

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, November 1, 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 (Anthony Cabadas)• Transit Minute (Ally Holmqvist)• 2028-30 RFFA – Update on Step 2 Applications (Grace Cho)	
9:30 a.m.	Public communications on agenda items	
9:32 a.m.	Consideration of TPAC minutes, October 4, 2024 (<u>action item</u>) Send edits/corrections to Marie Miller	Chair Kloster
9:35 a.m.	Metro Transportation Improvement Program (MTIP) Formal Amendment 24-54XX Recommendation to JPACT (<u>action item</u>) Purpose: For the purpose of adding or amending a total of six projects to the 2024-27 MTIP to meet federal project delivery requirements	Ken Lobeck, Metro
9:45 a.m.	2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Eligibility Screening Results Summary Purpose: To provide TPAC the opportunity to discuss the results of the eligibility screening for the Step 1A.1 new project bond proposal development for regional consideration.	Grace Cho, Metro
10:15 a.m.	2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Candidate Project Evaluation Framework Purpose: To provide TPAC an overview of the evaluation framework to be applied to the bond nominated projects.	Grace Cho Noel Mickelberry Ted Leybold, Metro
11:00 a.m.	Adjournment	Chair Kloster

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានពាក្យបណ្តឹងរើសអើងសម្រាប់សេវាសាខាសេវាសាខា 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 10/25/2024

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

TPAC meeting, November 1, 2024

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Anthony Cabadas)
- Transit Minute (Ally Holmqvist)
- 2028-30 RFFA – Update on Step 2 Applications (Grace Cho)

Agenda Items:

- **MTIP Formal Amendment 24-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Eligibility Screening Results Summary (Grace Cho, 30 min)
- 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Candidate Project Evaluation Framework (Grace Cho, Noel Mickelberry, Ted Leybold, 45 min)

TPAC meeting, December 6, 2024

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Anthony Cabadas)
- Transit Minute (Ally Holmqvist)
- ODOT Update on Funding Allocations for 2028-30 (Leverage, ARTS, etc.) (Chris Ford)

Agenda Items:

- **MTIP Formal Amendment 24-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- 2028-30 Regional Flexible Fund Step 2 – Summary of Applications Received and Process Next Steps (Grace Cho 20 min)
- 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Candidate Project Evaluation Results and Bond Scenarios Development (Grace Cho, Noel Mickelberry, 45 min)
- MetroMap and the Quick Facts Viewer (Madeline Steele, 10 min)
- Safe Streets for All Update (McTighe, 45 min)

Parking Lot: Future Topics/Periodic Updates

- 82nd Avenue Transit Project update (Elizabeth Mros-O'Hara & TBD, City of Portland)
- TV Highway Corridor plan updates
- High Speed Rails updates (Ally Holmqvist)
- I-5 Interstate Bridge Replacement program update
- Ride Connection Program Report (Julie Wilcke)
- Get There Oregon Program Update (Marne Duke)
- RTO Updates
- Freight Study Update (Tim Collins)

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.

2025 TPAC Work Program

As of 10/23/2024

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

All meetings are scheduled from 9am – noon

*Scheduled to avoid holiday conflicts

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

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

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

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

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

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

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Memo

Date: October 22, 2024
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: November 2024 Report

BACKGROUND

The following pages contain the list of projects **during October 2024** submitted to complete a formal/full amendment, or administrative modification to the 2024-27 MTIP. Note: During September 2024, no MTIP administrative modifications or formal amendments were submitted. This resulted from FHWA and FTA's regular "shut-down" of the federal transportation approval process to complete required end-of-year project obligations and financial close-out processes.

A summary of the differences between formal/full amendments and administrative modifications is stated below.

Formal Amendments Approval Process:

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

Administrative Modifications Approval Process:

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

MTIP FORMAL/FULL Amendments

October Formal Amendment Bundle: OC25-01-OCT

2024-2027 Metropolitan Transportation Improvement Program Exhibit A to Resolution 24-5434				
October FFY 2025 Regular Formal Amendment Bundle Contents Amendment Type: Formal/Full Amendment #: OC25-01-OCT Total Number of Projects: 12				

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 # 22603 MTIP ID 71274	ODOT	I-405 Fremont Bridge (Willamette River) East & West Ramps	Inspect the paint condition on all approach ramps, develop a schedule of painting phases, repaint the highest priority ramps.	<u>CANCEL PROJECT:</u> The MTIP formal amendment de-obligates the PE phase and cancels the right-of-way phase. A construction phase will not be added to the project. This effectively cancels the project from the MTIP and STIP. OTC approval was required and occurred during their August 2024 meeting. The project cancellation results as part of the ongoing cost savings action to address ODOT's funding shortfall.
(#2) ODOT Key # 20332 MTIP ID 70947	Portland	I-205 Overcrossing (Sullivans Gulch)	Provide safe access across I-205 for bicyclists and pedestrians by improving local street corridors on the west side of I-205 and constructing an east-west bicycle and pedestrian overcrossing.	<u>CANCEL PROJECT:</u> The formal amendment cancels the project per Portland's request and ODOT's approval. PBOT is unable to accomplish the full objectives detailed in Agreement No. 32311 within the remaining programmed budget. Only local funds have been obligated and expended at this point.

Category: Adding New Projects to the 2024-2027 MTIP				
Key # & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#3) ODOT Key # 23472 MTIP ID TBD	ODOT Public Transportation Division	Bus Replacement Program FFY 2020 5310 Portion - TriMet	Federal fiscal year 2020 funding to improve public transportation fleet conditions statewide. Funds (5310) will be	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new ODOT PTD project to the MTIP supporting eligible Section 5310 bus replacement needs for elderly

<p><i>New Project</i></p>			<p>flexed to FTA for delivery which TriMet will utilize in support of elderly and disabled persons transit needs</p>	<p>and disabled persons transit needs</p>
<p>(#4) ODOT Key # 23713 MTIP ID TBD <i>New Project</i></p>	<p>ODOT Public Transportation Division</p>	<p>Mass Transit Vehicle Replacement FFY25 TriMet</p>	<p>The project provides funding for replacement or right sizing of category A or B transit vehicles in urban areas. This project will be delivered through FTA.</p>	<p><u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new ODOT PTD awarded project to the MTIP. The project ODOT will complete the flex transfer to FTA which then enables TriMet the ability to submit their funding request to obligate and expend the funds.</p>
<p>(#5) ODOT Key # 23727 MTIP ID TBD <i>New Project</i></p>	<p>ODOT</p>	<p>Oregon Transportation Network - TriMet FFY25</p>	<p>ODOT's PTD awarded funding to TriMet supporting the 5310 enhanced mobility of seniors and individuals with disabilities program for eligible 5310 capital projects (e.g., preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition)</p>	<p><u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new project to the MTIP and STIP. ODOT will complete the flex transfer process for TriMet. The funding supports eligible FTA Section 5310 elderly and disabled persons program needs.</p>
<p>(#6) ODOT Key # 23761 MTIP ID TBD <i>New Project</i></p>	<p>TriMet</p>	<p>Zero-Emission Buses Procurement and Powell Garage Upgrades</p>	<p>Purchase approximately 14 replacement articulated, 60-foot hydrogen Fuel Cell Electric Buses (FCEBs), update Powell garage maintenance bays, install a mobile fuel station to support the FCEBs operations, plus support workforce training needs.</p>	<p><u>ADD NEW PROJECT:</u> The formal amendment adds TriMet's new FTA Section 5339c discretionary award that support the hydrogen fuel cell bus purchase and upgrades to the TriMet's Powell Blvd maintenance garage.</p>
<p>(#7) ODOT Key # 23741 MTIP ID TBD 71139</p>	<p>SMART</p>	<p>SMART Bus and Bus Facilities (Capital) 2022</p>	<p>Supports replacement/rehab of buses and related amenities to include equipment such as ADA lift, technology components, and signs for customer service.</p>	<p><u>RE-ADD PROJECT:</u> The project was initially programmed under Key 22191. During the 2024-27 MTIP Update, the project was not identified correctly to carry over into FFY 2025. The formal amendment corrects this, but also requires the project to be assigned a new ODOT Key number.</p>

Category: Existing MTIP Projects Being Amended				
(#8) ODOT Key # 23530 MTIP ID 71410	Beaverton	Beaverton Downtown Loop: Phase 1 Demo	Design and construct demonstration project, on SW Hall Blvd from 1st to 3rd streets, containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction.	ADD FUNDS: The formal amendment adds the second CDS award to the project. A ROW and UR phase are added as well. The project description is updated to clarify the scope and funding represents one segment of multiple from the larger overall Downtown Loop project.
(#9) ODOT Key # 22552 MTIP ID 71265	ODOT	Willamette River: Stormwater Source Control Improvements	Complete the design and ROW actions of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas	ADD PHASE: The MTIP formal amendment adds the construction for the project to obligate in FFY 2026. OTC approval is required and should occur during their October 2024 meeting.
(#10) ODOT Key # 23042 MTIP ID 71383	ODOT Public Transportation Division	Enhanced Mobility E&D (5310) - Tri County Area FY27 Oregon Transportation Network - TriMet FFY27	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	REDUCE FUNDING: The formal amendment reduces the authorized funding award to the project per a revised FTA allocation.
(#11) ODOT Key # 22323 MTIP ID 71229	ODOT Public Transportation Division	Oregon Transportation Network - TriMet FFY24	Public transit funding for TriMet for federal fiscal year 2024 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.	REDUCE FUNDING: The formal amendment reduces the authorized funding award to the project per a revised FTA allocation.
(#12) ODOT Key # 23669	TriMet	Columbia Zero Emissions Bus Operations Facility - TriMet	The Columbia ZEB Ops Facility, TriMet's fourth bus base, will be a hub for powering and	ADD FUNDS: The formal amendment adds a new \$25 million RAISE grant award for TriMet in support of

MTIP ID TBD			maintaining zero emissions buses and training operators plus help fund the design and construction of the facility, which will also serve fuel cell electric buses.	completing the new Columbia Zero Emissions Vus Operation Facility
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Approval status:

- TPAC Approval Recommendation: October 4, 2024
- JPACT Approval: October 17, 2024
- Metro Council Approval: Scheduled for November 7, 2024
- Final FHWA/FTA approvals estimated will occur around mid-December 2024.

ADMINISTRATIVE MODIFICATIONS

Note: The first administrative modification during this reporting period covers October 2024. No administrative modifications occurred during September 2024 due to end-of-year close-out process.

October
AM25-01-OCT1
 (October 2024 Admin Mod #1)

Key	Lead Agency	Name	Change
23623	Metro	Tualatin Valley Hwy Transit & Development Project - Continued	<u>PHASE SLIP:</u> Slip Planning and Other phases from FFY 2024 to FFY 2025. The required flex transfer was not initiated before the end of FFY 2024. The flex transfer and TrAMS grant submission will occur now during FFY 2025.
22647	ODOT	OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St	<u>FUND SWAP:</u> Exchange multiple fund codes. The total project cost remains unchanged
22421	ODOT	Cornelius Pass Hwy: US26 to US30 ITS Improvements Cornelius Pass Hwy & US30 ITS improvements	<u>MINOR LIMITS CHANGE:</u> Add US30 MP limits to the overall project limits
21608	ODOT	OR8 at Armco Ave, Main St and A&B Row	<u>MINOR SCOPE CHANGE:</u> Cons fund shifted to PE to address stormwater element

Date: Friday, October 25, 2024
To: Transportation Policy Alternatives Committee (TPAC) and Interested Parties
From: Grace Cho, Principal Transportation Planner
Subject: 2028-2030 Regional Flexible Fund Allocation (RFFA) – Step 2 Next Steps

Purpose

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

Background & Process Context

The 2028-2030 Regional Flexible Fund Step 2 allocation is underway with regional partners currently developing applications to submit for consideration in the Step 2 allocation process. Following the closure of the Step 2 Call for Projects solicitation on November 15th, the Step 2 process will transition into the application evaluation phase. The remainder of this memorandum is to outline the next steps in the Step 2 evaluation process and notify the Step 2 applicants of the opportunity scheduled for early December 2024 to modify their application or add clarity based on initial results of the project delivery risk assessment.

Step 2 Allocation – Post Call for Projects & Evaluation Phase

The 2028-2030 RFFA Step 2 evaluation phase will include two components: 1) an outcomes evaluation assessing the application performance towards advancing regional policy objectives; and 2) a risk assessment evaluating the challenges the project is likely to encounter with the federal aid project delivery process. The outcomes evaluation and project delivery risk assessment processes will occur concurrently in mid-November 2024 through early March 2025. The aim to present draft results of the outcomes evaluation and revised risk assessment results (process described in the following sections) at the February 7, 2025 TPAC meeting. Following, final results of the outcomes evaluation and risk assessment are to be available at the March 7, 2025 TPAC meeting. The schedule outlined in Table 1 reflects the evaluation process schedule. Short descriptions of the evaluation processes are provided below.

Outcomes Evaluation

The purposes of the outcomes evaluation is to assess how well Step 2 applications makes progress towards advancing the five 2023 Regional Transportation Plan goals. 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 discussed at the June 12th and August 14th TPAC workshops.

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

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 through 2030 timeframe. The Project Delivery Risk Assessment results are presented with a rating of risk level by individual project. Recommendations from the Project Delivery Risk Assessment will inform conditions of approval and/or required early project development activities if the candidate project is awarded Regional Flexible Funds.

In previous Step 2 processes, applicants received an opportunity to clarify or revise parts of applications according to the draft results of the Project Delivery Risk Assessment. This opportunity usually occurred near the end of the evaluation process. In efforts to support applicants in identifying and addressing risks prior to issuing final findings, Metro staff have created a two-step process for applicants to provide clarity and, if electing, modify their Step 2 applications to address identified risks. The first opportunity is when Step 2 applicants receive initial comments and questions on their individual projects in early December. From the early December date, applicants have a 2-week window to respond to clarifying questions or revise aspects of the applications for the purposes of the risk assessment. Following the revision window, the full risk assessment is to take place utilizing the updated information received on the Step 2 applications. The Project Delivery Assessment draft results will be issued in early February 2025 with a second short window for any final adjustments or clarifications before the Project Delivery Risk Assessment report outlines final findings.

A summary report will be made publicly available and used as a part of the regional decision-making process.

Table 2. 2028-2030 RFFA Step 2 – Key Dates

Activity	Date
Step 2 call for projects closes	November 15, 2024
Step 2 evaluation <ul style="list-style-type: none"> • Outcomes evaluation Project delivery risk assessment	November 2024 – January 2025
Step 2 – summary of received applications (TPAC and JPACT)	December 2 & 18, 2024
Step 2 – project delivery risk assessment <ul style="list-style-type: none"> • clarifying questions to agencies 	December 6, 2024
Step 2 – project delivery risk assessment <ul style="list-style-type: none"> • applicant responses to clarifying questions due 	December 20, 2024
Step 2 evaluation results <ul style="list-style-type: none"> • draft results for outcomes evaluation • revised draft results of risk assessment <ul style="list-style-type: none"> ○ refinement opportunity open for risk assessment 	February 7, 2025
Step 2 – project delivery risk assessment <ul style="list-style-type: none"> • Second opportunity refinements due 	February 14, 2025
Step 2 evaluation – finalized results (TPAC and JPACT)	March 7 & 20, 2025
Step 2 evaluation results made available for county coordinating committee discussions	March 2025
2028-2030 RFFA public comment opens	March 24, 2025 (tentative)

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, October 4, 2024 | 9:00 a.m. to 12:00 p.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Jeff Owen
Dyami Valentine
Judith Perez Keniston
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Mike McCarthy
Chris Ford
Gerik Kransky
Lewis Lem
Bill Beamer
Sarah Iannarone
Sara Westersund
Jasia Mosley
Katherine Kelly

Affiliate

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

Alternates Attending

Karen Buehrig
Sarah Paulus
Francesca Jones
Dayna Webb
Will Farley
Gregg Snyder
Kate Lyman
Neelam Dorman
Jason Gibbens

Affiliate

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

Members Excused

Allison Boyd
Tara O'Brien
Laurie Lebowsky-Young
Indi Namkoong
Ashley Bryers
Steve Gallup
Shawn M. Donaghy
Danielle Casey
Shauna Hanisch-Kirkbride

Affiliate

Multnomah County
TriMet
Washington State Department of Transportation
Verde
Federal Highway Administration (FHWA)
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Adam Torres
Anna Gore
Casey Gillespie
Cody Field
Dakota Meyer
Eve Nilenders
Frank Stevens
Henry Miller
Jeff Pazdalski
Jessica Engelmann
Jonathan Maus
Laura Terway
Max Nonnamaker
Miranda Seekins
Nick Fortey
Trevor Sleeman

Affiliate

Clackamas County
Alta
Oregon Department of Transportation
City of Tualatin
City of Troutdale
Multnomah County

City of Tigard
Westside Transportation Alliance
City of Beaverton
BikePortland
City of Happy Valley
Multnomah County
Washington County
Federal Highway Administration
Oregon Department of Transportation

Metro Staff Attending

Abigail Smith, Ally Holmqvist, Anthony Cabadas, Blake Perez, Caleb Winter, Eliot Rose, Grace Cho, Grace Stainback, Hanna Howsmon, Jai Daniels, Jaye Cromwell, Jessica Martin, John Mermin, Kadin Mangalik, Ken Lobeck, Lake McTighe, Marie Miller, Marne Duke, Matt Bihn, Matthew Hampton, Monica Krieger, Noel Mickelberry, Ted Leybold, Tim Collins, Tom Kloster.

Call to Order, Declaration of a Quorum and Introductions

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

Comments from the Chair and Committee Members

Updates from Chair

It was announced this meeting was the last TPAC meeting that Jaimie Lorenzini would be attending as the representative for Cities of Clackamas County. Ms. Lorenzini will be taking a new position soon. She thanked the committee for the pleasure of serving on this committee with a great group of friends. Many words of appreciation were shared on chat.

It was announced OPAL Environmental Justice Oregon has disbanded. Marianne Brisson who had been the TPAC community member for this organization, has left TPAC. Metro will look at next steps to fill this vacancy for community representative. Sarah Iannarone wanted to point out that with the loss of OPAL in the space it's going to be incumbent upon all of us to make sure that transit advocacy is held up in the interim. It was encouraged to keep all communications connected across our organizations. OPAL was a valuable connector in that space, and in their absence we're all going to have to do a bit more work until we figure out what's coming next in the advocacy space.

Updates from Committee Members

Jaimie Lorenzini noted the alternate members representing cities of Clackamas County will serve for a member position until final appointments are made. These are Will Farley from the City of Lake Oswego and Dayna Webb from the City of Oregon City. It was announced the job position has been posted for her former position with the City of Happy Valley. A link to the job posting was shared in

chat: <https://www.governmentjobs.com/careers/happyvalleyor/jobs/4678248/management-policy-analyst-i?pagetype=jobOpportunitiesJobs>

Jeff Owen announced Clackamas County is hoping to soon release an RFP for a transportation system plan update. That will likely take us the bulk of calendars 2025 and 2026. It's a very big effort with a lot of focused interest. It will be an interesting time to get some help and making the comprehensive update. We welcome involvement and input from partners around the table and all throughout the county.

Dyami Valentine announced that Washington County is hiring for a limited duration senior planner position. This will be a two-year project focused position looking at annexation and special service district provisions in Washington County. It's different from the Governor's Action Plan. It predates that current activity. A link for this position was shared in chat:

<https://www.governmentjobs.com/careers/cowashingtonor/jobs/4661257/senior-planner?page=3&pagetype=jobOpportunitiesJobs>

Sarah Iannarone noted ODOT's legislative road shows for the summer has wrapped up. There was a lot of support around the state for investments in Safe Routes to School Program, jurisdictional transfers, Great Streets, and transit investments, especially for our youth and elders. Amazing turnout on all of those fronts as well. And now we are headed into the period where the legislative work groups will begin. There will be three work groups, more back to basics, public and active transportation, and the commitments of House Bill 2017 and how we make sure we're making good on those. There are quite a few seats. So especially if you're not government affiliated in an organization and are looking to serve on one of those groups, there's going to be many hours of work involved, a lot of research, a lot of making sure that we're staying coordinated across those. If you want to talk about an opportunity to weigh in on any of those, please reach out to me.

On another front, I wanted to thank the City of Portland for scoping the cross-levy trail in helping us get that into the 2023 RTP update, because we were advanced in the Oregon Community Paths initial phase to try and go for some money for that, for the community of Parkrose, which we know has been historically underserved and seeking investments. Letters of support are welcome because it's critical and will be innovative to have the community leading on a project like this.

