle	Add \$38,394,000 of NEA grant funds to the MTIP

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

MPO CFR Compliance Requirements

CFR = Code of Federal Regulations

- Fiscal constraint properly demonstrated:
 - NAE grant funding has been verified
 - Proof of Funding for all proposed phase updates confirmed
- The full project is included in the 2023 RTP:
 - Identified in the approved Metro modeling network and included in transportation demand modeling for performance analysis.
 - Project is considered regionally significant.
- Project as submitted for MTIP amendment updates are still consistent with the RTP entry
- Proposed amendment updates are considered non-capacity and air quality exempt improvements per governing CFRs.

July #2 2024 Rose Quarter MTIP Amendment

Proposed Approval Timing

Action	Target Date
Start 30-day Public Notification/Comment Period	June 12, 2024
TPAC Notification and Approval Recommendation	July 12, 2024
End 30-day Public Notification/Comment Period	July 12, 2024
JPACT Approval and Recommendation to Council	July 18, 2024
Metro Council Approval	August 1, 2024
Final Estimated Approvals	Late August 2024

Added note: The July #2 MTIP Rose Quarter Formal MTIP Amendment bundle under Resolution 24-5424 will process as an action item at JPACT and Council

July #2 2024 Rose Quarter MTIP Amendment Discussion, Questions, and Approval Request

- Open up for discussion and questions
- Approval request includes completing any necessary corrections
- Requested approval motion is:

Staff is providing TPAC their official notification and requests an approval recommendation for JPACT to complete all required MTIP programming actions for the July #2 Rose Quarter Formal Amendment bundle that consists of four projects with the new Portland Broadway St project added as the fifth project for JPACT and Metro Council approval.



Metro

Comprehensive Climate Action Plan Kickoff

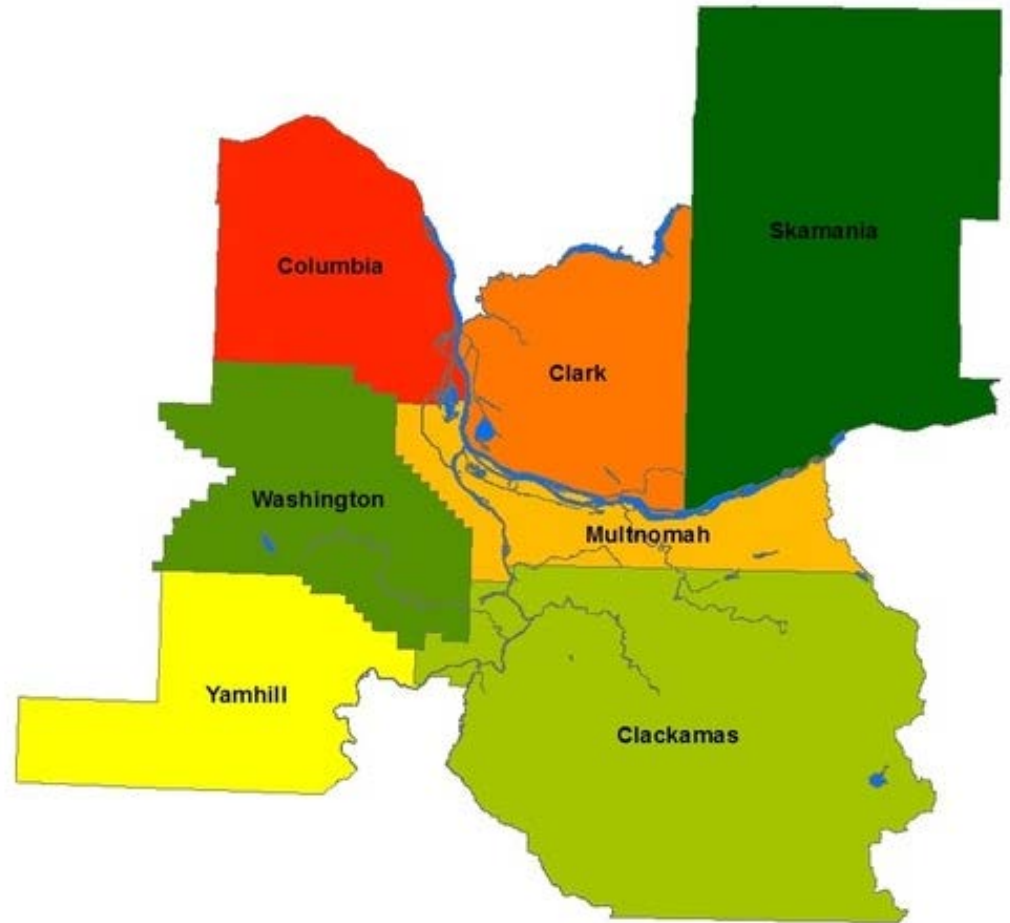
Transportation Policy Alternatives Committee

July 12th, 2024

What are the EPA Climate Pollution Reduction planning grants?

