

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, October 4, 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)

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<b>9:00 a.m.</b>	<b>Call meeting to order, declaration of quorum and introductions</b>	Chair Kloster
<b>9:10 a.m.</b>	<b>Comments from the Chair and Committee Members</b> <ul style="list-style-type: none"><li>• Updates from committee members around the Region (all)</li><li>• Upcoming Funding Opportunities from USDOT</li><li>• Fatal crashes update (Lake McTighe)</li><li>• Transit Minute (Ally Holmqvist)</li><li>• Administrative Amendment to the 2024-25 UPWP for Regional Rails Future Study (John Mermin)</li></ul>	
<b>9:30 a.m.</b>	<b>Public communications on agenda items</b>	
<b>9:32 a.m.</b>	<b>Consideration of TPAC minutes, September 6, 2024 (<u>action item</u>)</b> <b>Consideration of TPAC workshop minutes, August 14, 2024 (<u>action item</u>)</b> Send edits/corrections to Marie Miller	Chair Kloster
<b>9:35 a.m.</b>	<b>Metro Transportation Improvement Program (MTIP) Formal Amendment 24-5434 Recommendation to JPACT (<u>action item</u>)</b> Purpose: For the purpose of amending, canceling, or adding a total of twelve projects to the 2024-27 MTIP to meet federal project delivery requirements.	Ken Lobeck, Metro
<b>9:50 a.m.</b>	<b>Metro FFY 2024 Obligation Targets Performance Summary</b> Purpose: For the purpose of providing TPAC members with a summary of Metro's Federal Fiscal Year 2024 (FFY 2024) obligation targets program overview and compliance rate.	Ken Lobeck, Metro
<b>10:05 a.m.</b>	<b>Community Connector Transit Study Introduction</b> Purpose: Provide an introduction to the study and discuss the work plan, engagement strategy and key policy considerations.	Ally Holmqvist, Metro
<b>10:35 a.m.</b>	Meeting break	
<b>10:40 a.m.</b>	<b>Regional Transportation Demand Management Strategy Introduction</b> Purpose: Provide an overview of the Regional TDM Strategy development process, key milestones, and upcoming opportunities for input.	Noel Mickelberry Grace Stainback, Metro
<b>11:20 a.m.</b>	<b>2028-30 Regional Flexible Fund – Step 1A.1 New Project Bond – Next Steps and Eligibility Screening Criteria</b> Purpose: To provide an overview of the eligibility criteria applied in the bond nomination screening process and outline the near-term next steps for the bond development process.	Grace Cho, Metro
<b>11:40 a.m.</b>	<b>Adjournment</b>	Chair Kloster

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## សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://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 9/24/2024**

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

<p><b><u>TPAC meeting, Oct. 4, 2024</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Fatal crashes update (Lake McTighe)</li> <li>• Transit Minute (Ally Holmqvist)</li> <li>• Administrative Amendment to 2024-25 UPWP for Regional Rails Future Study (John Mermin)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 24-5434</b>  <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• Metro FFY 2024 Obligation Targets Performance Summary (Ken Lobeck, Metro; 15 min)</li> <li>• Community Connector Transit Study Introduction (Ally Holmqvist, Metro; 30 min)</li> <li>• Regional Transportation Demand Management Strategy Introduction (Noel Mickelberry, Grace Stainback, 40 min)</li> <li>• 2028-30 Regional Flexible Fund – Step 1A.1 New Project Bond – Next Steps and Eligibility Screening Criteria (Grace Cho, 20 min)</li> </ul>	<p><b><u>TPAC workshop meeting October 9, 2024</u></b></p> <p style="color: red;"><b>CANCELED</b></p>
<p><b><u>TPAC meeting, November 1, 2024 hybrid meeting; in-person, MRC Council Chamber &amp; online via Zoom</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> <li>• Transit Minute (Ally Holmqvist)</li> <li>• 2028-30 RFFA – Update on Step 2 Applications</li> <li>• ODOT Update on Funding Allocations for 28-30 (Leverage, ARTS, etc.) (Chris Ford)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 24-XXXX</b>  <u>Recommendation to JPACT</u> (Lobeck, 10 min)</li> <li>• Freight Study update (Tim Collins, 30 min)</li> <li>• TriMet FX Plan – Program Update (Jonathan Plowman, TriMet, 30 min)</li> <li>• 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Eligibility Screening Results Summary and Candidate Project Evaluation Framework (Grace Cho, 30 min)</li> </ul>	<p><b><u>TPAC meeting, December 6, 2024</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> <li>• Transit Minute (Ally Holmqvist)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 24-XXXX</b>  <u>Recommendation to JPACT</u> (Lobeck, 10 min)</li> <li>• 2028-30 Regional Flexible Fund Step 2 – Summary of Applications Received and Process Next Steps (Grace Cho 20 min)</li> <li>• 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Candidate Project Evaluation Results and Bond Scenarios Development (Grace Cho, 45 min)</li> <li>• Safe Streets for All Update (McTighe, 45 min)</li> <li>• Climate Smart (Kim Ellis/Eliot Rose, 30 min)</li> </ul>

**Parking Lot: Future Topics/Periodic Updates**

- 82<sup>nd</sup> 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

Agenda and schedule information E-mail: [marie.miller@oregonmetro.gov](mailto: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 9/24/2024**

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

**All meetings are scheduled from 9am – noon**

\*Scheduled to avoid holiday conflicts

<p><b>*TPAC meeting January 10 hybrid meeting; in-person, MRC Council Chamber &amp; online via Zoom</b></p> <p><u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> <li>• Transit Minute (Ally Holmqvist)</li> </ul> <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 25-XXXX</b> <u>Recommendation to IPACT</u> (Lobeck, 10 min)</li> <li>• <i>82<sup>nd</sup> Avenue Transit Project (Melissa Ashbaugh, Metro; 40 min)</i></li> <li>• 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Initial Bond Scenarios (Grace Cho, 30 min)</li> </ul>	
<p><b>TPAC meeting February 7</b></p> <p><u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> <li>• Transit Minute (Ally Holmqvist)</li> </ul> <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 25-XXXX</b> <u>Recommendation to IPACT</u> (Lobeck, 10 min)</li> <li>• MTIP Performance Measure Discussion and MTIP Update (Blake Perez, 20 min.)</li> <li>• 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond – Final Bond Scenario Results and Preferred Scenario/Proposal Input (Grace Cho, 45 min)</li> <li>• 2028-30 Regional Flexible Fund Step 2 – Outcomes Evaluation Results and Risk Assessment Initial Results (Grace Cho, 45 min)</li> </ul>	<p><b>TPAC Workshop meeting February 12</b></p> <p><u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> </ul> <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> <li>• Regional Emergency Transportation Routes Phase 2: tiering methodology (John Mermin, Metro/ Carol Change, RDPO; 90 min)</li> </ul>

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

<p><b>TPAC meeting June 6</b>  <u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> <li>• Transit Minute (Ally Holmqvist)</li> </ul> <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 25-XXXX</b>  <u>Recommendation to JPACT</u> (Lobeck, 10 min)</li> <li>• 2028-30 Regional Flexible Fund Step 1A.1 – Public Comment Considerations and Proposal/Preferred Scenario Deliberations (Grace Cho, 60 min)</li> <li>• 2028-30 Regional Flexible Fund Step 2 – Initial Staff Recommendation (Grace Cho, 60 min)</li> </ul>	<p><b>TPAC Workshop meeting June 11</b>  <u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> </ul> <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> <li>•</li> </ul>
<p><b>*TPAC meeting July 11 hybrid meeting; in-person, MRC Council Chamber &amp; online via Zoom</b>  <u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> <li>• Transit Minute (Ally Holmqvist)</li> </ul> <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 25-XXXX</b>  <u>Recommendation to JPACT</u> (Lobeck, 10 min)</li> <li>• <b>2028-30 Regional Flexible Fund – Step 1A.1 &amp; Step 2 Allocation Recommendation to JPACT</b> (Grace Cho, 40 min)</li> <li>• MTIP Update and Milestone Timeline (Blake Perez, 15 min.)</li> <li>• Community Connector Transit Study: Network Vision (Ally Holmqvist, 30 min)</li> </ul>	
<p><b>TPAC meeting August 1</b>  <u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> <li>• Transit Minute (Ally Holmqvist)</li> </ul> <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 25-XXXX</b>  <u>Recommendation to JPACT</u> (Lobeck, 10 min)</li> </ul>	<p><b>TPAC Workshop meeting August 13</b>  <u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> </ul> <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> <li>•</li> </ul>

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



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

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• Climate Action updates</li> <li>• TV Highway Corridor plan updates</li> <li>• High Speed Rails updates (Ally Holmqvist)</li> </ul> | <ul style="list-style-type: none"> <li>• I-5 Interstate Bridge Replacement program update</li> <li>• Ride Connection Program Report (Julie Wilcke)</li> <li>• Get There Oregon Program Update (Marne Duke)</li> <li>• RTO Updates</li> </ul> |
|---|--|

Agenda and schedule information E-mail: [marie.miller@oregonmetro.gov](mailto:marie.miller@oregonmetro.gov) or call 503-797-1766.

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

## **Upcoming Funding Opportunities from USDOT**

The U.S. Department of Transportation has published a list of upcoming funding opportunities with anticipated NOFO dates. The upcoming opportunities are as follows:

October 2024 – PROTECT Grants

October 2024 – Regional Infrastructure Accelerators Demonstration Program

November 2024 – Tribal and Rural Assistance Pilot Program

November 2024 – RAISE Grants

December 2024 – Reduction of Truck Emissions at Port Facilities

To learn more about upcoming funding opportunities, see the [USDOT Discretionary Grants Dashboard](#).

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: September 27, 2024  
To: Transportation Policy Alternatives Committee (TPAC) and interested parties  
From: John Mermin, Senior Transportation Planner  
Subject: Administrative amendment to the 2024-25 Unified Planning Work Program (UPWP) for Regional Rail Futures Study

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## **Background**

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA. It includes all planning projects that will be receiving federal funds for the upcoming fiscal year. The UPWP describes a process for administrative amendments: 1) Notify TPAC; 2) Send amendment to USDOT for approval.

See attached project narrative which describes the Regional Rail Futures Study, funded by the Oregon Legislature. This project is not federally funded, and therefore is being processed administratively. Metro staff is including it in the UPWP for purposes of coordination and transparency.

## **Next Steps**

Metro staff will forward notice of this amendment to USDOT staff for approval and these changes will be reflected on the Metro's UPWP webpage.

Please contact John Mermin, [john.mermin@oregonmetro.gov](mailto:john.mermin@oregonmetro.gov) if you have any questions about this amendment.

## Regional Rail Futures Study

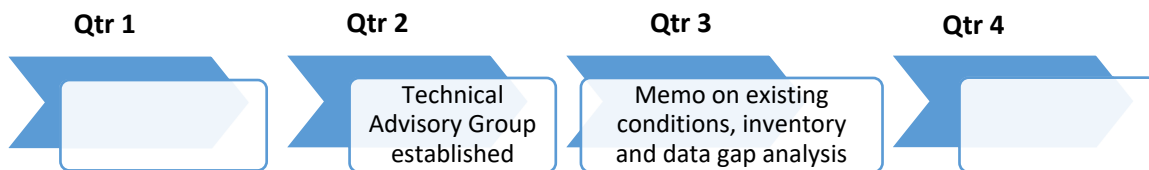
**Staff Contact:** Elizabeth Mros O’Hara, Elizabeth.Mros-OHara@oregonmetro.gov

### Description

The RTP establishes a strong vision for transit to help the Portland metropolitan region meet its transportation goals and provide communities with equitable, economic, safety and climate benefits. However, gaps remain in the transit system. While the region’s long-term target is 37% of jobs accessible by transit, our 2045 RTP constrained investments would only provide access to 8% of jobs. Reuse of existing freight rail lines is a potential solution to improve access already leveraged in the region (e.g., WES, Council Creek).

In April 2024, the Oregon State Legislature passed Senate Bill 5701, calling on Metro to study the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes. Metro, with the help of a consultant team, will assess heavy rail corridors for their ability to serve travel markets. In addition, staff anticipate organizing a technical advisory group that will provide feedback on the findings. The end result will be a memorandum to the Oregon legislature. The Regional Rail Futures memo will document findings, assess corridor readiness- barriers and opportunities, and make recommendations to inform the region’s vision for passenger rail priorities. It will recommend next steps (near and longer term), as well as identify areas that need more analysis, corridors that are likely to serve the most riders, and opportunities and barriers to implementation.

### Key Project Deliverables / Milestones



### FY 2024-25 Cost and Funding Sources

**Requirements:**

Personnel Services	\$ 68,352
Materials & Services	\$ 397,609 <sup>1</sup>
Indirect Costs	\$ 34,039

**Resources:**

State of Oregon Grant	\$ 500,000
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**TOTAL \$ 500,000**

**TOTAL \$ 500,000**

<sup>1</sup> The budgeted amount for Materials & Services includes potential costs for consultant activities.

# Meeting minutes



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**  
Date/time: Friday, September 6, 2024 | 9:00 a.m. to 12:00 p.m.  
Place: Virtual online meeting via Web/Conference call (Zoom)

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## **Members Attending**

Tom Kloster, Chair  
Jeff Owen  
Dyami Valentine  
Judith Perez Keniston  
Jaimie Lorenzini  
Jay Higgins  
Mike McCarthy  
Chris Ford  
Gerik Kransky  
Bill Beamer  
Sarah Iannarone  
Sara Westersund  
Jasia Mosley  
Indi Namkoong  
Ashley Bryers  
Katherine Kelly  
Steve Gallup  
Shauna Hanisch-Kirkbride

## **Affiliate**

Metro  
Clackamas County  
Washington County  
SW Washington Regional Transportation Council  
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  
Community member at large  
The Street Trust  
Oregon Walks  
Community member at large  
Verde  
Federal Highway Administration  
City of Vancouver  
Clark County  
Washington Department of Ecology

## **Alternates Attending**

Karen Buehrig  
Sarah Paulus  
Francesca Jones  
Dayna Webb  
Will Farley  
Dakota Meyer  
Gregg Snyder  
Kate Lyman  
Glen Bolen  
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 Troutdale and Cities of Multnomah County  
City of Hillsboro and Cities of Washington County  
TriMet  
Oregon Department of Transportation  
Washington State Department of Transportation

## **Members Excused**

Allison Boyd  
Eric Hesse  
Tara O'Brien  
Laurie Lebowsky-Young  
Lewis Lem  
Marianne Brisson

## **Affiliate**

Multnomah County  
City of Portland  
TriMet  
Washington State Department of Transportation  
Port of Portland  
OPAL Environmental Justice Oregon

Shawn M. Donaghy  
Danielle Casey

C-Tran System  
Federal Transit Administration

**Guests Attending**

Adam Torres  
April Bertelsen  
Bryan Graveline  
Clark Goldenrod  
Doug Forsyth  
Eve Nilenders  
Gabriela Lopez  
Henry Miller  
Jean Senechal Biggs  
Jessica Engelmann  
Jonathan Maus  
Joseph Auth  
Kenny Werth  
Mat Dolata  
Max Nonnamaker  
Michael Hashizume  
Miranda Seekins  
Miranda Wilson  
Nick Fortey  
Tiffany Gehrke  
Trevor Sleeman

**Affiliate**

Clackamas County  
Portland Bureau of Transportation  
Portland Bureau of Transportation  
Portland Bureau of Transportation  
  
Multnomah County  
  
City of Tigard  
City of Beaverton  
City of Beaverton  
BikePortland  
City of Hillsboro  
Oregon Department of Transportation  
City of Hillsboro  
Multnomah County  
BikePortland  
Washington County  
  
Federal Highway Administration  
City of Tigard  
Oregon Department of Transportation

**Metro Staff Attending**

Abigail Smith, Ally Holmqvist, Andre Lightsey-Walker, Anthony Cabadas, Blake Perez, Caleb Winter, Cindy Pederson, Grace Cho, Hanna Howsmon, Jai Daniels, Jake Lovell, Jaye Cromwell, John Mermin, Kadin Mangalik, Kate Hawkins, Ken Lobeck, Kim Ellis, Marie Miller, Marne Duke, Matt Bihn, Matthew Hampton, Michaela Skiles, 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 committee members around the region**

Chris Ford announced as part of the state executive branch agency request budget, ODOT submitted its budget based on expected revenues which are \$350 million short for the 2025 biennium. The biennium starts July 1, 2025. We've said that if the current revenues stay the same, there's going to be a substantial reduction in services facilities and staff. That's been in the news, and I don't think it's a shock to anyone. A lot of the agencies here are facing the same issues and have been supportive of the whole idea to ultimately make sure that operations and maintenance are taken care of in our transportation system. New projects are great. They do good things. But being able to operate and maintain the system that we have with the staff and expertise is definitely the main focus. We continue to be hopeful that capital projects are a secondary or tertiary discussion, knowing that is a first line concern.

Most of you know that the Joint Committee on Transportation are doing road shows around the state. They have been listening to issues in different parts of Oregon. They started the whole tour in early June in Portland and they're coming back to the region. The 26<sup>th</sup> they will be in Happy Valley and the 27<sup>th</sup> they'll be in Hillsboro. I believe that's the end of the tour. Every few years ODOT has a local consultant survey. It's a place to provide feedback about the level of customer service and engagement that ODOT provides and all its services. We have a lot of different types of services, ones you're familiar with and others not. It's been minimal participation and response, and we need everyone's help. This is an FHWA requirement, so we need a good amount of response. It will take five to 15 minutes. I encourage you to have your agency or organization fill that out and pass it to those in your network. The closing deadline is Sept. 27. A link to the survey was shared: <https://www.cognitoforms.com/ODOT2/ODOTLocalConsultationSurvey2024>

Chair Kloster announced the first hybrid meeting for TPAC was pushed back from October to the November 1 meeting. We are arranging to have technical support to assist in the Metro Council Chamber. Metro Regional Center continues to be under construction and upgrades making it challenging for attendees until a bit later in the year. The November 1 meeting will be hybrid allowing for in-person and online option attendance.

Karen Buehrig announced she would be stepping away from the member position on TPAC, representing Clackamas County. Jeff Owen will now serve as the member. Appreciation to the committee and Metro staff was given for the 13 years served on the committee. Acknowledgement was given to the many projects and programs that the County worked on through this committee and Metro's support providing transportation access to jobs and trail systems, and investments that help improve systems in the region.

I would urge people to recognize that when it comes to transportation and other things it's not one size fits all. There are unique solutions for unique places. The thing that makes Clackamas County unique is its hills and trees, and its access to nature and the rivers that run through it. But those are the same things that make access more challenging. We don't have a grid network because we have to get over hills and we have to connect over rivers. As we think about our planning for those areas, we have to be very thoughtful and think of innovative solutions and tackle those hard problems.

Yesterday I ran across the 1995 legislative agenda where the region was working on how they could move the Sunrise Corridor forward. It's been on the Regional Transportation Plan for that many years, and recently we have been working with the community to figure out how we get the right solution for right now in that area.

The largest piece of land that's within the Urban Growth Boundary that doesn't have urban zoning is right outside Happy Valley. Also, in Clackamas County we have the largest number of urban reserves. We have those spaces that are transitioning both from rural to suburban, suburban to urban. We need to figure out how we have the best access for all of those people living there and moving there and accommodating the needed housing units in the densities that we need.

I want to leave you with a thought that we should be thinking about the solutions that are appropriate and how we can make sure we're creating those 20-minute neighborhoods so the people of Happy Valley can take transit to their jobs in the industrial land area. We need to have people given access to great transit for jobs, parks, services and diverse lifestyle choices. The committee thanked Ms. Buehrig for all her efforts and work.

Redistribution fund request form availability (Ted Leybold/Ken Lobeck) Mr. Leybold noted you may remember a month or two ago we approved the allocation of \$10 million of redistribution funds to go to recent regional flexible fund allocation projects that have received funding in the past but have not gotten through to construction yet. Some are struggling with high inflation impacts that have occurred over the last few years in terms of being able to afford to build their projects to full scope. Those funds are now available, or an application for those funds. It's been distributed to the TPAC interested parties list. We ask the committee to forward to county coordinating committees and others in your mailing lists. These applications are due Oct. 11. If you have any questions about them you can contact Mr. Lobeck or Mr. Kaempff. In terms of filling out the forms we ask you to provide a little bit of information about the cost increases and why those have occurred. We'll come back to you after doing some processing and evaluation, returning to TPAC with some recommendations by January 2025 for how to allocate those to projects.

Mr. Lobeck added these funds are available but consider on top of your existing program how we programmed it. This becomes potentially an issue for overmatch projects with Overmatch. Also, on the project list we put out that was just an initial generic list. We didn't review it that closely. There have been a few that have come back noting projects already done. You're not going to get anything for that. We had one apparently come in where we did a fund transfer we forgot about. That's not eligible. You do not want to try and put federal funds on a project that's now locally funded. You are responsible for the match. The match is 10.27%. I don't think there will be any variation on that at all.

If you are going to construction, you might want to get an updated cost estimate on your phase. About 99.9% of the projects going forward into construction are coming in short. That will help determine if you're getting money on top of that. If you plan to submit multiple submissions think about prioritizing of importance so it provides a fairness to how we'll allocate the funds. If you have any questions simply contact me so we can talk about the project.

Monthly MTIP Amendments Update (Ken Lobeck) Reference to the memo in the packet was made on the monthly submitted MTIP formal amendments submitted September 2024 Report. Questions on the memo can be directed to Mr. Lobeck.

Fatal crashes update (Anthony Cabadas) The July – August regional traffic deaths was reported by Anthony Cabadas, new staff member to the Metro Safety team. To reaffirm, Metro's actions are being continually committed to systematic change that can prevent future deaths with safe streets, safe speeds, safe people, and safe vehicle sizes, and post-crash care and response. Some of the actions regional partners are taking for safer streets were shared:

- Metro SS4A Program: Identified city and county high injury corridors using 2017-2021 crash data showing where the highest concentration of serious crashes occur. Learn more: <https://storymaps.arcgis.com/stories/5a4c5040c8a7493fb877bc4e529ebdf7>
- Oregon Walks and PCCC Community Project: Collaborated on the Speed Kills campaign to develop a story map showing the link between travel speed and pedestrian traffic deaths. Learn more: StoryMap: <https://storymaps.arcgis.com/stories/c3f7afa7d4fd4f149f2f1250ce248e74> and Map: <https://portlandcc.maps.arcgis.com/apps/instant/basic/index.html?appid=fe9a2f57151d4e3590ef866cf469edb0>
- FHWA: Sharing a new resource of case studies of Promising Practices to Address Road Safety among People Experiencing Homelessness. Learn more: <https://highways.dot.gov/safety/zero->



Sarah Iannarone noted it's absolutely horrifying that we have so many deaths in these summer months. I hope that as we are talking about maintenance and operation of our transportation system, safety for all users is considered a basic, essential element when we are weighing investments and trade-offs.

Chris Ford thanked Ms. Iannarone for her thoughtful comment. ODOT's funding request to the legislature is focused on service functions - maintenance and operations as well as customer service at DMV and CCD. The secondary request is for boosts to safety system investments - preservation, programmatic and systematic safety investments (such as ARTS), safe routes to schools funding, the on-road bike and ped network, and great streets. The annual estimated need and annual funding gaps for these programs is in slide 11 of the transportation funding need presentation made at the April Region 1 Area Commission on Transportation: <https://www.oregon.gov/odot/Get-Involved/ACT/R1ACT-040124-TNS-presentation.pdf>

Transit Minute (Ally Holmqvist) Ms. Holmqvist noted the goal of this monthly presentation is greater awareness about where we're at in the post Covid recovery and what our transit agencies are doing to support that and the ways that all partners in the region can also support transit ridership recovery through investment as something that we all own together. Each monthly report going forward will have a quick look at ridership statistics and then a feature on recent efforts or investments made by partners to spur a future inspiration.

Starting with statistics, a graph was shown on current ridership over the past three years. It was noted ridership has normal regular ups and downs due to many factors. We will focus more on significant trends and comparing year over year. We had an 8% ridership increase over this time last year and puts us at about 69% of pre-pandemic ridership earlier this year. During the lull in May regional capital improvement projects progressed in the region with efforts to get the system ready for the busiest time of year that we expect in the fall. Highlights of this work were shown.

Jeff Owen noted great to see the snapshot slide for total MSA regional transit ridership and progress; Next challenge: Can we also grow that effort to be more fully multimodal for all modes to show a more comprehensive regional mobility snapshot across all modes.

Dyami Valentine added nice job Ally! Thanks for shout out to the transit improvements being made throughout the region. Appreciate making time for this. April Bertelsen agreed. Thank you, Ally and fellow transit providers, for continuing to improve transit and elevate awareness! Kate Lyman added echoing what others have said - thank you Ally for all of the great info about transit happenings in the region!

2028-30 RFFA Step 2 – Call for Projects (Grace Cho) Ms. Cho noted today is the opening day of the Regional Flexible Fund Allocation Step 2 Call for Projects. We had a workshop earlier this week for potential applicants where we covered a bit of information. A link to the application workshop event, where slides and recordings were shared, for information to refer back as you begin your applications for Step Two was shared: <https://www.oregonmetro.gov/events/applicant-workshop-2028-30-regional-flexible-fund-step-2-allocation/2024-09-04>

A ShareFile link was shared to link directly into a summary of the letters of intent that we received

as part of the pre-application period that was held in July. [https://oregonmetro-my.sharepoint.com/:b/g/personal/grace\\_cho\\_oregonmetro\\_gov1/Ed9M9w-sKLZNvzfUpDjXlhMBu\\_jqQjE710m5CXNhflpqMw?e=Rly4yc](https://oregonmetro-my.sharepoint.com/:b/g/personal/grace_cho_oregonmetro_gov1/Ed9M9w-sKLZNvzfUpDjXlhMBu_jqQjE710m5CXNhflpqMw?e=Rly4yc) Thank you for regional partners for participating and indicating your interest in Step 2.

Forty potential applications are coming in from the region, just barely squeaking under our application cap of 42. Thirty of them are for construction projects and 10 are for project development. We anticipate that maybe not all of those applications will be submitted because we encouraged putting in more in your letter of intent than planning since there's not penalty of that.

The total estimated cost for those 40 projects was about \$323 million. Quite an over subscription with the requested ask from RFFA funds at about just under \$232 million. Recognizing that Step 2 has approximate allocation budget of around \$47 to \$60 million, but something more likely in the middle, we're probably looking at a program requested amount thus far through the letters nearly five times what's available. I highlight the need to get started on your Step 2 applications early because this will be a fierce competition. For questions you are encouraged to reach out to Ms. Cho. As a reminder, Step One Bond nominations are due by the end of today.

2024-25 UPWP Administrative Amendment for minor budget changes (John Mermin) Mr. Mermin reminded the committee the Unified Planning Work Program (UPWP) is where we provide a brief snapshot of the regionally significant planning work coming up in the upcoming fiscal year, which begins July 1. There's a memo in the packet that includes project narratives with edits shown and track changes. These are minor changes to the budgets for a handful of Metro projects to reflect changes in MPO funding that came in through the Oregon Department of Transportation and some minor adjustments to the Metro budget. For the next step I'll forward the notice of this amendment to USDOT for their approval. These changes will be reflected on our website. For any questions the committee was encouraged to contact Mr. Mermin directly.