Gerik Kransky announced that the Oregon Department of Environmental Quality was successful with our \$200 million climate pollution reduction grant from EPA. The agency was expedited a handful of positions associated with that work. A new Climate Grant Coordinator, and Climate Investment Analyst. The Environmental Quality Commission recently adopted a new electric vehicle rebate program in Oregon. This is going to address the medium and heavy-duty vehicles. It's sort of a compliment to the existing light duty rebate program, and we're hiring a position to run that program as well. Links were shared on these opportunities in chat.

https://oregon.wd5.myworkdayjobs.com/en-US/SOR_External_Career_Site/job/Portland--DEQ--Multnomah-Street/Medium-and-Heavy-Duty-Vehicle-Rebate-Coordinator--Program-Analyst-3-REQ-164399

Additional Job Opportunities with Oregon DEQ, Climate Investments Analyst:

https://oregon.wd5.myworkdayjobs.com/SOR_External_Career_Site/job/Portland--DEQ--Multnomah-Street/Climate-Investments-Analyst--Natural-Resource-Specialist-4-REQ-165435

Climate Grant Coordinator:

https://oregon.wd5.myworkdayjobs.com/SOR_External_Career_Site/job/Portland--DEQ--

[Multnomah-Street/Climate-Grant-Coordinator--Program-Analyst-4- REQ-166239](#)

Two Climate Grant Analysts: https://oregon.wd5.myworkdayjobs.com/en-US/SOR_External_Career_Site/job/Portland--DEQ--Multnomah-Street/Materials-Management-Climate-Grant-Analyst--Program-Analyst-2---Two-Openings REQ-163970

Ted Leybold announced his former position at Metro as Resource Development Manager has been posted. This position manages the Metropolitan Transportation Improvement Program, Regional Travel Options, Safe Routes to School Program and Transportation System Management and Operations Program. Encouragement was given to either apply or let your networks know of the opportunity. A link was shared in chat:

<https://www.governmentjobs.com/careers/oregonmetro/jobs/4665524/resource-development-manager?pagetype=jobOpportunitiesJobs>

Eric Hesse noted the City of Portland is looking for an Urban Freight Coordinator to ensure that goods movement in the city supports our goals for safety, climate, equity and access.

<https://www.governmentjobs.com/careers/portlandor/jobs/4648914/urban-freight-coordinator-iii-cppw-extended>

Upcoming Funding Opportunities from USDOT Chair Kloster noted the document in the packet with links to funding opportunities from USDOT, provided by Caleb Winter.

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

- Hillsboro City Council: Adopted a Transportation Safety Action Plan on October 1, based on the Safe System approach with a 2035 Vision Zero target, safety recommendations and performance tracking. The adopted plan will be added to the City webpage soon – in the meantime review the final draft that was considered by the City Council Transportation Safety Action Plan | City of Hillsboro, OR (hillsboro-oregon.gov)
 - ODOT Transportation Safety: Produced new and educational videos in Spanish and English, increasing awareness of laws to “Stop Behind the (Bike) Box” and of the “Zipper Merge” onto freeways. See the videos here: [Bike Box English](#), [Bike Box Spanish](#), [Zipper Merge English](#), [Zipper Merge Spanish](#)
 - City of Portland: Repaving and adding safety improvements to NE Killingsworth St., from NE 53rd Ave. to NE Cully Blvd., including upgraded corner ramps, improved pedestrian crossings, a new median island, and parking protected bike lanes. [NE Killingsworth St Repaving and Safety Improvements](#)

Transit Minute (Ally Holmqvist) It was announced we had more than 6.5 million rides in our Metropolitan Statistical Area, about 4% more than this time last year and about 71% of pre pandemic ridership. Kudos were given to all the agencies for their hard work on continuing to make such great programs toward recovery. This month in our transit news segment the transit-oriented development in Wilsonville broke ground on a 121 affordable housing unit project. This project was a partnership funded by a Metro TOD grant, housing bond funds and other state funds. Many transit services at this location provide access to transit for residents. Multnomah County saw their highest ridership month yet with 4,753 rides across their free shuttles. TriMet and the City of Portland partnered again to provide signal transit priority at three intersections this time on Capital Highway saving riders up to 10 minutes each week.

Administrative Amendment to the 2024-25 UPWP for Regional Rails Future Study (John Mermin) It was noted that in the meeting packet there's a narrative and budget for a Regional Rail Future Study funded by the Oregon legislature. We are bringing this amendment into the upcoming United Planning Work Program (UPWP) fiscal year plan. Next steps will be sharing it with USDOT and ODOT for approval, and then reflecting these changes on our web page. Contact Mr. Mermin with any questions.

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from September 6, 2024 and TPAC workshop minutes from August 14, 2024
Motion to approve the minutes from September 6, 2024, and August 14, 2024 made by Chair Kloster.
Motion passed with one abstention on the September 6 minutes: Eric Hesse.

Metro Transportation Improvement Program (MTIP) Formal Amendment 24-5434 Recommendation to JPACT Action Item (Ken Lobeck, Metro) The amendment bundle was described containing changes, updates, cancelations, and new project additions to a total of twelve projects.

Projects being canceled as part of the formal amendment bundle

I-405 Fremont Bridge (Willamette River) East & West Ramps (ODOT):

The project's summary scope of work is to inspect the paint condition on all approach ramps, develop a schedule of painting phases, repaint the highest priority ramps. Per OTC approval on August 1, 2024, the formal amendment cancels the project from the MTIP and STIP per approved Oregon Transportation Commission (OTC) action during their August 2024 meeting. Prior obligated but unexpended funding has now been de-obligated in the FHWA Financial Management Information System (FMIS) allowing the project to be canceled from the MTIP and STIP. The de-obligated funds will be returned to the ODOT Bridge program.

I-205 Overcrossing (Sullivans Gulch) (Portland):

The project will provide safe access across I-205 for bicyclists and pedestrians by improving local street corridors on the west side of I-205 and constructing an east west bicycle and pedestrian overcrossing. However, a funding shortfall has arisen that PBOT can't resolve. Per discussions with ODOT, ODOT will allow PBOT to stop and cancel the project.

New projects being added to the MTIP as part of the October FFY 2025 Formal Amendment bundle:

Bus Replacement Program FFY 2020 5310 Portion - TriMet- FFY27 (ODOT PTD):

The formal amendment adds the new project to the MTIP and STIP. ODOT has allocated a portion of their FFY 2020 Surface Transportation Block Grant (STBG) appropriation to support elderly and disabled persons transit needs. The STBG originates from the FFY 2020 appropriation year. Once programmed, ODOT will initiate a fund flex transfer to FTA. This action transfers overall fund ownership from FHWA to FTA. The funds will be converted to FTA Section 5310 funds. TriMet then can submit a funding request to obligate and expend the funds in support of their elderly and disabled persons transit program needs.

Mass Transit Vehicle Replacement FFY25 TriMet (ODOT PTD):

The formal amendment adds the new replacement or right sizing bus purchase project to the MTIP and STIP. ODOT will complete the flex transfer of the SBG funds to FTA. The funds will be converted to FTA Section 5307 funding which TriMet will then be able to access to complete the replacement or sizing bus purchase.

Oregon Transportation Network - TriMet FFY25 (ODOT PTD):

ODOT's PTD awarded funding to TriMet supporting the 5310 enhanced mobility of seniors and individuals with disabilities program for eligible 5310 capital projects (e.g., preventive maintenance,

purchase of service, mobility management and eligible capital asset acquisition).

Zero-Emission Buses Procurement and Powell Garage Upgrades (TriMet):

TriMet secured a \$39 million discretionary grant from FTA's Low and No-Emissions 5339c grant program. The funding will support the purchase of approximately 14 replacement articulated, 60-foot hydrogen Fuel Cell Electric Buses (FCEBs), update Powell garage maintenance bays, install a mobile fuel station to support the FCEBs operations, plus support workforce training needs.

SMART (SMART):

The formal amendment re-adds the former project Key 22191 now under 23741 for SMART in FFY 2025. The project will support replacement/rehab of buses and related amenities to include equipment such as ADA lift, technology components, and signs for customer service. A project carryover mistake occurred in the 2024-27 MTIP which is now being corrected.

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

Beaverton Downtown Loop: Phase 1 Demo (Beaverton):

The MTIP formal amendment adds the second Congressionally Directed Spending (CDS) award to the project. A Right-of-Way (ROW) and Utility Relocation (UR) phase also is being added. The project description is updated based needed clarity that the current project represents a segment of the overall larger Downtown Loop project. The changes result in the total programming amount for the project increasing from \$5 million to \$11.6 million

Willamette River: Stormwater Source Control improvements (ODOT).

The formal amendment adds the construction phase to the project. Funding will be transferred from the Statewide Bridge Program Construction Reserve. The updated construction phase cost estimate is \$29,900,000, The total programming amount increases to \$36,962,600. OTC approval is required for the amendment and is expected to occur during their October 2024 meeting.

Oregon Transportation Network - TriMet FFY27 (ODOT PTD):

The formal amendment completes a required authorized funding reduction for the project. Per a revised FTA allocation, the revised federal award decreases to \$1,700,000. The funding supports FTA Section 5310 elderly and disabled persons program needs. The funds are allocated to TriMet in support of their 5310 program. As with the other ODOT PTD STBG funded projects, ODOT will complete the flex transfer process to FTA to convert the funds to Section 5310 funding for TriMet to then access, obligate and expend through FTA's TrAMS grant system.

Oregon Transportation Network - TriMet FFY24 (ODOT PTD):

As with Key 23042, the formal amendment reduces the federal funding award from \$3,735,416 to \$1,487,934 per a revised FTA allocation. The committed State STBG for the project will be flex transferred to FTA and converted to FTA Section 5310 funds. TriMet will then access, obligate and expend the funds through FTAs' TrAMS system. The funding will be used to support FTA Section 5310 elderly and disabled persons transit needs. OTC approval was required for this amendment and occurred during their August 2024 meeting.

Columbia Zero Emissions Bus Operations Facility – TriMet (TriMet):

The formal amendment adds TriMet's new \$25 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant award to the Columbia ZEB Operations Facility project. The Columbia ZEB Ops Facility, TriMet's fourth bus base, will be a hub for powering and maintaining zero emissions buses and training operators, plus serve as fuel cell electric buses. The funding will help fund the design and construction of the facility which will also serve fuel cell buses.

Comments from the committee:

Sarah Iannarone appreciated all the hard work put into this. I was disappointed to see the Gateway area

bike ped infrastructure removed from the MTIP. When you look at about a \$3 million shortfall there, that's a rounding error when we're talking about improvements in that corridor. Initially the Abernathy Bridge in House Bill 2017 was supposed to be \$250 million. Then we double the price tag. Now it's up to \$662 million. And we still keep these projects moving forward. It's disappointing to see something as small as \$3 million stopping at a critical connection in a corridor.

We know congestion is a priority. We know it connects East County communities to critical services at either end. What we learned through our public engagement on the I-205 toll project through NEPA was that if we actually achieve our goals of being able to accurately price this corridor to manage demands, the impacts of that are going to drive more low-income communities and communities of color to public and active transportation options. We need to be making investments for the long term in bike ped infrastructure. We all know through our experience on this that any project deferred costs more down the road than it does now.

Eric Hesse shared Ms. Iannarone's disappointment because the City of Portland recognizes a critical connection within an area that needs better connections. We are frustrated with the situation in general including not having significant enough fundings as we dig hard and try to figure out which other projects to take it from. As you and other appreciate, when you've got various grant commitments and funding commitments you just can't start moving dollars around. That's part of the challenge too, to balance our budget every year as well. It's not the move we wanted to have to make but it felt like the right one now, including not being able to fulfill the grant obligations and needing to manage that as well.

I would also note some may have seen the Portland story, there's talk of returning the federal funds. And while that's true we have confirmation from ODOT that those funds will still remain committed to the region. They were STIP enhanced funds from that cycle. We are still continuing the conversation. I think with ODOT around what we may be able to do is try to find funding to advance other projects in the area underway that might continue to support long term connections. We realize that we need to continue to figure out how to get through what is a complicated and complex system of infrastructure. Between the important improvements of Better Bus, and the fact we're working with existing bridges and structures with the railroad thrown in made this challenging. I can't say exactly what the next piece is though we continue to actively pursue that interest.

Jaimie Lorenzini noted jumping back to the bridge cancellation project, you brought up that it was part of the annual STIP rebalance. But wasn't this particular project the product of the rebalancing needed from the loss of tolling revenue projected? It was canceling this project that prevented other projects in the STIP from being canceled?

Mr. Lobeck noted I can't tell you the exact origin, but it was part of the rebalancing. It started looking at base of loss of tolling and how does that impact other product. There were assumptions made based on the tolling revenues, where they would go, which freed up certain national highway performance program funds and the enhanced programs allowing them to be committed and move forward. So, when those were pulled out that deleted the safety net. What happened to the other projects just went through a difficult process ODOT started in early April and completed the first rebalancing review around June. Metro worked with them in July and August for a second cut look to decide what can they push out in the first attempt, be delayed, or push a project out and then back fill in later. As noted by Mr. Hesse the funds will stay in the region to support other funding needs as well.

Neelam Dorman noted that on the bridge painting project a similar answer to what Mr. Lobeck just said. It is part of this bigger OTC action to rebalance our funds. We're postponing the project, but based on our programming years, its whatever funds are available we'll try to bring it back and get it through. We had expended the PE phase, so we've done the preliminary engineering piece. And then there was about 11 ½ programmed for the construction piece. That will have to come back when OTC can identify the funds for it.

MOTION: To approve recommendation to JPACT to complete all required MTIP programming actions for the twelve projects in the October FFY 2025 MTIP Formal Amendment under resolution 24-5434.

Moved to approve: Eric Hesse

Seconded: Neelam Dorman

ACTION: Motion passed with two abstentions: Sarah Iannarone and Bill Beamer

Metro FFY 2024 Obligation Targets Performance Summary (Ken Lobeck, Metro) Mr. Lobeck reported on the obligation targets compliance that apply to three 3 Transportation Management Areas (TMA) programs. Metro must obligate at least 80% of our annual programmed Congestion Mitigation Air Quality (CMAQ), Surface Transportation Block Grant funds (STBG), and Transportation Alternatives (TA) funds. How this program works and consequences of not making targets was explained.

Overall, The FFY 2024 our obligation targets compliance has resulted in mixed results. The positive news is that for the fourth year, Metro will exceed our minimum 80% obligation targets requirement. This allows Metro to again participate in the annual Redistribution fund allocation with ODOT if ODOT secures Redistribution funds.

One the negative side, Metro's three-year obligation average is significantly declining. Some adjustments in how we review and evaluate future projects will be occurring for the FFY 2025 RYG Exercise cycle. The FFY 2024 delivery cycle presented a few unforeseen delivery barriers which we will have to better address for the future. Some of the adjustments are already occurring as part of the 2028-30 RFFA Funding Call in the form of application development support and post-award scoping and TSS form completion support.

Over the four years of obligation target compliance, we learned that our success or failure begins with the RFFA application and post award actions we complete. The better the RFFA application contains the necessary project details, and pre-scoping actions are accomplished, the faster the Intergovernmental Agreement (IGA) or Supplemental Project Authorization (SPA) can be developed and executed allowing project development or preliminary engineering to begin.

Comments from the committee:

Jeff Owen noted it was important to acknowledge the work by Metro, ODOT and partners for our region being able to have the redistribution of funds to add to projects that really need it. If we look at the chart on page 168 of the packet that shows year by year that percentage reducing from 100%. I think I hear you and your team are taking steps to keep that high through the RFFA program. Do you think those types of adjustments to the current cycle effectively pouring into the application process, those alone are a big piece of keeping that ration high? Or is that a small drop in the bucket for the overall obligation target percentage?

Mr. Lobeck noted I know if we scope better in the beginning it usually means the IGA or the Supplemental Project Authorization or Intergovernmental Agreement moves faster through the process without delay. We have some projects ongoing, one in year nine and still only 30% design

complete. We need to move faster and do better. We're trying to kickstart in the forward everything we can. Unsung heroes of this process are the delivery of sectional local agency liaisons to make sure everything moves forward. Other processes with ODOT will be worked on also.

Chair Kloster noted before ODOT had this program we had projects that had been funded and then languished for 10 to 12 years to a point where inflation overtook the ability to even begin to build the project. This is trying to get ahead of that problem with an incentive and we benefit if we get it right. Mr. Hesse appreciated Mr. Owen flagging the trend of lower percentages. It was noted we are on the cusp of having applications for the redistribution funds due to Metro shortly. We will want to make sure we're connecting the dots to meet those obligation targets and able to bring funds back to the region.

Community Connector Transit Study Introduction (Ally Holmqvist, Metro) Information on this study was shared. Community connector transit provides an opportunity to unlock more transportation access in the region and make transportation more equitable. This type of transit includes smaller, more nimble modes like shuttles, para-transit, micro transit, vanpools and other last mile transportation services (e.g., deviated route, on-demand) that are not local fixed route bus service. It often is more flexible than a bus – from going off-route to pick up or drop off riders to being by-request whenever needed (like Uber or Lyft). This flexibility can also help people travel to light rail or frequent bus routes that may stop a mile or more away from their home or destination. Right now there is a lot of regional momentum around community connector transit.

In anticipation of the 2028 RTP update, the work done as part of this study will build on recent transit planning efforts to explore community connector transit opportunities and determine the role it could play providing a service coverage solution as part of the local element of the transit spectrum within the vision. The CCT study will develop a strategy that sets a path forward for successfully achieving that vision toward supporting regional goals and provide a roadmap for leveraging and funding the identified opportunities.

This work will also develop tools and identify additional actions to support the local transit regional vision as part of a community connector transit strategy. That will include creating community connector transit, mobility hub/node and transit-supportive land use toolkits. It will look at potential alternative governance and financing models, and identify coordination needs and opportunities, and other actions for Metro, transit providers and local partners to take.

The CCT Study starts in Fall 2024 will be updated in four key phases, ending in Spring 2026. Staff will return to the working group, County coordinating committees, and Metro advisory committees and Council for input to inform each key study milestone. The timeline for this work aligns with scoping for the 2028 RTP that is anticipated to begin as early as late 2025.

Comments from the committee:

Jaimie Lorenzini asked as you start developing a system of where community connectors might make sense, how are you gauging where there might be latent demand for this type of service? Ms. Holmqvist noted we are early in the process, just getting this kicked off. Right now, we're a bit more in the inventory phase but we will be planning on doing that analysis once we get into the network assessment. I envision that we're going to use some of the criteria that we looked at for the high-capacity transit work but in a smaller way. Some of the same themes around land use to look at where people are. We'll be looking at ridership to know where people are traveling. I think that's

more to the latent demand where you're trying to get at where people are but might not have the potential to ride. And then the mobility data that we have around where we know that people are going. We'll pair that with other information getting to our regional goals like the equity areas. We can layer some lenses on top of each other. Those are initial ideas. We'll come back to talk about this more and get your feedback.

Mike McCarthy noted it seems like this could be a great opportunity for these smaller vehicles to coordinate with some of the affordable housing work as some of these affordable housing developments are opening and people are establishing their transportation habits. We could get this service to these housing areas before they might have all the metrics that TriMet would need for their normal service. Ms. Holmqvist agreed. We had that same thought, and I had a not to mention this in the presentation but skipped over it for time. But that was one thing we thought would be impactful. Thanks for mentioning that.

Sarah Iannarone appreciated the work with the study. It was noted the video shown in the presentation was part of the work the Street Trust did through the RTP engagement process. I wanted to thank you for doing compensated engagement, both for your nonprofit partners and the community. We were able to provide stipends to folks who participated. The statewide work we're doing now is uncompensated and the challenges of getting underrepresented voices to tables with the amount of time and prep that it takes is challenging. I want to congratulate both TriMet and Metro for investing in that.

Regarding the research questions you asked, one of the things that we're finding is getting the decision makers on the ground around the pinch points and the needs and having them connect with transit dependent folks in their everyday lived experience. Things like policy tours, study tours. We found this last summer, folks who usually drive probably don't understand what some of those connections and pinch points are like. Maybe even taking some of the committee members along with transit dependent folks as you're developing this, just to keep that practical experience in mind as you're planning this. We're doing some of that on the IBR engagement right now and finding it really helpful. Even when you're looking at a map it might be different if you're actually at that end of the network, end of the connector, edge of the network. We can really use the community's local knowledge to enhance your development of these ideas. Great job, thanks, and make sure you keep on keeping that community engaged because they help improve the outcomes.

Jeff Owen asked if more could be said about the few mentions on a first and last mile, thinking about gaps that do exist now around the region, Clackamas County and other areas as well. Could you clarify if you think this effort is going to focus in a little more on first mile gaps that people might have based on where they're living, or if it's going to be more focused on last mile that might be employment sites and other destinations, or if it's both. Just curious how you think that will unfold with the realization of gaps that do exist in the network now.

Ms. Holmqvist noted we envision looking at both. We have first and last mile outlined in our work plan. I will say that we want to look at that with some of the feasibility layers and elements or lenses as well. Looking at all those opportunities but also what's feasible from where and how these tools are most useful. It's also looking at this with a density lens and thinking about connections as well. We also don't want to limit it to first last mile but have other opportunity zones that are a little bit outside of that. That's something we're interested in exploring. Parks is one example where we envision that potentially maybe best being a first last mile. But there might be a different kind of

opportunity. We'll try to look to applying those different levers around the feasibility and what we think would be reasonable.