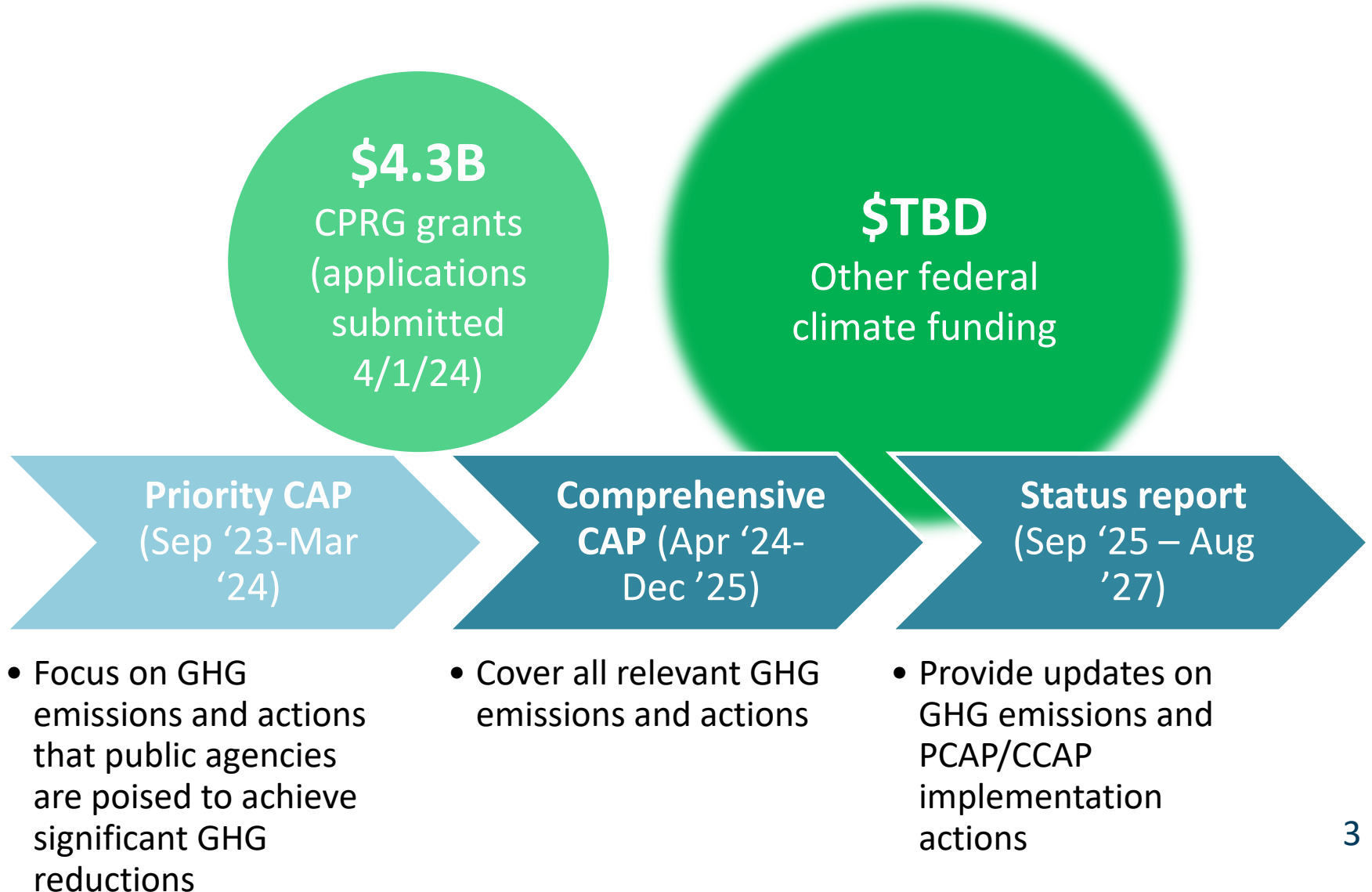
4-year planning grants to create state and **metropolitan area** climate plans that focus on:

- Reducing greenhouse gases (GHGs)
- Implementation-ready actions
- Alignment with federal and state climate funding sources



Metro is leading a grant for the 7-county Portland-Vancouver metropolitan statistical area.

Two rounds of planning, possibly two rounds of funding



The Climate Partners' Forum is our steering group

City of Beaverton
Clackamas County
Clark County
Clark County DPH
Columbia County
City of Gresham
City of Hillsboro
City of Lake Oswego
City of Milwaukie
Metro
Multnomah County
ODOT
Oregon DEQ
Oregon DOE
Port of Columbia County

Port of Vancouver
Portland (BPS, PWB, PBOT, BES)
Portland Public Schools
SW Washington Regional Transportation Council
Skamania County
SW Clean Air
Tualatin Hills Parks & Recreation District
City of Tigard
TriMet
City of Tualatin
City of Vancouver
Washington County
...and potentially other agency and non-agency partners for this next phase of the grant.