A heads up was given that the kickoff of the next years' UPWP will be beginning next month for the projects from July 2025 through June 2026. If you know of any regionally significant planning projects going on in your area that will be getting underway during that time period., please send me the name and contact person so we can include them on our kickoff email that gest sent out next month.

Public Communications on Agenda Items – none received

#### Consideration of TPAC Minutes from July 12, 2024

Chris Ford proposed the following edits to the minutes:

- Page 8, first paragraph under Key 19071 – I-5 Rose Quarter Improvement Project, first sentence. The project description sentence refers to highway covers (plural); this should be a singular highway cover, not multiple covers).
- Page 10, third paragraph – Sentence – “This was agreed, the recommendation to move an additional \$30 million into the lids project.” ODOT did not agree to the recommendation, and the sentence is confusing. The sentence was deleted from the minutes.

Motion to approve the minutes from July 12, 2024 with proposed edits made by Chair Kloster. Motion passed unanimously.

2023 Regional Transportation Plan Implementation and Local TSP Support Update (Kim Ellis/Andre Lightsey-Walker) Kim Ellis began the presentation noting the memo in the packet that provided several links to key activities underway to support local and regional implementation of the 2023 RTP. More links to programs and activities were shared in the chat. A brief overview of the elements in the Regional Transportation Plan (RTP) was shared by Mr. Lightsey-Walker. Information was shared on Transportation System Plans (TSP). Cities and counties build Transportation System Plans (TSPs) to address local transportation needs and challenges. These plans are guided by the statewide planning goals, Transportation Planning Rule, Oregon Transportation Plan, and the RTP.

Metro's role in supporting local TSPs was described. Local TSPs are required to demonstrate substantial compliance with the RTFP to be deemed consistent with the RTP. All jurisdictions currently comply with the RTFP. There are no deadlines for TSP updates. Historic TSP support methods includes a TSP liaison program. The link for a list of program liaisons was shared: <https://www.oregonmetro.gov/sites/default/files/2024/09/05/Local-government-liaisons-list-August-2024.pdf>

A checklist of Emerging TSP Support Methods and Next Steps was shared:

- Local Liaison Program Reboot
- RTP/RTFP/TPR Crosswalk
- Metro guidance on specific topics
- Updates to online maps and data
- Expanded project list data
- Metro TSP Office Hours
- TSP Coordinating Committee
- TSP support survey

Comments from the committee:

Jeff Owen was curious about the crosswalk. How soon do you think that would be completed. At Clackamas County we are soon to do a full TSP update. That would likely last the duration of 2025 and 2026. Curious on timing when you think some of those documents, including the crosswalk, might be completed.

Kim Ellis noted the crosswalk is something that we have started and developed. We would like to review it with ODOT and DLCD staff before we put it out there. I think in the next couple months would be the timing of the High-Capacity Transit checklist and TDM/TSMO system completeness guidance that is already posted on the TSP webpage. We will give updates at TPAC when new information is available. But we thought that type of crosswalk would not only benefit us and help you, and maybe save resources in terms of having a consultant having to do that. Often that's a key part of their work when they get into a TSP update.

Mike McCarthy thanked the staff for pulling all this together, which was thought to be really helpful. For us in Tualatin, we're quite a way into our TSP work now. I think Beaverton is in a similar state, and I know a number of other cities around Washington County are starting or will soon be starting updates. I think if you can email out to the group resources as they become available, or a form that would get it all out to everyone, all of our counterparts around the region, that'd be very helpful. Ms. Ellis noted we will have a fact sheet that will have links to everything in one place. It was added staff could attend coordinating committees periodically to provide updates. Our staff serves as liaisons to coordinating committees and attends these meeting now.

Chair Kloster added we can also make sure we get to all of the jurisdictions. Mr. McCarthy agreed. When we get to a point where you think you have a lot of the tools together or available or soon to be available, it would be great to have a presentation at the coordinating committees.

It sounds like a TSP work group, but wanted to ask if you would include some of the consultants in that as well. I know there are a few different consultant companies that work with a lot of the cities around the region, and I would imagine it would be helpful to have them at the table also. Mr. Lightsey-Walker agreed, that's the plan. I think that one of the survey questions we were going to ask is if your jurisdiction is working with a consultant to develop your TSP and get an understanding of that distribution, and definitely have consultants involved in that.

Jaimie Lorenzini noted these tools are really cool and I know they will be updated over time. Given the frequency of potential updates would it be possible to house the links on a planned resource webpage? Mr. Lightsey-Walker noted we have a TSP webpage and we have been updating it periodically. We will continue to do that. Once we think we have everything up to date we'll do an announcement about that. Chair Kloster added we might push that page out to the coordinating committees as well, so people have links to things on a website to find information.

Jay Higgins noted I think coming out of COVID there's a discussion about the RTP being updated. I'd like to know a little about that part of the plan. How does that work in, because we're expected to be compliant with it and upcoming processes. How do we time that out? Ms. Ellis noted we will be updating the Regional Transportation Functional Plan. But we are basically deferring that to begin later next year, not this year, for a number of reasons.

One, there are some of the climate related work that we need to do in the near term and address those corrective actions that we've identified with the Climate Smart Strategy. There's also work scoping right now for the Future Vision Update, which is going to lead to an update to the 2040 Growth Concept that will also lead to Functional Plan updates. This will allow us time to sync up a little bit more with that work. Then we will work through TPAC and MTAC to develop the needed updates because there were so many changes to the transportation planning roles that it's going to take us some time. There may be some pre-work that we're doing before we get into that update.

The questions that have been raised now with the changes in the transportation planning role and the new RTP that we're working through is helping us identify what parts of the functional plan are going to need to be updated. Some of them lightly but some are more significant, particularly around the performance measures and performance standards work. That work would be 2025 and into 2026 and feed into the Regional Transportation Plan update.

Forward Together 2.0 Vision (Kate Lyman, TriMet) The presentation began with an overview of the purpose of Forward Together 2.0. This provides an aspirational vision for TriMet service growth, responds to community desires and supports TriMet's Vision 2030, identifies how to meet targets for ridership in the Regional Transportation Plan, and will be used as a tool to seek additional operating revenue. Forward Together 2.0 builds on Forward Together 1.0 and replaces former unified service enhancements plans.

Provided were the project timeline, draft future network and MAX service concept where All MAX segments would operate at 7.5-minute frequency or better. Each County and Central Portland were shown with MAX or FX and bus lines with the envisioned plan. The Forward Together 2.0 vision

increases weekly revenue hours by 56%. Ten new FX and frequent service lines are added. By 2045 residents within ½ mile of frequent service reach 1.14 million people (54% of all district residents). Jobs reachable in 45 minutes increase by 46%. Jobs reachable in 45 minutes by residents living in equity areas could reach 107,000.

It was noted the public outreach phase of the project has been put on hold for another year until TriMet can get more clarity on the pace with which we can deliver Forward Together 1.0. Recent improvements and new service changes need to be understood before we can present to our community how quickly we can do this plan. We are integrating all these concepts with the FX system plan, so when we come out to the public in a year, we have a vision that shows where the FX corridors would go as well as how the local bus lines might adjust to those corridors if adjustments are needed.

Comments from the committee:

Jeff Owen thanked TriMet for presenting some of this material yesterday to CTAC. Appreciation for the work was given and excited by the vision our region has with aggressive goals. We have a lot of needs all around the region and number dollar signs get bigger and bigger over time. As our region grows priorities are a really big input. We can do something like the RTP, thinking of a lens of what's financially constrained versus strategic. A question for you might be obviously this isn't cost it out, but maybe an open question to everyone is to think about, with bold visions, how do we prioritize and how are we going to make decisions about what essentially could be tons of exciting great ideas on the map that we don't quite know the dollar signs of just yet. How would TriMet in this regard think of prioritizing and spending funds at a time when many agencies all around the table are a little tight for funds. How do we both balance this great, big bold vision with being financially constrained as well.

Jay Higgins thanked TriMet for the workshops they have been presenting. It's great to get together as a county and we think about it with all other cities and how the service process those batteries and gets improved. We really enjoyed this process thinking forward. You mentioned you checked this against the RTP which is that 2045 horizon, but you said there's this 2030 Vision. Can you explain that again, what's the horizon for this plan, what's the aspiration.

Ms. Lyman noted the horizon for this plan is 2045. We want it to be useful in the next RTP update as helping to provide input to the strategic transit network separately. TriMet has our leadership own goal called Vision 2030. That's a near-term goal for us to try to meet certain ridership target by the year 2030. That's just an internal goal. That's a goal set by our Executive Team and its sort of separate from the RTP but the vision for the timeline for which all of these service improvements would be delivered is presumably 2045.

Mike McCarthy thanked TriMet for the good work that went into pulling this whole thing together. I like the new and expanded service lines highlighted in yellow all over the region that closely match a lot of the transportation demand lines out there. A couple of things I wanted to mention. Add or include in the next version the I-5 Sound Corridor, which is where we have the most people coming in and out of the Portland Vancouver region on a daily basis. It seems notably absent in terms of service. That's one that we just keep seeing more and more demand on. I think we're a couple hundred thousand people a day coming in and out of the region that way. This seems that a flow that we should be serving with transit. We're also seeing more people commuting in and out of the Metro region from some of the outlying cities. I'd love to see us do more to either connect with the

transit systems in those areas or have direct service to and from those areas. I think if by doing that we could reduce our VMT per capita for the whole state or region.

Ms. Lyman noted the questions you had about service out to Newberg and areas in that direction might be something Ms. Holmqvist could discuss in her Community Connector Transit Study, or what used to be called the First Last Mile Study. Ms. Holmqvist added we actually just had a meeting talking about some transit provider workshops that we're planning for on that effort. This is something I'll talk a little bit more about in October. We are planning to convene the agencies in the region, but then also the inner-city providers to start talking about the connections between the different transit routes, a little bit in the mobility hub portion of the Community Connector Transit Study that we're now calling it. We're also talking about just service in general and where there may be opportunities to fill gaps and efficiencies. That is something that we are going to be looking at in that study in certain ways. I'll be talking a lot in October on what's envisioned. This is something we were looking and thinking about, both growths to growing areas and also of the edges of the region. Get a sneak peak at our project website: <https://www.oregonmetro.gov/public-projects/community-connector-transit-study>

Mr. McCarthy noted we were finding out in our TSP that we have about 30,000 people a day commuting to and from Tualatin and of those 8,000 are coming from outside the Metro area. Chair Kloster noted in the RTP there's a placeholder for an access to transit. The idea was providing access to our fixed route system. Ms. Holmqvist will come back and talk about that and get feedback in terms of where the gaps are especially how can we provide access from places where fixed route doesn't work or can't be justified, but still needs to have a connection to the fixed system.

Indi Namkoong was excited to see a possible new north south line in her neighborhood that could be a bit of a struggle in her neck of the woods. In trying to capture information, you named a 45% increase in service. I think seeing this plan gives a lot of runways to get people excited about what the future can look like and brought in on helping to grow this together. Do you have any sense at this point of the kind of revenue or budget growth you'd need to sustain this level of service in the long run? Obviously, not next year, but out towards the farther ends of this timeline.

Ms. Lyman noted we are working on that calculation. In addition to not just additional operating revenues to support more bus drivers, more mechanics, everything that we would need to expand our capital facilities, most likely to deliver this kind of service. We need more buses, more trains, and more places to store and maintain them. So, we are working on that kind of implementation plan to be more specific about the revenue required to deliver it.

Jaimie Lorenzini had a question about the revenue side of the equation. Going into 2025 I know the OTA is proposing a very sizeable increase to the STIF funding, and from my understanding, when we look at Forward Together 1.0 the revenue side of the equation isn't so much the issue as much as is the labor constraints. I'm curious what's happening with the balance of those unallocated dollars. Are they carried forward? Are they repurposed for other elements of the plan? How does that work?

Ms. Lyman asked the unallocated dollars in the current STIF plan, is that what you're referring to? Ms. Lorenzini noted for the funding that otherwise would have been used to implement for Together 1.0. Is that been held in a reserve for when labor does become available? Ms. Lyman noted I would be happy to get back to you on that question. I don't want to give you an incorrect answer but I can check with our finance team to see exactly what's happening with those dollars and let you

know. Ms. Lorenzini noted I know it's been such a challenge to figure out the labor side of the equation and it's not just a TriMet issue, it's an all-transit issue.

Ms. Lyman noted we're working really hard on our training programs, analysis of trying to project attrition rates, hopefully with attrition being less and less as time goes on. Labor is one of our biggest challenges to implement right now. As we think about the pace with which we might, if we were to be so lucky as to receive enough funding to deliver some of these ideas and Forward Together 2.0, we would be thinking carefully about the pace at which we could actually deliver that, given the realities of the labor force in this region.

Dyami Valentine appreciated the collaborative effort on this. Kudos to your team and developing this project and improving coverage. It certainly is aspirational and building on what other talked about in terms of funding and how we prioritize these improvements. I'm encouraged by some of the proposals that are coming forward in terms of improving and increasing the statewide transportation improvement fund. Hopefully everyone's legislative priorities are aiming in the same direction and we're all supportive of that effort.

Francesca Jones noted the City of Portland is excited for the Forward Together 2.0 effort overall, and we're excited that TriMet is taking an aspirational approach and want to voice our support for the hold on outreach to integrate the engagement. We know that it would be ideal to do the outreach for both Forward Together 2.0 and FX integrated together. We see that there needs to be an increased service frequency on the FX lines and that should be reflected in Forward Together 2.0.

### **Adjournment**

There being no further business, meeting was adjourned by Chair Kloster at 10:41 a.m.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, September 6, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	9/6/2024	9/6/2024 TPAC Agenda	090624T-01
2	2024 TPAC Work Program	8/30/2024	2024 TPAC Work Program as of 8/30/2024	090624T-02
3	Memo	8/28/2024	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: September 2024 Report	090624T-03
4	Memo	8/30/2024	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Administrative amendments to the 2024-25 Unified Planning Work Program (UPWP)	090624T-04
5	Minutes	7/12/2024	Draft Minutes from TPAC July 12, 2024 meeting	090624T-05
6	Memo	8/30/2024	TO: TPAC and interested parties From: Kim Ellis, AICP, Climate Program Manager André Lightsey-Walker, Associate Transportation Planner RE: Update 2023 Regional Transportation Plan Implementation Activities	090624T-06
7	Presentation	9/6/2024	Forward Together 2.0 A Long-Range Plan for TriMet Service	090624T-07
8	Presentation	9/6/2024	Fatal Crashes Report: July-August traffic deaths in Clackamas, Multnomah and Washington counties	090624T-08
9	Presentation	9/6/2024	Transit Minute Update	090624T-09
10	Memo	9/6/2024	TO: TPAC and interested parties From: Grace Cho, Principal Transportation Planner RE: 28-30 Regional Flexible Fund Step 2 – Summary of Letters of Intent Received	090624T-10
11	Presentation	9/6/2024	Regional Transportation Plan Implementation	090624T-11





# Meeting minutes

Meeting: **Transportation Policy Alternatives Committee (TPAC) Workshop**

Date/time: Wednesday, August 14, 2024 | 9:00 a.m. to 12:00 p.m.

Place: Virtual online meeting via Web/Conference call (Zoom)

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**Members Attending**

Ted Leybold, Vice Chair  
Judith Perez Keniston  
Eric Hesse  
Jaimie Lorenzini  
Jay Higgins  
Mike McCarthy  
Laurie Lebowsky-Young  
Bill Beamer  
Sarah Iannarone  
Jasia Mosley  
Katherine Kelly

**Affiliate**

Metro  
SW Washington Regional Transportation Council  
City of Portland  
City of Happy Valley & Cities of Clackamas County  
City of Gresham & Cities of Multnomah County  
City of Tualatin & Cities of Washington County  
Washington State Department of Transportation  
Community Member at Large  
The Street Trust  
Community Member  
City of Vancouver

**Alternates Attending**

Sarah Paulus  
Will Farley  
Dakota Meyer  
Gregg Snyder  
Glen Bolen

**Affiliate**

Multnomah County  
City of Lake Oswego & Cities of Clackamas County  
City of Troutdale & Cities of Multnomah County  
City of Hillsboro & Cities of Washington County  
Oregon Department of Transportation

**Members Excused**

Karen Buehrig  
Allison Boyd  
Dyami Valentine  
Tara O'Brien  
Chris Ford  
Gerik Kransky  
Lewis Lem  
Marianne Brisson  
Sara Westersund  
Indi Namkoong  
Ashley Bryers  
Steve Gallup  
Shawn M. Donaghy  
Danielle Casey  
Shauna Hanisch-Kirkbride

**Affiliate**

Clackamas County  
Multnomah County  
Washington County  
TriMet  
Oregon Department of Transportation  
Oregon Department of Environmental Quality  
Port of Portland  
OPAL Environmental Justice Oregon  
Oregon Walks  
Verde  
Federal Highway Administration  
Clark County  
C-Tran System  
Federal Transit Administration  
Washington Department of Ecology

**Guests Attending**

Adam Torres  
 Andrew Mortensen  
 Anthony DeSimone  
 CJ Doxsee  
 Henry Miller  
 Ian Matthews  
 Jane Black  
 Jean Senechal Biggs  
 Jeff Owen  
 Jessica Horning  
 Kathryn Doherty-Chapman  
 Leilani Garcia  
 Miranda Seekins  
 Nick Gross  
 Randall Olsen  
 Russ Doubleday  
 Shelley Oylear  
 Tanya Battye  
 Tiffany Gehrike  
 One unidentified attendee

**Affiliate**

Clackamas County  
 David Evans & Associates  
 Clackamas County  
 Washington County  
 City of Tigard  
 Oregon Department of Transportation  
 TriMet  
 City of Beaverton  
 Clackamas County  
 Oregon Parks & Recreation  
 Portland Bureau of Transportation  
 Tualatin Hills Parks & Recreation District  
 Washington County  
 Kittelson & Associates  
 City of King City  
 Kittelson & Associates  
 Washington County  
 City of Milwaukie  
 City of Tigard

**Metro Staff Attending**

Ally Holmqvist, Dan Kaempff, Grace Cho, Jake Lovell, Jeremy KC, Kate Gregory, Ken Lobeck, Lake McTighe, Marie Miller, Matthew Hampton, Monica Krueger, Noel Mickelberry, Ted Leybold

**Call to Order and Introductions**

Vice Chair Leybold called the meeting to order at 9:00 a.m. Introductions were made. Reminders where Zoom features were found online was reviewed.

**Comments from the Chair and Committee Members** - none received

**Public Communications on Agenda Items** - none received

**Consideration of TPAC workshop summary, June 12, 2024** (Vice Chair Leybold) The committee was asked to send edits to Marie Miller. With none received the summary as approved as written.

**2028-30 Regional Flexible Funds Allocation (RFFA) Proposers Workshop Part 1** (Grace Cho/Ted Leybold, Metro) The presentation began with a review of what the regional flexible funds were, the allocation program direction and allocation structure. The 2028-2030 RFFA Step 2 Pre-Application Process was reviewed. New to Step 2 this cycle is the pre-application letter of intent. Elements to this were described:

- Letter of Intent to Apply required for Step 2
  - General information on who's applying
  - Non-binding list of project applications for submission
  - Template Letter of Intent available
- Pre-application instructions: <https://www.oregonmetro.gov/publicprojects/2028-30-regional-flexible-fundingallocation>

Letter of Intent to include:

- Candidate project(s) name
  - OK – Multiple projects on the Letter of Intent
  - No penalties for including more projects than submitted.
- Estimated amount & requested Regional Flexible Funds
- Project development only OR construction funding
- Application assistance consideration (if requesting)

Summary of Letter(s) of Intent received by September 6th.

Also new to Step 2 is application assistance - Consultant support for reviewing and developing Step 2 project applications.

- Request application assistance through Letter of Intent during pre-application period
- Letter of Intent template includes assistance placeholder
- All agencies eligible for application support

Notifications sent by August 30th.

Assistance available by tiers:

- Tier I – Application review
- Tier II – Application development and support
- Eligible applicants divided by tiers
- Based on size, staff capacity, federal aid expertise

Selection process if requests exceed resources.

Projected available funding for RFFA Step 2 is \$47-\$60 million. Funding details and requests were reviewed. Eligible project types were defined. Other factors to consider for applying for Step 2 funding:

- Federal eligibility and/or state requirements
- E.g. No sub-allocation, CMAQ eligible projects, air quality
- Federal aid process and project delivery considerations
- Efficiently and cost-effectively navigate federal funds.
- Multiple objectives

Is your project a good fit for Regional Flexible Funds Step 2?

- Advances the RTP goals & meets criteria.
- Review criteria and measures.
- Meets minimum eligibility requirements.
- Can navigate federal aid process successfully.
- Is ready to obligate in FFYs 2028-2030

Comments from the committee:

Jessica Horning noted the Sept. 11 recreational trails grant webinar and if this might conflict with the Call for Projects applicant workshop mentioned in the presentation. It was asked will Metro provide any sort of preliminary ranking of projects received through the pre-application process to help agencies determine whether or not they should put in the effort for a full application (similar to SRTS pre-apps)? Or are the pre-apps just to give Metro an idea of overall demand for the funding?

Grace Cho noted we're looking at this more from the perspective of the overall demand and understanding the application support request. It will be an opportunity for Metro to be able to confirm from applications some bare minimum eligibility requirements or if we have some questions or follow up. I'm particularly thinking about ensuring the project is coming from the financially constrained regional transportation plan. Beyond that there is not an intention to do any initial

preliminary ranking. We hope to find a gauge for who's planning to apply and confirm this with applicants.

CJ Doxsee asked is the 10.27% match required to be cash or can it be in-kind? VC Leybold noted it can be in-kind for eligible in-kind expenses, which is a process that is yet to be defined. You have to request that. This will all be worked out with staff from the Oregon Department of Transportation. You have to describe what the in-kind match is in the application. There will be a process to determine whether it's eligible and then a process to put an agreement in place as part of your IGA with ODOT. There is a chance that slows your IGA process down. I would say cash is better, but you can have in-kind, just make sure that you're creating time within your project schedule and getting on that early in the process so it doesn't delay your project.

Tanya Battye asked does applying for development funding impact future development applications/awards for the same project? If we were awarded the development funding and then went through to construction, can we then apply on the same project for construction funding as well? Ms. Cho noted a simple straightforward answer to that is yes. VC Leybold added sometimes folks have done that but haven't gotten started in time to apply for the next immediate cycle and sometimes have had to wait two cycles. We are hoping to do some speeding up of some of those. If your jurisdiction has the staff and matching capacity right away, we can try to work with you to be faster so that you can apply in the next cycle. Oftentimes people wait and skip a cycle when they get project development funding before they then apply for construction funding.

A link in the chat was noted for the RTP project finder application:

<https://experience.arcgis.com/experience/a3272005eba14fd98631fab49c8195a0> If you are wondering whether or not your project is in the financially constrained RTP you can find the list of specific projects there. It was added there are some types of projects that can be part of a programmatic project in the RTP financially constrained list. If you're not sure you have something like that or if you're in the financially constrained list, contact Ms. Cho and we can work through questions about that in terms of that eligibility.

Tiffany Gehrike noted the City of Tigard met with Ms. Cho to talk about another project for the Step 1, but after that meeting we were in discussion about other projects that were on the financially constrained RTP list that would, we believe, be a good candidate for the Step 2. We're in early conversations about a project that we have upcoming. We have quite a bit of funding already allocated, some federal funding already allocated towards it, but there is quite a bit of shortage with cost increases and things like that. It is a bridge replacement for a facility that would connect to the Fanno Creek Trail. It also currently has no bike and pedestrian facilities on it. I wanted to early gauge the thoughts on a project to that scale. Again, we'd have plenty of local match and other funds matching but just a question on that magnitude of a project and the appetite for something like that.

Ms. Cho noted in the Step 2 process Metro has established cost minimums but not cost maximums for applications. We are mainly looking for meeting those minimum thresholds for projects. Project applications can come in at whatever request they would like, but it's probably good to recognize that again, the to that we're looking at is between 47 and 60 million and we are aiming to allocate those dollars across the region. Trying to put together a project request that balances those different thoughts and objectives is where we would suggest. Not to say that project requests that have come in fairly significant in the past we've had discussion directly with the applicant about the potential of the scaling of that project, especially if it is the sub-regional priority for that part of the region.

The question about the appetite for addressing a project in a shortfall through these regional flexible funds that's a little bit of a challenge. The nature of how our Step 2 process looks is that we're looking at how well the projects are advancing those regional transportation plan objectives. Or at least it's one component that we're looking at, let alone the specifics around the project delivery and all of the four components of consideration which I'll speak to in my next portion of the presentation. We have funded shortfalls in previous projects in the past. Oftentimes those projects have either been projects awarded through RFFA previously. The objective of having those projects through the line, or they brought in significant new funding to the region, but new funding didn't necessarily fulfill their funding request. VC Leybold added we want to make sure for project readiness that the other funds that are there are helpful in terms of getting something delivered quickly as opposed to not getting them on schedule rather than risk that. So we would check on that as well. It was agreed it's important the project is a good match relative to the evaluation criteria that are in place and is it going to be competitive in terms of rating well and advancing.

Ms. Gehrike thought the project fed into the greater bike and pedestrian network, especially with the connection to the Fanno Creek Trail. I didn't see an inclusion in a must costlier effort. We already have funds allocated toward the bridge replacement, but this would be topping that off to get that gap in the network over the finish line. Asked if it is currently a federal aid project and being delivered by ODOT, that was confirmed.

Jean Senechal Biggs noted I don't think I heard you specifically mention the Designing Livable Streets guidelines as a requirement. Is that just embedded in the RTP goals, or will there be more specific things that we should be thinking about. It was noted more detail was coming in the next section of this presentation and how we're looking to utilize the guide. Lake McTighe provided a link in chat: View/download the regional Designing Livable Streets and Trails Guide here: <https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails>

Gregg Snyder noted a Better Bus/ITS project, which are not listed individually in the RTP. My understanding is we are going to tuck those under programmatic type places. That seems appropriate. I just want to confirm that. VC Leybold noted that's one where if you have one of those, we want to make sure and review it with you to ensure it actually fits under that programmatic description and agree with you that it does, because that's the intent of that programmatic. But the programmatic projects in the RTP have some specific definition and criteria to them. So we'll want to make sure if that's what your project is coming in under that we confirm with you that it does fit.

A 5-minute break was taken in the meeting.

The second part of the presentation began with descriptions of the four components to inform allocation recommendation; outcome evaluations, risk assessment, public comment and coordinating committees. Outcomes Evaluation focuses on the five RTP goals and design, follows Metro's Designing Livable Streets and Trails guidance, and how candidate projects advance toward regional aspirations. Risk Assessment includes assessing candidate project's ability to navigate federal aid process, ratings and flags for project delivery risks and readiness, and recommendations for project scope if awarded funds.

A summary of outcomes evaluation performance measures and methods were shown. An overview of the Outcomes Evaluation Report was provided. Projects outcomes displayed in two ways: overall score or rating, and how well they performed in each RTP goal areas and design. The purpose is to illustrate

the technical attributes of the project with the objective comparison of projects to advance regional priorities. Details on the risk assessment was given including the analysis of project scope, budget, and timeline. The purpose is to identify up front any issues that may delay project, impact the design, and lead to cost overruns. Outcomes Evaluation & Risk Assessment Key Dates were given.