Mr. Owen noted the mention of density as well. The tricky part all across the full spectrum of transit ridership, the more riders, the more efficient that service is going to measure out. But this is an opportunity to really focus on the gaps. Of what hasn't for decades been meeting the mark of what pencils in for a 40-foot bus on serving certain geography. I'm hopeful that this can. I understand that has to be a component of looking at density and number of rides and such, but this is also that unique opportunity to use different mechanisms or different size vehicles or different technologies to really try to help fill in those gaps.

Dyami Valentine was excited to see this launched. I see some real opportunities with this project to highlight some of the good work Washington County has been doing in partnership with Ride Connection. I like the suggestion about getting out in the community and would offer that opportunity taking advantage of some of the services that Ride Connection provides in Forest Grove or Tualatin. We're launching a new shuttle service in the Bethany area. We see this of right sizing the transit as a critical element in Washington County to provide access to the network and growing ridership. I wanted to ask and encourage thinking about a system and making sure this is really part of that system. I appreciate that was framed up in the high-capacity transit strategy. This is really part of the system. So, continuing to develop and evolve that rationale. I wanted to see how micro mobility might play into this study. Thinking about access to the network by other modes. You've mentioned mobility hubs but thinking about what that network looks like and how micro mobility, whether it's shared mobility or just general access, conditions might play into the study as well.

Ms. Holmqvist noted that's one of the reasons we moved away from one of the former names of this work when we had it called access to transit because we felt it was a little bit too active transportation related when really what we were looking at was more of the transit first last mile for micro mobility. Though, the one caveat is that when we do talk about mobility hubs, we do want to be a little broader and think about other connections and that would include the active transportation and then micro mobility opportunities. That would include be the point where we'd focus on that in this work, where we're doing the assessment, where we're going to be more focused on the transit pieces. To clarify what micro mobility means, Ms. Holmqvist noted bike share and private modes of transit like Lyft and different shared opportunities for getting around.

Kate Lyman appreciated the leadership on this project and all the great work you're doing. It was asked if the project will include any element of cost estimating. I know you'll be developing recommendations which will help set the framework for the next RTP. I wonder if there will be any part of the project that will help the region understand scale of investment that will be needed to make these community connectors a reality.

Ms. Holmqvist noted we did talk a little bit in the scope, thinking about cost because cost effectiveness is something that we want to consider with these smaller capacity models. So, there will be a little bit of a focus on that, especially when we're also thinking about the feasibility of different areas. Local partners have done a lot more work to drill down to things and have a lot more expertise to drill down into routing and things like that. So, we're not planning on getting to that level in this work. We won't be able to be specific in any way about cost estimating. Cost is part of this in a consideration but we're not going to be planning on getting into a specific cost estimate level of work.

Eric Hesse appreciated the exciting work and appreciated colleagues noting that gaps that continue to exist, especially relative to some of the cost efficiency for fixed route and higher capacity routes. While we certainly acknowledge those around the region it would be remiss to not acknowledge there are those that remain in the City of Portland as well. Noting in particular the work done in our 2040 freight plan which recognized that in one particular access to our industrial areas for really important employment opportunities for middle wage jobs are an area we know is a real challenge. Good work has been done there to identify priorities and we look forward to bringing that work into the process to see if we might be able to continue to build on some of the success we've already had with some of the shuttles using STIF funding but need to expand that through a pretty expansive corridor along the Columbia and elsewhere.

Jeff Owen noted, just to plant an idea, if we're still early regarding cost estimates and such, maybe there's a way this report could at least help to provide transparency and summarize some of the costs that larger agencies like TriMet experience on a couple of typical fronts as well as the community connectors and contracted services.

A break in the meeting was taken.

Regional Transportation Demand Management Strategy Introduction (Noel Mickelberry & Grace Stainback, Metro) The Transportation Demand Management (TDM) programs was described to inform and encourages people to use walking, biking, rolling, transit and ridesharing to maximize the efficiency of the region's transportation system, leading to improved mobility, reduced traffic and lower carbon emissions. Public and private sector organizations dedicated to providing a better journey for everyone use TDM programs to provide people with transportation options that help them travel in affordable, efficient and sustainable ways. Different types of TDM programs include commuter transportation benefit programs, Safe Routes to School efforts and community-led encouragement/education events and activities.

The Regional Travel Options (RTO) program has been the region's primary TDM effort since the 1990s with a focus on reducing single occupancy vehicle trips in the region. The upcoming effort will be the first comprehensive Regional TDM Strategy, with the aim to develop shared goals and actions, and define roles among regional partners. The plan will ensure TDM programs are supporting regional mobility, climate and safety goals and are designed to be meaningful and appropriate based on specific context for different communities across the region. In addition, this process will include an update to the RTO Program Strategy to provide direction to the Metro RTO program about how best to support our local agency and community-based partners to ensure a coordinated and robust regional program.

Through the process of developing the 2023 Regional Transportation Plan, the region identified the need for clearer direction regarding how Transportation Demand Management should be coordinated and implemented. This direction more clearly describes the role of TDM in helping implement the region's strategies for mobility management and greenhouse gas emission reductions. New policy direction in the 2023 RTP includes new dedicated TDM policies and updates to the Regional Mobility Policy, which includes guidance for local agencies to integrate TDM into local Transportation System Plans and comprehensive plan amendments. The Regional TDM Strategy will include an implementation plan to meet this new regional policy direction.

The work of the Regional TDM Strategy will take place over the course of 18 months, kicking off in July 2024 with completion in December 2025. The project is broken into two phases:

Phase I: Assessment – Summer 2024-Winter 2025

- RTO Program Evaluation
- Regional TDM Needs Assessment

Phase II: TDM Strategy Development – January-December 2025

- Regional TDM Strategy
- RTO Program Strategy Update

Community and stakeholder engagement will occur throughout the course of the project, beginning with the Regional TDM Needs Assessment. Information on ways community and stakeholders will be involved was provided. The Regional TDM Strategy, and the accompanying RTO Program Strategy Update, will be brought back to TPAC, JPACT & Metro Council for adoption in fall 2025.

Implementation will occur directly following adoption with integration of recommendations informing the FY 2027-2029 RTO competitive grant solicitation that will open in January 2026.

Several resources were shared with the committee:

<https://www.oregonmetro.gov/local-transportation-system-plans>

November 13th TDM/TSMO System Completeness Guidance Info Session:

<https://us02web.zoom.us/meeting/register/tZwkdOitqzMpHtUEmFHDPoPYLzFqrCEPyrVt#/registration>

TDM/RTO practitioners workshop on November 7th:

https://oregonmetro.wufoo.com/forms/sqffg9i098c2tk/?utm_source=hs_email&utm_medium=email&hsenc=p2ANqtz-

[8EBEVKTe1R77HydMJnPWgFpDnRnh59EZjSL7EJlghmKkvL950Bjokbk5hfagJ3_P7wKM6o](https://www.oregonmetro.gov/public-projects/regional-transportation-demand-management-strategy)

TDM Strategy webpage - sign up for updates: <https://www.oregonmetro.gov/public-projects/regional-transportation-demand-management-strategy>

Comments from the committee:

Jeff Owen asked if you could help clarify a bit more how work from home, hybrid workforce and flexible schedules with different employers with different targets for return to offices for work factor into this work underway. It seems that on the one hand we have a very different mobility system than we did just a few years ago. On the other hand, it also seems like traffic is normal again.

Ms. Mickelberry noted we recognize that's a big shift that's happened and our programs need to adapt to recognize that. That's a big reason why we're taking this all-trips approach. Because we recognize that the trips folks are taking are different and are often at different times of the day or for different needs. And they may make different decisions if they're not commuting to work. Even if they did commute to work by transit before and stopped on their way to pick up groceries, they may do this now in the middle of the day.

Those are some of the things we'll be looking at in the needs assessment. We'll take some of the data gathered from our RTO evaluation that looks at some of those shifts and try to identify opportunities and how we can address that. There will be cross collaboration between the commute program and our community focus as well as Safe Routes to School program. We know parents taking children to school is still a trip many families are taking and may have shifted if working from home. We'll pull all those pieces together as we come up with strategies and activities that meet needs now. And part of the reason why we are jumping into this is our 2018 strategy was supposed

to be for 10 years, but things have changed. We want to address that through our programming.

Eric Hesse noted building on the important role Metro has already played in this area, especially as we grapple with investment challenges, an important focus on these relatively low-cost approaches that can help continue to get the most out of our existing capacity and meet our goals regionally. I appreciate you are framing the geographic variability in the region and thinking through the context sensitivity. That's really important. Recognizing that even if it's lower cost than maybe major capital projects, it's still we don't have all that much money. We need to be thoughtful about where we make investments in ways that can capitalize on where those options exist, but also do that context sensitively.

I appreciate the linkage to regional mobility policy and how we're continuing to think through RTP implementation in addition to that important linkage. I wanted to highlight for those of us going through RTP updates in the near terms that there are also under the Climate Friendly Equitable Communities rules or the updated transportation planning rule requirements for transportation options planning as well. I encourage us to be thoughtful about how we might be able to use the regional needs assessment in partnership with the jurisdictions engaging to think through that and how we help define that. I see some real opportunity for our region to do that collectively in ways that can help the state see that we have a clear vision and consistent message, information and strategy.

Some of the work the City of Portland has done on our TDM strategy that we framed under the way to go plan calls out the centering of climate equity as we think about TDM strategies. A link in chat was shared: <https://www.portland.gov/transportation/walking-biking-transit-safety/waytogoplan>

Mike McCarthy noted you mentioned specific areas that we'd like to see explored and I'd like to see this work look into some of the longer distance commutes to and from the Portland region. Working for Tualatin we just found some data from our TSP. We have about 30,000 workers a day coming into Tualatin, and about 10,000 of those are from outside the Metro area. It seems like there's a real opening there for people who explore travel options and things like carpooling or van pools, or things like that to help.

Ms. Mickelberry noted I think that's one benefit of this being a regional plan versus just a Metro specific because our funding is a little limited in going towards programs that are outside of the Metro region. As we're thinking of a regional strategy, we can identify those needs and especially say we need funding and programming that does cross the boundaries of what our program can serve. Vanpool is one of those examples. Through our racial equity strategy, we've heard a lot about shuttle needs to reach the edges of the region. Coordinating with Ms. Holmqvist's work and statewide work that can cross those boundaries is going to be really important.

Chair Kloster added we're starting to put together information on our expanded planning area for federal purposes, which now reaches well in Marion County. This is where there is the Metro boundary, the state planning requirements, and then this federal layer. We'll be coming back to talk about that.

Jaimie Lorenzini noted I'll preface my comments by saying I am much less familiar with the TDM side of the equation. But from what I know it's an amazing tool for built facilities. As we go through this study, I don't want to lose sight that TDM may not always be the appropriate solution. Sometimes

we need to build a new facility because we have an underbuilt system. In all cases we should be managing our facilities effectively. Are you able at this point to forecast potential ramifications or takeaways for the 2028 RTP update? My concern is as we build out this local toolbox of TDM and what it means for our region I want our toolbox to be something that local governments can go to create context sensitive outcomes without placing a one size fits all requirement on facilities. Because not every facility will be able to support a certain type of TDM. How do we keep that local flexibility?

Grace Stainback noted one of the resources that we're working on in support of the guidance for local planners in terms of making sense of the regional mobility policy update and those kind of elevated requirements for including TDM and TSPs and identifying solutions, we are working on a toolbox of TDM and TSMA strategies that locals can consider. I think the big disclaimer that you'll find in our guidance which is very much also reflective of the updated state level TSP guidelines, per CFEC. So much in line with what's being asked of folks at the state level essentially identify needs, documenting gaps, setting priorities.

The overwhelming disclaimer in our guidance as well as in the toolbox of example strategies that we're working to provide as an additional resource to folks is that TDM always needs to be tailored to local context and needs. It's something that we recognize as a program and as practice leaders there's no one size fits all approach. It's very much an array of policies and programs and light infrastructure and education and initiatives that very much need to be responsive to what the realities are for the local transportation network and the needs of the communities and folks that are traveling there. That's something that we recognize and encourage folks who apply in their work that I think we would never be recommending a one size fits all approach to applying TDM.

Kate Lyman asked if you could talk about how this work relates to regional conversations relating to roadway pricing, parking management, and parking pricing policies. Ms. Mickelberry noted we touch on it very lightly in the diagram on page one that talks about the community connector study and then complimentary policies and programs. The way TDM is defined in the RTP is separate from parking and pricing, although we know those are also very impactful activities that change travel behavior. So, we're leaving those as they are in the RTP as separate but complimentary efforts that we're going to be coordinating closely with. That's not what's going to be reflected in the TDM strategy itself. We're keeping it within the box that the RTP defines but want to recognize that those are really important and related efforts, much like the work Ms. Holmqvist is doing on first last mile and shuttle work.

Sarah Iannarone wanted to flag two elements that we've just encountered in our work that might be helpful in this. One, it's week without driving here and many on the vanguard of that action are the folks who can't afford to drive or don't. We learn a lot from our car free neighbors about what works and what doesn't in TDM because they practice it every day as we're trying to education other people in that. To the extent we can learn from, especially the policymaker focuses on that, the Street Trust did a dedicated educational program through our policy maker candidate school because there are so many people running for office in the City of Portland this time. We put 50 of those candidates through our transportation school. The lack of basic information about principles related to TDM among that population, again, that's a small subset, but we had a good end in that classroom setting.

We might want to think about decision maker education on TDM as well as the public side because

the system users know a lot about it but the decision makers and the people who control plans and budgets sometime have less complete information around TDM principles and practices. Getting that information out could be critical to advancing this.

The other aspect of it that we've been leaning into and exploring, just in the pilot phases, but we just picked up another transportation funding to launch another round on our e-Bike Ride to Win program. That's been a pretty strategic partnership and we've leveraged a lot of opportunities on that, including educational funding from Metro as well as partnership with community groups, PGE and local manufacturers. So definitely don't sleep on exploring the power of strategic partnerships in our region and how we might be able to grow our program through that as well. We're happy to share any data or feedback.

Gregg Snyder noted seeing the reference to the mobility policy and the regional mobility policy. As I understand it, we placed it somewhat on hold until the regional functional transportation plan update. I know there's going to be a lot of input on the regional mobility policy. I wonder why we're splitting a portion of it off to be studied in this project and not bundled with that. It's very similar to what you've just described. Ms. Holmqvist is doing a community connector project that's very similar to what you are looking at, very complimentary, but it's still two processes. If we want to have a complete community connector and our TDM system, we have to participate in two different processes for the whole thing. Is the intention really to split off a certain portion of the mobility policy here, this TDM relationship and study it in your project? Or is it going to be lumped with the mobility policy as a whole? I'd like some clarification where we should be focusing if we want to work on the mobility policy holistically.

Grace Stainback noted this project is very much an entirely separate effort from the regional mobility policy. I just mentioned it as an adjacent effort in that the regional mobility policy did include considerations for TDM that we want to make sure that we're honoring as part of this project process. We acknowledge much implementation work still needs to be done to fully apply that via the regional transportation functional plan.

Ms. Mickelberry added we're a little bit different, early in providing some guidance, but that's partially because the TDM system completeness is brand new. We've been working on the website, and interim guidance because we know there's more work to be done. At this point we're looking to hear from folks on what additional support they might need. Overall, TDM and RTO work has been pretty separate from the TSP planning world. We're just trying to make sure we're connecting the dots and hearing from folks about what support Metro could provide as part of this process. It's more of an information gathering part of the phase or part of the project as it relates to existing tools and guidance that we're working on developing.

Chair Kloster added both this project, and especially Ms. Holmqvist's because it's very much driven by the regional transportation plan, are going to tee up things for us to carry forward into the regional transportation plan and the next update. You mentioned the regional transportation functional plan. For folks not plugged into that, that is the plan that essentially lays out and oversees counties, things that need to comply with the regional level in your local transportation system planning. What I see unfolding here is we have a mobility policy just adopted last November in the new regional transportation plan. I don't see these efforts changing that policy, but they could inform the functional plan update that's coming. I'll pass this forward to Kim Ellis who has created a chart of different plans that are flowing parallel that need to come together. It's complex. Our goal is

always to minimize the pain for everybody involved. But between federal regulations that affect us on the transportation demand management, on of the required steps we go through anytime we talk about capacity, that's a federal requirement, but we now have at the state level even more administrative roles to work into our planning. So, it's complicated, but that said, I'll pass it along to Ms. Ellis because I want to make sure we're acknowledging that. We'll make sure we're talking about how these pieces all flow together. The goal is not to have things happening in a vacuum or on tracks that aren't coordinated. It's really to pull it all together. Mr. Snyder added if we're going to concentrate our focus on that mobility policy and how it's implemented, we want to do that in one project and not in two or three of them. That would be most helpful.

Eric Hesse thanked Ms. Lyman for raising the question around pricing. We'd be remiss in not noting that, appreciating Ms. Mickleberry's response around how the RTP is structured, and recognize that's informing the work plan at Metro. I flagged the City of Portland's way to go plan earlier. We included pricing in that in part because some of the work we've done with ODOT and Metro informing the last RTP and other work showed that pricing was by far one of the most effective means not to undermine the other pieces, but the interactions of those where we see the most change on the ground toward our goals. As we move forward in the next cycle of the RTP updates we really do keep that portion of the conversation going even as the state has paused some immediate actions but for us to continue to understand how those important dynamics interact which are going to be crucial for our success and meeting our ambitious goals. Acknowledgement was given to the work of the Street Trust on meeting the challenges with affordability and staying informed by live experience.

Chair Kloster noted a chart is being developed that tie together these different efforts. Kim Ellis will be contacted to bring this to TPAC soon to walk through it with everyone. It helps to map out the full picture of projects and timelines.

2028-30 Regional Flexible Fund – Step 1A.1 New Project Bond – Next Steps and Eligibility Screening Criteria (Grace Cho, Metro) The presentation provided an overview of the next steps in the 2028-2030 Regional Flexible Fund Step 1A.1 – New Project Bond development process (with schedule) and shared the criteria in use as part of eligibility screening for the bond project nominations. In total, 10 nominations were received. An eligibility screen process is underway for all bond project nominations received. The purpose of screening the bond nominations is to verify and ensure that the nominated projects meet the necessary eligibility requirements applicable to all projects and those additional eligibility requirements specified for certain transit project categories.

The screening ensures nominated projects moving forward meet the necessary eligibility requirements because of the various considerations, including, but not limited to: federal funding requirements, project delivery through the federal aid process requirements, regional directives, bond mechanism, and elevated deliberation of implementation schedule as a bond would advance monies today at the expense of future Regional Flexible Funds. Additional eligibility factors may result from the bond mechanism determined for building a bond proposal around and the financial analysis.

Following the completion of the screening of bond nominated projects, those nominations which continue forward in the bond development process will undergo a candidate project evaluation. The evaluation has three components: 1) Bond purpose and principles consistency and advancement; 2) Regional Transportation Plan (RTP) goals advancement; and 3) Project delivery

assessment. Nominating agencies with candidate projects moving forward in the bond development process will be asked to submit additional follow-up data to support the evaluation.

At the November 1st TPAC meeting, Metro staff will outline the final candidate project evaluation framework, evaluation measures, and the schedule. The candidate project evaluation results are tentatively scheduled for presentation at the December 6th TPAC meeting and the December 19th JPACT meetings. Near-term next steps in the bond development process and activities were shared.

Comments from the committee:

Jeff Owen noted as we look ahead, not that it's October and moving into the next JPACT meeting, packets come out ahead of schedule with as much information as possible. How much content can we expect in the packet approaching the 17th versus discussion during JPACT on the 17th for all of us that have potential nominations that are being evaluated. I just want to be clear that we all understand what might be coming ahead of the 17th versus on the 17th.

Ms. Cho noted the bond development process is not an agenda item currently on the October 17 JPACT meeting. It's a comment from the chair at this point, so likely to be announcing that a memo has been issued and the results from the eligibility screening has been completed and it's available for review. At this time, it's not specifically going to be a discussion item at JPACT. In terms of where we are in trying to complete our review and get clarifications, we'll probably need every minute up to the 17th.

Jaimie Lorenzini noted building on comments about the October 17 date, I know the data request goes out on the 17th, and it's due the 24th. When we talk about a data request are you talking about needing to clarify parts of their application or needing to submit GIS data to supplement? Ms. Cho noted we've already made a GIS data request specifically to all the applicants at this point specific to the bond. This would be specific to those projects that were deemed eligible moving forward. There would probably be a questionnaire that we're asking for the applicants to complete and fill out that would be asking for further detail about their project nominations in terms of their development process or expenditure schedule. The aim is to provide a uniform questionnaire to make sure we've fully captured the necessary information to move into candidate evaluation. This is lessons learned from this process since we haven't done this before and more time to provide instruction on how we're looking for responses to the application.