Current climate planning landscape

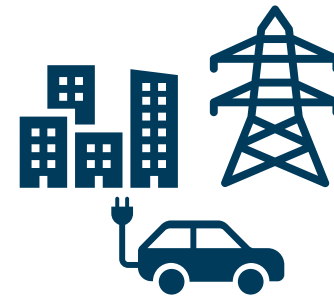
There is a lot of existing climate work going on in our metro area, including agency and community plans that reflect many different...



**perspectives
& approaches**



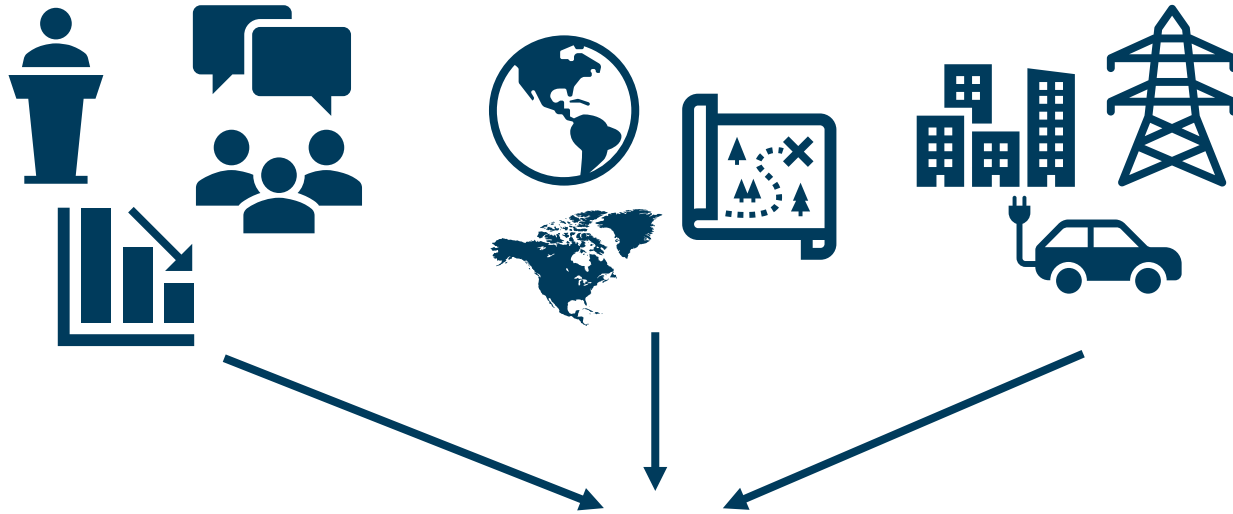
**communities
& scales**



**types of GHG
emissions**

There are also many communities that have not adopted climate plans of their own.