Comments from the committee:

Sarah Paulus asked if you could speak more to how public input will be considered? Will it just be passed along to the coordinating committees to help them identify their priority projects? Or is there a more formal process to incorporate that feedback? Ms. Cho noted we will produce a public comment report at the end of the public comment period slated for late March through the month of April. Essentially the report will be something that we're sending out broadly to various partners and committees. TPAC will receive this as well as JPACT and the coordinating committees.

Jaimie Lorenzini noted it was helpful seeing the cart of the different methods and strategies of how we're looking at outcomes. Will we have access to the Outcomes Evaluation scoring rubric to assist in the development of narrative responses? Ms. Cho noted I think your question is a step ahead of where my head has been specifically on this. Let me follow up with this soon. It might be trying to have whether considered a dummy application or an actual previously successful application. Again, with recognizing that the policy objectives might have been slightly different from a previous cycle. Maybe trying to make something like that available to give applicants a sense of what were key things to a successful application. Ms. Lorenzini agreed on this idea. It's like how you know if you want something concise versus giving you a whole novel about the transportation design elements.

Ms. Lorenzini asked, as we start to think about coordinating committee feedback, have you already been in touch with the staff liaisons with the coordinating committees to get on the agenda or get it on their radar timing wise. Ms. Cho noted we've been letting the coordinating committees lead at when they find it's the right time or appropriateness to have Metro staff attend. We're always happy to attend and provide updates and presentations. I want to recognize that other business happens at coordinating committees and it's not just a regional show. Ms. Lorenzini wondered if giving a really far out heads up on the deadline by which you need coordinating committee feedback might be helpful as we get into the Fall. Things will become more complex as we prepare for the 2025 transportation package and the next legislative session. I would like to keep this front of mind for them.

VC Leybold noted in terms of getting some formal feedback or recommendations from the regional coordinating committees on their priority projects that does happen after the public comment period so that they have the benefit of the public comments in helping them make that determination. Ms. Cho added we would anticipate receiving those in May of 2025. I believe as part of the process with the public comment report last cycle there were a set of instructions as to how to request those coordinating committee priorities if electing to do so, with the schedule and time frame for that. As noted, there are a lot of concurrent activities planned so trying to put together a specific schedule just for the coordinating committee leads might be helpful, so they are clearly aware of when we anticipate or ask their input.

### **Adjournment**

There being no further business, workshop meeting was adjourned by Vice Chair Leybold at 10:40 a.m.  
Respectfully submitted,  
Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC workshop meeting, August 14, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	8/14/2024	8/14/2024 TPAC Workshop Agenda	081424T-01
2	2024 TPAC Work Program	8/6/2024	2024 TPAC Work Program as of 8/6/2024	081424T-02
3	Minutes	6/12/2024	Minutes for TPAC workshop, 6/12/2024	081424T-03
4	Memo	8/8/2024	TO: TPAC and interested parties From: Grace Cho, Principal Transportation Planner RE: 2028-2030 Regional Flexible Fund Allocation (RFFA) – Step 2 – Pre-Application & Application Assistance Instructions	081424T-04
5	Handout	N/A	2028-2030 Regional Flexible Fund – Step 2 Allocation Letter of Intent to Apply Template	081424T-05
6	Memo	8/8/2024	TO: TPAC and interested parties From: Grace Cho, Principal Transportation Planner RE: 2028-2030 Regional Flexible Fund Allocation (RFFA) – Step 2 Evaluation Criteria and Performance Measures	081424T-06
7	Presentation	8/14/2024	2028-2030 Regional Flexible Fund Allocation (RFFA) Step 2 – Pre-Application & Evaluation	081424T-07

BEFORE THE METRO COUNCIL

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

) RESOLUTION NO. 24-5434  
)  
) Introduced by: Chief Operating  
) Officer Marissa Madrigal in  
) concurrence with Council President  
) Lynn Peterson

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

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

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

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

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

WHEREAS, the Oregon Department of Transportation's (ODOT) efforts to resolve the statewide funding shortfall continues to impact some ODOT funded projects and has resulted in the cancelation of their I-405 Fremont Bridge (Willamette River) East & West Ramps painting project from the STIP; and

WHEREAS, the updated cost estimate for Portland's I-205 Overcrossing (Sullivans Gulch) pedestrian and bicyclists safe access upgrade project has resulted in a funding shortage that Portland can't resolve leading to an agreement with ODOT to cancel the project from the STIP; and

WHEREAS, ODOT's Public Transportation Division has been evaluating past funding awards proposed to TriMet due to an updated funding allocation from the Federal Transit Administration which now results in the reduction of some projects and the ability to move forward to award multiple bus replacement and elderly and disabled transit needs projects to TriMet to ensure the funds are obligated and expended through FTA in a timely fashion; and



WHEREAS, Metro is correcting a FTA formula Section 5339 funding project removal mistake identified as part of the 2024-27 MTIP Update process by re-adding the bus replacement and rehabilitation upgrade project to the MTIP for SMART; and

WHEREAS, Beaverton's successful effort to secure a second Congressionally Directed Spending award is being added to the MTIP in support of their planned Beaverton Downtown Loop project which will support the SW Hall Blvd from 1<sup>st</sup> to 3<sup>rd</sup> Street pedestrian and bicyclists safety upgrades segment; and

WHEREAS, ODOT has found a funding solution for their Willamette River Stormwater Source Control upgrades project allowing the required \$29.9 million construction phase to be added now to the MTIP; and

WHEREAS, most of the ODOT funded and/or managed projects in the amendment bundle first required approval from the Oregon Transportation Commission which has occurred during their August and October 2024 meetings; and

WHEREAS, TriMet's successful effort to secure a \$25 million Rebuilding American Infrastructure with Sustainability and Equity discretionary grant in support of their new Columbia Zero Emissions Bus Operations Facility can now be added to the MTIP; and

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

WHEREAS, on October 4, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on October 17, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend, cancel, or add the twelve 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**  
**October FFY 2025 Formal/Full MTIP Amendment Summary**  
**Formal Amendment #: OC25-01-OCT**

The October Federal Fiscal Year (FFY) 2025 MTIP Formal Amendment represents the regular bundle of projects being amended or added to the 2024-27 MTIP to meet various federal delivery process approval requirements. The amendment bundle contains twelve projects. The amendment continued required project funding and scope adjustments to several ODOT funded projects due to their existing budget shortfall issues. At the same time, ODOT's Public Transportation Division (PTD) is updating several project transit allocations resulting in several new projects being now added to the MTIP and STIP. Finally, the formal amendment is catching up and adding a few new discretionary transit awards for TriMet that were awarded in late July but late to add to the FFY 2024 year in the MTIP and STIP. A summary of the twelve projects includes the following:

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

- **Key 22603 - 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.
- **Key 20332 - I-205 Overcrossing (Sullivans Gulch) (Portland)**: The project was intended 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 between PBOT and ODOT, ODOT has agreed to allow Portland to cancel the project's Right-of-Way (ROW) and Construction phases and stop the project.

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

- **Key 23472 - Bus Replacement Program FFY 2020 5310 Portion - TriMet (ODOT PTD)**: The ODOT Public Transportation Division with OTC approval is allocating \$1,497,253 of State Surface Transportation Block Grant (STBG) from the FFY 2020 appropriation specifically reserved for Federal Transit Agency (FTA) Section 5310 elderly and disabled services needs. The funds will be flex transferred to FTA and converted to Section 5310 funds. TriMet will then access, obligate, and expend the funds in support of

their 5310 elderly and disabled persons transit program needs which is expected to involve 5310 eligible vehicle replacement or upgrades

- **Key 23713 - Mass Transit Vehicle Replacement FFY25 TriMet (ODOT PTD)**: The formal amendment adds the new ODOT PTD awarded project to the MTIP which will support TriMet's later replacement vehicle procurement. The ODOT PTD initially is assigned as lead agency and will complete the flex transfer of the awarded STBG to FTA. The funds will be converted to FTA Section 5307 enabling TriMet to then submit their grant request to obligate and expend the funds for replacement buses.
- **Key 23727 - Oregon Transportation Network - TriMet FFY25 (ODOT PTD)**: This is another ODOT Public Transportation Division transit award with funding that TriMet will apply in support of eligible projects covering the FTA 5310 enhanced mobility of seniors and individuals with disabilities program. As with the previous ODOT PTD awards, ODOT will complete the flex transfer of the awarded STBG funds to FTA. TriMet will then work with FTA through FTA's TrAMS grant system to access, obligate and expend the funds.
- **Key 23761 - 5339c Low Now Emission Grant Bus purchase and Powell Garage upgrades (TriMet)**: TriMet secured a discretionary FTA Section 5339c grant from the FTA Low or No Emission Grant Program. TriMet received a \$39 million grant award to purchase Hydrogen fuel-cell powered buses and to support needed upgrades at their Powell Blvd maintenance garage.
- **Key 23741 - SMART Bus and Bus Facilities (Capital) 2022 (SMART)**: The formal amendment re-adds the project to the MTIP. The project was initially programmed under Key 22191. During the 2024-27 MTIP Update, the project was not coded correctly to be carried over into the new MTIP. The formal amendment corrects the mistake. The project will support the replacement/rehab of buses and related amenities to include equipment such as ADA lift, technology components, and signs for customer service.

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

- **Project Key 23530 - Beaverton Downtown Loop: Phase 1 Demo (Beaverton)**: The second Congressionally Directed Spending (CDS) award is added to the project. A Right-of-Way (ROW) and Utility Relocation (UR) phase is added to the project. The project description is updated to clarify the project funding applies only to the SW Hall Blvd (1<sup>st</sup> to 3<sup>rd</sup> streets) Loop segment. Total project funding increases to approximately \$11.6 million.
- **Key 22552- Willamette River: Stormwater Source Control Improvements (ODOT)**: The MTIP formal amendment adds the construction phase to the project. OTC approval is required and should occur during their October 2024 meeting.

- **Key 23042—~~Enhanced Mobility E&D (5310) Tri County Area FY27~~**  
**Oregon Transportation Network - TriMet FFY27 (ODOT PTD):** The formal amendment reduces the authorized funding for the project based on a revised FTA allocation. The revised authorized federal funding decreases from \$4,968,103 to \$1,700,000. The funding will support elderly and disabled persons transit needs as part of the overall FTA Section 5310 program. The funding is allocated to TriMet. ODOT will flex transfer the funds to FTA. TriMet will then obligate and expend the funds through the FTA TrAMS grant process.
- **Key 22323 - Oregon Transportation Network - TriMet FFY24 (ODOT PTD):** The formal amendment reduces the authorized federal funding for the project per a revised FTA allocation to ODOT the funding is awarded to TriMet to support their FTA Section 5310 program for elderly and disabled persons transit needs. ODOT will flex transfer the funds to FTA for conversion to Section 5310 funding which TriMet will then access, obligate and expend in support of their 5310 program.
- **Key 23669 - Columbia Zero Emissions Bus Operations Facility – TriMet (TriMet):** The formal amendment adds a new \$25 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to complete the project. The Columbia ZEB Operations facility will be a hub for powering and maintaining zero emissions buses and training operators which will also serve fuel cell electric buses.

The Exhibit A Tables that follow on the next pages contain the specific project changes for the FFY 2025 October 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 24-5434**

**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
<b>Category: Existing Projects Being Canceled in the 2024-27 MTIP</b>				
(#1) ODOT Key # <b>22603</b> MTIP ID 71274	ODOT	<b>I-405 Fremont Bridge (Willamette River) East &amp; West Ramps</b>	Inspect the paint condition on all approach ramps, develop a schedule of painting phases, repaint the highest priority ramps.	<b><u>CANCEL PROJECT:</u></b> 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 cancelation results as part of the ongoing cost savings action to address ODOT's funding shortfall.
(#2) ODOT Key # <b>20332</b> MTIP ID 70947	Portland	<b>I-205 Overcrossing (Sullivans Gulch)</b>	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.	<b><u>CANCEL PROJECT:</u></b> 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 # <b>23472</b> MTIP ID TBD <i>New Project</i>	ODOT Public Transportation Division	<b>Bus Replacement Program FFY 2020 5310 Portion - TriMet</b>	Federal fiscal year 2020 funding to improve public transportation fleet conditions statewide. Funds (5310) will be flexed to FTA for delivery which TriMet will utilize in support of elderly and disabled persons transit needs	<b><u>ADD NEW PROJECT:</u></b> The formal MTIP amendment adds the new ODOT PTD project to the MTIP supporting eligible Section 5310 bus replacement needs for elderly and disabled persons transit needs
(#4) ODOT Key # <b>23713</b> MTIP ID TBD <i>New Project</i>	ODOT Public Transportation Division	<b>Mass Transit Vehicle Replacement FFY25 TriMet</b>	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.	<b><u>ADD NEW PROJECT:</u></b> 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.
(#5) ODOT Key # <b>23727</b> MTIP ID TBD <i>New Project</i>	ODOT	<b>Oregon Transportation Network - TriMet FFY25</b>	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)	<b><u>ADD NEW PROJECT:</u></b> 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.
(#6) ODOT Key # <b>23761</b> MTIP ID TBD <i>New Project</i>	TriMet	<b>Zero-Emission Buses Procurement and Powell Garage Upgrades</b>	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.	<b><u>ADD NEW PROJECT:</u></b> 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.

Key # & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#7) ODOT Key # <b>23741</b> MTIP ID TBD 71139	SMART	<b>SMART Bus and Bus Facilities (Capital) 2022</b>	Supports replacement/rehab of buses and related amenities to include equipment such as ADA lift, technology components, and signs for customer service.	<b>RE-ADD PROJECT:</b> 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.

**Category: Existing MTIP Projects Being Amended**

(#8) ODOT Key # <b>23530</b> 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.	<b>ADD FUNDS:</b> 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 # <b>22552</b> 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	<b>ADD PHASE:</b> 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 # <b>23042</b> MTIP ID 71383	ODOT Public Transportation Division	<del>Enhanced Mobility E&amp;D (5310) - Tri-County Area FY27</del> <b>Oregon Transportation Network - TriMet FFY27</b>	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	<b>REDUCE FUNDING:</b> The formal amendment reduces the authorized funding award to the project per a revised FTA allocation.

Key # & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#11) ODOT Key # <b>22323</b> 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.	<b>REDUCE FUNDING:</b> The formal amendment reduces the authorized funding award to the project per a revised FTA allocation.
(#12) ODOT Key # <b>23669</b> MTIP ID TBD	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 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.	<b>ADD FUNDS:</b> The formal amendment adds a new \$25 million RAISE grant award for TriMet in support of completing the new Columbia Zero Emissions Bus Operation Facility

Proposed Amendment Review and Approval Steps	
Date	Action
<b>October FFY 2025 (OC25-01-OCT) Formal Amendment estimated processing and approval timing</b>	
Tuesday, October 1, 2024	Post amendment & begin 30+ day notification/comment period.
Friday, October 4, 2024	October 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, October 17, 2024	July JPACT meeting. JPACT will be requested to approve the amendment resolution and provide an approval recommendation to Metro Council
Monday, October 30, 2024	End the 30-day public comment period.
Thursday, November 7, 2024	Metro Council meeting. Request final Metro approval for the July #1 MTIP Formal Amendment bundle under amendment OC25-01-OCT.
Wednesday, November 13, 2024	Submit final Metro approved FFY 2025 October Formal amendment bundle to ODOT and FHWA to complete final approval steps.
Mid-December, 2024	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  
**CANCEL PROJECT**  
 Cancel project based on de-obligated funds per OTC action

**Project #1**

Project Details Summary							
<b>ODOT Key #</b>	<b>22603</b>	RFFA ID:	N/A	RTP ID:	12092	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>71274</b>	CDS ID:	N/A	Bridge #:	08958F & G 09268S	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>OC25-01-OCT</b>		STIP Amendment ID:		24-27-1877	

Summary of Amendment Changes Occurring:  
 Per OTC approval on August 1, 2024, the formal amendment completes the project cancelation from the MTIP and STIP. 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.

Project Name:	<b>I-405 Fremont Bridge (Willamette River) East &amp; West Ramps</b>						
Lead Agency:	<b>ODOT</b>		Applicant:	ODOT		Administrator:	ODOT
Certified Agency Delivery:	No		Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes

**Short Description:**  
 Inspect the paint condition on all approach ramps, develop a schedule of painting phases, repaint the highest priority ramps.

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**MTIP Detailed Description (Internal Metro use only):**  
 On I-405 at MP 2.84 to MP 3.88 and US 30 from MP 1.26 to MP 1.46 plus MP 303.06 to MP 3.77, inspect the paint condition on all approach ramps, develop a schedule of painting phases, repaint the highest priority ramps.. (Note: Construction planned for FFY 2025 in 24-27 STIP, estimate at \$103.73 million)

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**STIP Description:**  
 Inspect the paint condition on all approach ramps, develop a schedule of painting phases, repaint the highest priority ramps.

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
<b>Federal Funds</b>									
NHPP	Y001	2023		<del>-\$ 10,437,394</del>					\$ -
NHPP	Y001	2023		\$ 176,318					\$ 176,318
NHPP	Y001	2025			<del>-\$ 113,957</del>				\$ -
<b>Federal Totals:</b>			\$ -	\$ 176,318	\$ -	\$ -	\$ -	\$ -	<b>\$ 176,318</b>

**State Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2023		<del>-\$ 1,194,606</del>					\$ -
State	Match	2023		\$ 20,181					\$ 20,181
State	Match	2023			<del>-\$ 13,043</del>				\$ -
<b>State Totals:</b>			\$ -	\$ 20,181	\$ -	\$ -	\$ -	\$ -	<b>\$ 20,181</b>

**Local Funds**

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

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>-\$ 11,632,000</del>	<del>-\$ 127,000</del>	\$ -	\$ -	\$ -	<del>-\$ 11,759,000</del>
Amended Programming Totals	\$ -	\$ 196,499	\$ -	\$ -	\$ -	\$ -	\$ 196,499

Total Estimated Project Cost \$ -  
Total Cost in Year of Expenditure: \$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	N/A	The project is not short programmed. It is being canceled.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ (11,435,501)	\$ (127,000)	\$ -	\$ -	\$ -	\$ (11,562,501)
Phase Change Percent:	0.0%	-98.3%	-100.0%	0.0%	0.0%	0.0%	-98.3%
Amended Phase Matching Funds:	\$ -	\$ 20,181	\$ -	\$ -	\$ -	\$ -	\$ 20,181
Amended Phase Matching Percent:	N/A	10.27%	0.00%	N/A	N/A	N/A	10.27%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 176,318	\$ -	\$ -	\$ -	\$ -	\$ 176,318
State	\$ -	\$ 20,181	\$ -	\$ -	\$ -	\$ -	\$ 20,181
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 196,499	\$ -	\$ -	\$ -	\$ -	\$ 196,499

**Phase Composition Percentages**

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

**Phase Programming Percentage**

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 196,499					Aid ID
Federal Funds Obligated:		\$ 176,318					S061(014)
EA Number:		PE003432					FHWA or FTA
Initial Obligation Date:		11/22/2022					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
Note: PE deobligation occurred on 7/16/2024				Estimated Project Completion Date:			N/A
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? <b>ODOT appropriated National Highway Preservation Performance funding.</b>	
2. Does the amendment include changes or updates to the project funding? <b>Yes. The amendment cancels the deobligated fund to the project.</b>	
3. Was proof-of-funding documentation provided to verify the funding change? Yes	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	

Project Location References					
	Yes/No	Route	MP Begin	MP End	Length
On State Highway (at multiple points)	Yes	US30	1.24	1.46	0.22
	Yes	US30	3.24	3.27	0.30
	Yes	US30	@ 303.86		0.0
	yes	I-405	3.58	3.72	0.14
	Yes	I-405	3.88	3.89	0.1
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	2023	Years Active	2	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	February 2024	Last MTIP Amend Num AM24-08-FEB4
Last Amendment Action	MINOR SCOPE CHANGE The administrative modification adjusts the project scope to include the EB ramps as part of the painting scope of work. Including both ramps will produce a more efficient deliverable outcome					

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 Canceled project negates applying performance measures
	N/A							
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>ID# 12092 - Bridge Rehabilitation &amp; Repair: 2023-2030</b>
RTP Project Description:	<b>Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Throughway
No	Transit	Frequent Bus
No	Freight	Main Roadway Routes
No	Bicycle	No designation
No	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-405	Interstate designation
Functional Classification	Yes	I-405	Urban Interstate
Federal Aid Eligible Facility	Yes	I-405	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? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not applicable**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
4. Applicable RTP Goal:  
**Goal #4 - Thriving Economy:**  
 Objective 4.2 - Access to Industry and Freight Intermodal Facilities: Maintain access to industry and freight intermodal facilities by a reliable and seamless freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate efficient and competitive shipping choices for goods movement in, to and from the region.
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 1, 2024 to Thursday, October 30, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **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**

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

Key Number: 22603

2024-2027 STIP

Project Name: I-405 Fremont bridge (Willamette River) East &

(DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y001	National Highway Perf IJJA	100.00%	196,498.78	89.73%	176,318.35	10.27%	20,180.43	0.00%	0.00
	<b>PE Totals</b>		<b>100.00%</b>	<b>196,498.78</b>		<b>176,318.35</b>		<b>20,180.43</b>		<b>0.00</b>
RW	Y001	National Highway Perf IJJA	0.00%	0.00	89.73%	0.00	10.27%	0.00	0.00%	0.00
	<b>RW Totals</b>		<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>
<b>Grand Totals</b>						<b>196,498.78</b>		<b>176,318.35</b>		<b>20,180.43</b>

Run Date: 07/18/2024  
Run Time: 13:41:51

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
FEDERAL-AID PROJECT MODIFICATION

Report: FMISD06A  
Page 1 of 1

RECIPIENT: 41-Oregon      FEDERAL PROJECT NO: S061014      NO: 1

RECIPIENT PROJ. NO(S): 22603

PROJECT TITLE: I-405 Fremont bridge (Willamette River) East & West ramps  
PROJECT DESCRIPTION: Inspect the paint condition on all approach ramps, develop a schedule of painting phases, repaint the highest priority ramps.  
UEI (SAM): XKMMGCKGMQC8  
SUBRECIPIENT PROJECT: No  
SUBRECIPIENT UEI(SAM):  
SUBRECIPIENT NAME:  
PROJECT END DATE: 07/31/2026

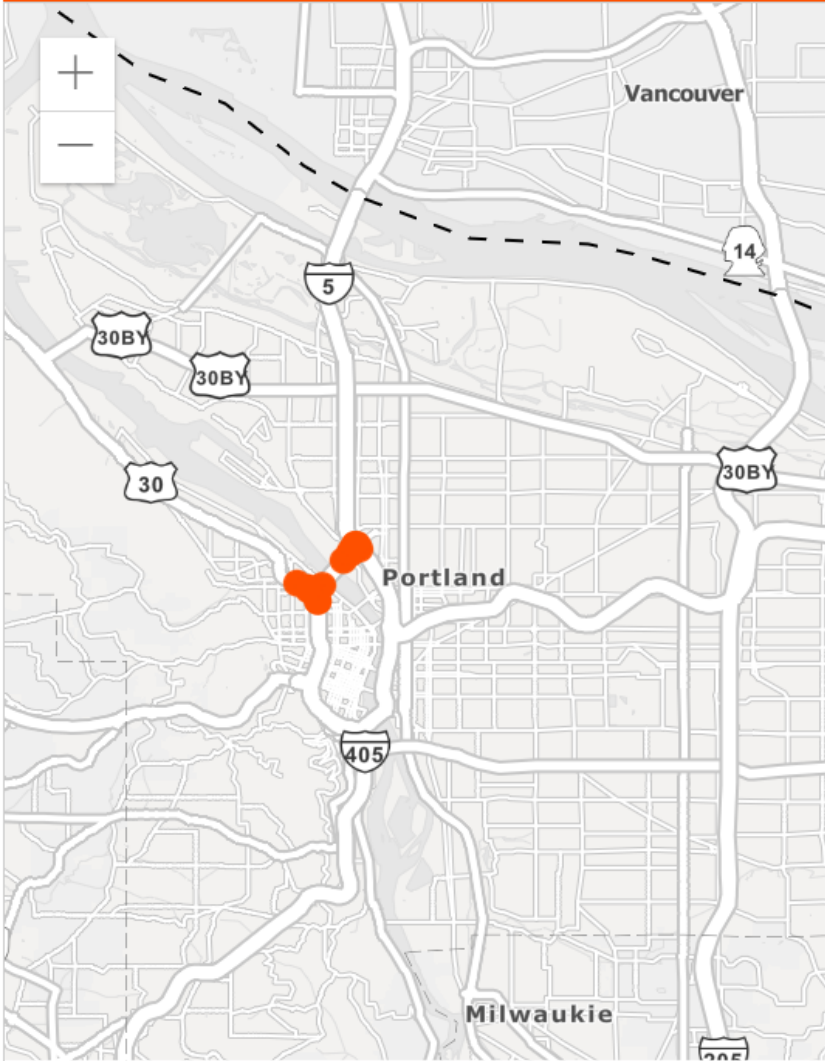
CLASSIFICATION OF PHASE OF WORK: PENG

THE PROJECT AGREEMENT FOR THE ABOVE REFERENCED PROJECT ENTERED INTO BETWEEN THE UNDERSIGNED PARTIES AND EXECUTED BY THE DIVISION ADMINISTRATOR ON 11/22/2022 IS HEREBY MODIFIED AS FOLLOWS:

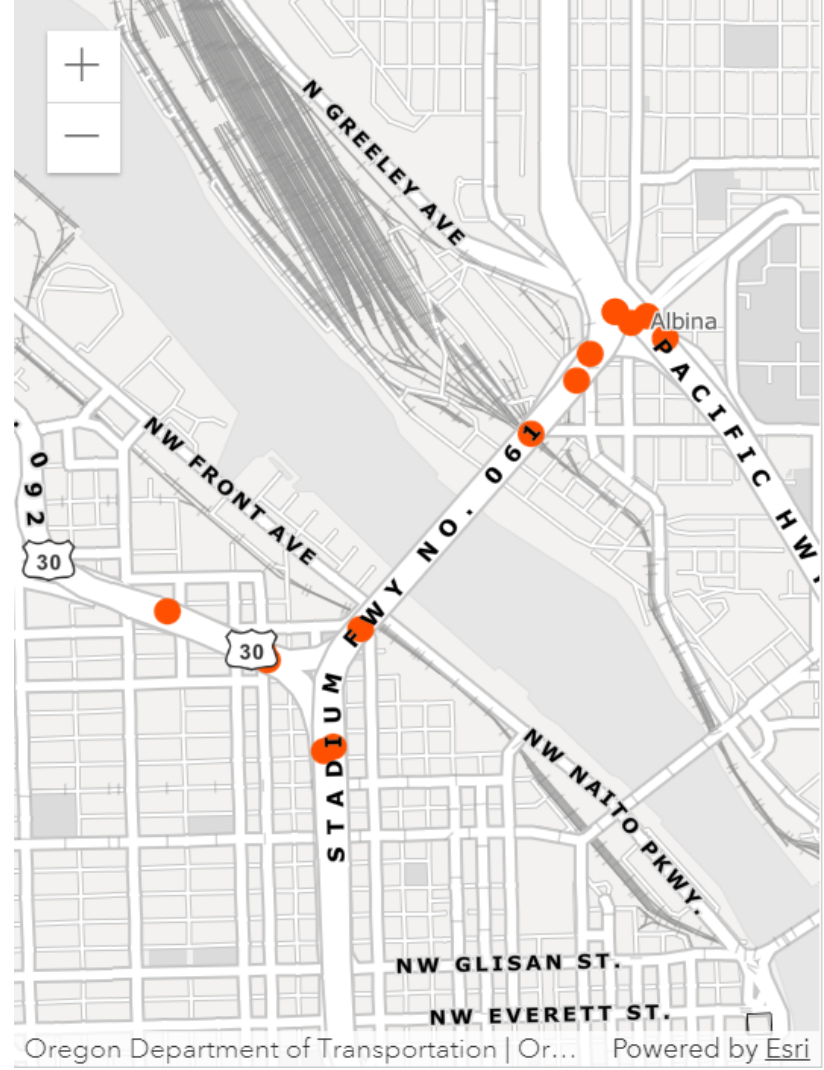
PROGRAM CODE	FAIN	URBAN / WITH	FORMER AMOUNT	REVISED AMOUNT
Y001	693JJ22330000Y001ORS061014	ESTIMATED TOTAL OF THE PROJECT	\$13,202,320.00	\$223,026.12
		FEDERAL FUNDS	\$11,846,441.74	\$200,121.33
		ADV CONSTRUCTION FUNDS	\$0.00	\$0.00
		PERCENT FEDERAL SHARE	89.73%	89.73%

**RECIPIENT REMARKS:**  
MOD TO DE-OBLIGATE FUNDING SO THAT A STIP AMENDMENT CAN BE PROCESSED TO CANCEL PROJECT; PROJECT CANCELLATION BY OTC 6/13/24 UNTIL FURTHER NOTICE OR FUNDING BECOMES AVAILABLE; ICAP @ 13.5%; CH 6/17/24

Selected Project Map ?