Ms. Lorenzini noted that with the tight turnaround and knowing some of these agencies that have submitted I wonder if it might not be helpful, particularly for the smaller jurisdictions, if a rough draft of the questionnaire could go out ahead of the 17th so they could start preparing the type of information you need to help you hit that October 24 deadline.

I appreciate getting to see the Step One projects that have been submitted as candidates. Looking at those projects I noticed that there are two classes of projects that we're seeing. One is projects that have a specific location, and the other one is an outlying programmatic proposal around Better Bus. How will you compare a programmatic investment versus a project investment for the purposes of an evaluation?

Ms. Cho noted you are mentioning one of the questions that we're running into internally as we're working towards the development of that project evaluation framework moving forward with the bond. The interesting thing about the Better Bus application is that it does complete capital projects

in terms of its investment toward transit vehicle priority through the transit network. I think there are some different thoughts and approaches that we might be applying in terms of what are the potential candidates that are in line as it relates to Better Bus. One approach could be we look at the lens of the evaluation, but at this point we're still in the process of making that decision. The most I can tell you at this point is that we're in discussions of how we look to evaluate that.

Jaimie Lorenzini noted that recognizing that Metro staff is a submitter to the Step One bond, how is Metro remaining objective in the evaluation process? Ms. Cho noted I want to first recognize that this is not the first time that a part of Metro has applied for Regional Flexible Funds. There have been times where we've had Metro applications come in the Step 2 process. The Better Bus program is actually a completely different division section of the staff that work on the MTIP as well as work on the RFFA. There is already an internal division as it relates to that process. We are taking it through the same eligibility rigor and asking a lot of the same questions or applying the same criteria that we would as if this was a nomination coming from any other agency.

I understand and hear where that concern is coming from. I think it would be more challenging if this was something closer into our RFFA process and keeping an objective eye on our review of the application. Right now, we're primarily looking at the eligibility, meeting federal requirement and able to move on into the next candidate evaluation phase. Ms. Lorenzini added I wonder if it might not make sense to tap the consultant to be the one to evaluate the Metro applications purely to help protect Metro staff, even though I know you're all doing your best, but things get rougher toward the end of the process.

Gregg Snyder noted you're funding competition that's supported by JPACT. I don't know how the optics look good if scoring your own application. You could have had another agency sponsor it. We were asked to come up with a GIS file. It's a point location, a point on the map, a rectangular corridor. I'd like to see the GIS locations on your Better Bus project application. Do they have the defined project list that can be evaluated for construction? In the application is there a list of subprojects that's been identified, scoped, funding with local match with implementation? If we know in the bond program that we could produce a program and not a project we might have approached things differently. I think it fits better in Step One B which is the programmatic approach for all kinds of things that Metro's doing like TOD with Better Buses in there. If we want to expand Better Bus, it seems like the optimum piece is in the Step One B conversation. Overall, I like the 10 projects and think the list assembled is going to serve very far in the future.

Ms. Cho noted programmatic applications were not ineligible. I don't think anyone was thinking about programmatic applications as part of the bond process but that it wasn't a barrier. When the Metro team had decided to put in an application for it, based off the requirements that we laid out, that would not have prevented it from the team putting in an application. We would have considered a programmatic application from any of the regional partners as long as it met the eligibility requirements that we were outlining with that. It is a programmatic requested investment. It is not part of our Step One B set of programs.

Better Bus was born from the last bonding effort that occurred in this region. So, to a certain extent it's not a surprise that it was seeking the same funding source that supported it previously. I'm glad it's raising interest questions that regional partners are considering as the nomination itself is a bit unique. Maybe it has a different place than it needs to be. We have made a decision with our program direction as it relates to solidifying the Step One B allocations at this point. But if as a region

there is a desire to have a discussion about Better Bus in terms of an allocation to that as either a current or future Step One B allocation, I think that would be a recommendation or comment the region can entertain.

Mike McCarthy thanked Mr. Snyder and Ms. Lorenzini for bringing up some good issues. I want to echo Ms. Lorenzini's request for a little longer time, or even just getting the draft question out between October 17 and the 24th deadline.

Jay Higgins agreed with a lot of what Mr. Snyder and Ms. Lorenzini have brought up. I hear the defense, but I think there's definitely more that should be poked at with the concept. We've done some interestingly good work with the program, but none of those led to actual online construction and that was definitely how the bond is.

Jaimie Lorenzini noted hearing everyone's comments I understand we're under a very tight timeline and that is incredibly difficult. It would put the question back to Ms. Cho, do you need to be successful in the process and how can the regional partners come alongside to help make this as smooth a transition as possible over the next couple weeks.

Dyami Valentine appreciated the comments and we're certainly here to support you. We have our work ahead of us because this is an ambitious list and I think as Mr. Snyder noted, it will serve us well moving forward regardless of what we end up selecting for the bond effort. My comment is more how the projects are being characterized in the table. Super minor comment but wanted to note in terms of the sub-regional classification I was going to suggest that 82nd Avenue be reclassified as a Multnomah County and Clackamas County sub-regional benefit. And the 72nd Avenue as it is regional, suggest maybe that's our Washington County sub-regional project.

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, October 4, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	10/4/2024	10/4/2024 TPAC Agenda	100424T-01
2	2024 TPAC Work Program	9/24/2024	2024 TPAC Work Program as of 9/24/2024	100424T-02
3	2025 TPAC Work Program	9/24/2024	2025 TPAC Work Program as of 9/24/2024	100424T-03
4	Handout	N/A	Upcoming Funding Opportunities from USDOT	100424T-04
5	Memo	9/27/2024	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Administrative amendment to the 2024-25 Unified Planning Work Program (UPWP) for Regional Rail Futures Study	100424T-05
6	Draft Minutes	9/6/2024	Draft Minutes from TPAC September 6, 2024 meeting	100424T-06
7	Draft Minutes	8/14/2024	Draft Minutes from TPAC August 14, 2024 workshop meeting	100424T-07
8	RESOLUTION NO. 24-5434	N/A	Resolution 24-5434 FOR THE PURPOSE OF AMENDING, CANCELING, OR ADDING A TOTAL OF TWELVE PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS.	100424T-08
9	Exhibit A to Resolution 24-5434	N/A	Exhibit A to Resolution 24-5434	100424T-09
10	Staff Report to Resolution 24-5434	9/26/2024	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: October FFY 2025 MTIP Formal Amendment & Resolution 24-5434 Approval Request – OC25-01-OCT	100424T-10
11	Attachment 1	N/A	Attachment 1: OTC August 2024 Meeting - 2024 Annual STIP Amendment Item	100424T-11
12	Memo	9/26/2024	TO: TPAC and interested parties From: Ken Lobeck, Metro Funding Programs Lead RE: Metro FFY 2024 Obligation Targets Compliance Summary	100424T-12
13	Memo	9/27/2024	TO: TPAC and interested parties From: Ally Holmqvist, Senior Transportation Planner RE: Introduction to the Community Connector Transit Study	100424T-13

14	Attachment 1	June 2022	Attachment 1: Public Transit 101 Fact Sheet	100424T-14
15	Attachment 2	July 2024	Attachment 2: Community Connector Transit Study Fact Sheet	100424T-15
16	Attachment 3	N/A	Attachment 3: Community Connector Transit Study Work Plan	100424T-16
17	Attachment 4	October 1, 2024	Attachment 4: Community Connector Transit Study: Working Group #1 Agenda	100424T-17
18	Attachment 5	September 2024	Attachment 5: PUBLIC ENGAGEMENT PLAN Community Connector Transit Study	100424T-18
19	Attachment 6	September 2024	Attachment 6: REGIONAL TRANSIT FEEDBACK SUMMARY	100424T-19
20	Memo	9/27/2024	TO: TPAC and interested parties From: Noel Mickelberry, RTO School & Community Travel Options Coordinator Grace Stainback, RTO Grant Program & Evaluation Coordinator RE: Regional Transportation Demand Management Strategy Introduction	100424T-20
21	Memo	9/27/2024	TO: TPAC and interested parties From: Grace Cho, Principal Transportation Planner RE: 2028-2030 Regional Flexible Fund – Step 1A.1 – Eligibility Screening Criteria & Next Steps	100424T-21
22	Attachment 1	N/A	Attachment 1: 28-30 Regional Flexible Fund - Step 1A.1 - Nominations Eligibility Screening	100424T-22
23	Presentation	10/4/2024	Fatal crashes update for September 2024	100424T-23
24	Presentation	10/4/2024	Transit Minute	100424T-24
25	Presentation	10/4/2024	October FFY 2025 Formal MTIP Amendment Resolution 24-5434	100424T-25
26	Presentation	10/4/2024	Metro FFY 2024 Obligation Targets Performance Summary	100424T-26
27	Presentation	10/4/2024	Community Connector Transit Study	100424T-27

28	Presentation	10/4/2024	Regional Transportation Demand Management Strategy Introduction	100424T-28
29	Presentation	10/4/2024	2028-30 Regional Flexible Funds Allocation (RFFA) – Bond Nominations Eligibility Screening Overview & Next Steps	100424T-29

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR AMENDING, A TOTAL OF SIX PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS.) RESOLUTION NO. 24-54XX
)
) 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 (USDOT) requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

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

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

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

WHEREAS, Clackamas County's new \$330,000 Safe Streets For All Civil Rights and Community planning grant project is being added to the MTIP and STIP for historical accounting purposes and to meet transparency requirements; and

WHEREAS, the Oregon Department of Transportation (ODOT) has completed preliminary engineering for their next allocation of American with Disabilities Act curb and ramps upgrades and is moving forward now to add the construction phase of approved site locations to the MTIP and STIP allowing construction to begin during FFY 2025; and

WHEREAS, ODOT has resolved the construction bid issue delaying the Interstate 5 electrical components operations and maintenance upgrades project which now requires reprogramming in the MTIP and STIP to enable the construction phase to re-obligate the project's funds for construction to begin during FFY 2025; and

WHEREAS, TriMet and the city of Portland are moving forward to extend the Portland Streetcar service to Montgomery Park which requires adding the project's Preliminary Engineering and an Other phase to the MTIP and STIP to establish a required Federal Transit Administration (FTA) pre-award authorization clock while TriMet continues their efforts to secure a FTA Small Starts Capital Investment Grant for the construction phase; and

WHEREAS, the ODOT Public Transportation Division is completing a funding reduction adjustment per a FTA allocation revision and approval from the Oregon Transportation Commission for awarded funds to TriMet in support of transit services to the special needs, seniors, and other transit-dependent populations; and

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

WHEREAS, on November 1, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on November 21, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

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

ADOPTED by the Metro Council this ____ day of _____ 2024.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

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

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

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

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

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

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

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

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

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

2024-2027 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 24-54XX

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

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

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

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

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

Category: Existing MTIP Projects Being Amended

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

Proposed Amendment Review and Approval Steps

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



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

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

Project #1

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

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

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

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

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

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

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

Phase Funding and Programming

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

State Funds

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

Local Funds

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

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

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 413,905	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 413,905
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 82,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82,500
Amended Phase Matching Percent:	20.00%	N/A	N/A	N/A	N/A	N/A	20.00%

Phase Programming Summary Totals

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

Phase Composition Percentages

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

Phase Programming Percentage

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

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

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

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable
Note: The planning project is applicable to the Clackamas County area.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	D	Project implementation in progress.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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

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

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

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

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **Not currently, but an amendment will occur to add the project to the SFY 2025 UPWP.**
- 3a. If yes, is an amendment required to the UPWP? **Yes.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes. Concurrent processing between the MTIP and UPWP is authorized**
- 3c. What is the UPWP category (Primary Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Non-Metro federally funded regionally significant external project.**
4. Applicable RTP Goal:
 - Goal # 2 - Safe System:**
Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
 - Goal #3 - Equitable Transportation:**
Objective 3.1 - Transpiration Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

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

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-SS4A23	Federal Advance Construction funds assigned to the project with the expected later conversion will be the designated Safe Streets for All fund code.
Other	General local funds committed to the project above the minimum match requirement to cover phase costs.

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



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

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

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



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

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

Project #2

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

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

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

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

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

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

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

Phase Funding and Programming

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

State Funds

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

Local Funds

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

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

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

Phase Programming Summary Totals

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

Phase Composition Percentages

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

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.41%	89.32%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.05%	10.22%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.5%	99.5%	0.0%	100.0%

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

Fiscal Constraint Consistency Review
1. What is the source of funding? ODOT GARVEE bond funds
2. Does the amendment include changes or updates to the project funding? Yes. These are new funds to the MTIP
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the fund split from Key 23043.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval is required and is scheduled for the December 4, 2024 meeting. Concurrent programming is authorized as no issues from OTC are expected.
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	at 293.55	----	N/A
	Yes	OR10	0.97	1.77	0.8
	Yes	US26	67.13	67.28	0.15
	Yes	OR99W	12.30	15.07	2.77
	Yes	OR127	at 7.75	----	N/A
	Yes	OR141	at 4.89	----	N/A
	Yes	OR217	0.23	4.85	4.62
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.

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

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

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Planning and Technical Studies
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 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
Yes	Motor Vehicle	
	I-5	at MP 293.55 = Throughway
	OR10	MP 0.97 to MP 1.77 = Major/Minor arterial
	US26	MP 67.13 to MP 67.28 = Throughway
	OR99W	MP 12.30 to MP 15.07 = Major Arterial
	OR127	at MP 7.75 = Major Arterial
	OR141	at MP 4.89 = Minor Arterial
	OR217	MP 0.23 to MP 4.85 = Throughway
No	Transit	
	I-5	Regional Bus
	OR10	Frequent Bus
	US26	Frequent Bus
	OR99W	Frequent Bus
	OR127	No designation
	OR141	Frequent Bus
	OR217	Light Rail
No	Freight	
	I-5	Main Roadway Route
	OR10	No designation
	US26	Main Roadway Route
	OR99W	Main Roadway Route
	OR127	Roadway Connector
	OR141	No designation
	OR217	Main Roadway Route
No	Bicycle	
	I-5	No designation
	OR10	No designation
	US26	No designation
	OR99W	Bicycle Parkway
	OR127	Regional Bikeway
	OR141	Bicycle Parkway
	OR217	No designation

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

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

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? 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 # 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: Eliminate 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? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

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

Fund Codes References

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

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

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

[details](#)
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[obligations](#)
[earmarks](#)
[comments](#)

ODOT Key: 22978 | MTIP ID: 71335

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

Project(s) in this cycle are not editable

Current Programming

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

[update](#)

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

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations

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

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

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

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

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

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

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

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

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

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



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

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

Project #3

Project Details Summary

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

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

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

MTIP Short Description:
 Not Applicable

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

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

Project Classification Details			
Project Type	Category	Features	System Investment Type
Not Applicable (Outside MPA boundary)	Not Applicable	Not Applicable	Not Applicable
ODOT Work Type:	ADAP		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
ADVCON	ACP0	2025					-\$ 105,694,884		\$ -
ADVCON	Acp0	2025					\$ 85,104,314		\$ 85,104,314
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 85,104,314	\$ -	\$ 85,104,314

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

State Funds

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

Local Funds

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

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

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ (10,850,000)	\$ -	\$ (10,850,000)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-10.27%	0.0%	-10.27%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 9,740,570	\$ -	\$ 9,740,570
Amended Phase Matching Percent:	N/A	0.00%	N/A	N/A	10.27%	N/A	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 85,104,314	\$ -	\$ 85,104,314
State	\$ -	\$ -	\$ -	\$ -	\$ 9,740,570	\$ -	\$ 9,740,570
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 94,844,884	\$ -	\$ 94,844,884

Phase Composition Percentages

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

Phase Programming Percentage

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

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

Fiscal Constraint Consistency Review	
1. What is the source of funding? ODOT federal Advance Construction funds.	
2. Does the amendment include changes or updates to the project funding? Yes, \$19.85 million is being shifted from this project to the new Region 1 ADA curbs and ramps project in Key 23692.	
3. Was proof-of-funding documentation provided to verify the funding change?	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval is required and is schedule for their December 4, 2024 meeting.	
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
Note: This is a regional non-specific location project grouping bucket with funding reserved for ADA curb and ramp improvements					
Cross Streets	Route or Arterial		Cross Street		Cross Street
Not Applicable	Not Applicable		Not Applicable		Not Applicable

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

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

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

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	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:	Not Applicable
RTP Project Description:	Not Applicable: The PGB is located outside of the Metro MPA boundary. Inclusion in the constrained RTP is not required.

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

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

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No.**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
4. Applicable RTP Goal:
Goal # 2 -Safe System
 Objective2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

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

Fund Codes References

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

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	94,844,884.00	89.73%	85,104,314.41	10.27%	9,740,569.59	0.00%	0.00
	CN Totals		100.00%	94,844,884.00		85,104,314.41		9,740,569.59		0.00
Grand Totals						85,104,314.41		9,740,569.59		0.00

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

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

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

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

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



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

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

Project #4

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

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

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

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

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

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

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

Phase Funding and Programming

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

Local Funds

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

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

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

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 80,000	\$ -	\$ -	\$ 920,000	\$ -	\$ 1,000,000
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	0.00%	N/A	N/A	0.00%	0.00%	0.00%

Phase Programming Summary Totals

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

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	50.0%
Local	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	50.0%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	4.0%	0.0%	0.0%	46.0%	0.0%	50.0%
Local	0.0%	4.0%	0.0%	0.0%	46.0%	0.0%	50.0%
Total	0.0%	8.0%	0.0%	0.0%	92.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 80,000					Aid ID
Federal Funds Obligated:		\$ -					S001(558)
EA Number:		PE003322					FHWA or FTA
Initial Obligation Date:		8/4/2022					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review	
1. What is the source of funding? ODOT state HB2017 and Washington DOT funds.	
2. Does the amendment include changes or updates to the project funding? Yes. The project and funding is being re-added to the MTIP to enable the construction to move forward and re-obligate during fyfi 2025.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the Bridge Program Manger and STIP Coordinator confirmation.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Bridge Program Manager approval.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	308.04	308.72	0.68
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2021	Years Active	4	Project Status	6	Pre-construction activities (pre-bid, construction management oversight, etc.).
Total Prior Amendments	2	Last Amendment	Formal	Date of Last Amendment	August 2021	Last MTIP Amend Num AB21-22-AUG2
Last Amendment Action	COST INCREASE: The formal amendment increases the project cost from \$500,000 to \$1,000,000. The project estimate used for programming only provided the Oregon portion of the project costs and is being corrected through this amendment					

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

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	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:	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 = Throughway
Yes	Transit	I-5 = Frequent Bus
Yes	Freight	I-5 = Main Roadway Routes
Yes	Bicycle	I-5 = Bicycle Parkway
Yes	Pedestrian	I-5 = Pedestrian Parkway.