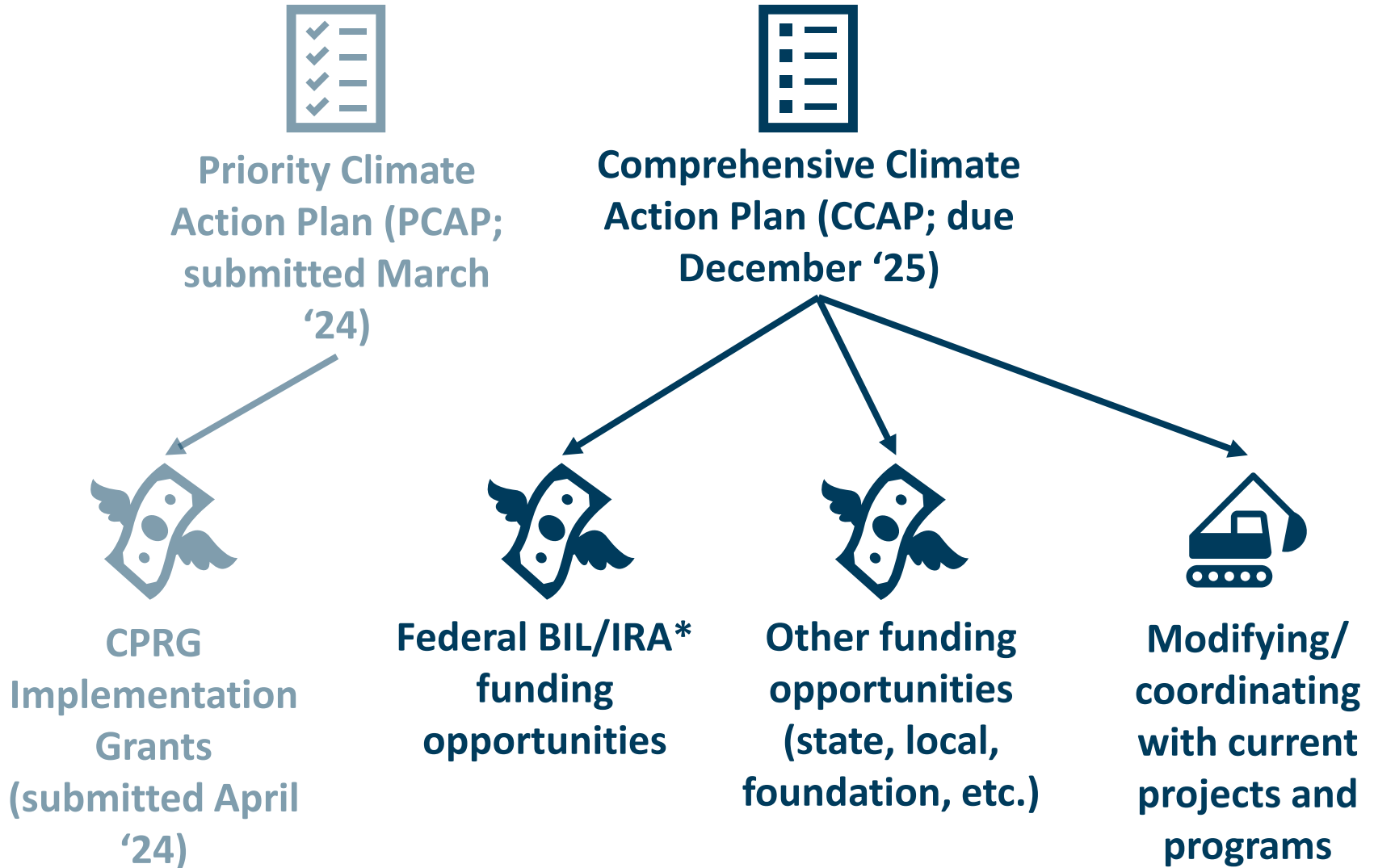
Why is CPRG important?



CPRG is an opportunity to...

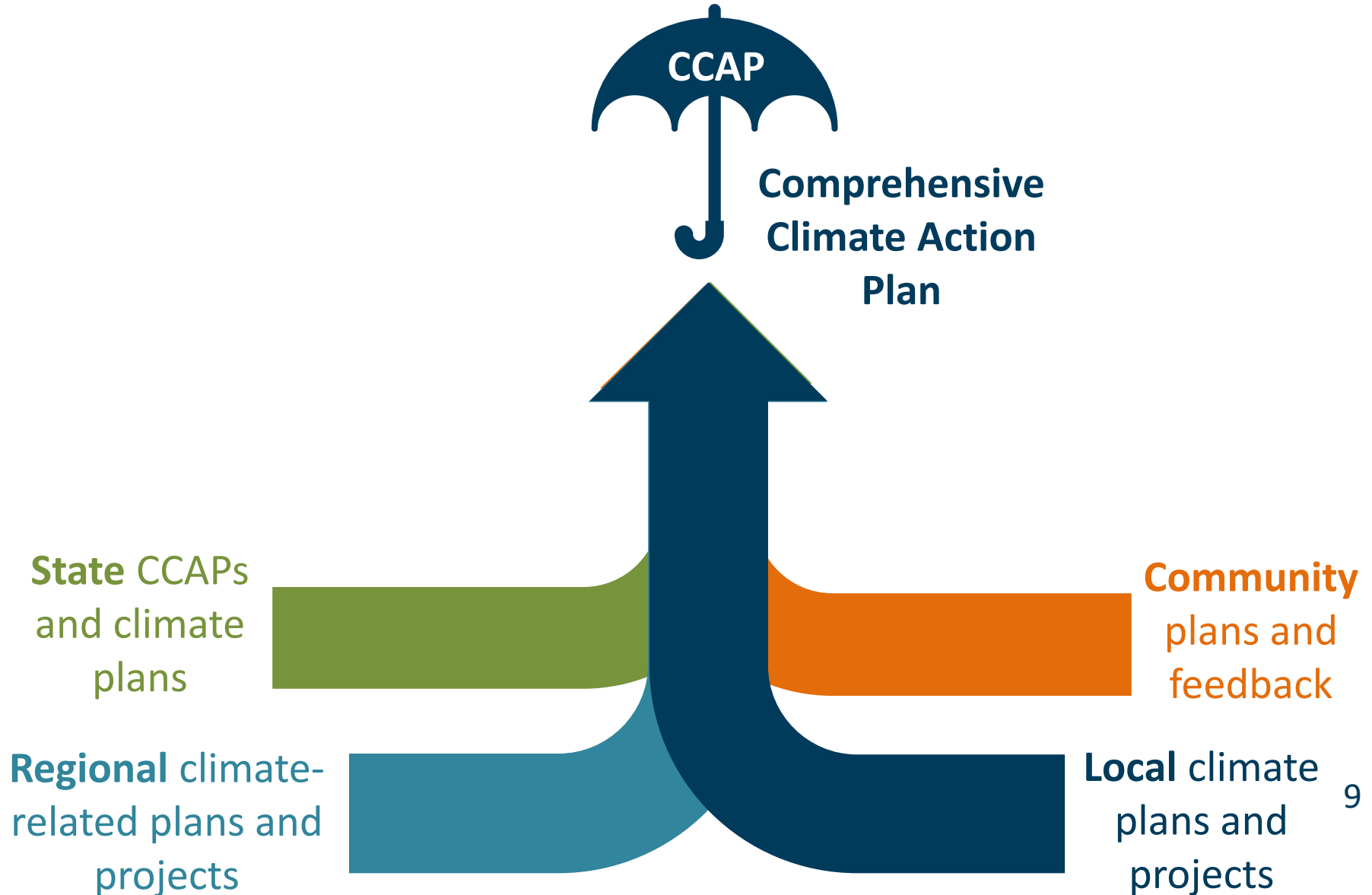
- Plan across all communities and emissions sectors in the metro area
- Identify specific, collaborative, actionable, and effective GHG reduction measures
- Further develop these opportunities so that they are ready to seek funds and align with likely implementation opportunities