Selected Project Map ?



Oregon Department of Transportation | Or... Powered by Esri





**DATE:** July 18, 2024  
**TO:** Oregon Transportation Commission  
*Kristopher W. Strickler*  
**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
17479	1	Multnomah Falls Viaducts Repair Project			00840 00841	CN	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic WFLHD	\$ 14,455,356	\$ 23,955,356	\$ 9,500,000
19071	1	I-5 Rose Quarter Improvement Project	301.4	303.2		PE, ROW, UR, OT	Modernization	USDOT Grants 2023	\$ 198,391,997	\$ 236,141,997	\$ 37,750,000
21219	1	I-5 over NE Hassalo Street and NE Holladay Street (Portland)	301.95	302.03	08583	CN	Bridge	HB2017 BridgeSeismic	\$ 5,000,000	\$ -	\$ (5,000,000)
21683	1	I-84 (Westbound): Union Pacific Railroad bridge (Hood River)	63.35	63.47	02443	CN	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$ 20,401,445	\$ 70,401,445	\$ 50,000,000
21710	1	US30: Troutdale (Sandy River) Bridge	-0.01	0.03	02019	CN, OT	Bridge	Fix-It SW Bridge	\$ 4,888,376	\$ 630,003	\$ (4,258,373)
22603	1	I-405 Fremont bridge (Willamette River) East & West ramps				PE, RW	Bridge	Fix-It SW Bridge HB2017 BridgeSeismic	\$ 11,759,000	\$ 196,499	\$ (11,562,501)
22613	1	Portland Metro and surrounding areas safety reserve				CN	Safety	HB2017 Safety Region 1	\$ 366,838	\$ -	\$ (366,838)
22770	1	US30B: (N Lombard St) at Peninsula Crossing Trail	2.35	2.47		CN	Safety	ARTS Region 1 HB2017 Safety Region 1	\$ 811,000	\$ 2,693,357	\$ 1,882,357
22772	1	I-205: Columbia River - SE 82nd Drive	11.07	25.79		CN	Safety	ARTS Region 1 HB2017 Safety Region 1	\$ 1,064,000	\$ 3,415,312	\$ 2,351,312



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

MTIP Formal Amendment  
**CANCEL PROJECT**  
 Cancel the project per Portland request and ODOT approval

**Project #2**

Project Details Summary							
ODOT Key #	20332	RFFA ID:	N/A	RTP ID:	11647	RTP Approval Date:	11/30/2023
MTIP ID:	70947	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC25-01-OCT		STIP Amendment ID:		24-27-1882	

**Summary of Amendment Changes Occurring:**  
 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.

Project Name:	<b>I-205 Overcrossing (Sullivans Gulch)</b>						
Lead Agency:	Portland	Applicant:	Portland		Administrator:	ODOT	
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	No	

**Short Description:**  
 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.

**MTIP Detailed Description (Internal Metro use only):**  
 At I-205 from NE Hancock Dr south to WB I-84 IC, modify the NE Halsey Street Viaduct over I-205 to connect to protected bike lanes on Halsey/ Weidler, which in turn connect to the HOP via the under-construction 100s Neighborhood Greenway. Seven site locations are proposed as part of the project.

**STIP Description:**  
 Provide safe access across I-205 for pedestrians and bicyclists by improving local street corridors on the west and east sides of 1-205 and modifying the NE Halsey Street Viaduct over I-205.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Bike	Separated (aka Protected) lanes	Capital Improvement
ODOT Work Type:	BIKEPED		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
NHPP	Y001	2025					<del>1,682,468</del>		\$ -
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2019		\$ 962,209					\$ 962,209
<del>Other</del>	<del>OTH0</del>	<del>2025</del>			<del>107,900</del>				\$ -
<del>Local</del>	<del>Match</del>	<del>2025</del>					<del>195,566</del>		\$ -
<del>Other</del>	<del>OTH0</del>	<del>2025</del>					<del>645,047</del>		\$ -
<b>Local Totals:</b>			\$ -	\$ 962,209	\$ -	\$ -	\$ -	\$ -	\$ 962,209

Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 962,209	<del>107,900</del>	<del>-</del>	<del>2,523,081</del>	\$ -	<del>3,593,190</del>
Amended Programming Totals			\$ -	\$ 962,209	\$ -	\$ -	\$ -	\$ -	\$ 962,209

Total Estimated Project Cost									N/A
Total Cost in Year of Expenditure:									N/A

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:	\$ -	\$ -	\$ (107,900)	\$ -	\$ (2,523,081)	\$ -	\$ (2,630,981)
Phase Change Percent:	0.0%	0.0%	-100.0%	0.0%	-100.0%	0.0%	-73.2%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 962,209	\$ -	\$ -	\$ -	\$ -	\$ 962,209
Total	\$ -	\$ 962,209	\$ -	\$ -	\$ -	\$ -	\$ 962,209

**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%	0.0%	100.0%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

**Phase Programming Percentage**

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 962,209					Aid ID
Federal Funds Obligated:		\$ -					5900(306)
EA Number:		PE003129					FHWA or FTA
Initial Obligation Date:		7/25/2019					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
					Estimated Project Completion Date:		None
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? <b>ODOT allocated National Highway Performance Program (NHPP) original federal funding to the project.</b>
2. Does the amendment include changes or updates to the project funding? <b>All remaining un-obligated funding is canceled.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via a project cancelation request letter from PBOT.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>PBOT plus Region 1 Manager approval</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets (Multiple Site Locations)		Route or Arterial	Cross Street		Cross Street
		92nd Ave	at NE Tillamook St		Intersection reference
		NE Halsey	at NE Tillamook St		Intersection reference
		NE Halsey	at NE 100th Ave		Intersection reference
		NE Weidler St	at NE Bell Dr		Intersection reference

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2019	Years Active	<b>7</b>	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	
Total Prior Amendments	<b>8</b>	Last Amendment	Administrative	Date of Last Amendment	February 2024	Last MTIP Amend Num	AM24-05-FEB1
Last Amendment Action	Slip ROW and CON to 2025						

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

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Air Quality - Bicycle and Pedestrian Facilities</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>ID 11647: Halsey/I-205 Overcrossing Trail</b>
RTP Project Description:	<b>Sidewalk infill and bike lanes on 92nd from Tillamook to Halsey. Multi-use path on Halsey structure over I-205 to connect to Gateway and I-205 Path.</b>

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 #: Not Applicable**  
 Objective - N/A
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 1, 2024 to Thursday, October 30, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **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
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]
Other	General local funds committed to the project above and beyond the required phase minimum match to the federal funds or to cover the phase costs if federal funds are not part of the phase.

Key Number: 20332

2024-2027 STIP

Project Name: I-205 Overcrossing at NE Halsey

(DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	OTH0	OTHER THAN STATE OR	100.00%	962,209.00	0.00%	0.00	0.00%	0.00	100.00%	962,209.00
	<b>PE Totals</b>		<b>100.00%</b>	<b>962,209.00</b>		<b>0.00</b>		<b>0.00</b>		<b>962,209.00</b>
RW	OTH0	OTHER THAN STATE OR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	<b>RW Totals</b>		<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>
CN	OTH0	OTHER THAN STATE OR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	Y001	National Highway Perf IJJA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	<b>CN Totals</b>		<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>
<b>Grand Totals</b>				<b>962,209.00</b>		<b>0.00</b>		<b>0.00</b>		<b>962,209.00</b>



1120 SW Fifth Ave, Suite 1331, Portland OR 97204  
 Phone: 503-823-4000 Portland.gov/Transportation

**To:** Rian Windsheimer, Region 1 Area Manager  
 Oregon Department of Transportation

**From:** Millicent Williams, Director  
 Portland Bureau of Transportation *[Signature]*

**Date:** August 14, 2024

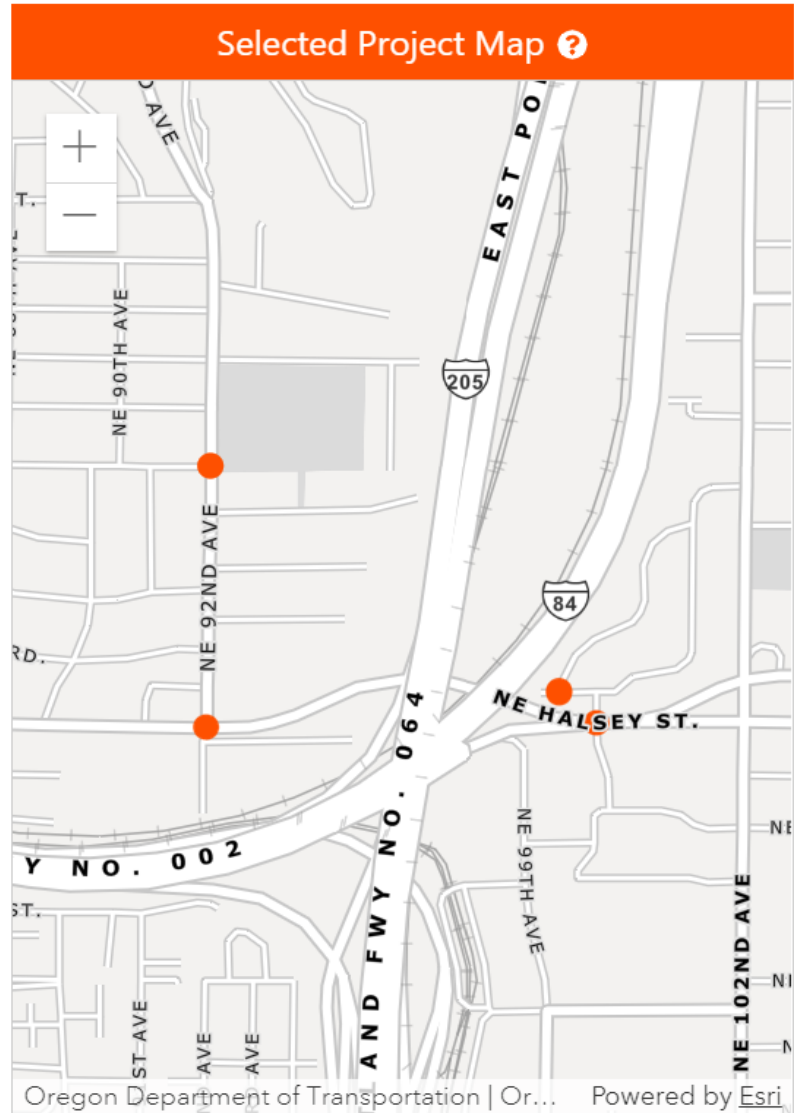
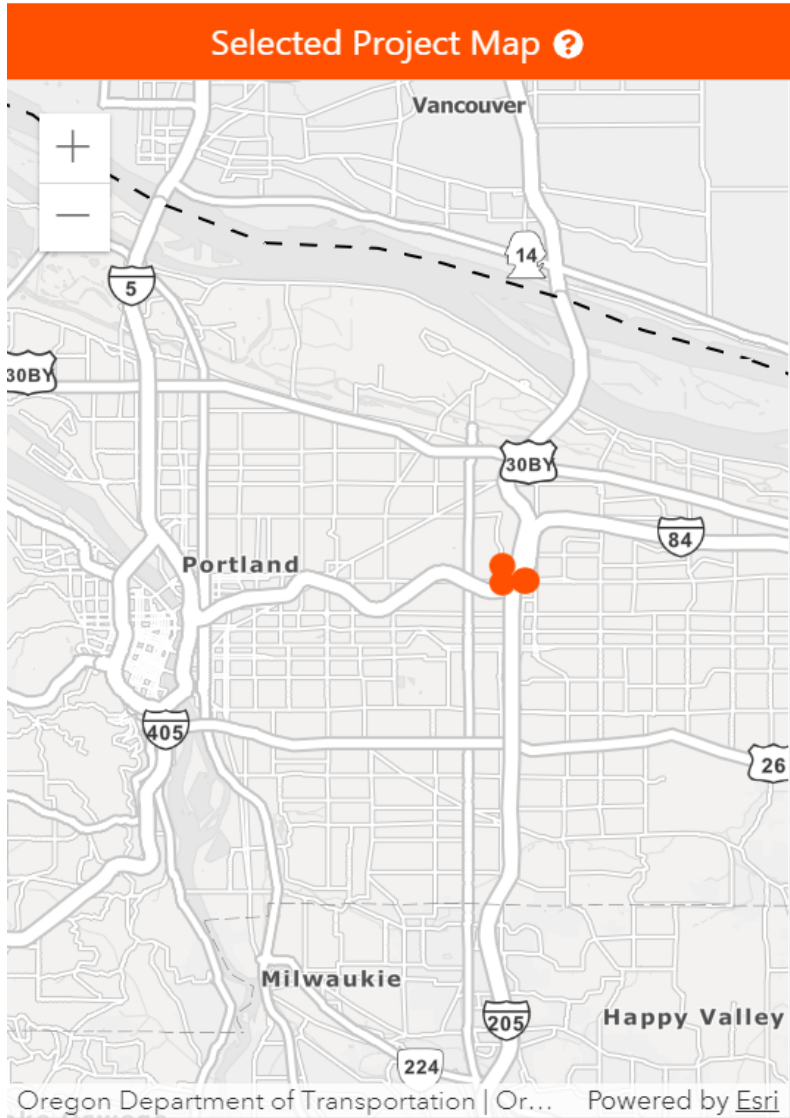
**RE:** Cancellation of I-205 Overcrossing Project at NE Halsey (K20332)

The purpose of this memo is to formally request the cancellation of the I-205 Overcrossing Project at NE Halsey (K20332) and terminate the associated Local Agency Certification Program Supplemental Project Agreement No. 32311, pursuant to term 36 of said agreement (“mutual written consent.”)

Per our previous conversations, the Portland Bureau of Transportation (PBOT) is unable to accomplish the full objectives detailed in Agreement No. 32311 within the remaining programmed budget. This project has faced fundamental design and scope challenges as well as impacts from unprecedented inflation of construction costs. Additional details of what led to the funding shortfall and informed this decision can be found in the Project Background and History section below.

To date, only local agency funds have been spent on this project, therefore it is our understanding that no reimbursement of federal or state funds will be required.







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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new ODOT PTD 5310 PGB in  
 MPA to the MTIP

**Project #3**

Project Details Summary							
<b>ODOT Key #</b>	<b>23472</b>	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>New TBD</b>	CDS ID:	N/A	Bridge #:	N/A	<b>FTA Flex &amp; Conversion Code</b>	<b>Yes, 5310</b>
MTIP Amendment ID:		<b>OC25-01-OCT</b>		STIP Amendment ID:		24-27-1802	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the new 5310 program focus project grouping bucket (PGB) to the 2024-27 MTIP. The 5310 program is a FTA funded area that supports the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Later, the funds will be allocated to TriMet. The funds will support 5310 eligible replacement bus purchases for TriMet. State Surface Transportation Block Grant (STBG) funds appropriated to ODOT are committed to the project. The State STBG are eligible to be flex transferred to FTA. The State STBG will be flex transferred (turned over to FTA) and then converted to 5310 program funding allowing TriMet to access and expend the funds through the FTA TrAMS grant management system. The approved STBG is being transferred from Key 23479, non-MPO ODOT PTD 5310 PGB.

Project Name:	<b>Bus Replacement Program FFY 2020 5310 Portion - TriMet</b>						
Lead Agency:	<b>ODOT (PTD)</b>	Applicant:	ODOT (PTD)		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes		Delivery as Direct Recipient:	<b>Yes</b>	

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

**Short Description**  
 Federal fiscal year 2020 funding to improve public transportation fleet conditions statewide. Funds (5310) will be flexed to FTA for delivery.

**MTIP Detailed Description (Internal Metro use only):**  
 FFY 2020 appropriated funding supporting the public transportation fleet with a focus to support bus replacements under the FTA 5310 program. The funds will be later allocated to TriMet to support eligible 5310 program area replacement bus purchases. The State STBG under Y240 will be flex transferred to FTA and converted to 5310 funding which TriMet will access and expend.

**STIP Description:**  
 Federal fiscal year 2020 funding to improve public transportation fleet conditions statewide. Funds (5310) will be flexed to FTA for delivery

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

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
State STBG	Y240	2025						\$ 1,497,253	\$ 1,497,253
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,497,253	\$ 1,497,253

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 171,368	\$ 171,368
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,368	\$ 171,368

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,668,621	\$ 1,668,621
Total Estimated Project Cost							\$ 1,668,621
Total Cost in Year of Expenditure:							\$ 1,668,621

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,668,621	\$ 1,668,621
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,368	\$ 171,368
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	10.27%	10.27%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,497,253	\$ 1,497,253
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,368	\$ 171,368
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,668,621	\$ 1,668,621

**Phase Composition Percentages**

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

**Phase Programming Percentage**

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

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

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>ODOT Public Transit Division State form Key 23479.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. The amendment shifts the State STBG from a non MPO statewide project grouping bucket (PGB) in Key 23479 into the Metro MPA boundary area for later access for TriMet.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, confirmation of the fund shift from Key 23479.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>ODOT Public Transit Division approval plus OTC approval (October 2024 meeting)/</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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

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

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

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

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not applicable: The project re[resent a regional transit system upgrade at his time
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

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

**Additional RTP Consistency Check Areas**

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not Applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No. Not Applicable**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
4. Applicable RTP Goal:  
**Goal # 3 - Transportation Choices:**  
 Objective 3.3 - Access to Transit: Increase household and job access to current and planned frequent transit service..
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

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

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

**Fund Codes References**

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

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA	100.00%	1,668,621.00	89.73%	1,497,253.00	0.00%	0.00	10.27%	171,368.00
<b>OT Totals</b>			<b>100.00%</b>	<b>1,668,621.00</b>		<b>1,497,253.00</b>		<b>0.00</b>		<b>171,368.00</b>
<b>Grand Totals</b>						<b>1,497,253.00</b>		<b>0.00</b>		<b>171,368.00</b>

Note: The State STBG for the new 5310 PGB is being shifted from the non-MPO PGB in Key 23479. The STIP will reduce Key 23479 accordingly to reflect the fund shift to Key 23472.

**Name: Bus Replacement Program FFY2020 5310 Portion** **Key: 23479**

Description **Federal fiscal year 2020 funding to improve public transportation fleet conditions statewide. Funds (5310) will be flexed to FTA for delivery.** Region: 6

MPO: **Non-MPO**

Work Type: **TR-CAP**

Applicant: **ODOT TRANSIT SECTION**

Status: **BUCKET OF FUNDS**

Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
				<b>STATEWIDE</b>	<b>STATEWIDE</b>	

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						<b>2024</b>	
Total						<b>\$2,431,626.00</b>	<b>\$2,431,626.00</b>
Fund 1						Y240 \$2,181,898.00	
Match						\$249,728.00	

**Footnote:**

Most Recent Approved Amendment	
Amendment No: <b>24-27-0249</b>	Approval Date: <b>10/27/2023</b>
Requested Action: <b>Add project to the current STIP.</b>	





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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new ODOT PTD awarded  
 funding for buses

**Project #4**

Project Details Summary							
<b>ODOT Key #</b>	<b>23713</b>	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>New - TBD</b>	CDS ID:	N/A	Bridge #:	N/A	<b>FTA Flex &amp; Conversion Code</b>	<b>Yes, 5307</b>
MTIP Amendment ID:		<b>OC25-01-OCT</b>		STIP Amendment ID:		24-27-1474	

**Summary of Amendment Changes Occurring:**

The formal amendment adds the new ODOT Public Transit Division (PTD) funding awarded project supporting replacement buses. ODOT awarded funding is State Surface Transportation Block Grant (STBG) funds that will be flex transferred to FTA and then converted to FTA 5307 funds. The funds are considered awarded to TriMet for the purchase of replace vehicles. OTC approval was required and occurred at their 8/1/2024 meeting.

Project Name:	<b>Mass Transit Vehicle Replacement FFY25 TriMet</b>						
Lead Agency:	<b>ODOT (PTD)</b>	Applicant:	ODOT (PTD)		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	<b>Yes</b>	

**Short Description:**

Funding for replacement or right sizing of category A or B transit vehicles in urban areas. This project will be delivered through FTA.

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

Region wide vehicle procurement PGB awarded funding from the ODOT Public Transit Divisions to TriMet for replacement or right sizing of category A or B transit vehicles in urban areas. Original funds awarded are State STBG which will be flex transferred to FTA and converted to 5307.

**STIP Description:**

Funding for replacement or right sizing of category A or B transit vehicles in urban areas. This project will be delivered through FTA.

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
State STBG	Y240	2025						\$ 3,053,811	\$ 3,053,811
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,053,811	\$ 3,053,811
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 349,522	\$ 349,522
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 349,522	\$ 349,522
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,403,333	\$ 3,403,333
Total Estimated Project Cost									\$ 3,403,333
Total Cost in Year of Expenditure:									\$ 3,403,333
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:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,403,333	\$ 3,403,333
Phase Change Percent:			0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 349,522	\$ 349,522
Amended Phase Matching Percent:			N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,053,811	\$ 3,053,811
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 349,522	\$ 349,522
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,403,333	\$ 3,403,333

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

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.7%	89.7%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.3%	10.3%
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:							TrAMS ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS

Completion Date Notes:	Estimated Project Completion Date:						Unspecified
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Are federal funds being flex transferred to FTA?	Yes	If yes, expected FTA conversion code:	5307
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**Fiscal Constraint Consistency Review**

1. What is the source of funding? **ODOT Public Transit Division**
2. Does the amendment include changes or updates to the project funding? **Yes. New State STBG funds are added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via OTC approval item at their August 2024 meeting**
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	Cross Street	
	Not Applicable	Not Applicable	Not Applicable	Not Applicable	

Note: The project is being programmed as a regional project grouping bucket. No specific locations/routes are identified at this time.

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

1st Year Programmed	2025	Years Active	0	Project Status	0	No activity	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

**Anticipated Required Performance Measurements Monitoring**

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

Added notes:

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

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not Applicable
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? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3. Is the project included as part of the approved: UPWP? <b>No. Not Applicable.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable.</b>

4. Applicable RTP Goal:  
**Goal # 1 - Mobility Options:**  
 Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

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

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

**Fund Codes References**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
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%	3,403,333.00	89.73%	3,053,811.00	0.00%	0.00	10.27%	349,522.00
	<b>OT Totals</b>		<b>100.00%</b>	<b>3,403,333.00</b>		<b>3,053,811.00</b>		<b>0.00</b>		<b>349,522.00</b>
<b>Grand Totals</b>						<b>3,053,811.00</b>		<b>0.00</b>		<b>349,522.00</b>



**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	Description of Change
23682	1	I-405 and I-5 Stormwater Facilities	301.4	303.2		CN	Bridge	HB2017 BridgeSeismic	\$ -	\$ 5,000,000	\$ 5,000,000	Add new project in 2025, moving funds from K21219.
22323	1	Oregon Transportation Network - TriMet FFY24				OT	Transit	SW Transit	\$ 4,162,951	\$ 1,658,234	\$ (2,504,717)	Update to match program allocations.
	1	Mt. Hood Transit Enhancements Project- Clackamas County				OT	Transit	SW Transit	\$ -	\$ 947,286	\$ 947,286	Add new Congressionally Directed Spending project.
	1	Mass Transit Vehicle Replacement FY25 TriMet				OT	Transit	SW Transit	\$ -	\$ 3,403,333	\$ 3,403,333	Add new project, moving funds from K21942.
	1	Oregon Transportation Network - TriMet FFY25				OT	Transit	SW Transit	\$ -	\$ 1,894,572	\$ 1,894,572	Add new project to match program allocations.
22507	1	I-205: OR213 - Stafford Rd variable rate tolling project				All	Operations	Tolling HB3055	\$ 84,257,890	\$ 27,257,890	\$ (57,000,000)	Cancel the project.
21371	1	I-5 and I-205: Regional Mobility Pricing				All	Operations	Tolling HB3055	\$ 261,610,000	\$ 63,250,000	\$ (198,360,000)	Cancel the project.
23026	1	Enhanced Mobility E&D - TriCounty Area FY26				OT	Transit	SW Transit	\$ 5,536,725	\$ 1,894,572	\$ (3,642,153)	Update to match program allocations.
23042	1	Enhanced Mobility E&D (5310) - TriCounty Area FY27				OT	Transit	SW Transit	\$ 5,536,725	\$ 1,894,572	\$ (3,642,153)	Update to match program allocations.
18271	2	US101 at Asbury Creek	34.7	34.8	01796	CN	Culvert	Fix-it SW Fish Pass	\$ 3,400,000	\$ 17,997,504	\$ 14,597,504	Add a CN phase in 2027, splitting CN funds bucketed in K23222 and reserve funds bucketed in K23227.



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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new ODOT PTD 5310 PGB in  
 MPA to the MTIP

**Project #5**

Project Details Summary							
ODOT Key #	23727	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	New TBD	CDS ID:	N/A	Bridge #:	N/A	<b>FTA Flex &amp; Conversion Code</b>	<b>Yes, 5310</b>
MTIP Amendment ID:		<b>OC25-01-OCT</b>		STIP Amendment ID:		24-27-1494	

**Summary of Amendment Changes Occurring:**

The formal amendment adds the new 5310 program focus project grouping bucket (PGB) to the 2024-27 MTIP. The 5310 program is a FTA funded area that supports the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Later, the funds will be allocated to TriMet. The funds will support 5310 eligible projects. The State Surface Transportation Block Grant (STBG) funds appropriated to ODOT are committed and eligible to be flex transferred to FTA. The State STBG will be flex transferred (turned over to FTA) and then converted to 5310 program funding allowing TriMet to access and expend the funds through the FTA TrAMS grant management system. The project received OTC during their August 2024 meeting.