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

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **Yes.**
3. Is the project included as part of the approved: UPWP? **No.**
- 3a. If yes, is an amendment required to the UPWP? **No. Not Applicable.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
4. Applicable RTP Goals:
 - Goal #1 - Mobility Options:**
Objective 1.4 - Regional Mobility: Maintain reliable person-trip and freight mobility for all modes in the region’s mobility corridors, consistent with the designated modal functions of each facility and planned transit service within each corridor.
 - Goal # 2 -Safe System:**
Objective 2.1 Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

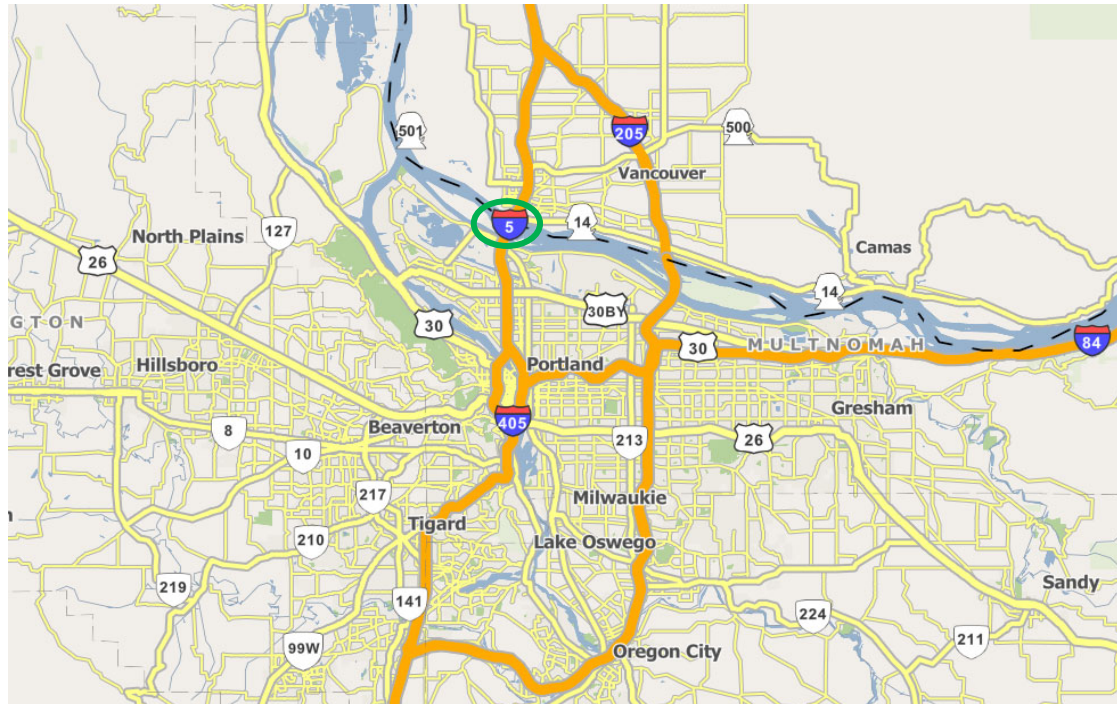
Public Notification/Opportunity to Comment Consistency Requirement

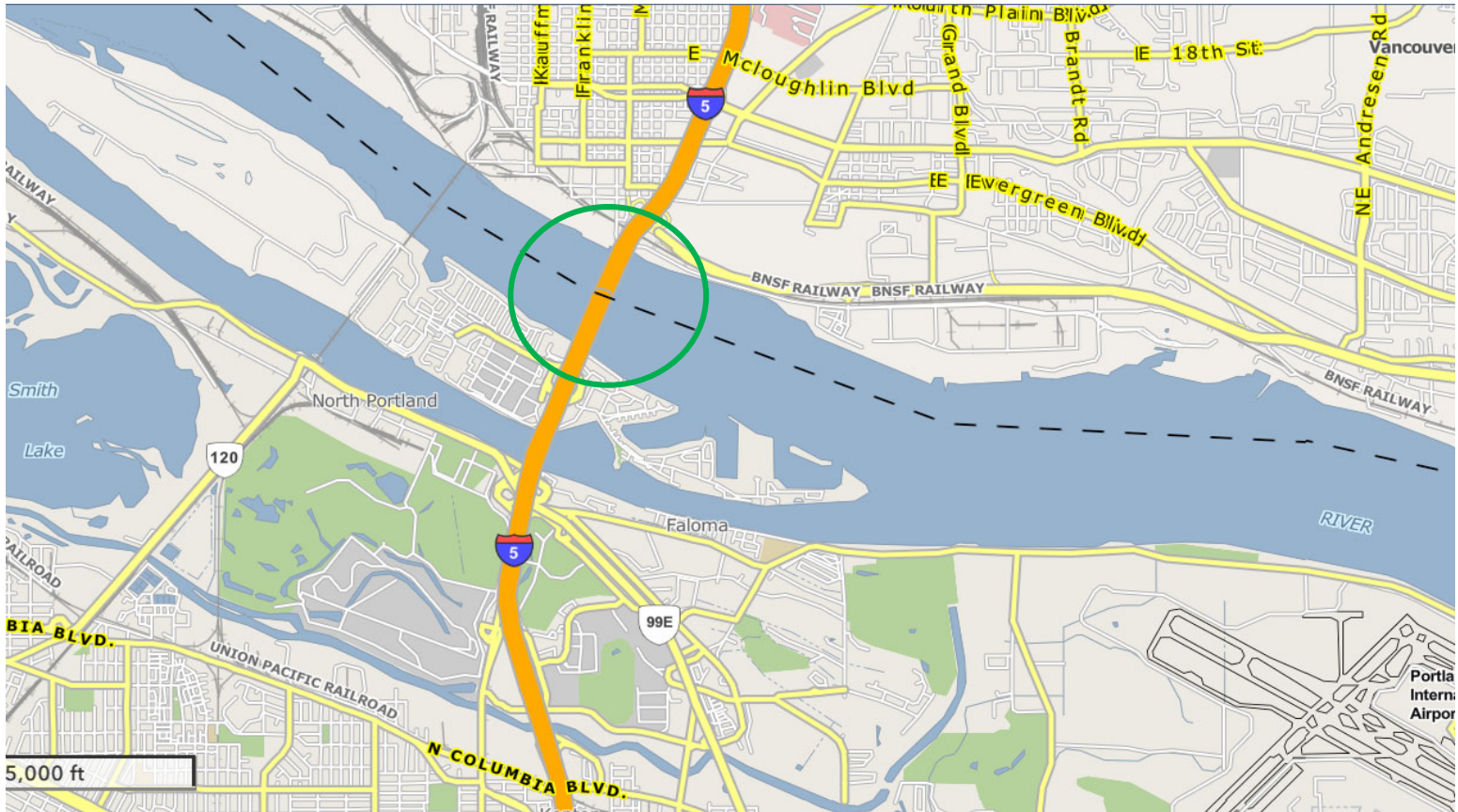
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, October 29, 2024 to Wednesday, November 27, 2024**
3. Was the comment period completed consistent with the Metro Public Participation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

Fund Codes References

HB2017	State funds approved under HB2017 for various transportation improvements. HB 2017 made a significant investment in transportation to help further the things Oregonians value, such as a vibrant economy with good jobs, choices in transportation, a healthy environment, and safe communities.
Other	Generally local or state funds committed to the project above the required minimum match to cover the federal funds match requirement, or as a way to locally fund a phase without federal funds.

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







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

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

Project #5

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

Summary of Amendment Changes Occurring:

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

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description:

TBD

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

Phase Funding and Programming

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

State Funds

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

Local Funds

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

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

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

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

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	\$ 30,000,000	\$ 41,000,000
Total	\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	\$ 30,000,000	\$ 41,000,000

Phase Composition Percentages

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

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	26.83%	0.0%	0.0%	0.0%	73.17%	100.0%
Total	0.0%	26.8%	0.0%	0.0%	0.0%	73.2%	100.0%

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

Fiscal Constraint Consistency Review	
1. What is the source of funding? Local funds initially from TriMet and Portland to complete the project development work and to initiate the vehicle procurement portion. FTA federal Small Starts CIG grant proposed to complete construction.	
2. Does the amendment include changes or updates to the project funding? Yes. Local funds to complete PE/project development and the vehicle procurement portion to the project.	
3. Was proof-of-funding documentation provided to verify the funding change?	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Local agency (TriMet) approval.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial	Cross Street	Cross Street		
	NW 23rd Ave	NW Lovejoy St	NW Roosevelt St		
	NW Roosevelt St	NW 26th Ave	NW 23rd Ave		
	NW Wilson St	NW 26th Ave	NW 23rd Ave		
	NW 26th Ave	NW Roosevelt St	NW Wilson St		

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable: This amendment represents the initial project programming into the MTIP and STIP.						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes EFA = No HIC = No
	X	X	X		X			
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	This is a 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 is not exempt from transportation modeling and air conformity analysis
Exemption Reference:	Not applicable.. The project is not exempt.
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. The Montgomery Streetcar Extension project is include in the current constrained 2023 RTP. Transportation modeling and air conformity analysis as required has been completed as part of the 2023 RTP Update.
RTP Constrained Project ID and Name:	ID# 11319 - HCT: Streetcar Montgomery Park Extension
RTP Project Description:	Extend streetcar from NW Lovejoy/Northrup to Montgomery Park.

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

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

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

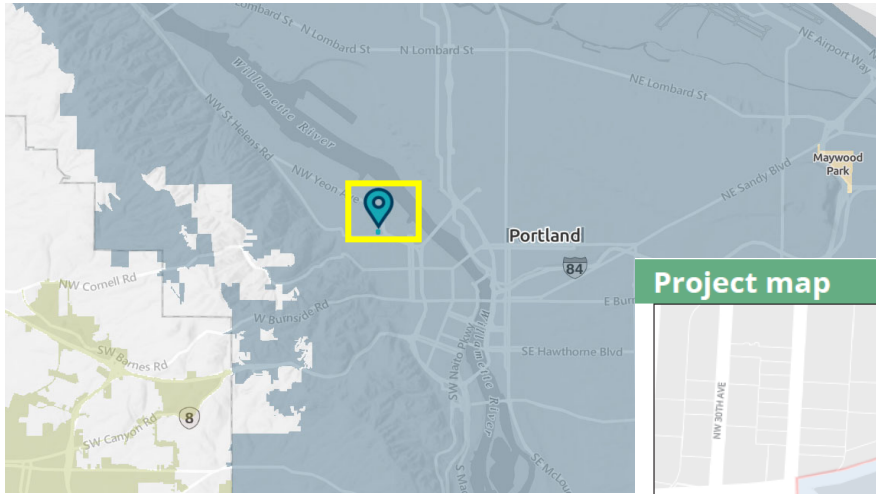
1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
4. Applicable RTP Goal:
 - Goal # 1 - Mobility Options:**
Objective 1.1- Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled
Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service.
 - Goal #4 - Thriving Economy:**
Objective 4.1 - Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of thoroughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region.
 - Goal #5 - Climate Action and Resilience:**
Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **Yes. The project is considered capacity enhancing and exceeds \$100 million in total project cost. The special performance evaluation is required a condition when the construction phase is added to the project**

Public Notification/Opportunity to Comment Consistency Requirement

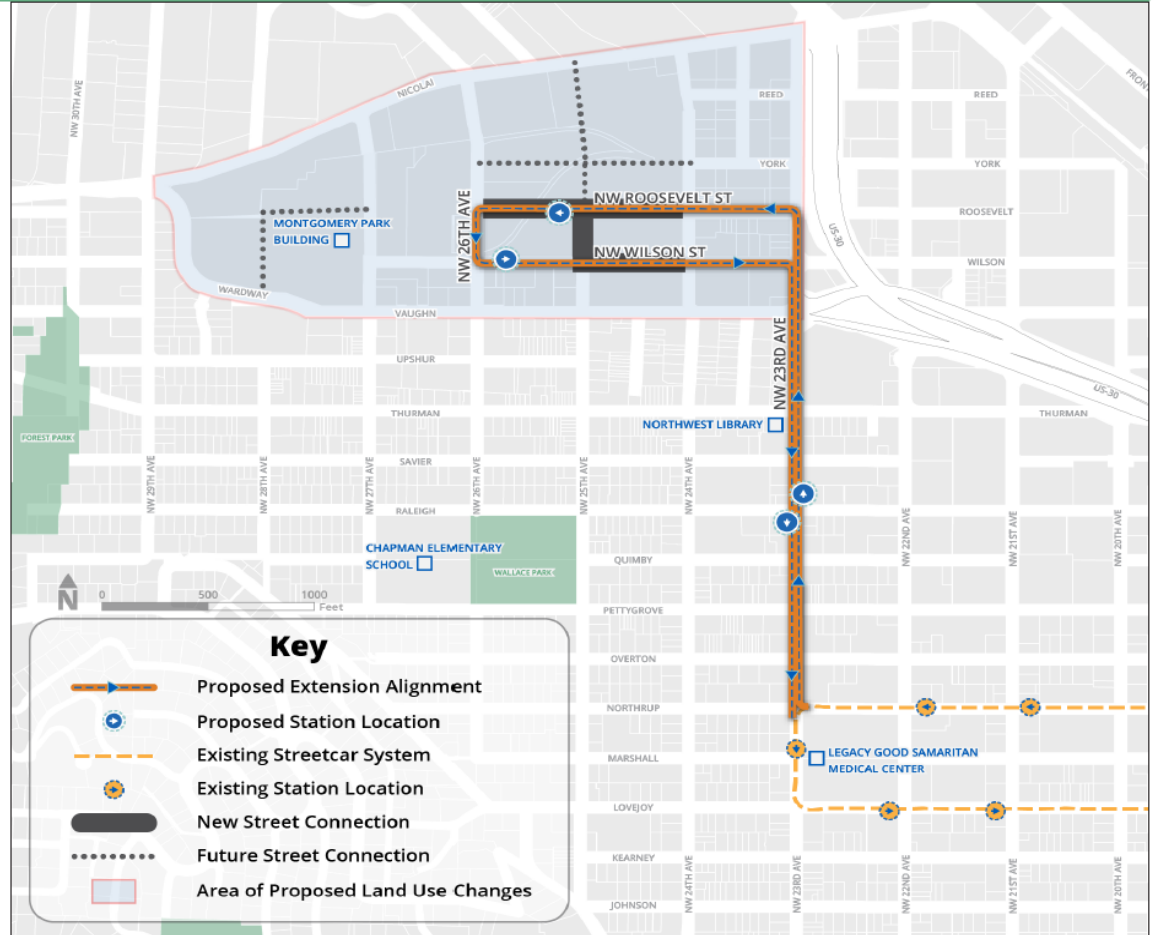
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, October 29, 2024 to Wednesday, November 27, 2024**
3. Was the comment period completed consistent with the Metro Public Participation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

Fund Codes References

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





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

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

Project #6

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

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

Project Name:	Enhanced Mobility E&D (5310) - TriCounty Area FY26 Oregon Transportation Network - TriMet FFY26				
Lead Agency:	ODOT PTD	Applicant:	ODOT PTD	Administrator:	FTA
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes

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

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

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

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

Phase Funding and Programming

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

State Funds

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

Local Funds

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

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

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (3,642,153)	\$ (3,642,153)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	-65.8%	-65.8%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,572	\$ 194,572
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ 1,700,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,572	\$ 194,572
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,894,572	\$ 1,894,572

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	#DIV/0!	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	#DIV/0!	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	#DIV/0!	0.0%	0.0%	0.0%	100.0%	100.0%

Phase Programming Percentage

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							FTA
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							TrAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes: Estimate only for 2027-30 MTIP carry-over purposes							
Are federal funds being flex transferred to FTA?	No	If yes, expected FTA conversion code:			N/A		

Fiscal Constraint Consistency Review
1. What is the source of funding? ODOT appropriated STBG funds
2. Does the amendment include changes or updates to the project funding? Yes, the awarded funding is decreased.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via OTC staff report item
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC 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
Note: The authorized funding does is not highway, arterial, or route specific.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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

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

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not Applicable
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: <u>Goal # 1 - Mobility Options:</u> Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service. <u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

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

Fund Codes References

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

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

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	1,894,572.00	89.73%	1,700,000.00	0.00%	0.00	10.27%	194,572.00
	OT Totals		100.00%	1,894,572.00		1,700,000.00		0.00		194,572.00
Grand Totals				1,894,572.00		1,700,000.00		0.00		194,572.00



Oregon
Tina Kotek, Governor

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

DATE: July 18, 2024
TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
 Director
SUBJECT: Agenda Item N – 2024 Annual STIP Adjustment

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

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

Agenda Item N, Attachment 01

2024 Annual STIP Adjustment

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



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: October 24, 2024
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: November FFY 2025 MTIP Formal Amendment & Resolution 24-54XX Approval Request – NV25-02-NOV

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

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

BACKGROUND

What This Is - Amendment Summary:

The November 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment continues formal project amendments to the MTIP and STIP for FFY 2025. The amendment number is NV25-02-NOV. The formal amendment will be under Resolution 24-54XX. The amendment bundle contains changes, updates, cancelations, and new project additions to a total of six projects.

The amendment can be divided into two basic project categories:

- Adding new projects with various federal fund awards.
- Adjusting and amending two existing projects primarily to shift and update the project authorized project funding.

What is the requested action?

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

November FFY 2025 MTIP Formal Amendment Project Contents Summary:

Projects being canceled as part of the formal amendment bundle: None

New projects being added to the MTIP as part of the October FFY 2025 Formal Amendment bundle:

- **[Key 23738 - Supplemental Planning: Civil Rights & Community \(Clackamas County\):](#)**

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

- **[Key 23692 - Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 2 \(ODOT\):](#)**

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

- **[Key 23043 - Portland Metro Area 2024-2027 ADA Curb Ramp Construction:](#)**

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

- **[Key 22316 - I-5: Interstate Bridge, NB Electrical Components \(Portland\) \(ODOT\):](#)**

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

- **[Key 23769 - Portland Streetcar Montgomery Park Extension \(TriMet\):](#)**

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


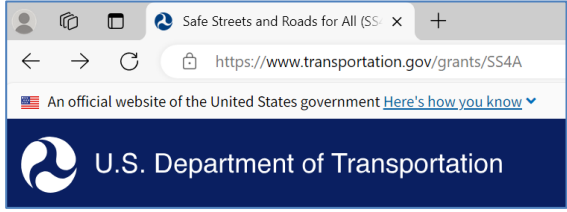
Existing projects being modified in the MTIP as part of the November FFY 2025 Formal Amendment bundle:

- Key 23043 - Portland Metro Area 2024-2027 ADA Curb Ramp Construction:**
 The split funding from this project in support of Key 23692 is addressed in the New Project section after the description for Key 23692.
- Key 23026 - ~~Enhanced Mobility E&D (5310) - TriCounty Area FY26:~~ Oregon Transportation Network - TriMet FFY26:**
 Change name to be: **Oregon Transportation Network - TriMet FFY26**:
 The formal amendment reduces the authorized State STBG funds to the project from \$4,968,103 to \$1,700,000. The total programming amount decreases from \$5,536,725 to \$1,894,572. The duction occurs from an allocation revision from FTA which is has also been approved by OTC.

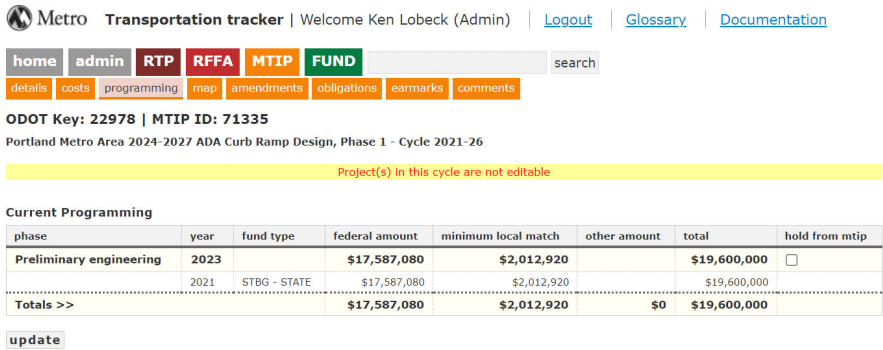
A more details summary of the individual projects follows:

New Projects being added to the 2024-27 MTIP as part of the FFY 2025 November Formal Amendment bundle.

Project Number: 1	Key Number: 23738	Status: Add New Project
Project Name:	Supplemental Planning: Civil Rights & Community	
Lead Agency:	Clackamas County	
Description:	Clackamas County will update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements. Project completion will be via direct recipient delivery rules.	
Funding Summary:	This is a new project for MTIP and STIP inclusion. The federal grant award is \$330,000. The required minimum match is \$82,500. Clackamas County is also including \$1,405 of local funds for overmatching needs. The total programming amount is \$413,905.	
Amendment Action:	<p>The formal amendment adds the new project to the MTIP. As a direct recipient authorized project, Clackamas County has already competed and executed their required agreement with FHWA, obligated the funds through the USDOT Delphi system. Delphi is an automate the invoice and grants payment process some federal funded transportation projects will use instead of the FHWA Financial Management Information System (FMIS).</p> <p>Some questions emerged over the MTIP and MTIP programming requirements versus inclusion in the UPWP. To resolve these questions and ensure federally fund planning grants complete a public notification/opportunity to comment process, Metro and ODOT have agreed to add federally funded planning grant back into the MTIP and STIP. The public notification/opportunity to comment process will be completed through the regular MTIP formal amendment process. This will alleviate the need to create duplicate</p>	

	<p>public notification procedures in the STIP and UPWP amendment process.</p>
<p>Added Notes:</p>	<p>Project Location References: Not applicable. The project applies across Clackamas County.</p> <p>The Safe Streets and Roads for All (SS4A) discretionary program has \$5 billion in appropriated funds over 5 years, 2022-2026. The program divides the funding award into Planning and implementation awards.</p> <p>Planning and Demonstration grants provide federal funds to develop, complete, or supplement an Action Plan. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribal area, or region. SS4A requires an eligible Action Plan be in place before applying to implement projects and strategies. Implementation Grants provide Federal funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem.</p> <div style="text-align: center;">  <p>Safe Streets and Roads for All (SS4A) Program Facts</p> </div> <p>Additional SS4A program details can be found on USDOT's website at their SS4A page at: https://www.transportation.gov/grants/SS4A</p> 

Project Number: 2	Key Number: 23692	Status: Add New Project
Project Name:	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 2	
Lead Agency:	ODOT	
Description:	<p>ODOT project grouping bucket((PGB) supporting region-wide construction of ADA curb and ramp safety upgrades on multiple routes including I-5 , OR8, OR10, US26, OR47, OR99W, OR127, OR141, and OR217 in Hillsboro, Tigard, Beaverton Tualatin, Forest Grove, and Sherwood to meet compliance with the American with Disabilities Act (ADA) standards.</p>	
Funding Summary:	<p>Funding for the construction needs is sourced from Key 23043. This is a non-MPO state ADA PGB. \$10,850,00 of Advance Construction (expected to be federal GARVEE funds) plus State funds are split from Key 23043 and committed to this project in Key 23692. A small utility relocation (UR) phase with \$50,000 from the split</p>	

	transfer also is being added to the project. Preliminary Engineering has been previously completed through Key 22978.																																																																																																																																																																								
Amendment Action:	The formal amendment adds the new project to the MTIP. Because PE was completed through Key 22978. Only the construction and UR phases need to be added to Key 23602.																																																																																																																																																																								
Added Notes:	<p style="text-align: center;">Source of PE funding for the Project is from Key 22978</p>  <p>The construction and UR phase funding is split from Key 23043 which in summarized in the next project amendment.</p> <p>Exhibit A (MTIP Worksheet) contains the complete list of proposed curb and ramp site locations. The complete list is also included in Attachment 2 to the staff Report. A very small sampling of the complete list is shown below.</p> <table border="1" data-bbox="511 1176 1388 1564"> <thead> <tr> <th colspan="8">Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations</th> </tr> <tr> <th>Hwy Nar</th> <th>Interstate, US, or OR Route #</th> <th>LRM</th> <th>MP</th> <th>Corner Position</th> <th>Ramp Position</th> <th>Cross Street Name</th> <th>City</th> </tr> </thead> <tbody> <tr><td>I-5</td><td>Pacific</td><td>001RLI00</td><td>289.43</td><td>1</td><td>1</td><td>001RK CONN. 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Project Number: 3	Key Number: 23043	Status: Split Project
Project Name:	Portland Metro area 2024-2027 ADA Curb Ramp Construction	
Lead Agency:	ODOT	
Description:	Portland Metro Area 2024-2027 ADA Curb Ramp Construction	
Funding Summary:	This is a non-MPO State project grouping bucket (PGB) supporting construction activities for ADA curb and ramp upgrades.	