What implementation opportunities?



**BIL = Bipartisan Infrastructure Law, IRA = Inflation Reduction Act*

Existing climate planning efforts provide the foundation for the CCAP



Submitted CPRG implementation grant applications

- TriMet: \$24m for transit electrification
- TriMet and Metro: \$9m for transit signal priority
- Gresham: \$26m to add composting capacity
- Washington County, Vancouver Housing Authority, and Clackamas County: \$49m to provide energy-efficiency retrofits to existing affordable housing units
- Metro: \$5m to fund energy efficiency measures in new affordable housing located near transit

...Plus \$100m+ applications from both Oregon and Washington, which include funding for local climate efforts.

EPA plans to announce awards this summer. They received 10x as many requests as they can fund.

Submitted CPRG implementation grant applications

Oregon: \$197M,
including funding for
local/regional agencies
to:

- Purchase EVs for public fleets
- Build public EV charging
- Make homes more energy efficient

Portland-Vancouver metro
area: \$113M

- \$33M for efficient and clean transit
- \$54M for energy-efficient affordable housing
- \$26M to reduce emissions from waste

Washington: \$200M+,
including funding for
local/regional agencies
to:

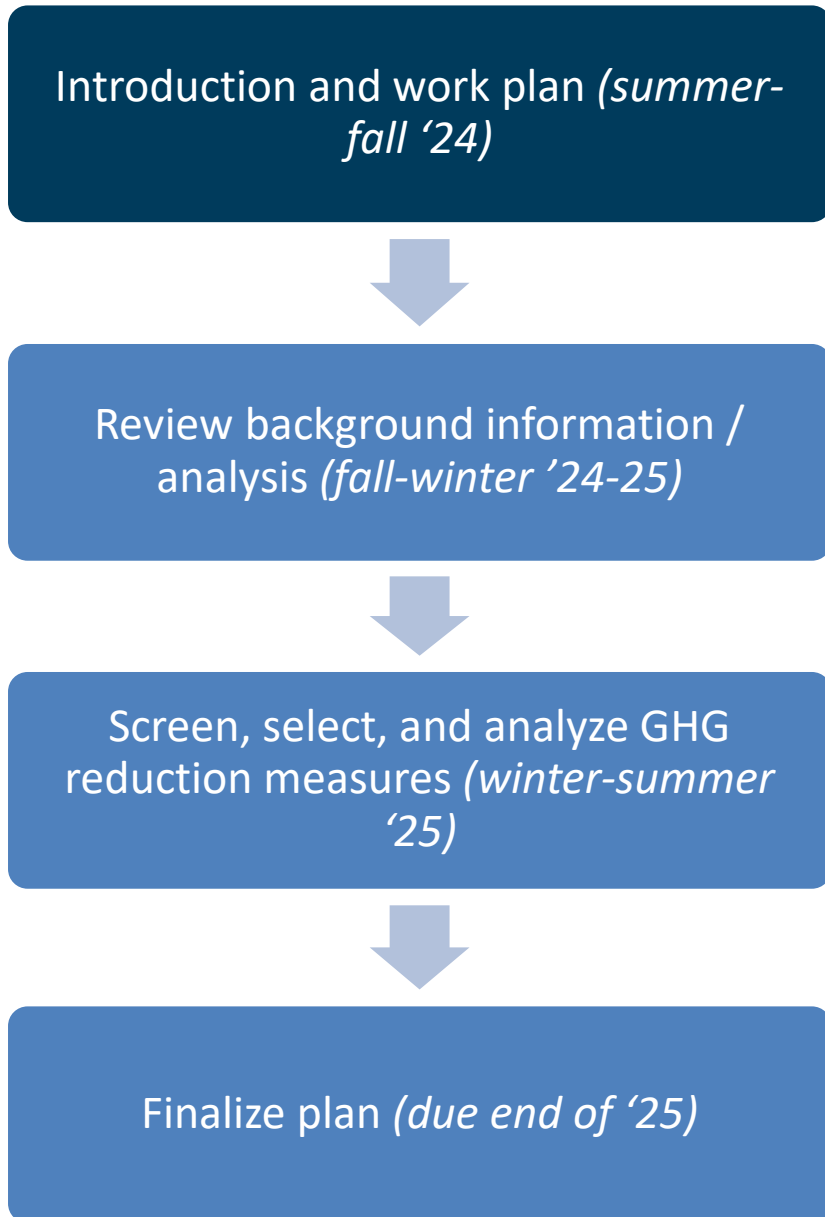
- Upgrade organic waste processing
- Purchase electric transit vehicles
- Purchase EVs for public fleets