Project Name:	<b>Oregon Transportation Network - TriMet FFY25</b>						
Lead Agency:	<b>ODOT (PTD)</b>	Applicant:	ODOT (PTD)	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	<b>Yes</b>		

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

**Short Description**

TriMet funding supporting the 5310 enhanced mobility of seniors and individuals with disabilities program for eligible 5310 capital projects (e.g., preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition)

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

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

**STIP Description:**

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



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

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
State STBG	Y240	2025						\$ 1,700,000	\$ 1,700,000
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 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
									\$ -
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**Local Funds**

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

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>	<del>\$ -</del>
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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,894,572	\$ 1,894,572
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,572	\$ 194,572
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	10.27%	10.27%

### Phase Programming Summary Totals

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

### Phase Programming Percentage

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

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

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>ODOT Public Transit Division.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. The amendment adds new State STBG that will be flex transferred to FTA supporting FTA Section 5310 program areas for TriMet.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, confirmation via OTC action..</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>ODOT Public Transit Division approval plus OTC approval (August 1, 2024 meeting).</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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

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

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

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

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

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

**Additional RTP Consistency Check Areas**

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not Applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No. Not Applicable**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
4. Applicable RTP Goal:  
**Goal # 3 - Transportation Choices:**  
 Objective 3.3 - Access to Transit: Increase household and job access to current and planned frequent transit service..
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

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

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

**Fund Codes References**

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

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



**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
23672	1	I-5 Rose Quarter: Broadway to Weidler Phase 1	301.4	303.2		CN	Modernization	USDOT Grants 2023	\$ -	\$ 382,250,000	\$ 382,250,000
23682	1	I-405 and I-5 Stormwater Facilities	301.4	303.2		CN	Bridge	HB2017 BridgeSeismic	\$ -	\$ 5,000,000	\$ 5,000,000
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)



**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 5339(c) Bus  
 Procurement/Garage Upgrade

**Project #6**

Project Details Summary							
ODOT Key #	23761	RFFA ID:	N/A	RTP ID:	10928 12279	RTP Approval Date:	11/30/2023
MTIP ID:	New - TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC25-01-OCT		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:  
 The formal amendment adds the new FTA Section 5339c Bus and Low and no Emission (Low-No) FFY 2024 discretionary grant award project for TriMet to purchase replacement Hydrogen fuel-cell buses plus complete various facility upgrades to their Powell Blvd. maintenance garage facility.

Project Name:	<b>Zero-Emission Buses Procurement and Powell Garage Upgrades</b>						
Lead Agency:	TriMet	Applicant:	TriMet		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	<b>Yes</b>		

**Short Description:**  
 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.

**MTIP Detailed Description (Internal Metro use only):**  
 TriMet will purchase approximately 14 articulated, 60-foot hydrogen Fuel Cell Electric Buses (FCEBs) to replace older 40-foot diesel buses that are past their useful life; update maintenance bays and install a mobile fuel station at Powell garage to support the operation of FCEBs and create resiliency for TriMet's mix use of zero-emission vehicles. The FCEBs will be part of the TriMet's 82nd Avenue CIG, Small Starts, Transit Project, that will serve low-income/historically disadvantaged communities in areas with poor air quality. Funds will also be used to build TriMet's training program.

**STIP Description:**  
 TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Vehicles	Vehicles - Replacement	Capital Improvement
	Transit Facilities		
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
<b>Federal Funds</b>									
5339c	FF30	2025					\$ 5,421,200	\$ 33,578,800	\$ 39,000,000
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ 5,421,200	\$ 33,578,800	\$ 39,000,000

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025					\$ 1,355,300	\$ 8,394,700	\$ 9,750,000
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ 1,355,300	\$ 8,394,700	\$ 9,750,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 6,776,500	\$ 41,973,500	\$ 48,750,000
Total Estimated Project Cost							\$ 250,000,000
Total Cost in Year of Expenditure:							\$ 250,000,000



Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes, also, N/A	The programming represents the next phase of upgrades to the Powell Blvd maintenance garage against the estimate total cost of the ZEB vehicle purchases and required upgrades.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 6,776,500	\$ 41,973,500	\$ 48,750,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 1,355,300	\$ 8,394,700	\$ 9,750,000
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	20.00%	20.00%	20.00%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 5,421,200	\$ 33,578,800	\$ 39,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ 1,355,300	\$ 8,394,700	\$ 9,750,000
Total	\$ -	\$ -	\$ -	\$ -	\$ 6,776,500	\$ 41,973,500	\$ 48,750,000

### Phase Composition Percentages

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

### Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	11.1%	68.9%	80.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	2.8%	17.2%	20.0%
Total	0.0%	0.0%	0.0%	0.0%	13.9%	86.1%	100.0%

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

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>FTA discretionary Section 5339c Bus and Low and No Emissions program funding.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. New 5339c funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes. Confirmation from FTA's 5339c grant awards documentation.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>FTA approval was required. Documentation provided.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	82nd Ave Corridor		NE Lombard St	SE Sunnyside Rd	
	Powell Blvd		Just E/O I-205 at Powell Blvd	Powell garage maintenance facility	
Note: Powel Blvd cross-street reference supports the planned upgrades to the TriMet Powell Maintenance Garage. The replacement buses are identified to support transit needs in the 82nd Ave corridor.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T21	Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable. The formal amendment represents the first programming action for the project.						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
	X	X		X	X	X	X	ZEB buses applies to 82nd Ave corridor and crosses multiple EFAs. POC = Yes, LEP = Yes, LI = Yes

**RTP Air Quality Conformity and Transportation Modeling Designations**

Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2, Mass Transit</b>
Exemption Reference:	<b>Mass Transit sections: 1. Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 2. Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>ID: 10928 - Operating Capital: Fleet Vehicles: Phase 1 ID: 12279 - Bus: Powell Bus Garage Improvements and ZEB Transition Construction</b>
RTP Project Description:	<b>10928: Replacement, refurbishment and/or service expansion of zero emission buses, articulated buses, light rail and LIFT vehicles. 12279: Expand bus operations, maintenance and storage facility to accommodate larger fleet and make zero emissions bus improvements.</b>

**Project Location in the Metro Transportation Network**

Yes/No	Network	Designation
No	Motor Vehicle	No designation
Yes	Transit	82nd Ave is designated as a "Frequent Bus" corridor in the Transit network.
No	Freight	No designation
No	Bicycle	No designation
No	Pedestrian	No designation

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? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable.</b>
4. Applicable RTP Goals: <u><b>Goal # 1 - Mobility Options:</b></u> Objective 1.3 Access to Transit: Increase household and job access to current and planned frequent transit service. <u><b>Goal #2 - Safe System:</b></u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035 <u><b>Goal #3: Equitable Transportation:</b></u> Objective 3.1 - Transportation Equity: Eliminate fatal and severe injury crashes for all modes of travel by 2035 <u><b>Goal #5 - Climate Action and Resilience:</b></u> Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

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

## Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
5339c	FTA based funding program that supports the "Low or No Emission" competitive funding program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities



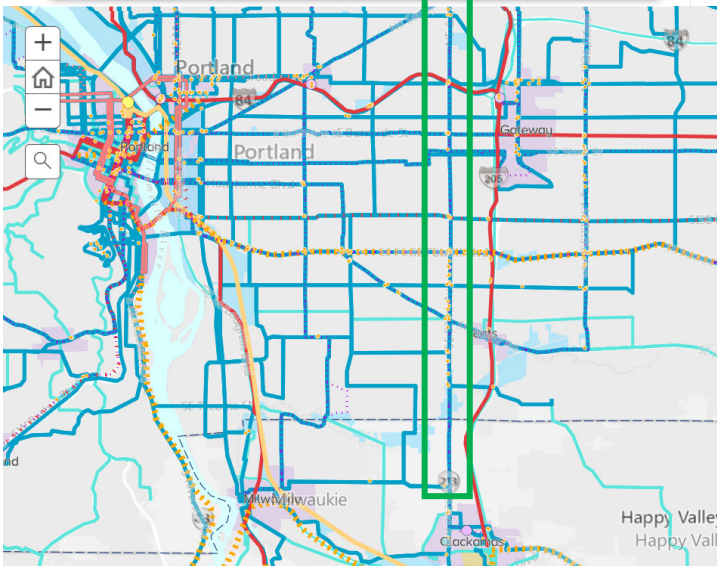
[Home](#) / [Funding](#) / [Grants](#)

- Grant Programs >
- Program Pages >
- Applicants >

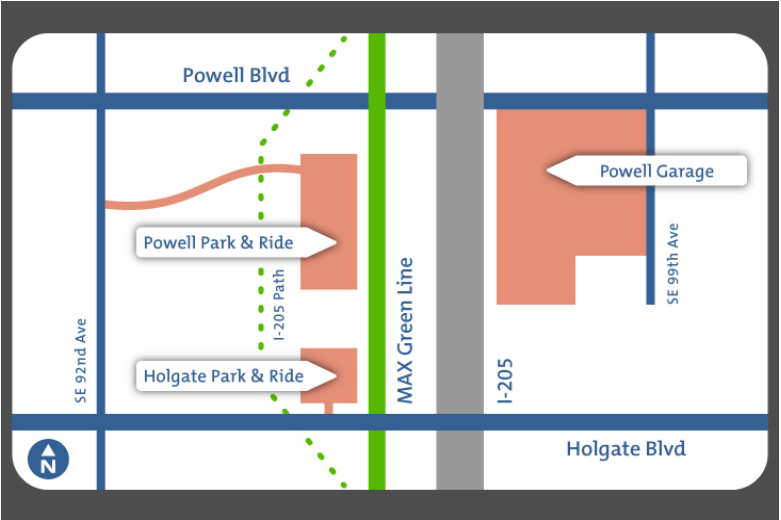
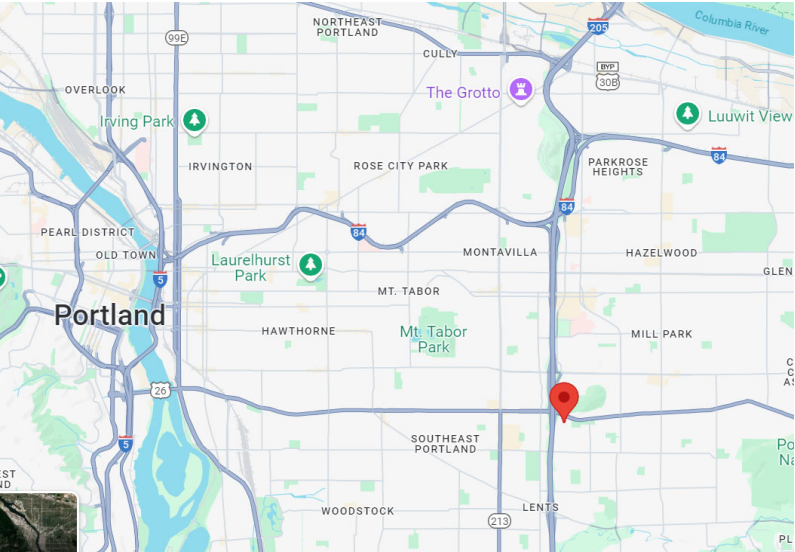
### FY24 FTA Bus and Low- and No-Emission Grant Awards

State	Project Sponsor	Bus/Low-No	Description	Funding
OR	Tri-County Metropolitan Transportation District of Oregon (TriMet)	Low-No	TriMet will receive funding to buy new hydrogen fuel cell buses to replace older diesel buses that are past their useful life, a new portable fueling station and to initiate facility improvements to accommodate the new hydrogen vehicles. The project will improve service, reliability and provide essential connections to jobs in services in the Portland metro area.	\$39,000,000

The replacement ZEB buses are planned to operate along the 82nd Ave corridor



TriMet Powell Blvd Maintenance Garage Location





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

MTIP Formal Amendment  
**RE-ADD PROJECT**  
 Re-add SMARTs 5339 Bus formula  
 project to the MTIP

**Project #7**

Project Details Summary							
ODOT Key #	23741	RFFA ID:	N/A	RTP ID:	12097	RTP Approval Date:	11/30/2023
MTIP ID:	71139	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC25-01-OCT		STIP Amendment ID:		24-27-1882	

Summary of Amendment Changes Occurring:

The project was originally programmed under Key 22191 in the 2021-24 MTIP. During the 2024-27 MTIP, the project was mistakenly thought to have obligated and carry-over was not required. During the FFY 2024 end-of-year project review, SMART identified that Key 22191 had not obligated and needed to remain in the MTIP. The project move forward to obligate during FFY 2025. The formal amendment re-adds the project to the MTIP and STIP. However, it must be added using a new Key number. Key 23741 has been assigned as the project's new Key number. The project scope elements do not include any facility modifications or upgrades that will trigger the need for a PE and Construction phase. The project is eligible to be programmed completely in the "Other" phase in the MTIP and STIP.

Project Name:	<b>SMART Bus and Bus Facilities (Capital) 2022</b>						
Lead Agency:	SMART	Applicant:	SMART	Administrator:	FTA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

Supports replacement/rehab of buses and related amenities to include equipment such as ADA lift, technology components, and signs for customer service.

MTIP Detailed Description (Internal Metro use only):

SMART's FTA 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to rehabilitate bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. The program also supports projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to provide amenities such as ADA lift and technology components and bus shelters and signs.

STIP Description:

TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Capital	Capital - Vehicle Operations	Maintenance and Preservation
ODOT Work Type:	TRANST		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
5339	5339	2025						\$ 48,763	\$ 48,763
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,763	\$ 48,763

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 12,191	\$ 12,191
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,191	\$ 12,191

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,954	\$ 60,954
Total Estimated Project Cost							\$ 20,645,400
Total Cost in Year of Expenditure:							\$ 20,645,400



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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,954	\$ 60,954
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,191	\$ 12,191
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	20.00%	20.00%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,763	\$ 48,763
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,191	\$ 12,191
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,954	\$ 60,954

### Phase Composition Percentages

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

### Phase Programming Percentage

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Grant ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2027
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? <b>FTA Section 5339 formula funds</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. The 5339 funds plus match are re-added to the MTIP to enable obligation to occur during FFY 2025.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via confirmation of prior authorized programming.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>SMART confirmation</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2022	Years Active	3	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	2	Last Amendment	Formal	Date of Last Amendment	October 2022	Last MTIP Amend Num	SP23-01-SEP
Last Amendment Action	FUNDING AND DESCRIPTION: Decrease authorize FTA section 5339 fund s and expand description per FTA guidance						

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			General vehicle application - EFAs not applicable
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Mass Transit - Operating assistance to transit agencies.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>ID#: 12097 - SMART Service, Operations and Maintenance: 2023-2030</b>
RTP Project Description:	<b>Operations of transit services, such as drivers, security, facilities and rolling stock maintenance.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No designation
No	Transit	Not applicable as the upgrades are not route specific and impact the Transit network
No	Freight	No designation
No	Bicycle	No designation
No	Pedestrian	No designation

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

**Additional RTP Consistency Check Areas**

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not Applicable**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 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 #5: Climate Action and Resilience:**  
 Object 5.2 - Climate-Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

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

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, October 1, 2024 to Thursday, October 30, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **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
5339	Federal Transit Administration appropriated funding states and transit operators. The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. These 5339 funds are formula-based appropriated funds.



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

MTIP Formal Amendment  
**ADD FUNDS**  
 Add second CDS award and  
 overmatch to the project

**Project #8**

Project Details Summary							
<b>ODOT Key #</b>	<b>23530</b>	RFFA ID:	N/A	RTP ID:	10664	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>71410</b>	CDS ID:	OR215 OR224	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>OC25-01-OCT</b>		STIP Amendment ID:		24-27-1929	

Summary of Amendment Changes Occurring:

The formal amendment adds the second awarded federal Congressionally Directed Spending (CDS) to the project along with additional local overmatch funds to the project. The updates also include adding a right-of-way (ROW) and Utility Relocation (UR) phase to the project. The project scope is updated based on the new funds being added. The short description is revised to reflect the upgrade segment being funded. The revised project funding will complete this portion of the Loop project, but does not represent the entire Loop.

Project Name:	<b>Beaverton Downtown Loop: Phase 1 Demo</b>						
Lead Agency:	<b>Beaverton</b>	Applicant:	Beaverton		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	<b>Yes</b>		Delivery as Direct Recipient:	No	

**Short Description:**

~~Design and construct demonstration project containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction (2023 CDS, ID OR215)~~

**Design and construct various pedestrian and street upgrades, protected bikeways, sidewalks, traffic signal, landscaping, stormwater, and roadway reconstruction upgrades plus new bus stops on SW Hall Blvd from 1st to 3rd Streets (CDS ID OR215, OR224)**

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

In the city of Beaverton between SW Crescent St in the north then south to SW 6th St, on and between SW Watson and SW Hall Blvd, design and construct various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction for added pedestrian safety as part of the Beaverton Downtown Loop upgrade project (2023 CDS, ID OR215, **2024 CDS ID OR224**)

**STIP Description:**

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.

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
HIPCDS23	Y926	2024		\$ 1,200,000					\$ 1,200,000
<del>HIPCDS23</del>	<del>Y926</del>	<del>2026</del>					<del>\$ 2,800,000</del>		\$ -
HIPCDS23	Y926	2026					\$ 2,800,000		\$ 2,800,000
CDS24	Y603	2026					\$ 1,616,279		\$ 1,616,279
<b>Federal Totals:</b>			\$ -	\$ 1,200,000	\$ -	\$ -	\$ 4,416,279	\$ -	\$ 5,616,279
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (Y926)	Match	2024		\$ 137,345					\$ 137,345
Other	OTH0	2024		\$ 162,655					\$ 162,655
Other	OTH0	2026			\$ 300,000				\$ 300,000
Other	OTH0	2027				\$ 40,500			\$ 40,500
<del>Local (Y926)</del>	<del>Match</del>	<del>2026</del>					<del>\$ 320,473</del>		\$ -
Local (Y926)	Match	2026					\$ 320,473		\$ 320,473
Local (Y603)	Match	2026					\$ 184,990		\$ 184,990
<del>Other</del>	<del>OTH0</del>	<del>2026</del>					<del>\$ 379,527</del>		\$ -
Other	OTH0	2026					\$ 4,834,758		\$ 4,834,758
Local Totals:			\$ -	\$ 300,000	\$ 300,000	\$ 40,500	\$ 5,340,221	\$ -	\$ 5,980,721
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 1,500,000	\$ -	<del>\$ -</del>	<del>\$ 3,500,000</del>	\$ -	<del>\$ 5,000,000</del>
Amended Programming Totals			\$ -	\$ 1,500,000	\$ 300,000	\$ 40,500	\$ 9,756,500	\$ -	\$ 11,597,000
Total Estimated Project Cost (this segment):									\$ 11,597,000
Total Cost in Year of Expenditure:									\$ 11,597,000
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:		\$ -	\$ -	\$ 300,000	\$ 40,500	\$ 6,256,500	\$ -	\$ 6,597,000	
Phase Change Percent:		0.0%	0.0%	100.0%	100.0%	178.8%	0.0%	131.9%	
Amended Phase Matching Funds:		\$ -	\$ 137,345	\$ -	\$ -	\$ 505,463	\$ -	\$ 642,808	
Amended Phase Matching Percent:		N/A	10.27%	0.00%	0.00%	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	\$ -	\$ 1,200,000	\$ -	\$ -	\$ 4,416,279	\$ -	\$ 5,616,279		
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Local	\$ -	\$ 300,000	\$ 300,000	\$ 40,500	\$ 5,340,221	\$ -	\$ 5,980,721		
Total	\$ -	\$ 1,500,000	\$ 300,000	\$ 40,500	\$ 9,756,500	\$ -	\$ 11,597,000		

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	80.0%	0.0%	0.0%	45.3%	0.0%	48.4%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	20.0%	100.0%	0.0%	54.7%	0.0%	51.6%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	10.3%	0.0%	0.0%	38.1%	0.0%	48.4%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	2.6%	2.6%	0.3%	46.0%	0.0%	51.6%
Total	0.0%	12.9%	2.6%	0.3%	84.1%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,500,000					Aid ID
Federal Funds Obligated:		\$ 1,200,000					0535(046)
EA Number:		N/A					FHWA or FTA
Initial Obligation Date:		9/10/2024					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
						Estimated Project Completion Date:	12/31/2029
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>FFY 2023 and 24 Congressionally Directed Spending (CDS) earmarks.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. The amendment adds the second CDS award and updates the project scope /description to reflect clearer the segment being funded by the CDS awards.</b>
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? <b>Congressional approval for the CDS awards.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>



**Project Location References**

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	SW Hall Blvd		1st Street	3rd Street	

Note: The project limits reflect the funded segment to the larger Beaverton Downtown Loop upgrade project

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

1st Year Programmed	2024	Years Active	1	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	August 2024	Last MTIP Amend Num	AM24-21-AUG3
Last Amendment Action	Slip Construction phase to FFY 2026						

**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 HIC = Yes EFA POC = Yes LEP = Yes LI =Yes
		X		X	X	X	X	

**RTP Air Quality Conformity and Transportation Modeling Designations**

Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Other - Planning and Technical Studies</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>ID # 10664 - Downtown Loop Complete Street: Watson - Millikan Way to 1st</b>
RTP Project Description:	<b>Construct complete street on Watson Avenue between Millikan Way and 1st Street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Major Arterial
Yes	Transit	Frequent Bus
No	Freight	No designation
Yes	Bicycle	Regional Bikeway
Yes	Pedestrian	Regional Pedestrian Corridor

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	No designation
Functional Classification	No	Not Applicable	4 - Urban Minor Arterial
Federal Aid Eligible Facility	No	Not Applicable	Minor Arterial

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable.</b>
4. Applicable RTP Goals: <u><b>Goal #1 - Mobility Options:</b></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><b>Goal #2 - Safe System:</b></u> Object 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035. <u><b>Goal #3 - Equitable Transportation:</b></u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs <u><b>Goal #5 - Climate Action and Resilience:</b></u> Objective 5.2 - Climate-Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

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

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, October 1, 2024 to Thursday, October 30, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **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
HIPCDS23	Federal Congressionally Directed Spending (CDS) award from the FFY 2023 cycle that also is tied to the Highway Infrastructure Improvement funding pot. The CDS award is also referred to a Congressional earmark.
CDS24	Federal Congressionally Directed Spending (CDS) award from the FFY 2024 cycle
HIP	Highway Infrastructure Program (HIP) funds. The funds resulting from this apportionment for (1) activities eligible under 23 U.S.C. 133(b), and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151, and (2) the bridge replacement and rehabilitation program are available for obligation until September 30, 2024. HIP funds are normally apportioned to the State DOT for their use. Under certain circumstances, a portion may be sub-allocated to the MPOs for geographic urban needs.
Other	General local funds committed by the lead agency above the required minimum match requirement against the federal funds. Also referred to as "overmatch"

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	10.84%	162,654.63	0.00%	0.00	0.00%	0.00	100.00%	162,654.63
	Y926	HIP - community project congressionally directed	89.16%	1,337,345.37	89.73%	1,200,000.00	0.00%	0.00	10.27%	137,345.37
	<b>PE Totals</b>			<b>100.00%</b>	<b>1,500,000.00</b>		<b>1,200,000.00</b>		<b>0.00</b>	
RW	OTH0	OTHER THAN STATE OR	100.00%	300,000.00	0.00%	0.00	0.00%	0.00	100.00%	300,000.00
	<b>RW Totals</b>			<b>100.00%</b>	<b>300,000.00</b>		<b>0.00</b>		<b>0.00</b>	<b>300,000.00</b>
UR	OTH0	OTHER THAN STATE OR	100.00%	40,500.00	0.00%	0.00	0.00%	0.00	100.00%	40,500.00
	<b>UR Totals</b>			<b>100.00%</b>	<b>40,500.00</b>		<b>0.00</b>		<b>0.00</b>	<b>40,500.00</b>
CN	OTH0	OTHER THAN STATE OR	49.56%	4,834,758.11	0.00%	0.00	0.00%	0.00	100.00%	4,834,758.11
	Y603	FHWA Congressionally Directed Spending	18.46%	1,801,269.36	89.73%	1,616,279.00	0.00%	0.00	10.27%	184,990.36
	Y926	HIP - community project congressionally directed	31.98%	3,120,472.53	89.73%	2,800,000.00	0.00%	0.00	10.27%	320,472.53
	<b>CN Totals</b>			<b>100.00%</b>	<b>9,756,500.00</b>		<b>4,416,279.00</b>		<b>0.00</b>	
<b>Grand Totals</b>					<b>11,597,000.00</b>		<b>5,616,279.00</b>		<b>0.00</b>	<b>5,980,721.00</b>



# Memorandum

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

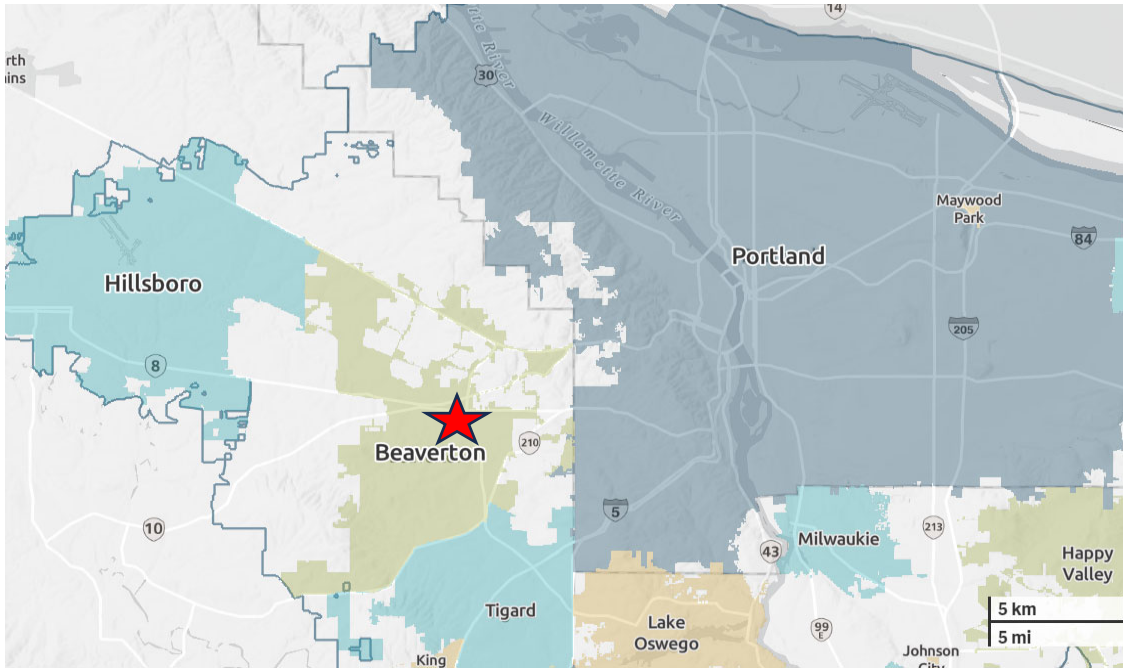
From: Peter J. Stephanos STEPHANOS  
 Director, Office of Stewardship, Oversight, and Management  
 Digitally signed by PETER JOHN STEPHANOS  
 Date: 2024.05.10 09:38:49 -0400