	\$10,850,000 is being split from Key 23043 and committed to the new ADA curbs and ramps construction phase project in Key 23692.
Amendment Action:	The formal amendment splits the required funding and transfers it to Key 23692.
Added Notes:	None

Project Number: 4	Key Number: 22316	Status: Re-Add Project
Project Name:	I-5: Interstate Bridge, NB Electrical Components (Portland)	
Lead Agency:	ODOT	
Description:	Restore the electrical components to their original locations, so that they can be connected permanently. Washington Department of Transportation is paying 50% of the total project (Bridge ID 01377A)	
Funding Summary:	This is a 50-50 funded project between ODOT and WSDOT. Each are contributing \$500,000 to the project; The total estimated project cost is \$1 million. ODOT is funding the project using HB2017 state funds. The Preliminary Engineering phase has been obligated (FFY 2022). Due to unexpected high construction bids, the initial construction phase obligation had to be de-obligated while ODOT and WSDOT resolved the bid issue. Now resolved, the construction can move forward to obligate during FFY 2025. The project first has to be re-added to the MTIP and STIP for this to occur.	
Amendment Action:	The formal amendment re-adds the project to the MTIP and STIP.	
Added Notes:	<p style="text-align: center;">Project Location Map</p>	

Project Number: 5	Key Number: 23769	Status: Add New Project
Project Name:	Portland Streetcar Montgomery Park Extension	
Lead Agency:	TriMet	

<p>Description:</p>	<p>The project will extend the Portland Streetcar NS Line 0.65 miles on 23rd Ave to Roosevelt St looping around to 26th Ave/Wilson St including guideway/track, stations, site work upgrades plus purchase up to 10 hybrid off-wire streetcars plus 23rd Ave rebuild/stormwater mitigation upgrades.</p>
<p>Funding Summary:</p>	<p>Both TriMet and the city of Portland are contributing a total of \$41 million to complete the project development works and for the later streetcar purchase. Only the pE and Other phase for the project is being added through this amendment. TriMet is working to secure a FTA Small Starts Capital Investment Grant for the construction phase. The total estimated project is approximately \$186 million dollars.</p>
<p>Amendment Action:</p>	<p>The formal amendment adds the PE and Other phase to the MTIP and STIP. This enables TriMet to establish the pre-award authorization clock that enables local funds being committed now to be counted as part of the later required match to the FTA Small Starts federal grant.</p>
<p>Added Notes:</p>	<p>Overall, this considered a capacity enhancing project. With a total estimated project cost exceeding \$100 million dollars, TriMet and Portland are advised that a special performance assessment evaluation is required to be completed prior to adding the construction phase. The performance assessment evaluation is a Metro Council requirement. TriMet will need to contact Metro about six months prior to adding the construction in order to have sufficient time to complete the performance assessment evaluation. Successful completion of the performance assessment evaluation will ab an approval condition to add the construction phase to the MTIP. Metro staff will follow-up with TriMet and Portland with additional details as the construction phase approaches.</p> <p>Added note: The November FFY 2025 MTIP Formal Amendment bundle includes a project flyer Attachment 1 with additional details</p> <div data-bbox="704 1430 1203 1896" data-label="Figure"> <p>Project Location Map (NW Portland)</p> <p>The map displays the proposed extension alignment in orange, starting at 23rd Ave and heading north to Roosevelt St, then looping east to 26th Ave and south to Wilson St. Key locations marked include Mount Lombard Park, Northwest Library, and the University of Oregon. A legend (Key) defines symbols for: Proposed Extension Alignment (orange line with arrows), Proposed Station Location (blue circle with 'S'), Existing Streetcar System (dashed orange line), Existing Station Location (yellow circle with 'S'), New Street Connection (solid black line), Future Street Connection (dotted black line), and Area of Proposed Land Use Changes (pink shaded area).</p> </div>

Existing Projects 2024-27 MTIP projects being amended as part of the FFY 2025 October Formal Amendment bundle.

Project Number: 6	Key Number: 23026	Status: Existing Project
Project Name:	Enhanced Mobility E&D (5310) – TriCounty Area FY26 Oregon Transportation Network - TriMet FFY26	
Lead Agency:	ODOT Public Transportation Division	
Description:	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	
Funding Summary:	The revised federal authorized funding to the project is \$1,700,000. A 10.27% match of \$194,572 is also required. The revised total programming amount is \$1,894,572. ODOT will flex transfer the funds to FTA. Once flexed, TriMet then can move forward and complete their TrAMS grant application with FTA to obligate and expend the funds. The State STBG being programmed will be converted to FTA Section 5310 funds through the flex transfer process,	
Amendment Action:	The formal amendment completes the funding reduction which now has been approved by OTC as well.	
Added Notes:	None	

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

APPROVAL STEPS AND TIMING

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

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.

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

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mail-out.....	October 25, 2024
• Initiate the required public notification/comment process.....	October 29, 2024
• TPAC approval recommendation to JPACT.....	November 1, 2024
• JPACT approval and recommendation to Council.....	November 21, 2024
• Completion of public notification/comment process.....	November 27, 2024
• OTC December Meeting Approval (applies to ADA project).....	December 4, 2024
• Metro Council approval.....	December 12, 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.....	December 18, 2024
• USDOT clarification and final amendment approval.....	Late January 2025

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new and amended projects to be added and updated into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There are no impacts to the Metro budget.

RECOMMENDED ACTION:

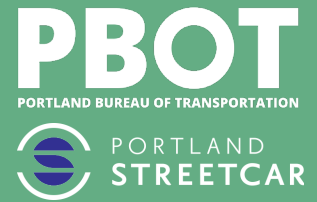
Staff is providing TPAC their official notification and requests an approval recommendation to JPACT to complete all required MTIP programming actions for the six projects in the November FFY 2025 MTIP Formal Amendment under resolution 24-54XX.

Attachments:

1. Portland Streetcar Montgomery Park Extension Overview
2. ODOT Key 23692 ADA Curbs and Ramps Site Location List

Portland Streetcar Montgomery Park Extension

Transit Project



Project overview

The Portland Bureau of Transportation (PBOT) is planning a .65-mile one-way extension of the Portland Streetcar NS Line along NW 23rd Avenue to Montgomery Park in Northwest Portland. Paired with recommended land use changes in the area, this project creates the opportunity for a new climate-friendly and transit-oriented district west of Highway 30.

The project will include a complete rebuild of NW 23rd Avenue from NW Lovejoy to NW Vaughn, including stormwater and accessibility upgrades. Extensions of NW Roosevelt, NW Wilson, and NW 25th Avenue will improve connections for pedestrians, people bicycling, and people driving in the new district. The project is currently in the planning phase.



Visit the project website to learn more and sign up for updates:
Portland.gov/MPstreetcar

The opportunity

Combined with proposed land use changes and public benefits, the extension is expected to help:

- **Support the potential for thousands of new housing units and hundreds of new jobs**, including hundreds of affordable housing units with access to Forest Park
- **Connect more people via transit to critical destinations**, including work, healthcare, parks, schools, and services in Northwest Portland, Downtown, and throughout the region
- **Reduce carbon emissions** by helping people meet their daily needs without driving
- **Expand streetcar access to diverse riders** who rely on transit to get where they need to go

Fall/Winter 2024

Adopt Land Use Changes
 Intergovernmental Agreements
 Begin Project Development

2025-2026

Locally Preferred Alternative
 Design and Engineering
 Environmental Review

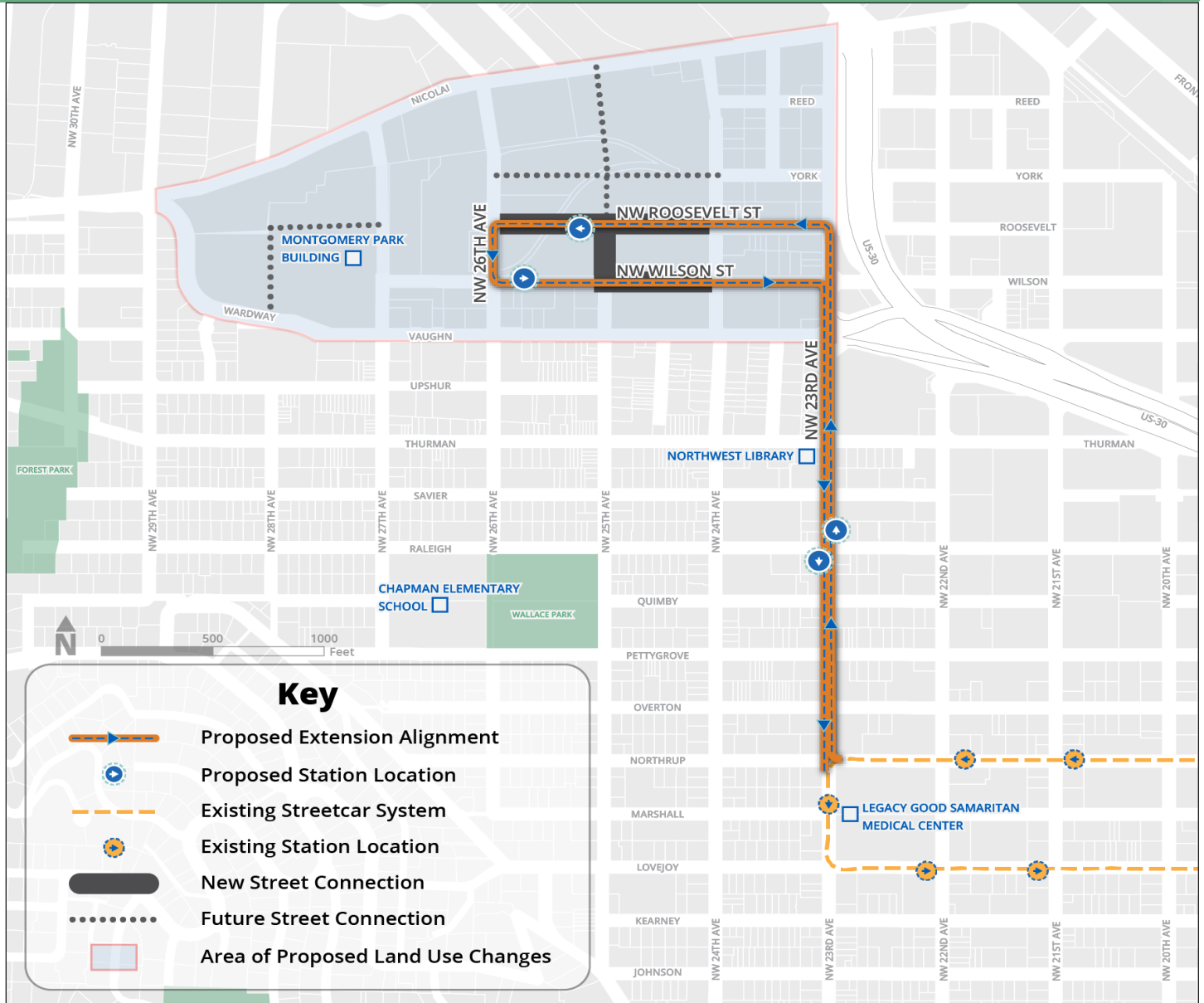
2027-2028

Final Design
 Apply for Federal Funding
 Begin Construction

2029-2030

Complete construction
 Testing
 Start of Revenue Service (2030)

Project map



Project facts

- **Two travel lanes and two parking lanes will be maintained** along NW 23rd Avenue.
- **The new extension will be 100% off-wire using hybrid battery technology**, allowing streetcars to switch effortlessly between the existing system and the extension.
- **The reconstruction of NW 23rd Avenue will include utility, accessibility, and stormwater upgrades**, while preserving almost all of the existing onstreet parking.
- **Project elements will be coordinated to save money and minimize impacts.**

Questions?

Contact the project team at MPstreetcar@portlandoregon.gov



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Traducción e interpretación | 口笔译服务 | Устный и письменный перевод: 503-823-4000

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I-5	Pacific	001SHI00	293.55	1	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	3	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	3	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	4	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2A	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2A	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
OR-8	Tualatin Valley	02900D00	12.52	1	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.52	1	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.52	2	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.52	4	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.61	2	1	SE 8TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.61	3	1	SE 8TH AVE.	Hillsboro

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-8	Tualatin Valley	02900D00	12.61	3	2	SE 8TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.78	1	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.78	3	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.78	4	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.95	1	1	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.95	1	2	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.95	2	1	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	2	1	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	2	2	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	3	1	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	3	2	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	4	1	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.35	2	1	SW BAILEY AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.35	3	2	SW BAILEY AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	1	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	2	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	3	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	3	2	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	4	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	4	2	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.85	1	1	SW MAIN ST.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.85	1	2	SW MAIN ST.	Hillsboro
OR-8	Tualatin Valley	02900I00	1.55	3	1	SW 87TH AVE.	Beaverton
OR-8	Tualatin Valley	02900I00	2.94	1	1	144BT CONN. M.P. 1C1.49 (029AC CONN. M.P. 2C2.94)	Beaverton
OR-8	Tualatin Valley	02900I00	2.94	1	2	144BT CONN. M.P. 1C1.49 (029AC CONN. M.P. 2C2.94)	Beaverton
OR-8	Tualatin Valley	02900I00	2.94	3	1	144BT CONN. M.P. 1C1.49 (029AC CONN. M.P. 2C2.94)	Beaverton
OR-8	Tualatin Valley	02900I00	3.18	3	1	SW 117TH AVE. (SW BROADWAY ST.)	Beaverton
OR-8	Tualatin Valley	02900I00	3.5	1	1	SW HALL BLVD.	Beaverton
OR-8	Tualatin Valley	02900I00	3.5	1	2	SW HALL BLVD.	Beaverton
OR-8	Tualatin Valley	02900I00	11.28	1	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	1	2	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	2	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	3	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-8	Tualatin Valley	02900100	11.28	4	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900100	11.28	4	2	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900100	11.34	1	1	ENTRANCE TO HILLSBORO TOWN CENTER	Hillsboro
OR-8	Tualatin Valley	02900100	11.34	2	1	ENTRANCE TO HILLSBORO TOWN CENTER	Hillsboro
OR-8	Tualatin Valley	02900100	11.4	1	1	ENTRANCE TO CRIMSON CORNER	Hillsboro
OR-8	Tualatin Valley	02900100	11.4	2	1	ENTRANCE TO CRIMSON CORNER	Hillsboro
OR-8	Tualatin Valley	02900100	11.46	1	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	11.46	1	2	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	11.46	2	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	11.46	3	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	11.46	4	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	1	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	1	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	2	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	2	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	3	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	3	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	4	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	1	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	1	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	3	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	3	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	4	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	4	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	13.04	2	1	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	13.04	2	2	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	14.15	2	1	SW 17TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	14.93	3	1	NW 336TH AVE.	Cornelius
OR-8	Tualatin Valley	02900100	14.93	4	1	NW 336TH AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.39	1	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.39	2	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.39	3	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.39	4	1	N 31ST AVE.	Cornelius

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-8	Tualatin Valley	02900100	15.53	1	1	N 29TH AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.53	1	2	N 29TH AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.53	2	1	N 29TH AVE.	Cornelius
OR-8	Tualatin Valley	02900100	16.06	1	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	2	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	3	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	4	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	4	2	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	1A	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	1A	2	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	1A	3	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	17.88	2	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	4	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	1A	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	1A	2	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	1A	3	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	3A	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	3A	2	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	3A	3	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	4A	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	4A	2	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	4A	3	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-10	Beaverton-Hillsdale	04000100	0.97	1	1	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	0.97	2	1	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	0.97	1A	1	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	0.97	1A	2	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	0.97	1A	3	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	1	2	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	3	1	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	4	1	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	3A	1	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	3A	2	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	3A	3	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-10	Beaverton-Hillsdale	04000I00	1.11	1	1	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.11	2	1	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.11	1A	1	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.11	1A	2	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.14	1	1	SW 110TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	2	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	3	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	3	2	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	4	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	2A	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	2A	2	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.48	3	2	SW 103RD AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.48	4	1	SW 103RD AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.5	2	1	SW WESTERN AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	1	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	2	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	3	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	3	2	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	4	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	1	1	SW 98TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	2	1	SW 98TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	3	1	SW 98TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	4	1	SW 98TH AVE.	Beaverton
US 26	Sunset	047AQI00	61.05	2	1	NW MEEK RD.	Hillsboro
US 26	Sunset	047AQI00	61.09	1	1	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	2	1	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	2	2	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	1A	1	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	1A	2	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.27	2	1	047DS CONN. M.P. 7C61.33	Hillsboro
US 26	Sunset	047AWI00	62.39	2	1	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	2	2	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	4	1	047DO CONN. M.P. 4C62.49	Hillsboro

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
US 26	Sunset	047AWI00	62.39	1A	1	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	1A	2	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.54	3A	1	047DP CONN. M.P. 5C63.03	Hillsboro
US 26	Sunset	047AWI00	62.54	3A	2	047DP CONN. M.P. 5C63.03	Hillsboro
US 26	Sunset	047BBI00	64.23	1	1	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.23	4	1	047DA CONN. M.P. 6C63.66	Beaverton
US 26	Sunset	047BBI00	64.23	1A	1	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.23	1A	2	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.23	1A	3	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.29	1	1	047CX CONN. M.P. 3C64.09	Hillsboro
US 26	Sunset	047BBI00	64.34	1	2	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	4	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2A	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2A	2	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2A	3	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3A	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3A	2	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3A	3	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BGI00	65.68	1	1	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	2	1	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	3	2	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	4	1	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	4	2	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	4A	2	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.75	1	1	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	2	1	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	3	2	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	4	1	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	4	2	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.86	3	1	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4	1	NW BRONSON RD.	Beaverton

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
US 26	Sunset	047BGI00	65.86	4A	1	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4A	2	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4A	3	NW BRONSON RD.	Beaverton
US 26	Sunset	047BHI00	65.8	1	1	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	1	2	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	4	1	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	2A	1	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	2A	2	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	2A	3	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.89	1	2	047BI CONN. M.P. 4C65.89	Beaverton
US 26	Sunset	047BHI00	65.89	2	1	047BI CONN. M.P. 4C65.89	Beaverton
US 26	Sunset	047BHI00	65.89	4	1	047BI CONN. M.P. 4C65.89	Beaverton
US 26	Sunset	047BHI00	65.98	1	2	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2	1	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	3	1	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2A	1	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2A	2	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2A	3	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BKI00	67.13	2	1	NW MILL CREEK DR.	
US 26	Sunset	047BKI00	67.13	2	2	NW MILL CREEK DR.	
US 26	Sunset	047BKI00	67.13	3	1	NW MILL CREEK DR.	Beaverton
US 26	Sunset	047BKI00	67.28	1	2	047BN CONN. M.P. 4C67.73	Beaverton
US 26	Sunset	047BQI00	68.34	1	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQI00	68.34	2	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQI00	68.34	3	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQI00	68.34	4	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQI00	68.5	1	2	047BT CONN. M.P. 4C69.34	Beaverton
US 26	Sunset	047BQI00	68.5	2	1	047BT CONN. M.P. 4C69.34	Beaverton
US 26	Sunset	047BQI00	68.5	2A	1	047BT CONN. M.P. 4C69.34	Beaverton
US 26	Sunset	047BQI00	68.5	2A	3	047BT CONN. M.P. 4C69.34	Beaverton
OR-99W	Pacific Hwy West	09100D00	12.3	3	1	SW HAZELBROOK RD.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.3	3A	1	SW HAZELBROOK RD.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.3	3A	2	SW HAZELBROOK RD.	Tualatin