CCAP vs. PCAP: key differences

	PCAP	CCAP
Scope of emissions	Sectors with significant emissions / reduction potential	All GHG emission sectors and sinks
Implementation funding sources	EPA CPRG implementation grants	Federal, state and local climate-related funding sources
Implementation project leads	Public agencies	Varies by source
Time we have to create the plan	6 months	18 months
Required plan elements	<ul style="list-style-type: none"> • GHG inventory • GHG reduction measures • Equity analysis • Review of authority to implement 	All required PCAP elements plus: <ul style="list-style-type: none"> • GHG projections and targets • Workforce planning analysis • Review of other funding availability* • Co-benefits analysis*

**The PCAP included preliminary versions of these elements.*

Draft CCAP development timeline



← We are here.

This chart shows the approximate phases of developing the CCAP, assuming we follow a similar process as we did during the PCAP.

We will continue to develop this timeline based on the input we hear at the **next Climate Partners' Forum meeting on July 23 from 1:00-2:30 PM.**

eliot.rose@oregonmetro.gov
oregonmetro.gov

<http://oregonmetro.gov/climategrant>



What kind of measures do CPRG plans focus on?

CPRG focuses on measures that...



X

Produce significant and quantifiable GHG reductions

Divert food waste from landfills

Create cooling centers for extreme heat events

Reduce community emissions

Offer incentives for property owners to reduce energy use in offices

Install more efficient heating systems in City Hall

Are specific

Conduct energy efficiency retrofits in agency-owned affordable housing

Reduce residential energy use by 10%

Are scalable

Increase high-capacity transit service across the metro area

Increase service on TriMet line 72

Align with local / regional authority

Require that agency-funded housing projects meet energy efficiency standards

Require industrial businesses to reduce emissions

Who will benefit from participating in the CCAP?

You'll likely get more value out of participating in this process if you meet many of the following criteria:

- You are **interested in advancing a GHG reduction measure** that is significant, specific, and scalable.
- You have **already conducted some outreach, analysis or planning** to develop this measure.
- You are **interested in collaborating** with other organizations to implement this measure at scale.
- Your measure is well aligned with **available funding sources**.
- You have the capacity to **engage in these meetings every 3 months** through the end of 2025.
- You have the capacity to **support follow-up applications for implementation funding**.

Even if these don't apply to you, this is an opportunity to **learn about all the ongoing climate work** in our metro area!

2028-30 Regional Flexible Funds Allocation (RFFA) – Next Steps – New Project Bond & Step 2

TPAC

July 12, 2024



Metro



Overview

2028-2030 Regional Flexible Fund Allocation

Federal funds

- 5% transportation \$
- Estimated \$153M
 - ~\$93M committed

Allocation categories

- Step 1A – bond repayment
- Step 1A.1 – new project bond
- Step 1B – regionwide programs & planning
- Step 2 – local projects



Region's intent on how to expend Flexible Funds to advance regional policy objectives