To: Brian R. Bezio  
 Chief Financial Officer  
 Revised June 7, 2024

Division Administrators

The Transportation, Housing and Urban Deve Act, 2024 (Division F of the Consolidated Ap appropriates a total of \$2,224,676,687 for Hig General Fund of the Treasury for fiscal year (

State	Demo ID	Project	Amount available under P.L. 118-42		Allocation of Y603 Funds This Memorandum		Obligation Authority This Memorandum DELPHI Code 1570651B50.2024.050	
			Project	State Total	Project	State Total	Project	State Total
OH	OH476	Pickaway County U.S. 23 & St. Rt. 762 Interchange Project	5,000,000		5,000,000		5,000,000	
OH	OH477	Barberton - Pedestrian Safety Project	700,000		700,000		700,000	
OH	OH478	North Hamilton Rail and River Crossing	1,000,000		1,000,000		1,000,000	
OH	OH479	Youngstown Eastside Connector Study	400,000		400,000		400,000	
<b>Ohio</b>				<b>58,536,026</b>		<b>58,536,026</b>		<b>58,536,026</b>
OK	OK183	Bridge Replacement	2,031,552		2,031,552		2,031,552	
OK	OK184	Shoulders on State Highway 4	1,000,000		1,000,000		1,000,000	
OK	OK185	May Avenue Bridge Repair	2,400,000		2,400,000		2,400,000	
OK	OK186	I-35 Frontage Road Modifications	3,000,000		3,000,000		3,000,000	
OK	OK187	I-40 Widening Between Kickapoo and Shawnee	8,000,000		8,000,000		8,000,000	
OK	OK188	I-35 Interchange and Widening in McClain County	29,000,000		29,000,000		29,000,000	
OK	OK189	Newport Road Grade, Drain, and Resurface Reconstruction Project	5,509,520		5,509,520		5,509,520	
OK	OK190	Oklahoma County Highway Improvement: I-35 and I-240 Interchange, Phase 2-4	4,000,000		4,000,000		4,000,000	
OK	OK191	Kingfisher County Highway Improvement: SH-33	4,000,000		4,000,000		4,000,000	
OK	OK192	Cimmaron County Highway Improvement: US-56	4,000,000		4,000,000		4,000,000	
OK	OK193	Washita County Highway Improvement: SH-54	4,000,000		4,000,000		4,000,000	
OK	OK194	Harper County Highway Improvement: US-183	4,000,000		4,000,000		4,000,000	
OK	OK195	Northwest 63rd Street Bridge Repair	1,040,000		1,040,000		1,040,000	
OK	OK196	Wagoner County SH-51 Improvements	8,000,000		8,000,000		8,000,000	
OK	OK197	Wagoner County US-64 Improvements	1,440,000		1,440,000		1,440,000	
<b>Oklahoma</b>				<b>81,421,072</b>		<b>81,421,072</b>		<b>81,421,072</b>
OR	OR221	SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)	2,349,600		2,349,600		2,349,600	
OR	OR222	Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek	850,000		850,000		850,000	
OR	OR223	Hood River/White Salmon Interstate Bridge Replacement Project	4,000,000		4,000,000		4,000,000	
OR	OR224	Beaverton Downtown Loop	1,616,279		1,616,279		1,616,279	
OR	OR225	East Forest Grove Safety Improvement Project	850,000		850,000		850,000	
OR	OR226	Abernethy Green Access Project	4,000,000		4,000,000		4,000,000	
OR	OR227	OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)	2,800,000		2,800,000		2,800,000	
OR	OR228	Hawthorne Avenue Pedestrian and Bicyclist Overcrossing	5,700,000		5,700,000		5,700,000	
OR	OR229	Mill Street Reconstruction, Springfield, OR	1,116,279		1,116,279		1,116,279	
OR	OR230	OR99W: Salmon River Highway (OR18) Intersection Improvement	3,589,200		3,589,200		3,589,200	
OR	OR231	Marion County Safety Corridor	1,577,079		1,577,079		1,577,079	



Beaverton OREGON

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Home > Services > Departments and Programs > Community Development > Transportation Planning > Beaverton Downtown Loop Project

**Beaverton Downtown Loop Project**

**A Plan for Improving How We Travel Around Downtown**

The Beaverton Downtown Loop is a vision for linking key destinations in Downtown Beaverton that make it easier for people to walk, bike, take the bus, and drive. [The Loop Plan](#) proposes changes to Hall Boulevard, Watson Avenue, and 5th Street to help the community's vision of a vibrant downtown that is welcoming to all.

- Proposed Loop Design
- Loop Timeline and Next Steps
- Participate
- The Loop Community





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

MTIP Formal Amendment  
**ADD PHASE**  
 Add Construction phase to project  
 for FFY 2026 obligation

**Project #9**

Project Details Summary							
ODOT Key #	22552	RFFA ID:	N/A	RTP ID:	12092	RTP Approval Date:	11/30/2023
MTIP ID:	71265	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC25-01-OCT		STIP Amendment ID:		24-27-1908	

**Summary of Amendment Changes Occurring:**  
 Per OTC approval to occur during their October 2024 meeting, the formal amendment adds a construction to the project to be obligated during FFY 2026.

Project Name:	<b>Willamette River: Stormwater Source Control Improvements</b>						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

**Short Description:**  
 Complete the design and **construction 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

**MTIP Detailed Description (Internal Metro use only):**  
 In north Portland along the Willamette River on I-405 at MP 3.33, on US30 between MP 1.95 to MP 9.20, and US 30 BY at MP 0.80, 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. (PGB under RTP ID 12092 - Bridge)

**STIP Description:**  
 Complete the design and construction of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Bridge	Other	Other
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
<b>Federal Funds</b>									
State STBG	Y240	2022		\$ 5,787,612					\$ 5,787,612
State STBG	<del>Y240</del>	<del>2024</del>			<del>\$ 4,946,429</del>				\$ -
State STBG	Y240	2024			\$ 549,659				\$ 549,659
State STBG	Y240	2026					\$ 26,829,270		\$ 26,829,270
<b>Federal Totals:</b>			\$ -	\$ 5,787,612	\$ 549,659	\$ -	\$ 26,829,270	\$ -	\$ 33,166,541

**State Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2022		\$ 662,418					\$ 662,418
State	<del>Match</del>	<del>2024</del>			<del>\$ 566,141</del>				\$ -
State	Match	2024			\$ 62,911				\$ 62,911
State	Match	2026					\$ 3,070,730		\$ 3,070,730
<b>State Totals:</b>			\$ -	\$ 662,418	\$ 62,911	\$ -	\$ 3,070,730	\$ -	\$ 3,796,059

**Local Funds**

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

Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 6,450,030	<del>\$ 5,512,570</del>	\$ -	<del>\$ -</del>	\$ -	<del>\$ 11,962,600</del>
Amended Programming Totals			\$ -	\$ 6,450,030	\$ 612,570	\$ -	\$ 29,900,000	\$ -	\$ 36,962,600
Total Estimated Project Cost									\$ 36,962,600
Total Cost in Year of Expenditure:									\$ 36,962,600



Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ (4,900,000)	\$ -	\$ 29,900,000	\$ -	\$ 25,000,000
Phase Change Percent:	0.0%	0.0%	-88.9%	0.0%	100.0%	0.0%	209.0%
Amended Phase Matching Funds:	\$ -	\$ 662,418	\$ 62,911	\$ -	\$ 3,070,730	\$ -	\$ 3,796,059
Amended Phase Matching Percent:	N/A	10.27%	10.27%	0.00%	10.27%	0.00%	10.27%

#### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 5,787,612	\$ 549,659	\$ -	\$ 26,829,270	\$ -	\$ 33,166,541
State	\$ -	\$ 662,418	\$ 62,911	\$ -	\$ 3,070,730	\$ -	\$ 3,796,059
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 6,450,030	\$ 612,570	\$ -	\$ 29,900,000	\$ -	\$ 36,962,600

#### Phase Composition Percentages

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

#### Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	15.7%	1.5%	0.0%	72.6%	0.0%	89.7%
State	0.0%	1.8%	0.2%	0.0%	8.3%	0.0%	10.3%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	17.5%	1.7%	0.0%	80.9%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 6,450,030	\$ 612,570				Aid ID
Federal Funds Obligated:		\$ 5,787,612	\$ 549,659				SA00(048)
EA Number:		PE003390	N/A				FHWA or FTA
Initial Obligation Date:		4/11/2022	9/11/2024				FHWA
EA End Date:		N/A	N/A				FMIS or TRAMS
Known Expenditures:		N/A	N/A				FMIS
						Estimated Project Completion Date:	12/31/2029
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>ODOT appropriated Surface Transportation Block Grant funds</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes, new authorized funding from OTC to add the construction phase</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, per OTC action.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>OTC approval was required - occurred at the October 2024 meeting</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
	Yes/No	Route	MP Begin	MP End	Length
On State Highway	Yes	US30BY	0.8	0.8	0.00
	Yes	US30	1.95	1.97	0.02
	Yes	US30	1.98	4.13	2.15
	Yes	US30	4.52	5.19	0.67
	Yes	US30	5.20	9.20	4.00
	Yes	I-405	3.33	3.33	0.00
Note: Multiple point site locations identified on US30 as noted above					
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	2022	Years Active	4	Project Status	5	(RW ) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	3	Last Amendment	Administrative	Date of Last Amendment	August 2923	Last MTIP Amend Num	AM23-25-AUG4
Last Amendment Action	PHASE SLIP: Slip ROW phase to FFY 2024						

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

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>12092 - Bridge Rehabilitation &amp; Repair: 2023-2030</b>
RTP Project Description:	<b>Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	US30 = Throughway
Yes	Transit	US30 = Frequent Bus
Yes	Freight	US30 - Main Roadway Route
Yes	Bicycle	US30 = Partial = Regional Bikeway
Yes	Pedestrian	US30 = Partial Regional Parkway + Regional Pedestrian Corridor

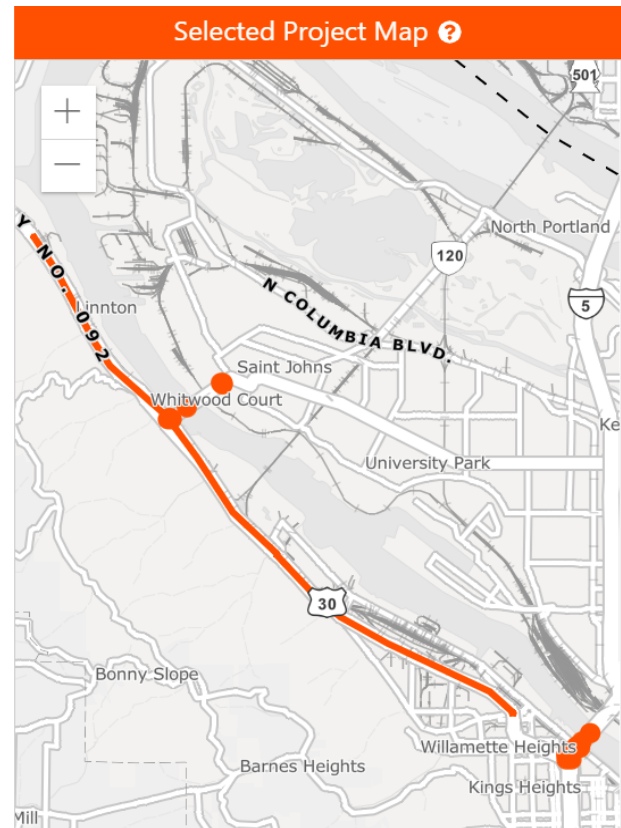
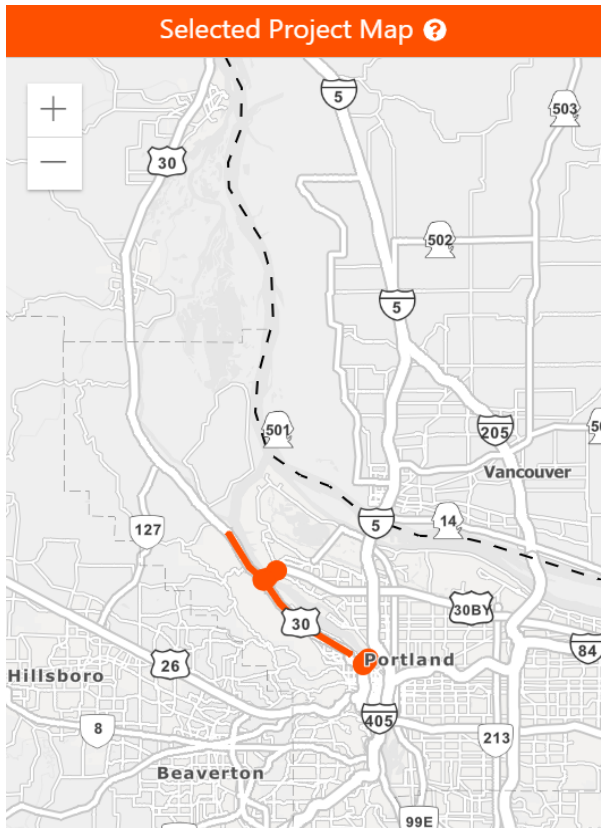
National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	US30	Other NHS Route
Functional Classification	No	US30	Urban Other Freeways and Expressways
Federal Aid Eligible Facility	No	US30	2 = Other Freeways and expressways

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>Yes.</b>
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable.</b>
4. Applicable RTP Goal: <b>Goal # 5 - Goal 5: Climate Action and Resilience:</b> Objective 5.3 - Resource Conservation: Preserve and protect the region’s biological, water, historic, and culturally important plants, habitats and landscapes.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

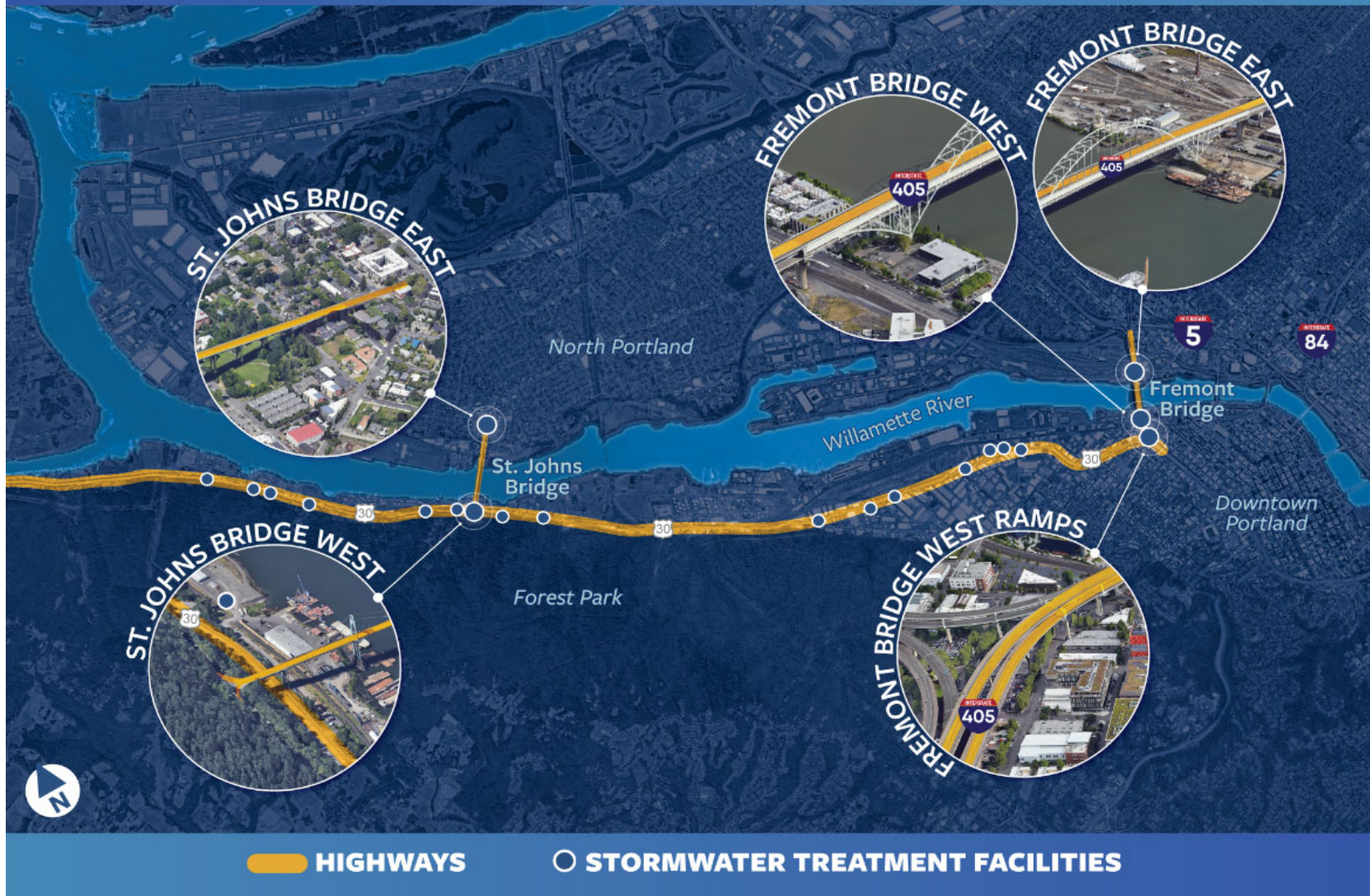
Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>
2. What are the start and end dates for the comment period? <b>Estimated to be October 1, 2024 to October 30, 2024</b>
3. Was the comment period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

Fund Codes References	
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
State	General state funds committed to the project normally in support of the minimum match requirement against 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
PE	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	100.00%	6,450,030.00	89.73%	5,787,611.92	10.27%	662,418.08	0.00%	0.00
	<b>PE Totals</b>		<b>100.00%</b>	<b>6,450,030.00</b>		<b>5,787,611.92</b>		<b>662,418.08</b>		<b>0.00</b>
RW	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	100.00%	612,570.00	89.73%	549,659.06	10.27%	62,910.94	0.00%	0.00
	<b>RW Totals</b>		<b>100.00%</b>	<b>612,570.00</b>		<b>549,659.06</b>		<b>62,910.94</b>		<b>0.00</b>
CN	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	100.00%	29,900,000.00	89.73%	26,829,270.00	10.27%	3,070,730.00	0.00%	0.00
	<b>CN Totals</b>		<b>100.00%</b>	<b>29,900,000.00</b>		<b>26,829,270.00</b>		<b>3,070,730.00</b>		<b>0.00</b>
<b>Grand Totals</b>						<b>33,166,540.98</b>		<b>3,796,059.02</b>		<b>0.00</b>



# STORMWATER IMPROVEMENT SITES





**DATE:** October 10, 2024

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** **Agenda X** – Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to increase funding for *Willamette River: Stormwater source control improvements* project.

**Requested Action:**

Approve amending the 2024-2027 Statewide Transportation Improvement Program (STIP) to add a construction phase and increase the total project funding for the *Willamette River: Stormwater source control improvements* project (K22552) from \$11,962,600 to \$36,962,600, for a total increase of \$25,000,000.

Project to add a Construction phase and increase funding:



<b>Willamette River: Stormwater source control improvements (K22552)</b>			
<b>PHASE</b>	<b>YEAR</b>	<b>Current</b>	<b>Proposed</b>
Preliminary Engineering	2022	\$6,450,030	\$6,450,030
Right of Way	2024	\$5,512,570	\$612,570
Construction	2026	\$0	\$29,900,000
<b>TOTALS</b>		<b>\$11,962,600</b>	<b>\$36,962,600</b>



The \$29,900,000 funding for the new construction phase will come from:

<b>Fund/Description</b>	<b>Amount</b>
Statewide Bridge program construction reserve FFY25 (K23288)	\$25,000,000
Funds moved from the right of way phase	\$4,900,000
<b>TOTAL</b>	<b>\$29,900,000</b>



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

MTIP Formal Amendment  
**REDUCE FUNDING**  
 Reduce authorized funding per  
 FTA allocation

**Project #10**

Project Details Summary							
ODOT Key #	23042	RFFA ID:	N/A	RTP ID:	<del>11334</del> 10928	RTP Approval Date:	11/30/2023
MTIP ID:	71383	CDS ID:	N/A	Bridge #:	N/A	<b>FTA Flex &amp; Conversion Code</b>	<b>Yes, 5310</b>
MTIP Amendment ID:		OC25-01-OCT	STIP Amendment ID:		24-27-1505		

**Summary of Amendment Changes Occurring:**  
 The formal amendment reduces the authorized funding to Key 23042 per the updated FTA allocation. The funding will support FTA Section 5310 program areas that include public transit capital to upgrade the special needs, seniors, and other transit-dependent populations. The State STBG will be allocated later to TriMet and flex transferred to FTA and then be converted to FTA 5310 funding. The funding reduction results in a 65.8% net decrease to the project which is above the FTA cost change threshold of 30% and triggers the need for an MTIP formal amendment. OTC approval was required and occurred during their August 2024 meeting.

Project Name:	<del>Enhanced Mobility E&amp;D (5310) – Tri County Area FY27</del> <span style="color: blue;">Oregon Transportation Network - TriMet FFY27</span>						
Lead Agency:	ODOT (PTD)	Applicant:	ODOT (PTD)		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes		Delivery as Direct Recipient:	Yes	

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

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

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

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



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

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
<del>5310</del>	<del>5310</del>	<del>2027</del>						<del>\$ 4,968,103</del>	\$ -
State STBG	Y240	2027						\$ 1,700,000	\$ 1,700,000
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ -

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2027</del>						<del>\$ 568,622</del>	\$ -
Local	Match	2027						\$ 194,572	\$ 194,572
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,572	\$ 194,572

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 5,536,725</del>	<del>\$ 5,536,725</del>
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%	65.78%	65.78%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,572	\$ 194,572
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	10.27%	10.27%

### Phase Programming Summary Totals

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

### Phase Programming Percentage

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

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

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>ODOT Public Transit Division State STBG.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. The amendment reduces the authorized allocation to the project.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via OTC August 2024 action (Annual STIP Amendment item)</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>ODOT Public Transit Division approval plus OTC approval (August 2024 meeting)</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2027	Years Active	0	Project Status	0	No Activity	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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

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

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

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

**Additional RTP Consistency Check Areas**

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not Applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No. Not Applicable**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
4. Applicable RTP Goal:  
**Goal # 3 - Transportation Choices:**  
 Objective 3.3 - Access to Transit: Increase household and job access to current and planned frequent transit service..
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

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

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

**Fund Codes References**

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

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

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
	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)
18271	2	US101 at Asbury Creek	34.7	34.8	01796	CN	Culvert	Fix-it SW Fish Pass	\$ 3,400,000	\$ 17,997,504	\$ 14,597,504



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

MTIP Formal Amendment  
**REDUCE FUNDING**  
 Reduce authorized funding per  
 FTA allocation

**Project #11**

Project Details Summary							
ODOT Key #	22323	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	71229	CDS ID:	N/A	Bridge #:	N/A	<b>FTA Flex &amp; Conversion Code</b>	<b>Yes, 5310</b>
MTIP Amendment ID:		OC25-01-OCT	STIP Amendment ID:		24-27-1932		

**Summary of Amendment Changes Occurring:**  
 The formal amendment reduces the authorized funding to Key 22323 per the updated FTA allocation. The reduction was approved by the OTC during their August 2024 meeting.

Project Name:	<b>Oregon Transportation Network - TriMet FFY24</b>						
Lead Agency:	ODOT (PTD)	Applicant:	ODOT (PTD)		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes		Delivery as Direct Recipient:	<b>Yes</b>	

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

**Short Description**  
 Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

**MTIP Detailed Description (Internal Metro use only):**  
 ODOT Public Transit Section is applicant and grantor for the funding. State STBG will be flex transferred to FTA for TriMet based on approved projects. TriMet will access the funding through TrAMS once the projects or programs are approved between them and ODOT. Key 22058 represent the third of three years of funding from ODOT supporting the Oregon Transportation Network.

**STIP Description:**  
 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.

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

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
<del>State STBG</del>	<del>Y240</del>	<del>2025</del>						<del>\$ 3,735,416</del>	\$ -
State STBG	Y240	2025						\$ 1,487,934	\$ 1,487,934
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,487,934	\$ -

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2025</del>						<del>\$ 427,535</del>	\$ -
Local	Match	2025						\$ 170,300	\$ 170,300
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 170,300	\$ 170,300

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 4,162,951</del>	<del>\$ 4,162,951</del>
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,658,234	\$ 1,658,234

Total Estimated Project Cost							\$ 1,658,234
Total Cost in Year of Expenditure:							\$ 1,658,234



Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,504,717	\$ (2,504,717)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	60.17%	60.17%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 170,300	\$ 170,300
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	10.27%	10.27%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,487,934	\$ 1,487,934
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 170,300	\$ 170,300
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,658,234	\$ 1,658,234

### Phase Composition Percentages

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

### Phase Programming Percentage

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

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

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>ODOT Public Transit Division State STBG.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. The amendment reduces the authorized allocation to the project.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via OTC August 2024 action (Annual STIP Amendment item)</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>ODOT Public Transit Division approval plus OTC approval (August 2024 meeting)</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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

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

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

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

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

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

**Additional RTP Consistency Check Areas**

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not Applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No. Not Applicable**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
4. Applicable RTP Goal:  
**Goal # 3 - Transportation Choices:**  
 Objective 3.3 - Access to Transit: Increase household and job access to current and planned frequent transit service..
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

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

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

**Fund Codes References**

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

Key Number: **22323**

2024-2027 STIP

Project Name: **Oregon Transportation Network - TriMet FFY24**

(DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IJA	100.00%	1,658,234.00	89.73%	1,487,934.00	0.00%	0.00	10.27%	170,300.00
<b>OT Totals</b>			<b>100.00%</b>	<b>1,658,234.00</b>		<b>1,487,934.00</b>		<b>0.00</b>		<b>170,300.00</b>
<b>Grand Totals</b>				<b>1,658,234.00</b>		<b>1,487,934.00</b>		<b>0.00</b>		<b>170,300.00</b>



**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
23682	1	I-405 and I-5 Stormwater Facilities	301.4	303.2		CN	Bridge	HB2017 BridgeSeismic	\$ -	\$ 5,000,000	\$ 5,000,000
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)



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

MTIP Formal Amendment  
**ADD FUNDS**  
 Add the new RAISE grant award to the project

**Project #12**

Project Details Summary							
ODOT Key #	23669	RFFA ID:	N/A	RTP ID:	11041	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC25-01-OCT		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**

The formal amendment adds the new \$25 million RAISE grant award to the project. Planning, PE, and Other phase are also being added to the project.

Project Name:	<b>Columbia Zero Emissions Bus Operations Facility - TriMet</b>						
Lead Agency:	TriMet	Applicant:	TriMet		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

**Short Description:**

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 help fund the design and construction of the facility, which will also serve fuel cell electric buses.

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

In northeastern Portland at 4421 NE Columbia Boulevard, design and construct the new Columbia Zero Emissions Bus Operations and Maintenance facility to serve fuel cell electric buses. The Columbia facility will be the fourth TriMet Bus operations and maintenance facility joining existing facilities at Mero, Powell, and Center.