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-99W	Pacific Hwy West	09100D00	12.98	3	1	SW 130TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.98	4	1	SW 130TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.98	3A	2	SW 130TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100D00	15.13	3	1	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100D00	15.13	4	1	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100D00	15.13	3A	1	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100D00	15.13	3A	2	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100I00	10.36	1	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	1	2	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	3	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2A	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2A	2	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2A	3	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	11.19	3	1	SW ROYALTY PARKWAY(SW ROYALTY PKWY.)	Tigard
OR-99W	Pacific Hwy West	09100I00	11.19	2A	1	SW ROYALTY PARKWAY(SW ROYALTY PKWY.)	Tigard
OR-99W	Pacific Hwy West	09100I00	11.19	2A	2	SW ROYALTY PARKWAY(SW ROYALTY PKWY.)	Tigard
OR-99W	Pacific Hwy West	09100I00	12.66	1	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	3	2	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4A	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4A	2	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4A	3	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	5A	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	5A	2	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	14.68	2	1	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	3	2	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4	1	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4A	1	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4A	2	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4A	3	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	1	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	2	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-99W	Pacific Hwy West	09100I00	15	2	2	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	3	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	3	2	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4A	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4A	2	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4A	3	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.75	1	1	START OF SIDEWALK	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	1	1	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	2	1	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	1A	1	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	1A	2	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	1	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2A	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2A	2	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2A	3	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	4A	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	4A	2	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	4A	3	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	091CII00	15.07	3	1	SW LANGER DR.	Sherwood
OR-47	Nahalem	10200I00	88.93	1	1	NW SUNSET DR.(NW BEAL RD.)	Forest Grove
OR-47	Nahalem	10200I00	88.93	2	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	3	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	4	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	1A	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	1A	2	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	1A	3	NW SUNSET DR.(NW BEAL RD.)	
OR-127	Cornelius Pass	127AAI00	7.75	1	1	NW CORNELIUS PASS RD.	Hillsboro
OR-127	Cornelius Pass	127AAI00	7.75	1	2	NW CORNELIUS PASS RD.	Hillsboro
OR-127	Cornelius Pass	127AAI00	7.75	2	1	NW CORNELIUS PASS RD.	Hillsboro
OR-219	Hillsboro-Silverton	14000I00	0.35	3	1	SE MAPLE ST.	Hillsboro
OR-219	Hillsboro-Silverton	14000I00	0.35	4	1	SE MAPLE ST.	Hillsboro

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-141	Beaverton-Tualatin	14100I00	4.89	1	1	MIDBLOCK CROSSING	Tigard
OR-141	Beaverton-Tualatin	14100I00	4.89	4	1	MIDBLOCK CROSSING	Tigard
OR-141	Beaverton-Tualatin	14100I00	4.89	1A	1	MIDBLOCK CROSSING	Tigard
OR-141	Beaverton-Tualatin	14100I00	4.89	1A	2	MIDBLOCK CROSSING	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	1	1	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	1	2	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	2	1	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	4	2	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	4A	1	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	4A	2	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	144AFI00	0.23	2	1	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	3	1	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	2A	2	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	3A	1	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	3A	3	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	1	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	1	2	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	2	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	3	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	3	2	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	4	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	4	2	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.1	4	1	SW 105TH AVE.	Beaverton
OR-217	Beaverton-Tigard	144BFI00	4.85	3	2	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	4	1	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	1A	1	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	1A	2	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	3A	1	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	3A	2	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.63	3	1	SW HUNZIKER ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.63	3A	1	SW HUNZIKER ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.63	3A	2	SW HUNZIKER ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.74	3	1	144BP CONN. M.P. 4C7.16	Tigard

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-217	Beaverton-Tigard	144BNI00	6.74	4	1	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.74	2A	1	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.74	2A	2	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	1	1	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	1	2	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	2	1	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	1A	2	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BVI00	0.88	1	1	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	2	1	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	2	2	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	4A	1	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	4A	2	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton

Memo

Date: Friday, October 25, 2024
 To: Transportation Policy Alternatives Committee (TPAC) and Interested Parties
 From: Grace Cho, Principal Transportation Planner
 Subject: 28-30 Regional Flexible Fund – Step 1A.1 – Eligibility Screening Results

Purpose: To provide results of the nominated bond project screening review and outline the rationale for the individual projects.

Background on Eligibility Screening

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

Following the end of the nomination window, the project submissions were screened for eligibility. The purpose of screening is to verify the nominated projects meet the necessary eligibility requirements applicable to all projects and those additional eligibility requirements specified for certain transit project categories. *The screening is not an assessment of the candidate project performance.* The screening ensures nominated projects moving forward meet necessary eligibility requirements and various considerations, including, but not limited to: federal funding requirements, federal aid project delivery requirements, Regional Flexible Funds program direction directives, alignment with potential bond mechanism, and implementation schedule.

Eligibility Screening Results

Table 1 reflects a summary of the final results of the eligibility screening.

Table 1. Bond Nominated Projects – Eligibility Screening Results

Project Nomination	Nominating Agency	Eligibility Screen Result	
		Meets Eligibility	Moving Forward
82 nd Avenue Transit Project	TriMet	Yes	Yes
Tualatin Valley Highway Transit Project	TriMet		
Montgomery Park Streetcar Extension	Portland		
Earthquake Ready Burnside Bridge	Multnomah County		
OR99E (McLoughlin Boulevard) First and Last Mile Safe Access to Transit Streetscape Enhancements	Oregon City		
72 nd Ave. Phase 1 Tigard Triangle Corridor Improvements	Tigard		
Sunrise Gateway Corridor/Hwy 212	Clackamas County		
Better Bus	Metro		
SW 185 th Avenue MAX Overcrossing Project	Hillsboro		
Downtown Hillsboro Transit Center	Hillsboro	No	No

The ten nominations were reviewed under the rubric of eligibility identified in the instructions for the nominations process and outlined as part of the [October 4th TPAC presentation and materials](#). The eligibility screening included definitive “Yes” or “No” criteria as well as criteria rated on a 1-5 scale outlined as:

- 5 – Nomination clearly meets eligibility requirement
- 4 – Largely confident nomination meets eligibility requirement
- 3 – Generally acceptable nomination meets eligibility requirement, with various follow up questions
- 2 – Largely not confident nomination meet eligibility requirement
- 1 – Nomination does not meet eligibility requirement

Depending on the specific bond nomination (e.g. First-Last Mile and Safe Access to Transit), there were 5 to 7 eligibility criteria ratings and 4 to 8 “Yes” or “No” eligibility criteria.

A small number of reviewers within Metro participated in the eligibility screening and their ratings were combined and summarized. Based on the 1-5 ratings and the response to the “Yes” or “No” criteria, bond nominations were categorized into the same 1-5 categories identified for their overall eligibility rating. Metro accepted all bond nominations which met a 3 or above overall eligibility rating.

Based on the summary, no one nomination received a “perfect” score across eligibility criteria which applied the 1-5 rating. One bond nomination did not meet one of the “Yes” or “No” eligibility criteria making the nomination ineligible to move forward in the bond development process. After further follow up, it was determined the eligibility for the 185th Avenue MAX Overcrossing project is also eligible to move forward. The eligibility rating had not yet been completed for this project in time for the TPAC materials mailing deadline, so the rating for this project will be shared at the TPAC meeting. Table 2 outlines the overall eligibility rating for each individual project.

Table 2. Overall Eligibility Screening Ratings Results

Project Nomination	Nominating Agency	Overall Eligibility Screen Rating
82 nd Avenue Transit Project	TriMet	4
Tualatin Valley Highway Transit Project	TriMet	4
Montgomery Park Streetcar Extension	Portland	5
Earthquake Ready Burnside Bridge	Multnomah County	4
OR99E (McLoughlin Boulevard) First and Last Mile Safe Access to Transit Streetscape Enhancements	Oregon City	4
72nd Ave. Phase 1 Tigard Triangle Corridor Improvements	Tigard	3
Sunrise Gateway Corridor/Hwy 212	Clackamas County	3
Better Bus	Metro	4
Downtown Hillsboro Transit Center	Hillsboro	1
SW 185th Avenue MAX Overcrossing Project	Hillsboro	####

Bonding Mechanism Eligibility

Additional eligibility factors or restrictions may result from the bond mechanism determined for building a bond proposal. To date, the bond mechanism is still being researched after initial discussions between Metro and TriMet. Metro and TriMet agreed to determine the appropriate bond mechanism by the end of November/early December 2024 in efforts to conduct the bond scenarios analysis. As a bond mechanism is identified, if new eligibility criteria emerge, they will be communicated to leadership and regional partners. The eligibility criteria identified in the screening draws from federal rules and regulations, past experience with bonding, and knowledge of the federal aid project delivery process. Nonetheless it possible and likely the selected bonding mechanism will introduce further eligibility factors not previously identified and details for consideration in creating bond scenarios and selecting a final bond project package.

Date: Friday, October 25th 2024
To: Transportation Policy Alternatives Committee and Interested Parties
From: Noel Mickelberry, Senior Transportation Planner
Subject: 2028-2030 Regional Flexible Fund – Step 1A.1 – Bond Evaluation Framework

Purpose: To provide an overview of the 2028-2030 RFFA Step 1A.1 – Bond Evaluation Framework

Background & Current Place in Development:

As part of the adoption of the 2028-2030 Regional Flexible Fund Program Direction, regional leadership agreed to move forward in the development of a new project bond proposal (also referred to as Step 1A.1) for consideration by the region. A project nomination period was held from July 26 to September 6, 2024 where regional partners had the opportunity to consult with Metro staff and submit a bond nomination form during that time. In total, 10 nominations were received. A summary of the bond nominations available on the [Regional Flexible Fund](#) webpage. An eligibility screening was conducted, and the results of that screening have been provided as an additional memo for TPAC.

2028-2030 RFFA Step 1A.1: Bond Evaluation Framework Components

Following the eligibility screening process for the Step 1A.1 – New Project Bond and receipt of additional information from project nominators, Metro staff will conduct a three-step evaluation process to inform the development of potential bond scenarios for regional decision-makers to refer for public comment in Spring 2025.

Each project will be evaluated based on the following components, as identified in the RFFA Program Direction:

- 1) Bond purpose and principles consistency and advancement
Not all components of the bond purpose and principles are applicable to individual projects, and some will be determined following the initial project evaluation into the bond scenario development.
- 2) RTP goal advancement
The bond evaluation framework takes a similar approach to Step 2, but at a less granular level given the scale, stage, and variety of projects proposed. Measures were developed that apply to multiple RTP goals for these larger scale projects.
- 3) Project delivery assessment
This component of the evaluation will be conducted by an outside consultant, and a memo has been provided for TPAC detailing the approach to the Step 1A.1 project delivery assessment.

The evaluation framework results for each project are not a value statement on the individual project merits or eliminate any project from consideration. The evaluation results are an effort to gather information on each project in alignment with the program direction, so that decisionmakers can assess the different potential outcomes of individual projects as well as how each individual project can contribute to bond scenarios that elevate specific outcomes and will contain a grouping of projects.

2028-2030 RFFA Step 1A.1 – Bond Evaluation Framework

Advancement of Bond Purpose & Principles:

The following table details the elements of the RFFA Step 1A.1 Bond Purpose and Principles that we will be applying to our evaluation of individual projects:

Bond Purpose & Principles: Individual Project Evaluation	
Bond Purpose:	Use regional revenues on regional or corridor scale projects
	Leverage significant discretionary revenue that would otherwise be allocated to other metropolitan areas
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.

The purpose & principles provided additional guidance related to RTP goals in the project bond:

Bond Purpose & Principles: RTP Goals	
Bond Purpose:	Continuing the past practice to use bonded RFFA revenues to advance transportation projects that improve equitable access to jobs and services, reduce climate impacts, and improve safe travel on the transportation system
Bond Principles:	The identified projects significantly and comprehensively advance the RTP goals of safe system, equitable transportation, mobility options, thriving economy, and climate action and resilience

Advancement of RTP Goals:

As a response to the direction from the 2028-2030 Regional Flexible Fund Program Direction and Bond Purpose & Principles, the following measures related to RTP goals will be applied to provide a distinction between project nominations that help summarize their expected performance and contribution across RTP goals.

Measure	RTP Goals				
	Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy
Improves transit service for residents in an Equity Focus Area					
Addresses serious safety issues with effective countermeasures					
Increases speed, frequency and reliability of high-capacity transit					
Provides safer and more convenient access to transit					
Improves access to jobs and essential services by transit					
Identified by communities who face disparities in the transportation system as a priority					

Bond Evaluation Framework Metrics:

Each measure will be given a rating based on quantitative or qualitative metrics, in addition to a brief written assessment accompanying each rating to provide more detail on project specifics – given the range of projects being considered. No individual measure will be weighted, as Metro and decisionmakers will then have an opportunity to develop scenarios including multiple projects utilizing the ratings of different components of the evaluation – depending on the emphasis desired.

Bond Evaluation Framework – All measures

The following table incorporates all measures that will be assessed as part of the evaluation framework, across the three components identified in the RFFA Program Direction and how the results will be shared.

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

Bond Evaluation Framework Schedule:

The evaluation process will be conducted over the course of November with an intention to bring back the evaluation results to the December 6th TPAC meeting. This will kick off the Bond Scenarios development which will take place over December and January. A proposed bond scenario that considers the Bond Evaluation, Bond Scenarios development, and the final bond funding mechanism, will be brought to TPAC in February with a request for a recommended project bond scenario to be released for public comment at the March

2028-2030 RFFA – Project Bond Evaluation – Key Dates

Activity	Date
Step 1A.1 – Candidate project evaluation overview <ul style="list-style-type: none"> Eligibility screening results Evaluation framework, measures, and schedule 	November 1, 2024 (TPAC)
Step 1A.1 – Candidate project evaluation <ul style="list-style-type: none"> Bond purpose and principles consistency and advancement RTP goals advancement Project delivery assessment 	Late October – November 2024

Activity	Date
Step 1A.1 – Candidate project evaluation results and summary <ul style="list-style-type: none"> • Review of candidate project evaluation results Step 1A.1 – Bond scenarios development <ul style="list-style-type: none"> • Building scenarios process • Concepts input 	December 6 (tentative) and JPACT December 19, 2024
Bond scenarios development and assessment	December 2024 – January 2025
Bond scenario results & input (TPAC)	February 7, 2025
Bond scenario results & input (JPACT)	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 action on 2028-2030 RFFA	July 2025

Bond Scenarios Development

The results of the candidate project evaluations will kick off and inform a conversation to gather regional partner input to identify themes or concepts from which to build different bond scenarios.

An outline of the bond scenario analysis process will also be provided at the December TPAC and JPACT meetings. TPAC and JPACT will both be offered the opportunity to provide comment on the candidate project evaluation results and provide input on bond concepts to build bond scenarios for the purposes conducting the financial analysis. As the starting basis for the financial analysis, the bond scenarios will provide different packages and different estimated amounts of funding needed to be drawn forward by fiscal year, in creating the proceeds availability schedule and the debt servicing schedule that remains consistent with the bond principles adopted as part of the 2028-2030 Regional Flexible Fund Allocation Program Direction.

TECHNICAL MEMORANDUM

October 24, 2024

Project# 29295.003

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

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

Background

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

Kittelson is receiving a copy of applications from Metro with the intent of evaluating the scope, schedule, and budget for the bond nominations to determine: 1) the scope of work sufficiently covers all work anticipated to be necessary for project success; 2) the budget and schedule are appropriate to the scope of work outlined in the nomination; and 3) the scope of work and expenditure of funds can be underway or completed in the federal fiscal year 2026 through 2029 timeframe.

Project Delivery Assessment

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

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

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

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

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

For each criterion, the assessment team will identify whether the project has 1) already completed the step and/or sufficiently addressed the need in the scope, budget, and schedule 2) insufficiently addressed the need in the scope, budget, and schedule, or 3) not addressed the need. The assessment team will perform the assessment based on materials provided by the applicant. If information is not provided or not provided in sufficient detail to indicate that a criterion is addressed, the project team will need to assume it is not addressed.

Some projects are only requesting funds for project development, while others are requesting funding through construction. The project team will primarily assess the risk of each project to be completed through the level of project development for which Step 1A.1 funding would be provided. Because of this, the project team is primarily applying criteria relevant to the level of project development for which the project is requesting funding. Therefore, projects not requesting construction funding will not be assessed against criteria only relevant to construction. There is one exception to this. Because the intent in providing funding for these projects is for each project to ultimately be constructed, the Kittelson team has also requested the applicant provide their plan for funding future construction of the project. This will be provided alongside the results of the project delivery assessment, as it is relevant to understanding the likelihood of a project receiving future funding for construction.

Next Steps

The Kittelson project delivery assessment team anticipates receiving all application materials by late October 2024. After receiving applications, the team will assess project delivery considerations and document those considerations to tentatively share at the Metro Transportation Policy Alternatives Committee (TPAC) meeting on December 6th. After this point, the project team will also document recommended steps for mitigating each project delivery consideration.

Materials following this page were distributed at the meeting.

October traffic deaths in Clackamas, Multnomah and Washington counties*

Kohl William Kaiser, 20, driving , SW Advance Rd, Clackamas, 10/12

Marcia Lynn Abbate, 82, driving, Fairview Pkwy, Fairview, Multnomah, 10/13

Unidentified, driving, NE Columbia, Portland, Multnomah, 10/18

Rafael Alexis Zermeno, 24, walking, NE Walker, Hillsboro, Washington, 10/20

Henos Siem Tesfom, 20, driving , NE Brookwood Pkwy, Washington, 10/21

Unidentified, bicycling, NE 105th Ave, Portland, Multnomah, 10/21

Unidentified, bicycling, NE Glisan, Portland, Multnomah, 10/21

Selvin Orlando Garcia, 25, walking, Tualatin Valley Hwy, Beaverton, Washington, 10/23

Christy Lafferty, 41, walking, SE Stark St, Portland, Multnomah, 10/24

Zachary D. Fine, 51, driving, NE Halsey St, Portland, Multnomah, 10/28

**Traffic deaths as of 10/31/24 ODOT initial fatal crash report, and police and news reports –information is preliminary and subject to change. May include names not included in the previous months report.*



Continually committing to systemic change to prevent future traffic deaths

Safe Streets: Redesign our most dangerous streets represented by the High Injury Corridors

Safe Speeds: Slow down travel speeds, using a variety of tools to do so

Safe People: Create a culture of shared responsibility through education, direct engagement, and safety campaigns

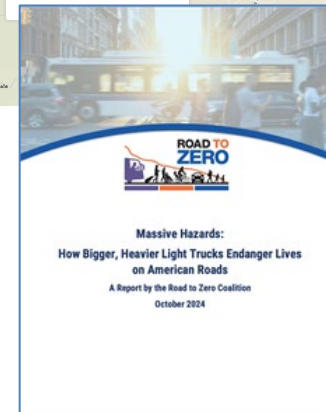
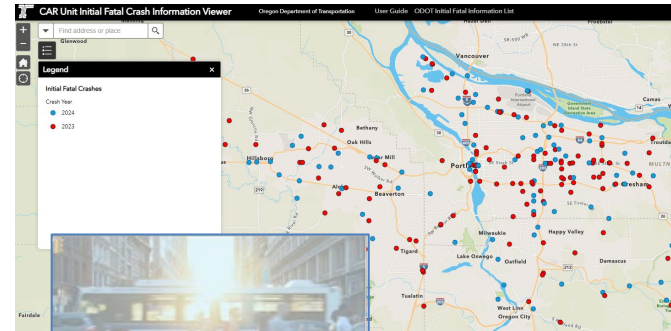
As well as **Safe Vehicle** size and technology and **Post-Crash Care** and response.