Where we are: 2028-30 RFFA Process

We
are
here

Program Direction:
February - July 2024

Input & Development

TPAC recommendation

JPACT, Council
adoption

Steps 1A.1 & 2: Summer
2024 - Spring 2025

Proposals & Candidate
Identification

Evaluation

Readiness and risk
assessment

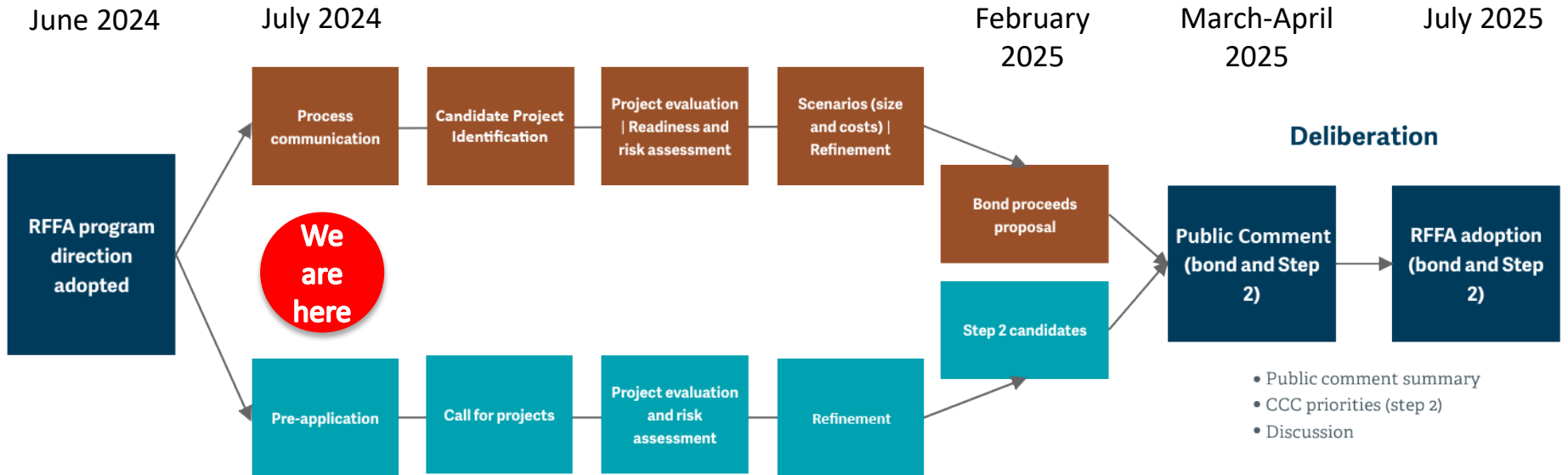
Adopt Final RFFA:
Spring - Summer 2025

Public comment, CCC
priorities

TPAC recommendation

JPACT, Council
adoption

Where we are: New Project Bond & Step 2





Metro

Next Steps – Step 1A.1 (New Project Bond)

Candidate Project Identification Key Dates



Nomination Opens: July 26, 2024

Nomination Closes: September 6,
2024

Screening Results: October 4, 2024

Deadline for Project Evaluation:
October 18, 2024

Candidate Project Identification Details

CIG/Large Transit Capital Leverage

- To nominate – schedule Metro conversation
 - Narrow eligibility
- Minimum requirements
 - RTP financially constrained
 - Documented agreement by necessary partners
 - HCT plan inclusion
- Application Expectations for 9/6
 - Thorough and detailed
 - See pages 3-4 of TPAC memo



Candidate Project Identification Details

Safe Access & Transit Vehicle Priority

- Nominations
 - Limit 10 applications total w/sub-region caps
 - Excludes CIG/Large Transit Capital Leverage
 - Most projects will fall into these categories
 - Coordinating committee action not needed unless over cap
 - Can request reallocation of unused nominations
- Minimum requirements
 - Cost thresholds, modal/topical plan inclusion
- Application expectations for 9/6
 - Completed application form submitted
 - Sample included. Final application to be available on 7/26



Evaluation & Bond Scenarios Key Dates

Evaluation Results: December 6, 2024

Bond Scenarios Analysis: end 2024 - early 2025

Bond Scenarios Results: February 7, 2025

Project Evaluation & Bond Scenarios Analysis Details

Project Evaluation

- Meets purpose and principles
- Meaningful impact
 - Move that RTP
- Readiness
 - Implementation pathway; balancing trade-offs



Bond Scenarios Analysis

- High rated projects included in bond scenarios analysis
- Investments across categories and across the region
- Financial analysis – proceeds schedule, debt repayment schedule, implications to Step 2

Proposal Selection & Public Comment

Key Dates

TPAC/JPACT deliberation: February 7 & 20, 2025

TPAC/JPACT recommendation: March 7 & 20, 2025

Public Comment: March 24 – April 28, 2025



Deliberation & Decision Key Dates

Public Comment summary and responses: May 15, 2025

TPAC/JPACT deliberation: June 6 & 19*, 2025

TPAC recommendation: July 11, 2025 (tentative)

JPACT approval & recommendation: July 17, 2025

Metro Council: July 2025 (tbd)