**STIP Description:**

Design and construct the new Columbia Zero Emissions Bus Operations and Maintenance facility to serve fuel cell electric buses. Bus base, will be a hub for powering and maintaining zero emissions buses and training operators . The Columbia facility will be the fourth TriMet Bus operations and maintenance facility joining existing facilities at Mero, Powell, and Center.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Facilities		Capital Improvement
ODOT Work Type:	TRANSIT		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
AC-RAISE24	ACPO	2025	\$ 1,800,000						\$ 1,800,000
AC-RAISE24	ACPO	2025		\$ 7,200,000					\$ 7,200,000
<del>AC-CDS24</del>	<del>ACP0</del>	<del>2025</del>					<del>\$ 5,000,000</del>		\$ -
CDS24	CDS0	2025					\$ 5,000,000		\$ 5,000,000
AC- RAISE24	ACPO	2025					\$ 15,200,000		\$ 15,200,000
AC-RAISE24	ACPO	2025						\$ 800,000	\$ 800,000
<b>Federal Totals:</b>			\$ 1,800,000	\$ 7,200,000	\$ -	\$ -	\$ 20,200,000	\$ 800,000	\$ 30,000,000

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

<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (RAISE)	Match	2025	\$ 450,000						\$ 450,000
Other	OTH0	2025	\$ 117,600						\$ 117,600
Local (RAISE)	Match	2025		\$ 1,800,000					\$ 1,800,000
Other	OTH0	2025		\$ 470,400					\$ 470,400
Local (CDS)	Match	2025					\$ 1,250,000		\$ 1,250,000
Local (RAISE)	Match	2025					\$ 3,800,000		\$ 3,800,000
<del>Other</del>	<del>OTH0</del>	<del>2025</del>					<del>\$ 1,960,000</del>		\$ -
Other	OTH0	2025					\$ 1,319,733		\$ 1,319,733
Local (RAISE)	Match	2025						\$ 200,000	\$ 200,000
Other	OTH0	2025						\$ 52,267	\$ 52,267
<b>Local Totals:</b>			\$ 567,600	\$ 2,270,400	\$ -	\$ -	\$ 6,369,733	\$ 252,267	\$ 9,460,000

Note: CDS and RAISE minimum match requirement = 80% federal to 20% Local. Local "Other" funds support the phase on top of the minimum match.

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	<del>\$ -</del>	<del>\$ -</del>	\$ -	\$ -	<del>\$ 8,210,000</del>	<del>\$ -</del>	<del>\$ 8,210,000</del>
Amended Programming Totals	\$ 2,367,600	\$ 9,470,400	\$ -	\$ -	\$ 26,569,733	\$ 1,052,267	\$ 39,460,000
Total Estimated Project Cost							\$ 250,000,000
Total Cost in Year of Expenditure:							\$ 250,000,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The project programming reflects the next funded upgrade phase in support of the Columbia ZEB Operations Facility. The project will be completed as funding is secured.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 2,367,600	\$ 9,470,400	\$ -	\$ -	\$ 18,359,733	\$ 1,052,267	\$ 31,250,000
Phase Change Percent:	100.0%	100.0%	0.0%	0.0%	223.6%	100.0%	380.6%
Amended Phase Matching Funds:	\$ 450,000	\$ 1,800,000	\$ -	\$ -	\$ 5,050,000	\$ 200,000	\$ 7,500,000
Amended Phase Matching Percent:	20.00%	20.00%	N/A	N/A	20.00%	20.00%	20.00%

#### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 1,800,000	\$ 7,200,000	\$ -	\$ -	\$ 20,200,000	\$ 800,000	\$ 30,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 567,600	\$ 2,270,400	\$ -	\$ -	\$ 6,369,733	\$ 252,267	\$ 9,460,000
Total	\$ 2,367,600	\$ 9,470,400	\$ -	\$ -	\$ 26,569,733	\$ 1,052,267	\$ 39,460,000

#### Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	76.0%	76.0%	0.0%	0.0%	76.0%	76.0%	76.03%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	24.0%	24.0%	0.0%	0.0%	24.0%	24.0%	23.97%
Total	100.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%



Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	4.6%	18.2%	0.0%	0.0%	51.2%	2.03%	76.03%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	1.4%	5.8%	0.0%	0.0%	16.1%	0.64%	23.97%
Total	6.0%	24.0%	0.0%	0.0%	67.3%	2.7%	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 FMIS
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2029
Completion Date Notes: Part of a larger bus purchase. Completion is an estimate of initial vehicle deliveries							
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? <b>FFY 2024 Congressionally Directed Spending (CDS) award and a FFY 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant award.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. New RAISE grant awarded funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the USDOT RAISE grant Fact Award Sheets.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>Congressional approval for the CDS award plus USDOT approval for the RAISE grant award.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Gateway Transit Center		NE Multnomah Street		NE Pacific Street

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	April 2024	Last MTIP Amend Num	AP24-07-APR
Last Amendment Action	Project added to the 2024-27 MTIP						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	HIC Safety	Notes Center EFA: POC = Yes LEP = Yes LI = Yes
	X	X		X	X			

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project,</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>11041 - Bus: Columbia Bus Base @ 4421 NE Columbia Blvd Portland</b>
RTP Project Description:	<b>Design and Construction of new Zero Emission Fleet operations center</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	None
Yes	Transit	Transit Center
No	Freight	None
Yes	Bicycle	Bike Transit Facility
No	Pedestrian	None

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 Applicable**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not Applicable**
4. Applicable RTP Goals:
  - Goal # 1 - Mobility Options:**  
Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled  
Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service.
  - Goal #3: Equitable Transportation:**  
Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.
  - Goal #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? **No. The project is not capacity enhancing. As a non-capacity enhancing project, the \$100 ,million threshold odes not apply to this project.**

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

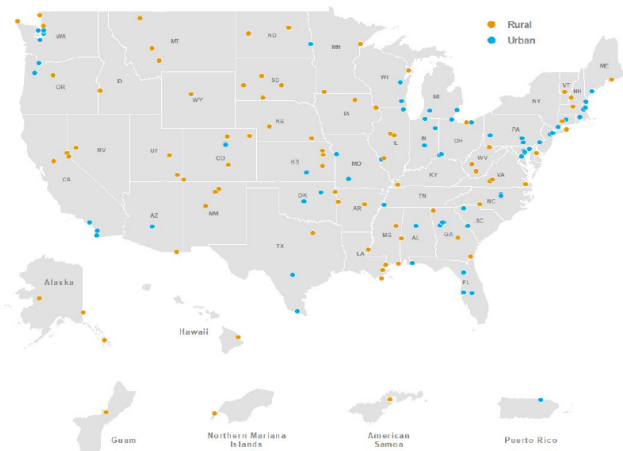
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be October 1, 2024 to October 30, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**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

### Fund Codes References

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-RAISE24	Advance Construction funds assigned with the expected conversion code to be federal RAISE grant funds. The "24" refers to the award being part of the RAISE grant FFY 2024 funding cycle.
CDS24	CDS24 represents a placeholder fund type code for the approved Congressionally Directed Spending award. The specific fund code for the CDS award has not been identified by FTA presently.
Other	General local or state funds used above the federal minimum match requirement. Also referred to as "overmatch" funds.
RAISE	Federal USDOT funds awarded on a competitive basis to eligible projects supporting the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. RAISE discretionary grants help project sponsors at the State and local levels, including municipalities, Tribal governments, counties, and others complete critical freight and passenger transportation infrastructure projects. The eligibility requirements of RAISE allow project sponsors to obtain funding for projects that are harder to support through other U.S. DOT grant programs

## RAISE 2024 Fact Sheets

June 2024



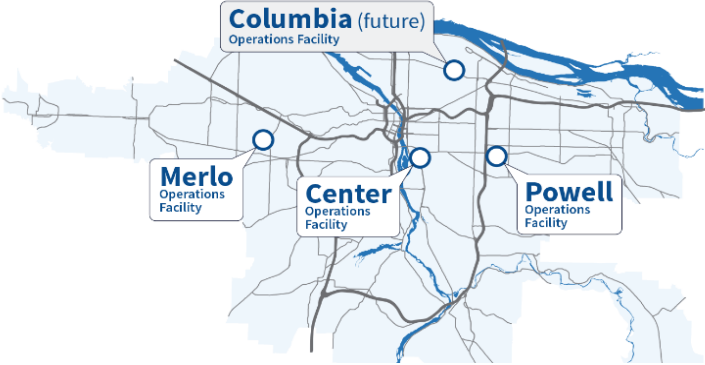
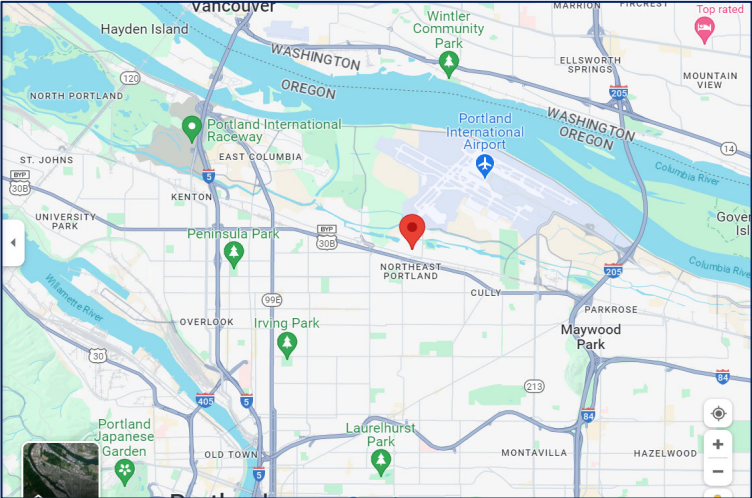
### COLUMBIA OPERATIONS FACILITY: BUILDING A REGIONAL ZERO-EMISSIONS BUS BASE

Recipient	Tri-County Metropolitan Transportation District of Oregon
Location	City of Portland, OR: Oregon
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$25,000,000
Construction Start (estimate)	March 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation?	Yes

\* Estimated construction start date provided by Recipient

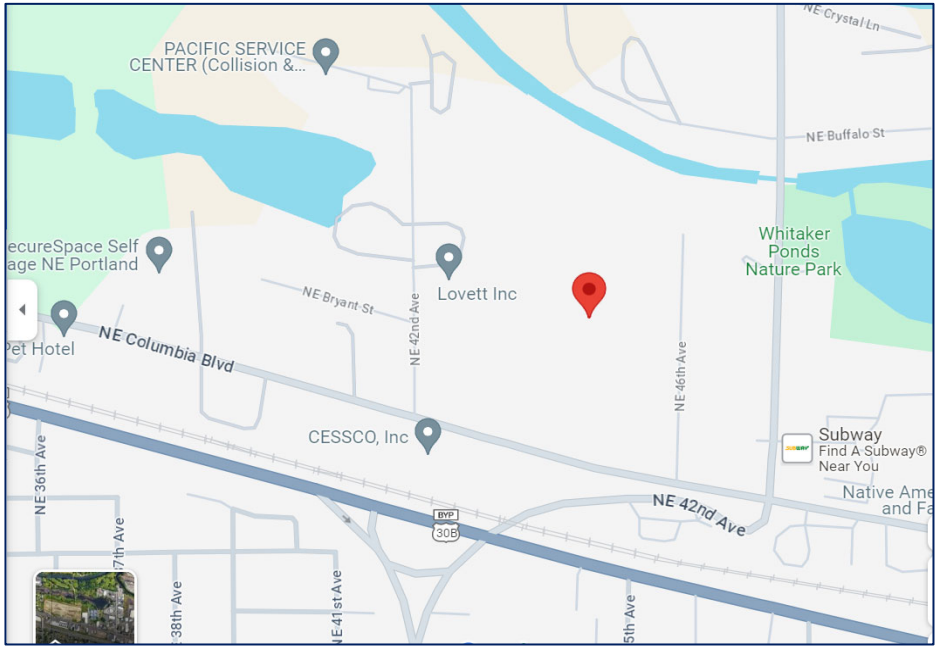
# Bus facilities

Changing the way we fuel buses requires new infrastructure at our maintenance facilities. We currently operate buses from three facilities, and we're in the process of adding a fourth. We intend to operate battery electric buses from our three existing facilities, and fuel cell electric buses from our future new facility.



**Columbia Operations Facility**

- Future facility to serve fuel cell electric buses
- Interim renewable diesel infrastructure (for buses displaced from other facilities during their renovations)







**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: September 26, 2024  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: October FFY 2025 MTIP Formal Amendment & Resolution 24-5434 Approval Request – OC25-01-OCT

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## **FORMAL MTIP AMENDMENT STAFF REPORT**

### **Amendment Purpose Statement**

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

### **BACKGROUND**

#### **What This Is - Amendment Summary:**

The October 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment initiates formal amendment to the MTIP and STIP for FFY 2025. The amendment number is OC25-01-OCT. The formal amendment will be under Resolution 24-5434. The amendment bundle contains changes, updates, cancelations, and new project additions to a total of twelve projects.

The amendment can be divided into three basic project categories:

- ODOT funded projects being adjusted, reduced, or canceled to help address the current ODOT budget funding shortfall. OTC approval was required for most of the project changes.
- Adjustments and additions to committed funding supporting ODOT's Public Transportation Division (PTD) resulting in funding adjustments to existing projects, or adding new projects with confirmed funding allocations. Most of these projects required OTC approval to complete the funding adjustments.

Added note: Required OTC approval has occurred during their August 2024 meeting, or will be at their October 10, 2024 meeting.

- Adding two new USDOT and FTA discretionary grant awards to TriMet supporting replacement bus procurements, and required support and upgrades to the TriMet Powell Blvd Maintenance Garage and the new Columbia Zero-Emissions Bus Operations Facility

## **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 twelve projects in the October FFY 2025 MTIP Formal Amendment under resolution 24-5434.**

## **October FFY 2025 MTIP Formal Amendment Project Contents Summary:**

### **Projects being canceled as part of the formal amendment bundle**

- **Key Key 22603 - 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.
- **Key 20332 - Key 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:**

- **Key 23472 - 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.
- **Key 23713 - 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 compete 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.

- **Key 23727 - 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).
- **Key 23761 - 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.
- **Key 23741 - 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:**

- **Key 23530 - 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
- **Key 22552 - 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.
- **Key 23042 - ~~Enhanced Mobility E&D (5310) - Tri County Area FY27~~ 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

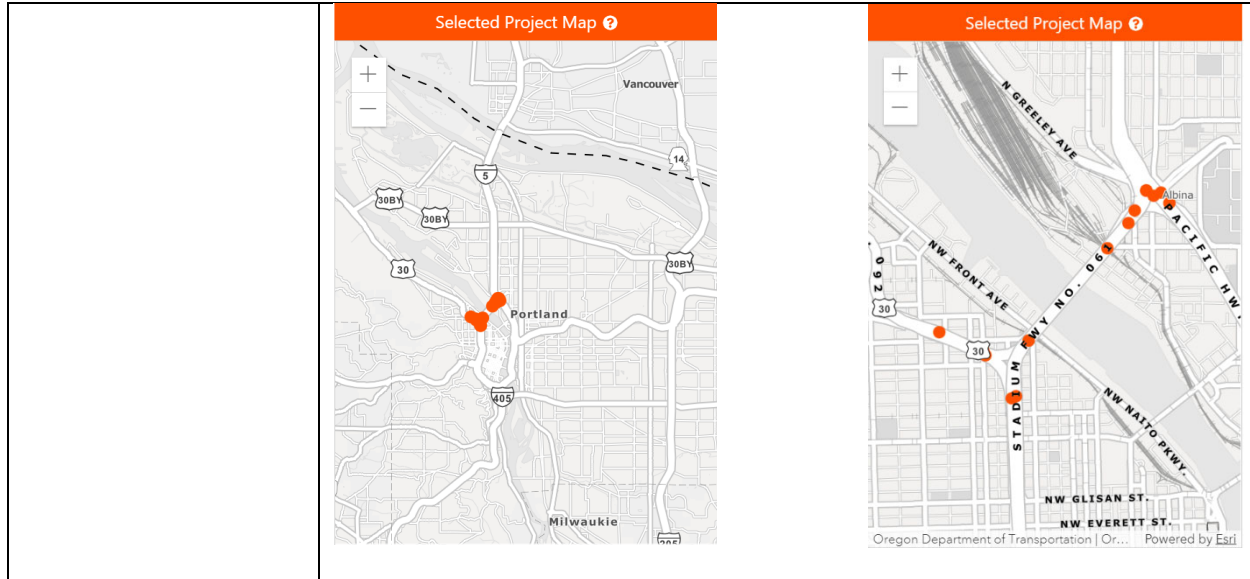
funding supports FTA Section 5310 elderly and disabled persons program needs. The funds are allocated to TriMet in support of their 5310 program. As with the other ODOT PTD STBG funded projects, ODOT will complete the flex transfer process to FTA to convert the funds to Section 5310 funding for TriMet to then access, obligate and expend through FTA's TrAMS grant system.

- Key 22323 - 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.
- Key 23669 - 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.

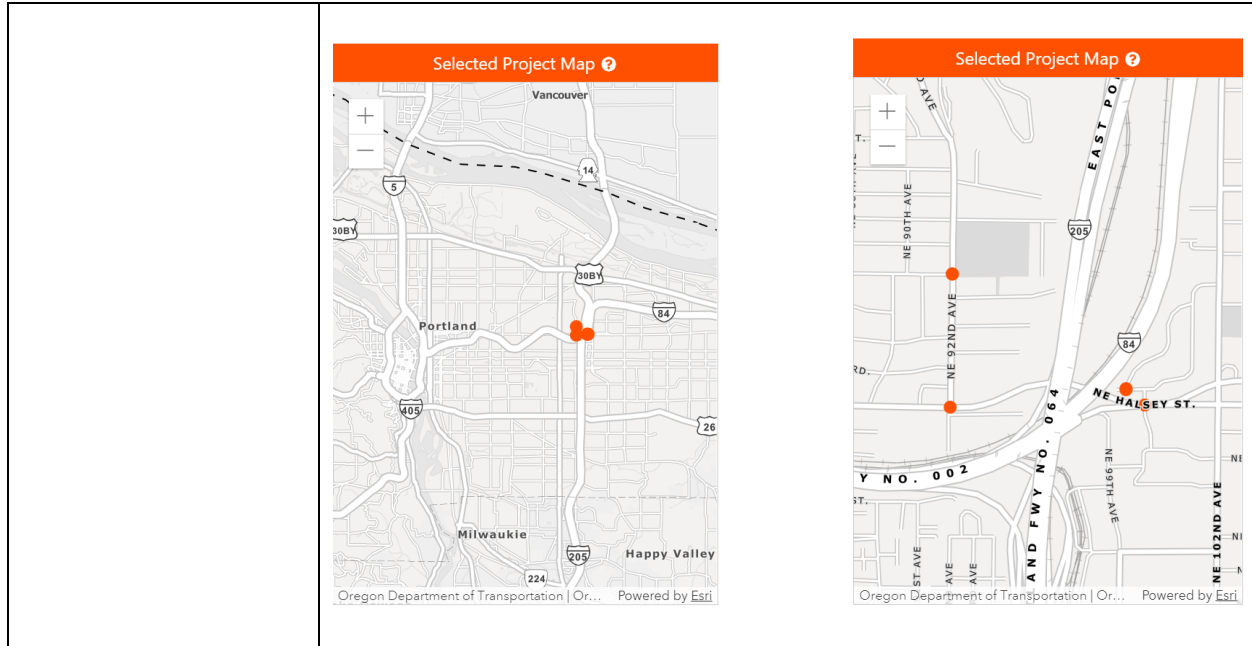
A summary of the individual projects follows:

**Projects being canceled as part of the October FFY 2025 Formal Amendment bundle**

Project Number: 1	<b>Key Number: 22603</b>	Status: Existing Project
Project Name:	<b>I-405 Fremont Bridge (Willamette River) East &amp; West Ramps</b>	
Lead Agency:	ODOT	
Description:	Inspect the paint condition on all approach ramps, develop a schedule of painting phases, repaint the highest priority ramps.	
Funding Summary:	The project currently has PE and the Right-of Way (ROW) phases programmed in the MTIP and STIP.	
Amendment Action:	The formal amendment cancels the project by removing the de-obligated Preliminary Engineering (PE) phase unexpended funding and zeroing out the Right-of-Way phase funding. No construction phase will be added. The project is left with about \$196.5k of obligated and expended funding showing in the MTIP. The remaining funds removed from the project are being returned to the ODOT Bridge Project	
Added Notes:	Project Location References	



Project Number: 2	<b>Key Number: 20332</b>	Status: Existing Project
Project Name:	<b>I-205 Overcrossing (Sullivans Gulch)</b>	
Lead Agency:	Portland	
Description:	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.	
Funding Summary:	The project currently has PE, ROW and Construction phases programmed in the MTIP and STIP. The PE and ROW phases are locally funded. The construction phase contains \$1,682,468 of federal National Highway Performance Program (NHPP) funds Plus local matching funds) programmed in FFY 2025. The PE phase obligated in July of 2019. The project is currently working to complete final design and engineering. Upon review of the latest project cost estimate, the updated cost estimate exceeds the available budget preventing the ROW and construction phases from being completed. PBOT requested the project be canceled due to the unresolved funding shortfall. ODOT has agreed to cancel the project.	
Amendment Action:	The formal amendment cancels the project by removing the ROW phase local funding and construction federal plus local funding. The federal NHPP funds will be returned to ODOT for later reprogramming	
Added Notes:	Project Location References	




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

Project Number: 3	<b>Key Number: 23472</b>	<b>Status: New Project</b>
Project Name:	<b>Bus Replacement Program FFY 2020 5310 Portion - TriMet</b>	
Lead Agency:	ODOT Public Transportation Division (PTD)	
Description:	Federal fiscal year 2020 funding to improve public transportation fleet conditions statewide. Funds (5310) will be flexed to FTA for delivery.	
Funding Summary:	This is a new project for MTIP and STIP inclusion. The authorized federal funding is \$1,497,293. A 10.27% minimum local match (\$171,368) is also required. TriMet will provide the local match and any additional local overmatch if required. ODOT will initiate a flex transfer to FTA. The State STBG will be converted to FTA Section 5310 funds. TriMet will then be able to submit their funding request to FTA to access, obligate, and expend the funds. The funding is anticipated to be used to support eligible 5310 elderly and disabled services replacement vehicle purchases and upgrades. The committed State STBG originates from the non-MPO 5310 project grouping bucket (PGB) in Key 23479. No action as part of this amendment is required for Key 23472 in the MTIP. The ODOT Region 1 STIP Coordinator will complete the fund shift from Key 23479 to Key 23472 in the STIP.	
Amendment Action:	The formal amendment adds the new project to the MTIP. Per prior discussions and agreement between ODOT and TriMet, ODOT will complete the flex transfer process for TriMet.	




**Added Notes:**

Project Location References: Not applicable. The expected replacement vehicle upgrades are not required to be identified as route specific.

Additional details about this and other ODOT committed funds for transit purposes can be found on their webpage at <https://www.oregon.gov/odot/rptd/pages/index.aspx>.



The Public Transportation Division website is undergoing changes to better align with our new org structure. Over the next few months, you can expect some pages and links to change to fit into the new structure. As we work towards full implementation, we will keep you updated, with a continued commitment to providing the best possible service to our customers.

The \$1,497,293 of State STBG for Key 23472 will be drawn from the FFY 2020 Statewide 5310 Project Grouping bucket in Key 23479

Name: Bus Replacement Program FFY2020 5310 Portion		Key: 23479
Description: Federal fiscal year 2020 funding to improve public transportation fleet conditions statewide. Funds (5310) will be flexed to FTA for delivery.		
MPO: Non-MPO	Work Type: TR-CAP	
Applicant: ODOT TRANSIT SECTION	Status: BUCKET OF FUNDS	
Location(s)-		
Mileposts	Length	Route
		Highway
		ACT
		STATEWIDE
		STAT
Current Project Estimate		
	Planning	Prelim. Engineering
	Right of Way	Utility Relocation
	Construction	Other
Year		2024
Total		\$2,431,626.00
Fund 1		Y240 \$2,181,898.00
Match		\$249,728.00
Footnote:		
Most Recent Approved Amendment		
Amendment No: 24-27-0249		Approval Date: 10/27/2023
Requested Action: Add project to the current STIP.		