Monthly highlights

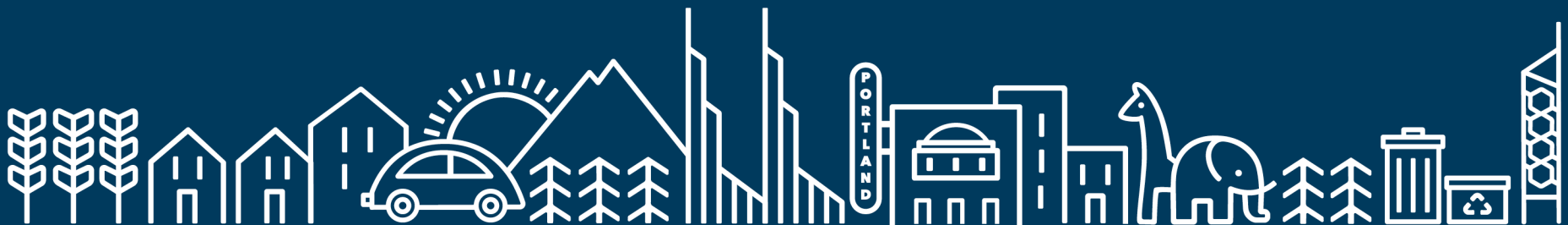
Some of the actions regional partners are taking for safer streets

- **Portland and Oregon State Police:** Conducted a coordinated traffic enforcement mission focused on high-crash corridors and areas that have recently seen tragic traffic fatalities. The one-day event resulted in 189 traffic stops, 150 citations, 116 warnings, 4 arrests, 1 vehicle towed.
- **ODOT Crash Analysis & Reporting Unit:** Developed the *Initial Fatal Crash Information Viewer* providing up to date geocoded information on fatal crashes in Oregon.
- **National Safety Council's Road to Zero Coalition:** Published an important new report: "Massive Hazards: How Bigger, Heavier Light Trucks Endanger Lives on American Roads."



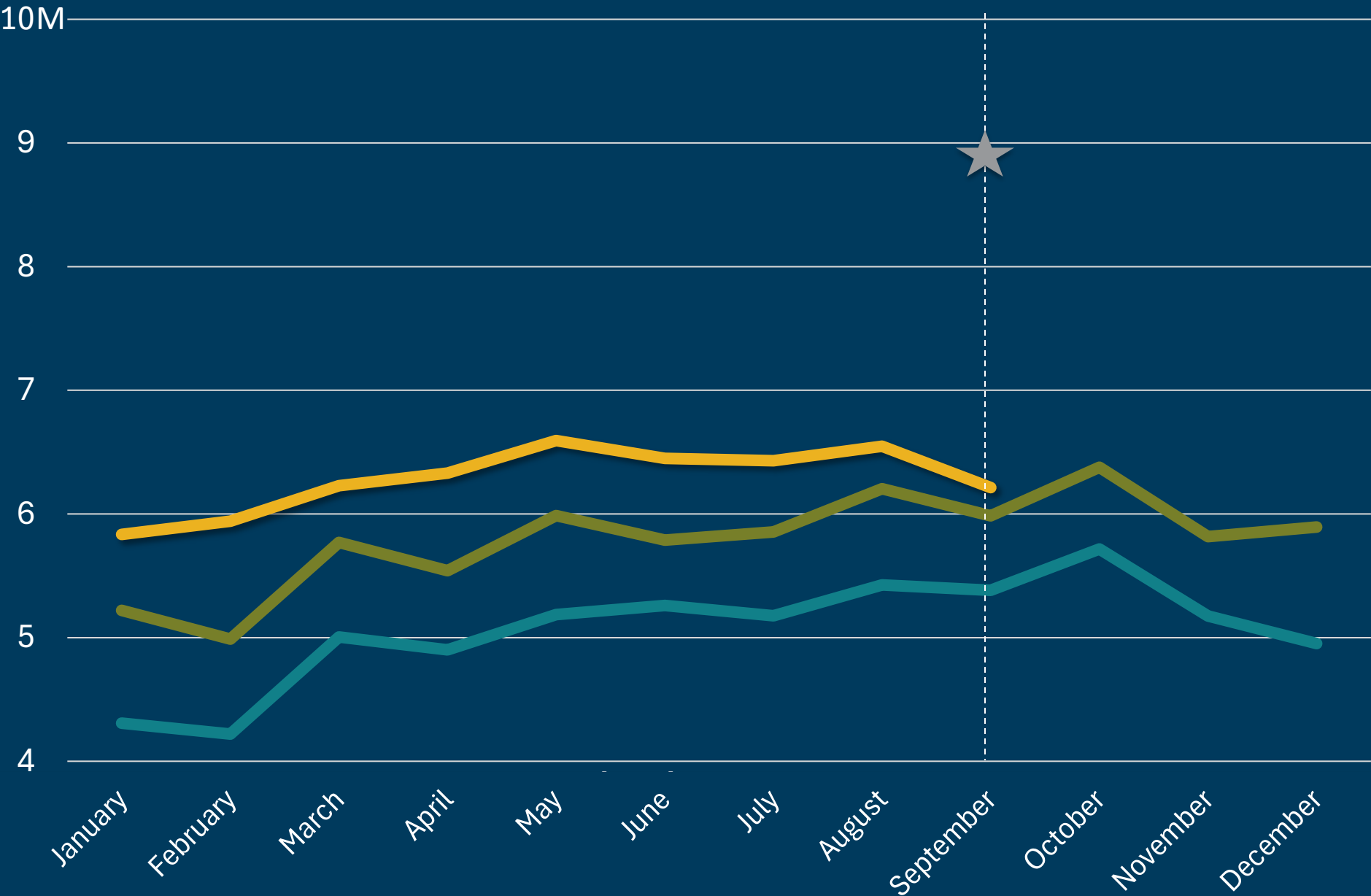
Today in the transit minute...

60
SECONDS



Monthly Transit Ridership (September)

2022 2023 2024



*TriMet, C-TRAN, SMART, Portland Streetcar, Ride Connection, Clackamas and Multnomah County

October Transit News Highlight





Metro

TPAC Agenda Item

November FFY 2025 Formal MTIP Amendment

Resolution 24-5443

Amendment # NV25-02-NOV

Applies to the 2024-27 MTIP

Agenda Support Materials:

- Draft Resolution 24-5443
- Exhibit A to Resolution 24-5443 (MTIP Worksheets)
- Staff Narrative with 2 Attachments

November 1, 2024

Metropolitan Transportation
Improvement Program

Ken Lobeck
Metro Funding Programs Lead

November FFY 2025 Formal MTIP Amendment

Formal Amendment Bundle Overview

- Amending or adding a total of 6 projects:
 - Adding 4 new projects
 - Amending 2 existing projects
- Cover briefly and open for discussion
- Seek approval recommendation to JPACT for Resolution 24-5443
- Staff Recommendation:

Staff is providing TPAC their official notification and requests an approval recommendation to JPACT to complete all required MTIP programming actions for the six projects in the November FFY 2025 MTIP Formal Amendment under resolution 24-5443.

November FFY 2025 Formal MTIP Amendment Themes

- Federally funded planning projects return to the MTIP.
- New ADA curbs and ramps construction funding for ODOT.
- TriMet's new Portland Streetcar Montgomery Park Extension project begins its programming and delivery adventure.

November FFY 2025 Formal MTIP Amendment

Adding Clackamas County SS4A Planning Grant

SS4A = Safe Streets For All

Key	Name & Description	Action	Net Changes
<p>23738 <i>New Project</i></p>	<p><u>Lead Agency:</u> Clackamas County</p> <p><u>Name:</u> Supplemental Planning: Civil Rights & Community</p> <p><u>Description:</u> Clackamas County will update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements. Project completion will be via direct recipient delivery rules.</p>	<p><u>ADD NEW PROJECT:</u> Add the new project to the MTIP.</p> <p>Funding is sourced from FFY 2023 cycle USDOT Safe Streets For All (SS4A) discretionary planning grant</p>	<p>Add \$330,000 federal plus match. Total MTIP programming amount is \$413,905.</p> <p>Formal Amendment Trigger: Adding a new project to the MTIP.</p>

November FFY 2025 Formal MTIP Amendment

Add New ODOT ADA Curbs and Ramps Construction Project

Key	Name & Description	Action	Net Changes
23692 <i>New Project</i>	<p><u>Lead Agency:</u> ODOT</p> <p><u>Name:</u> Portland Metro Area 2024-27 ADA Curb Ramps, Phase 2</p> <p><u>Description:</u></p> <p>ODOT project grouping bucket (PGB) supporting region-wide construction of ADA curb and ramp safety upgrades on multiple routes to meet compliance with the American with Disabilities Act (ADA) standards.</p>	<p><u>ADD NEW PROJECT:</u></p> <p>Add the new project construction and utility relocation phases to the MTIP.</p> <p>The PE phase was completed under Key 22978.</p> <p>The project's funding is sourced from Key 23043 (next project)</p>	<p>Adding federal Advance Construction funds of \$10,850,000 expected to be GARVEE bonds.</p> <p>Formal Amendment Trigger: Adding a new project to the MTIP.</p>

November FFY 2025 Formal MTIP Amendment

Tkey 23692 – Attachment 2 Curbs and Ramps List

Attachment 2: ODOT Key 23692 ADA Curbs and Ramps Site Location List

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
I-5	Pacific	001RLI00	289.43	1	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	2	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	3	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	1A	2	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	3A	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	2	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	3	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RQI00	290.42	1	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	2	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	3	2	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	4	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	1A	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	1A	2	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.61	1	1	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	1	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	2	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	3	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001SHI00	293.55	1	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	1	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	3	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	3	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	4	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2A	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2A	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard

November FFY 2025 Formal MTIP Amendment

Key 23043 – Splits Funds for Key 23692

Key	Name & Description	Action	Net Changes
23043 Existing Project	<u>Lead Agency:</u> ODOT <u>Name:</u> Portland Metro area 2024-2027 ADA Curb Ramp Construction <u>Description:</u> Non-MPO project grouping bucket (PGB) for ODOT supporting construction funding needs for ADA curb and ramp construction projects	<u>SPLIT PROJECT:</u> Split \$10,850,000 and combine into the new Region 1 ADA curbs and ramps construction project PGB in Key 23692. OTC approval is required and is scheduled to occur during their December 4, 2024, meeting.	Splits \$10,850,000 and commits the funds to Key 23692. Formal Amendment Trigger: Part of the adding a new project (Key 23692) to the MTIP

November FFY 2025 Formal MTIP Amendment

Re-add I-5 NB Interstate Bridge Electrical Components

WSDOT = Washington Department of Transportation

Key	Name & Description	Action	Net Changes
<p>22316 <i>New Project</i></p>	<p><u>Lead Agency:</u> ODOT</p> <p><u>Name:</u> I-5: NB Interstate Bridge Electrical Components (Portland)</p> <p><u>Description:</u> Restore the electrical components to their original locations, so that they can be connected permanently. Washington Department of Transportation is paying 50% of the total project (Bridge ID 01377A)</p>	<p><u>RE-ADD NEW PROJECT:</u> Re-add the Project to the MTIP.</p> <p>Construction phase bid issues delayed phase and required de-obligation. Now resolved, the project needs to be added again to the MTIP and STIP to obligate the construction phase.</p>	<p>Add a total of \$1 million dollars for the project. Cost is split 50/50 between ODOT and WSDOT</p> <p>Formal Amendment Trigger: Adding a new project to the MTIP.</p>

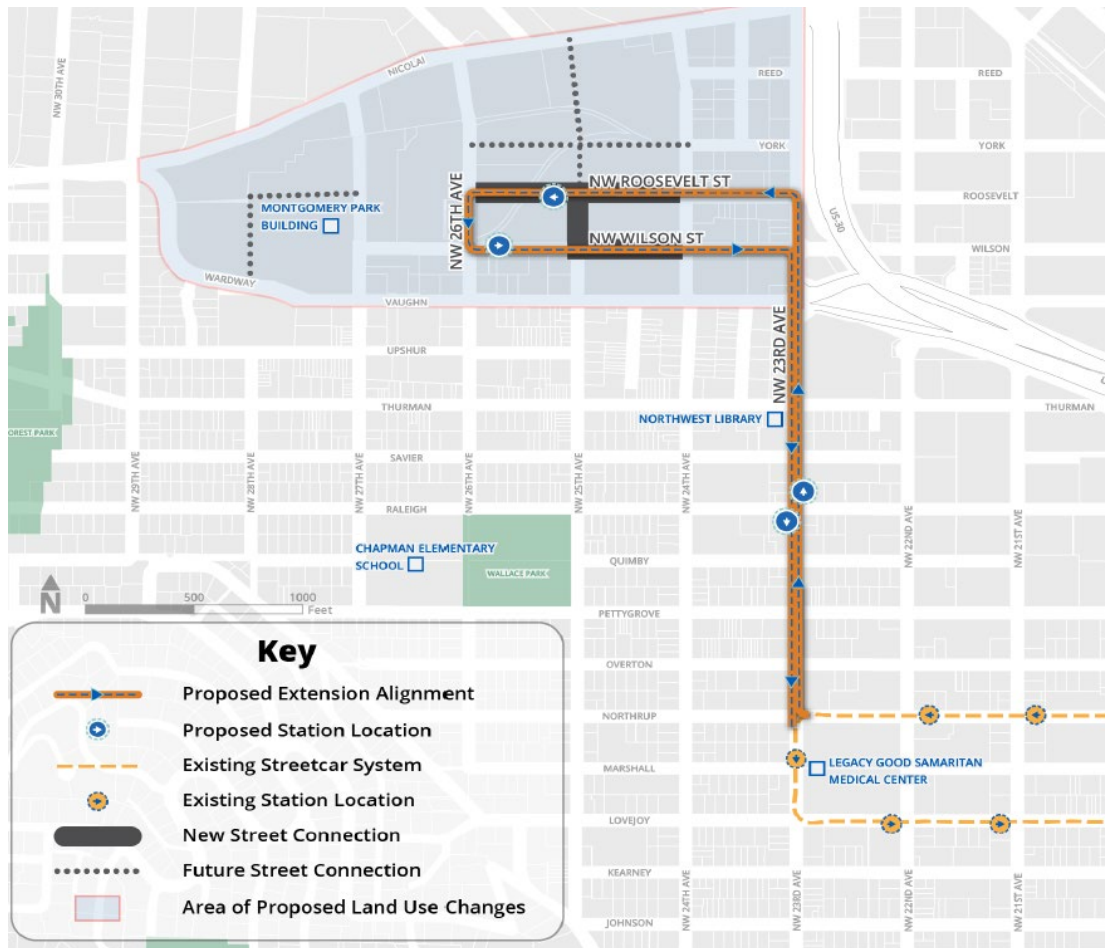
November FFY 2025 Formal MTIP Amendment

Add New Portland Streetcar Montgomery Park Extension

Key	Name & Description	Action	Net Changes
<p>23769</p> <p><i>New Project</i></p>	<p><u>Lead Agency:</u> TriMet</p> <p><u>Name:</u> Portland Streetcar Montgomery Park Extension</p> <p><u>Description:</u> The project will extend the Portland Streetcar NS Line 0.65 miles on 23rd Ave to Roosevelt St looping around to 26th Ave/Wilson St including guideway/track, stations, site work upgrades plus purchase up to 10 hybrid off-wire streetcars plus 23rd Ave rebuild/stormwater mitigation upgrades</p>	<p><u>ADD NEW PROJECT:</u> Add the new project's Preliminary Engineering (PE) and Other phases to the MTIP.</p> <p>Construction phase to be added later upon TriMet's ability to secure a FTA Small Starts Capital Investment Grant (CIG). Shared project with Portland</p>	<p>Add a total of \$41 million dollars of local funds for the PE Other phases</p> <p>Formal Amendment Trigger: Adding a new project to the MTIP.</p>

November FFY 2025 Formal MTIP Amendment

Key 23769 – Attachment 1 Project Map



November FFY 2025 Formal MTIP Amendment

Reduce Funding to Oregon Transportation Network Project

Key	Name & Description	Action	Net Changes
23530	<p><u>Lead Agency:</u> ODOT Public Transportation Division</p> <p><u>Name:</u> Enhanced Mobility E&D (5310) - TriCounty Area FY26 Oregon Transportation Network - TriMet FFY26</p> <p><u>Description:</u> Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.</p>	<p><u>REDUCE FUNDS:</u> A revised FTA allocation changes the authorized funding to the project.</p> <p>OTC approval was required and occurred during their August 2024 meeting.</p>	<p>Decrease the federal awarded State STBG funds from \$4,968,103 to \$1,700,000 .</p> <p>Formal amendment trigger: Cost change above 20%.</p>

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

November FFY 2025 Formal MTIP Amendment

Proposed Approval Timing

Action	Target Date
Start 30-day Public Notification/Comment Period	October 29, 2024
TPAC Notification and Approval Recommendation	November 1, 2024
JPACT Approval and Recommendation to Council	November 21, 2024
End 30-day Public Notification/Comment Period	November 27, 2024
OTC Meeting – For ADA Construction approval in Key 23692	December 4, 2024
Metro Council Approval	December 12, 2024
Final Estimated Approvals	Late January 2025

November FFY 2025 Formal MTIP Amendment Discussion, Questions, and Approval Request

- Open 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 to JPACT to complete all required MTIP programming actions for the six projects in the November FFY 2025 MTIP Formal Amendment under resolution 24-5443.

2028-30 Regional Flexible Funds Allocation (RFFA) – New Project Bond Candidate Project Eligibility Screening

TPAC

November 1, 2024



Metro



2028-2030 Regional Flexible Fund Allocation

Allocation categories

- Step 1A – bond repayment
- **Step 1A.1 – new project bond**
- Step 1B – regionwide programs & planning
- Step 2 – local projects

Exhibit A to Resolution 24-5415



Resolution 24-5415

DRAFT 2028-2030 Regional
Flexible Fund Allocation
program direction

June 2024

Region's intent
on how to
expend Flexible
Funds to
advance
regional policy
objectives

New Project Bond Proposal

- Project nominations
- Project eligibility screening
- Project evaluation
- Bond mechanism development
- Bond scenarios development



Project Nomination Eligibility Screening

Project Eligibility Requirements derived from:

- Federal funding eligibility
- Federal project delivery requirements
- Regional Flexible Fund program direction
- Implementation schedule



Evaluation Framework: Bond Purpose & Principles

Project Nomination	Nominating Agency	Eligibility Screen Result	
		Meets Eligibility	Moving Forward
82 nd Avenue Transit Project	TriMet	Yes	Yes
Tualatin Valley Highway Transit Project	TriMet		
Montgomery Park Streetcar Extension	Portland		
Earthquake Ready Burnside Bridge	Multnomah County		
OR99E (McLoughlin Boulevard) First and Last Mile Safe Access to Transit Streetscape Enhancements	Oregon City		
72 nd Ave. Phase I Tigard Triangle Corridor	Tigard		
Sunrise Gateway Corridor/Hwy 212	Clackamas County		
Better Bus	Metro		
SW 185 th Avenue MAX Overcrossing	Hillsboro		
Downtown Hillsboro Transit Center	Hillsboro		

2028-30 Regional Flexible Funds Allocation (RFFA) – New Project Bond Candidate Project Evaluation Framework

TPAC

November 1, 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: 28-30 RFFA Process



Project Evaluation & Bond Scenarios Analysis

Project Evaluation (now)

- Meets bond purpose and principles
- Meaningful impact toward RTP goals
- Project readiness (external assessment)

Bond Scenarios Analysis (next)

- High rated projects included in bond scenarios analysis
- Investments across categories and across the region
- Financial analysis



Evaluation Framework: Bond Purpose & Principles

Bond Purpose & Principles: Individual Project Evaluation

Bond Purpose:

Use regional revenues on regional or corridor scale projects

Leverage significant discretionary revenue that would otherwise be allocated to other metropolitan areas

Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.

Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.

Evaluation Framework: Bond Purpose & Principles

Bond Purpose & Principles: RTP Goals	
Bond Purpose:	Continuing the past practice to use bonded RFFA revenues to advance transportation projects that improve equitable access to jobs and services, reduce climate impacts, and improve safe travel on the transportation system
Bond Principles:	The identified projects significantly and comprehensively advance the RTP goals of safe system, equitable transportation, mobility options, thriving economy, and climate action and resilience

Evaluation Framework: RTP Goal Advancement

Measure	RTP Goals				
	Equitable Transportation	Safe System	Climate Action & Resilience	Mobility Options	Thriving Economy
Improves transit service for residents in an Equity Focus Area					
Addresses serious safety issues with effective countermeasures					
Increases speed, frequency and reliability of high-capacity transit					
Provides safer and more convenient access to transit					
Improves access to jobs and essential services by transit					
Identified by communities who face disparities in the transportation system as a priority					

Evaluation Framework: Bond: Project Delivery Assessment

- Conducted by external consultant
- Qualitative assessment of each project through review of scope, schedule budget related to:
 - Planning
 - Partnerships and Support
 - Environmental Considerations
 - Preliminary Engineering & Design
 - Construction

Evaluation Framework: Bond Evaluation Results

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

Project Evaluation Next Steps

Project Evaluation Results:

- December 2025 TPAC/JPACT

Bond scenario development:

- Input and direction from TPAC/JPACT in December
- Scenario development in January

Bond Scenario Development & Recommendation

- TPAC & JPACT deliberation on bond scenarios: February 2025
- TPAC & JPACT bond scenario recommendation: March 2025
- Public Comment: March 24 – April 28, 2025



2028-2030 RFFA: Step 1A.1 & Step 2 Public Comment and Recommendations

- Public Comment summary and responses: May 15, 2025
- TPAC & JPACT deliberations: June 2025
- TPAC & JPACT recommendation: July 2025
- Metro Council: July 2025



Questions or Comments?

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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