*June 19th is Juneteenth holiday; TBD

28-30 RFFA – Next Steps – New Project Bond

Committee Roadshow

Partner	Feedback Opportunity
TPAC	2024 – July, October, December 2025 – February, March, June, July
JPACT	2024 – July, October 2025 – February, March, June, July
Coordinating Committees & TACs	By request C4 – July 17



Metro

Next Steps – Step 2

Schedule

Project Solicitation

Pre-application:
August 12 – 23, 2024

Project call opens:
September 6, 2024

Proposer's
workshop: August -
September 2024

Proposals due:
November 15, 2024

Evaluation & Input

Outcome Evaluation,
Risk Assessment:
November 2024 -
February 2025

Public Comment:
March - April 2025

Deliberation & Decision

Coordinating
committee priorities:
May 2025

TPAC, JPACT: May –
July 2025

Metro Council to
adopt separately:
July 2025



Project Solicitation Key Dates & Details

Pre-Application: August 12 – 23, 2024

Project call opens: September 6, 2024

Proposers' workshops: August 14,
September 4 and 11

Proposals due: November 15, 2024

Step 2: Pre-Application & Call for Project

Letter of Intent to Apply required for Step 2

- Instructions emailed by 8/12 and posted on RFFA webpage
- See sample LOI

Consultant support for Step 2 project applications

- Eligible agencies to request assistance via LOI
- Eligible agencies list still being finalized
- Notifications by 8/30 or prior to project call opens

Online tool for submitting projects





Competitive proposals should include:

- Strong alignment with regional investment priorities
- Clear and complete project scope, budget and plan
- Ability to navigate the federal aid process

Competitive proposals should include:

- Stakeholder support: public, other agencies
- Ability to leverage other investments or resources



Outcomes Evaluation & Risk Assessment Key Dates

Draft Results: February 7, 2025

Risk Assessment Refinement: February 7 – 21, 2025

Final Results: March 7, 2025

Public Comment Opens: March 24, 2025



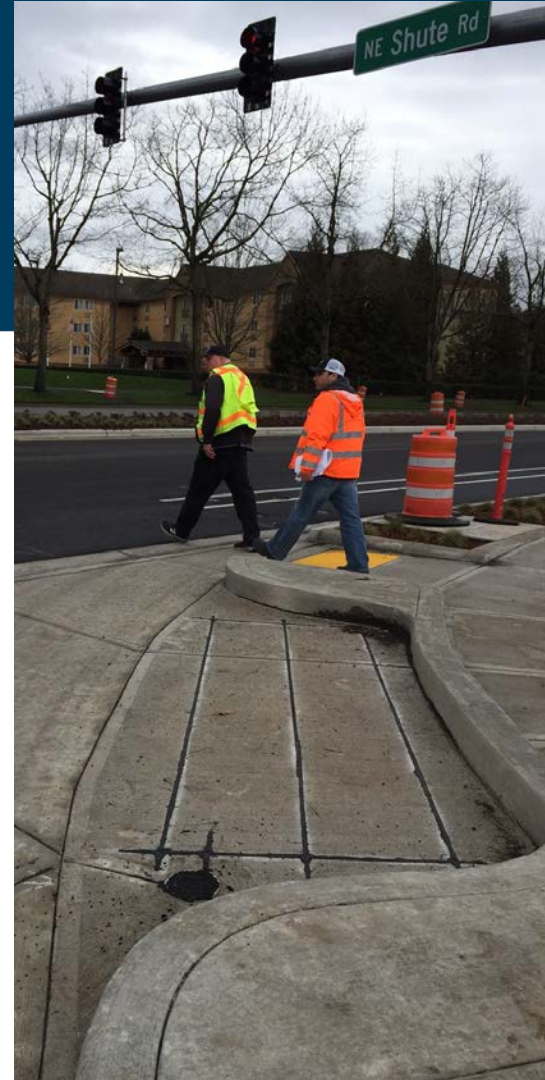
Step 2: Outcomes Evaluation & Risk Assessment

Outcomes Evaluation

- 5 RTP goals + Design
 - Design focuses in on Metro's Designing Livable Streets and Trails
- Application Handbook to outline final evaluation criteria, performance measures

Risk Assessment

- Ratings and flags for project delivery risks & readiness
- Recommendations for project scope if awarded funds





Public Comment & Decision Key Dates

Public Comment Closes: April 28, 2025

Public Comment summary and responses:
May 15, 2025

Coordinating Committee priorities
submission: May 2025

TPAC recommendation: July 11, 2025
(unconfirmed)

Committee Roadshow

Partner	Feedback Opportunity
TPAC	2024 – December 2025 – February, March, May, June (tentative), July
JPACT	2024 – 2025 – March, May, June (tentative), July
Coordinating Committees & TACs	By request

Comments from the Chair – September & November 2024; February & April 2025

Questions? Comments

Contact: Grace Cho

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oregonmetro.gov/rffa



Metro

Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

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