Project Number: 4	<b>Key Number: 23713</b>	<b>Status: New Project</b>
Project Name:	<b>Mass Transit Vehicle Replacement FFY25 TriMet</b>	
Lead Agency:	ODOT Public Transportation Division (PTD)	
Description:	Region-wide vehicle procurement PGB awarded funding from the ODOT Public Transit Divisions to TriMet for replacement or right sizing of category A or B transit vehicles in urban areas. Original funds awarded are State STBG which will be flex transferred to FTA and converted to 5307.	
Funding Summary:	This is a new project for MTIP and STIP inclusion. The authorized federal funding is \$3,053,811. A 10.27% minimum local match (or	

	<p>\$349,522) is also required. TriMet will provide the local match and any additional local overmatch if required. ODOT will initiate a flex transfer to FTA. The State STBG will be converted to FTA Section 5307 funds. TriMet will then be able to submit their funding request to FTA to access, obligate, and expend the funds. OTC approval was required for this amendment and occurred during their August 2024 meeting</p>																																																																																																			
<p><b>Amendment Action:</b></p>	<p>The formal amendment adds the new project to the MTIP. Per prior discussions and agreement between ODOT and TriMet, ODOT will complete the flex transfer process for TriMet.</p>																																																																																																			
<p><b>Added Notes:</b></p>	<ol style="list-style-type: none"> <li>1. Project Location References: Not applicable. The expected replacement vehicle upgrades are not required to be identified as route specific.</li> <li>2. OTC approval was required and occurred at their August 2024 meeting.</li> </ol> <p style="text-align: center;">Agenda Item N, Attachment 01</p> <p style="text-align: center;">2024 Annual STIP Adjustment</p> <table border="1" data-bbox="495 863 1409 1094"> <thead> <tr> <th>Key Number</th> <th>Region</th> <th>Project Name</th> <th>BMP</th> <th>EMP</th> <th>Bridge #</th> <th>Phase</th> <th>Primary Work Type</th> <th>Funding Responsibility</th> <th>Current Total (0 if new)</th> <th>Proposed Total</th> </tr> </thead> <tbody> <tr> <td>23682</td> <td>1</td> <td>I-405 and I-5 Stormwater Facilities</td> <td>301.4</td> <td>303.2</td> <td></td> <td>CN</td> <td>Bridge</td> <td>HR2017 BridgeSeismic</td> <td>\$ -</td> <td>\$ 5,000,000</td> </tr> <tr> <td>22323</td> <td>1</td> <td>Oregon Transportation Network - TriMet FFY24</td> <td></td> <td></td> <td></td> <td>OT</td> <td>Transit</td> <td>SW Transit</td> <td>\$ 4,162,951</td> <td>\$ 1,658,234</td> </tr> <tr style="border: 2px solid red;"> <td></td> <td>1</td> <td>Mass Transit Vehicle Replacement FY25 TriMet</td> <td></td> <td></td> <td></td> <td>OT</td> <td>Transit</td> <td>SW Transit</td> <td>\$ -</td> <td>\$ 3,403,333</td> </tr> <tr> <td>22507</td> <td>1</td> <td>I-205: OR213 - Stafford Rd variable rate tolling project</td> <td></td> <td></td> <td></td> <td>All</td> <td>Operations</td> <td>Tolling HB3055</td> <td>\$ 84,257,890</td> <td>\$ 27,257,890</td> </tr> <tr> <td>21371</td> <td>1</td> <td>I-5 and I-205: Regional Mobility Pricing</td> <td></td> <td></td> <td></td> <td>All</td> <td>Operations</td> <td>Tolling HB3055</td> <td>\$ 261,610,000</td> <td>\$ 63,250,000</td> </tr> <tr> <td>23026</td> <td>1</td> <td>Enhanced Mobility E&amp;D - TriCounty Area FY26</td> <td></td> <td></td> <td></td> <td>OT</td> <td>Transit</td> <td>SW Transit</td> <td>\$ 5,536,725</td> <td>\$ 1,894,572</td> </tr> <tr> <td>23042</td> <td>1</td> <td>Enhanced Mobility E&amp;D (5310) - TriCounty Area FY27</td> <td></td> <td></td> <td></td> <td>OT</td> <td>Transit</td> <td>SW Transit</td> <td>\$ 5,536,725</td> <td>\$ 1,894,572</td> </tr> <tr> <td>18271</td> <td>2</td> <td>US101 at Asbury Creek</td> <td>34.7</td> <td>34.8</td> <td>01796</td> <td>CN</td> <td>Culvert</td> <td>Fix-It SW Fish Pass</td> <td>\$ 3,400,000</td> <td>\$ 17,997,504</td> </tr> </tbody> </table>	Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	23682	1	I-405 and I-5 Stormwater Facilities	301.4	303.2		CN	Bridge	HR2017 BridgeSeismic	\$ -	\$ 5,000,000	22323	1	Oregon Transportation Network - TriMet FFY24				OT	Transit	SW Transit	\$ 4,162,951	\$ 1,658,234		1	Mass Transit Vehicle Replacement FY25 TriMet				OT	Transit	SW Transit	\$ -	\$ 3,403,333	22507	1	I-205: OR213 - Stafford Rd variable rate tolling project				All	Operations	Tolling HB3055	\$ 84,257,890	\$ 27,257,890	21371	1	I-5 and I-205: Regional Mobility Pricing				All	Operations	Tolling HB3055	\$ 261,610,000	\$ 63,250,000	23026	1	Enhanced Mobility E&D - TriCounty Area FY26				OT	Transit	SW Transit	\$ 5,536,725	\$ 1,894,572	23042	1	Enhanced Mobility E&D (5310) - TriCounty Area FY27				OT	Transit	SW Transit	\$ 5,536,725	\$ 1,894,572	18271	2	US101 at Asbury Creek	34.7	34.8	01796	CN	Culvert	Fix-It SW Fish Pass	\$ 3,400,000	\$ 17,997,504
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<p><b>Project Number:</b> 5</p>	<p><b>Key Number:</b> 23727</p>	<p><b>Status:</b> New Project</p>
<p><b>Project Name:</b></p>	<p><b>Oregon Transportation Network - TriMet FFY25</b></p>	
<p><b>Lead Agency:</b></p>	<p>ODOT Public Transportation Division (PTD)</p>	
<p><b>Description:</b></p>	<p>ODOT 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><b>Funding Summary:</b></p>	<p>This is a new project for MTIP and STIP inclusion. The authorized federal funding is \$1,700,000. A 10.27% minimum local match (or \$194,572) is also required. TriMet will provide the local match and any additional local overmatch if required. ODOT will initiate a flex transfer to FTA. The State STBG will be converted to FTA Section 5310 funds. TriMet will then be able to submit their funding request to FTA to access, obligate, and expend the funds. OTC approval was required for this amendment and occurred during their August 2024 meeting</p>	
<p><b>Amendment Action:</b></p>	<p>The formal amendment adds the new project to the MTIP. Per prior discussions and agreement between ODOT and TriMet, ODOT will complete the flex transfer process for TriMet.</p>	

<p>Added Notes:</p>	<ol style="list-style-type: none"> <li>1. Project Location References: Not applicable. The expected replacement vehicle upgrades are not required to be identified as route specific.</li> <li>2. OTC approval was required and occurred at their August 2024 meeting.</li> </ol> <p style="text-align: center;">Agenda Item N, Attachment 01</p> <p style="text-align: center;">2024 Annual STIP Adjustment</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Key Number</th> <th>Region</th> <th>Project Name</th> <th>BMP</th> <th>EMP</th> <th>Bridge #</th> <th>Phase</th> <th>Primary Work Type</th> <th>Funding Responsibility</th> <th>Current Total (0 if new)</th> <th>Proposed Total</th> </tr> </thead> <tbody> <tr> <td>23682</td> <td>1</td> <td>I-405 and I-5 Stormwater Facilities</td> <td>301.4</td> <td>303.2</td> <td></td> <td>CN</td> <td>Bridge</td> <td>HB2017 BridgeSeismic</td> <td>\$ -</td> <td>\$ 5,000,000</td> </tr> <tr> <td>22323</td> <td>1</td> <td>Oregon Transportation Network - TriMet FFY24</td> <td></td> <td></td> <td></td> <td>OT</td> <td>Transit</td> <td>SW Transit</td> <td>\$ 4,162,951</td> <td>\$ 1,658,234</td> </tr> <tr> <td>1</td> <td>1</td> <td>Mt. Hood Transit Enhancements Project- Clackamas County</td> <td></td> <td></td> <td></td> <td>OT</td> <td>Transit</td> <td>SW Transit</td> <td>\$ -</td> <td>\$ 947,286</td> </tr> <tr style="border: 2px solid red;"> <td>1</td> <td>1</td> <td>Oregon Transportation Network - TriMet FFY25</td> <td></td> <td></td> <td></td> <td>OT</td> <td>Transit</td> <td>SW Transit</td> <td>\$ -</td> <td>\$ 1,894,572</td> </tr> <tr> <td>22507</td> <td>1</td> <td>I-205- OR213 - Stafford Rd variable rate tolling project</td> <td></td> <td></td> <td></td> <td>All</td> <td>Operations</td> <td>Tolling HB3055</td> <td>\$ 84,257,890</td> <td>\$ 27,257,890</td> </tr> <tr> <td>21371</td> <td>1</td> <td>I-5 and I-205- Regional Mobility Pricing</td> <td></td> <td></td> <td></td> <td>All</td> <td>Operations</td> <td>Tolling HB3055</td> <td>\$ 261,610,000</td> <td>\$ 63,250,000</td> </tr> <tr> <td>23026</td> <td>1</td> <td>Enhanced Mobility EBD - TriCounty Area FY26</td> <td></td> <td></td> <td></td> <td>OT</td> <td>Transit</td> <td>SW Transit</td> <td>\$ 5,536,725</td> <td>\$ 1,894,572</td> </tr> <tr> <td>23042</td> <td>1</td> <td>Enhanced Mobility EBD (S310) - TriCounty Area FY27</td> <td></td> <td></td> <td></td> <td>OT</td> <td>Transit</td> <td>SW Transit</td> <td>\$ 5,536,725</td> <td>\$ 1,894,572</td> </tr> <tr> <td>18271</td> <td>2</td> <td>US101 at Asbury Creek</td> <td>34.7</td> <td>34.8</td> <td>01796</td> <td>CN</td> <td>Culvert</td> <td>Fix-it-SW Fish Pass</td> <td>\$ 3,400,000</td> <td>\$ 17,997,504</td> </tr> </tbody> </table>	Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	23682	1	I-405 and I-5 Stormwater Facilities	301.4	303.2		CN	Bridge	HB2017 BridgeSeismic	\$ -	\$ 5,000,000	22323	1	Oregon Transportation Network - TriMet FFY24				OT	Transit	SW Transit	\$ 4,162,951	\$ 1,658,234	1	1	Mt. Hood Transit Enhancements Project- Clackamas County				OT	Transit	SW Transit	\$ -	\$ 947,286	1	1	Oregon Transportation Network - TriMet FFY25				OT	Transit	SW Transit	\$ -	\$ 1,894,572	22507	1	I-205- OR213 - Stafford Rd variable rate tolling project				All	Operations	Tolling HB3055	\$ 84,257,890	\$ 27,257,890	21371	1	I-5 and I-205- Regional Mobility Pricing				All	Operations	Tolling HB3055	\$ 261,610,000	\$ 63,250,000	23026	1	Enhanced Mobility EBD - TriCounty Area FY26				OT	Transit	SW Transit	\$ 5,536,725	\$ 1,894,572	23042	1	Enhanced Mobility EBD (S310) - TriCounty Area FY27				OT	Transit	SW Transit	\$ 5,536,725	\$ 1,894,572	18271	2	US101 at Asbury Creek	34.7	34.8	01796	CN	Culvert	Fix-it-SW Fish Pass	\$ 3,400,000	\$ 17,997,504
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Project Number: 6	<b>Key Number: 23761</b>	<b>Status: New Project</b>
Project Name:	<b>Zero-Emission Buses Procurement and Powell Garage Upgrades</b>	
Lead Agency:	TriMet	
Description:	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.	
Funding Summary:	This is a new project for MTIP and STIP inclusion. TriMet secured a \$39 million FTA Low and No-Emissions discretionary grant award supporting the hydrogen fuel-cell and Powell Blvd Garage upgrades. The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.	
Amendment Action:	The formal amendment adds the new project to the MTIP. Per prior discussions and agreement between ODOT and TriMet, ODOT will complete the flex transfer process for TriMet.	
Added Notes:	<ol style="list-style-type: none"> <li>1. Project Location References: TriMet intends to apply the new hydrogen fuel-cell buses to the transit needs in the 82<sup>nd</sup> Ave corridor.</li> <li>2. The maintenance garage upgrades will occur at the TriMet Powell Blvd garage just east of I-205.</li> </ol>	



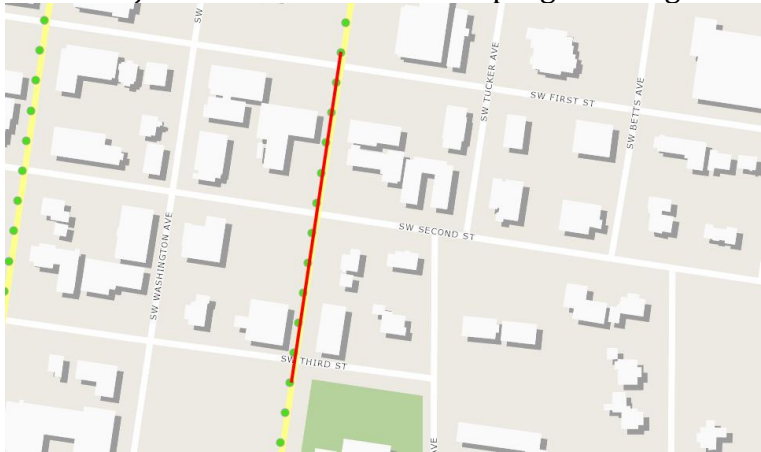
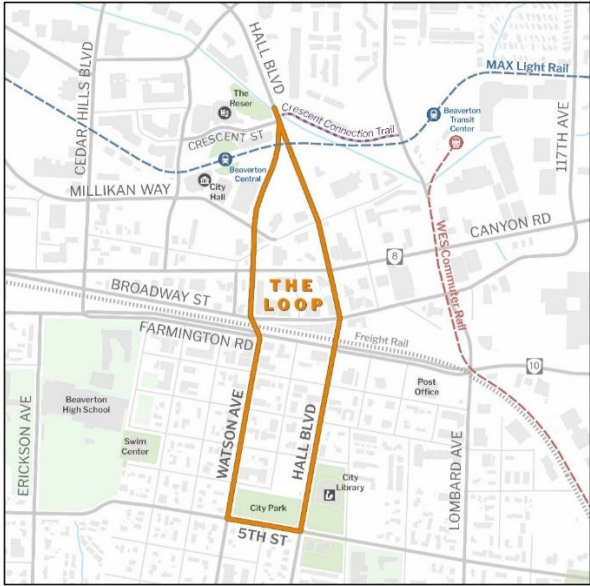
Project Number: 7	<b>Key Number: 23741</b>	<b>Status: New Project (Re-Add)</b>
Project Name:	<b>SMART Bus and Bus Facilities (Capital) 2022</b>	
Lead Agency:	SMART	
Description:	The FTA 5339 formula funding to SMART supports the replacement/rehab of buses and related amenities to include equipment such as ADA lift, technology components, and signs for customer service.	
Funding Summary:	The approved 5339 federal 5339 funding is \$48,763 with a required 20% match of \$12,191.	
Amendment Action:	The formal amendment re-adds the new project to the MTIP. During the development of the 2024-27 MTIP, the project was mistakenly coded as obligated and not carried over into the MTIP. The formal amendment is correcting the mistake for SMART.	
Added Notes:	None.	

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


Project Number: 8	<b>Key Number: 23741</b>	<b>Status: Existing Project</b>
Project Name:	<b>Beaverton Downtown Loop: Phase 1 Demo</b>	
Lead Agency:	Beaverton	
Description:	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.	
Funding Summary:	The project was awarded two separate CDS awards. One of a federal amount of \$4,00,000 (ID OR215) from FFY 2023 and the second of \$1,616,279 (OR224) from the FFY 2024 cycle. The project also includes \$5,337,913 of local overmatch for the project. The revised total programmed amount is now \$11,597,000. The funding will cover the proposed active transportation/complete street upgrades on SW Hall Blvd between 1 <sup>st</sup> and 3 <sup>rd</sup> streets.	



Amendment Action:	The formal amendment adds the new funding and the required ROW and UR phases to the project. These actions are required in order for the remaining CDS funding to be obligated in time and expended before the funds lapse.
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Added Notes:	<p>Project Limits for the current programming</p>  <p>Proposed complete downtown loop project limits</p> 
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Project Number: 9	<b>Key Number: 22552</b>	<b>Status: Existing Project</b>
Project Name:	<b>Willamette River: Stormwater Source Control Improvements</b>	
Lead Agency:	ODOT	
Description:	Complete the design and construction of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas.	


	<p>The purpose of the <i>Willamette River: Stormwater source control improvements</i> project is to complete the design and construction of select Source Control Measures (SCMs) to prevent contaminants transported by stormwater from entering the Willamette River, located in the Columbia River Basin. The project will install the stormwater facility improvements from the Fremont Bridge to the St. Johns Bridge, including surrounding areas of Highway 30, to improve stormwater quality within the Portland Harbor. The project design is scheduled to be complete in late 2025 and construction is anticipated to begin in early 2026. The intent is to divide the construction work into two phases to allow work that does not include right of way acquisition to be delivered first.</p>
<p>Funding Summary:</p>	<p>PE and ROW phase are currently programmed totaling \$11.9 million of State Surface Transportation Block Grant (STBG) funds. With OTC approval, the construction phase will be added with \$29,900,000 of State STBG funds. The construction phase funding will be transferred from the Statewide Bridge program construction reserve FFY25 in Key 23288. \$4.9 million will be transferred from the ROW phase as the phase only requires about \$612k,570. The revise project programming increases to \$36,962,600.</p>
<p>Amendment Action:</p>	<p>The formal amendment adds the construction phase with the new funding.</p>
<p>Added Notes:</p>	

<p>Project Number: 10</p>	<p><b>Key Number: 23042</b></p>	<p><b>Status: Existing Project</b></p>
<p>Project Name:</p>	<p><del>Enhanced Mobility E&amp;D (5310) - Tri County Area FY27</del>  <b>Oregon Transportation Network - TriMet FFY27</b></p>	
<p>Lead Agency:</p>	<p>ODOT PTD</p>	

Description:	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.																																																																																								
Funding Summary:	The authorized federal funding for the project is reduced to \$1,700,000. The funds are awarded to triMet to support their 5310 program needs. ODOT is programming the project with State STBG funds and will complete the flex transfer to FTA to convert the funds to FTA Section 5310 funds. TriMet can then move forward to access, obligate, and expend the funds on eligible 5310 program areas. The obligation and expenditure process will follow the FTA Transit Grant Award Management (TrAMS) process.																																																																																								
Amendment Action:	The formal amendment reduces the authorized federal funding and updates the project name per the ODOT PTD request. OTC approval was required for this amendment. OTC approval occurred during their August 2024 meeting.																																																																																								
Added Notes:	<p style="text-align: center;">Agenda Item N, Attachment 01</p> <p style="text-align: center;">2024 Annual STIP Adjustment</p> <table border="1" data-bbox="516 871 1409 1035"> <thead> <tr> <th>Key Number</th> <th>Region</th> <th>Project Name</th> <th>BMP</th> <th>EMP</th> <th>Bridge #</th> <th>Phase</th> <th>Primary Work Type</th> <th>Funding Responsibility</th> <th>Current Total (0 if new)</th> <th>Proposed Total</th> </tr> </thead> <tbody> <tr> <td></td> <td>1</td> <td>Mass Transit Vehicle Replacement FY25 TriMet</td> <td></td> <td></td> <td></td> <td>OT</td> <td>Transit</td> <td>SW Transit</td> <td>\$ -</td> <td>\$ 3,403,333</td> </tr> <tr> <td></td> <td>1</td> <td>Oregon Transportation Network- TriMet FFY25</td> <td></td> <td></td> <td></td> <td>OT</td> <td>Transit</td> <td>SW Transit</td> <td>\$ -</td> <td>\$ 1,894,572</td> </tr> <tr> <td>22507</td> <td>1</td> <td>I-205: OR213 - Stafford Rd variable rate tolling project</td> <td></td> <td></td> <td></td> <td>All</td> <td>Operations</td> <td>Tolling HB3055</td> <td>\$ 84,257,890</td> <td>\$ 27,257,890</td> </tr> <tr> <td>21371</td> <td>1</td> <td>I-5 and I-205: Regional Mobility Pricing</td> <td></td> <td></td> <td></td> <td>All</td> <td>Operations</td> <td>Tolling HB3055</td> <td>\$ 261,610,000</td> <td>\$ 63,250,000</td> </tr> <tr> <td>23026</td> <td>1</td> <td>Enhanced Mobility E&amp;D - TriCounty Area FY26</td> <td></td> <td></td> <td></td> <td>OT</td> <td>Transit</td> <td>SW Transit</td> <td>\$ 6,536,725</td> <td>\$ 1,894,572</td> </tr> <tr style="border: 2px solid red;"> <td>23042</td> <td>1</td> <td>Enhanced Mobility E&amp;D (5310) - TriCounty Area FY27</td> <td></td> <td></td> <td></td> <td>OT</td> <td>Transit</td> <td>SW Transit</td> <td>\$ 5,536,725</td> <td>\$ 1,894,572</td> </tr> <tr> <td>18271</td> <td>2</td> <td>US101 at Asbury Creek</td> <td>34.7</td> <td>34.8</td> <td>01796</td> <td>CN</td> <td>Culvert</td> <td>Fix-it SW Fish Pass</td> <td>\$ 3,400,000</td> <td>\$ 17,997,504</td> </tr> </tbody> </table>	Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total		1	Mass Transit Vehicle Replacement FY25 TriMet				OT	Transit	SW Transit	\$ -	\$ 3,403,333		1	Oregon Transportation Network- TriMet FFY25				OT	Transit	SW Transit	\$ -	\$ 1,894,572	22507	1	I-205: OR213 - Stafford Rd variable rate tolling project				All	Operations	Tolling HB3055	\$ 84,257,890	\$ 27,257,890	21371	1	I-5 and I-205: Regional Mobility Pricing				All	Operations	Tolling HB3055	\$ 261,610,000	\$ 63,250,000	23026	1	Enhanced Mobility E&D - TriCounty Area FY26				OT	Transit	SW Transit	\$ 6,536,725	\$ 1,894,572	23042	1	Enhanced Mobility E&D (5310) - TriCounty Area FY27				OT	Transit	SW Transit	\$ 5,536,725	\$ 1,894,572	18271	2	US101 at Asbury Creek	34.7	34.8	01796	CN	Culvert	Fix-it SW Fish Pass	\$ 3,400,000	\$ 17,997,504
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<b>Project Number: 11</b>	<b>Key Number: 22323</b>	<b>Status: Existing Project</b>
Project Name:	<b>Oregon Transportation Network - TriMet FFY24</b>	
Lead Agency:	ODOT PTD	
Description:	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.	
Funding Summary:	As with Key 23042, a revised FTA allocation to ODOT results in a reduction of the federal awarded amount to the project. The federal award decreases from \$3,735,416 to \$1,487,934. ODOT has committed State STBG to the project which will be flex transferred to FTA and converted to FTA Section 5310 funding. The awarded funding supports elderly and disabled persons transit needs. The funds are awarded to TriMet. Upon completion of the flex transfer process, TriMet will access, obligate and expend the funds in support of their 5310 program.	
Amendment Action:	The formal amendment completes the funding reduction to the project. OTC approval was required for this amendment. OTC approval occurred during their August 2024 meeting.	

## OTC Summary Action




# 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).

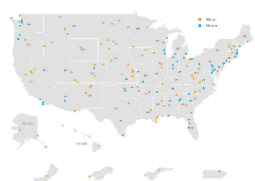
**Background:**  
The 2024-2027 Statewide Transportation Improvement Program (STIP) consists of about 1,350 projects and is a dynamic and living document. Projects in the STIP change in scope and cost from the time the commission approves the STIP through the end of the three-year STIP period. The 2024-2027 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
23669	1	LAOS and I-5 Snowwater Facility	301.4	303.3		FN	Bridge	HB3017 Bridge/Seismic	\$ -	\$ 5,000,000	\$ 5,000,000
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)

Added Notes:

<b>Project Number: 12</b>	<b>Key Number: 23669</b>	<b>Status: Existing Project</b>
<b>Project Name:</b>	<b>Columbia Zero Emissions Bus Operations Facility - TriMet</b>	
<b>Lead Agency:</b>	TriMet	
<b>Description:</b>	Design and construct the new Columbia Zero Emissions Bus Operations and Maintenance facility to serve fuel cell electric buses. Bus base, will be a hub for powering and maintaining zero emissions buses and training operators . The Columbia facility will be the fourth TriMet Bus operations and maintenance facility joining existing facilities at Mero, Powell, and Center.	
<b>Funding Summary:</b>	The existing project received a \$5 million Congressionally Directed (CDS) funding award. The new \$25 million RAISE grant award is being added to the project. Along with required match and overmatch triMet is providing, the revised programming increases to \$39,460,000. The total estimated facility cost is \$250 million. TriMet is complete the facility in segments as funding is secured.	
<b>Amendment Action:</b>	The formal amendment adds the new RAISE grant funding award to the project.	
<b>Added Notes:</b>	<p style="text-align: center;"><b>RAISE 2024 Fact Sheets</b> June 2024</p> 	



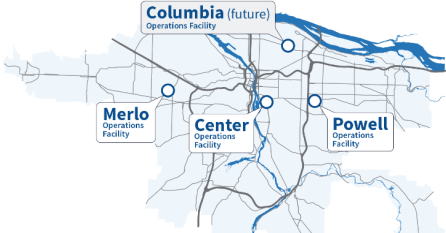
COLUMBIA OPERATIONS FACILITY: BUILDING A REGIONAL ZERO-EMISSIONS BUS BASE


Recipient	Tri-County Metropolitan Transportation District of Oregon
Location	City of Portland, OR: Oregon
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$25,000,000
Construction Start (estimate)	March 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

\* Estimated construction start date provided by Recipient

### Bus facilities

Changing the way we fuel buses requires new infrastructure at our maintenance facilities. We currently operate buses from three facilities, and we're in the process of adding a fourth. We intend to operate battery electric buses from our three existing facilities, and fuel cell electric buses from our future new facility.





## 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 October FFY 2025 Formal MTIP amendment (OC25-01-OCT) 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.....	September 27, 2024
• Initiate the required public notification/comment process.....	October 1, 2024
• <b>TPAC approval recommendation to JPACT .....</b>	<b>October 4, 2024</b>
• OTC October Meeting (for fiscal constraint need).....	October 10, 2024
• JPACT approval and recommendation to Council.....	October 17, 2024
• Completion of public notification/comment process.....	October 30, 2024
• Metro Council approval.....	November 7, 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.....	November 13, 2024
• USDOT clarification and final amendment approval.....	Early December 2024

**ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
  - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
  - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
  - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new projects to be added into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There are no 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 twelve projects in the October FFY 2025 MTIP Formal Amendment under resolution 24-5434.**

Attachments:

1. Oregon Transportation Commission (OTC) 2024 Annual STIP Adjustment Amendment Item – August 2024

Note: Upon formal publication, the applicable STIP amendment staff report update item for the OTC October 10, 2024 meeting consideration will be included as Attachment 2.



# 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.

In the past, when new project opportunities arose or projects in the STIP changed, actions to amend the STIP were taken on a project-by-project basis. This was not efficient as it increased the number of amendments approved by the commission, the director, or the Delivery and Operations Division administrator, each of which had authority to approve STIP amendments of various sizes and scopes. The commission often reviewed and approved more than a dozen STIP amendments each month.

In July 2021, the commission approved a new annual STIP update process that allows the commission to make the majority of STIP amendments through a single action in the summer of each year, rather than having to review amendments on a case-by-case basis each month.

ODOT is bringing forward the 2024 annual amendment. The attached list of about 250 added, modified, or canceled projects for the 2024-2027 STIP consists of the highest priority projects for each region within the available resources previously allocated by the commission. These projects will be paid for with either pre-determined funding reserves or funds reallocated from cancelled phases or projects – as noted in the attached summary table.

This annual amendment reflects some actions that were initiated in the STIP rebalance at the March OTC meeting and by the UMS Finance Plan discussion at the May OTC meeting. The annual amendment includes the following:



- Over 90 project amendments associated with establishing and funding construction (CN) phases for Fix-it and All Roads Transportation Safety (ARTS) projects – drawing funds out of "construction reserve buckets" to distribute to the individual projects, as planned since the STIP was adopted in 2023.
- Over 70 project amendments are associated with transit funds being allocated to individual transit agencies statewide.
- 27 project cancellations or postponements – most to be postponed to future funding cycles.
- Over 20 projects amendments allocate funds from grants and federal earmarks to individual projects, allocate ADA or Protect Program funds, adjusting funds between phases, or combine projects for efficiency.
- About 20 project amendments allocate funds to Bridge & Operations projects such as the Timber Bridge Program, Major Bridge Maintenance and software investments for statewide signal & intelligent transportation systems.

The cancelled projects include the following:

- I-205: OR213 – Stafford Rd Tolling project
- Regional Mobility Pricing Program
- I-405 Fremont Bridge ramp painting project for UMS Finance Plan (June OTC meeting decision)
- Seven cancellations associated with bridge projects that were insufficiently scoped and will be postponed to a future STIP cycle. Funds will be reallocated to existing bridge projects based on asset condition priority.
- Seven cancellations due to insufficient funding and decision to focus funds within program to higher priority locations – for pavement conditions and safety improvements.
- Four cancellations of intelligent transportation system hardware and software projects to prioritize replacement of the aging statewide operations dispatch software system.
- Six cancellations due to closing out a construction reserve bucket, funding gaps on local projects, scope absorbed by other projects, scope being delivered through maintenance, design criteria changes, additional evaluation changing the purpose / need and local agency direction.

In alignment with our project delivery improvement efforts and the Strategic Review, we are adjusting our approach to planning and programming our future capital portfolio, which will result in a more stable STIP in future cycles. In the shorter term we are improving our portfolio management and oversight processes to reduce the number of changes in the 2024-2027 STIP.

### **Next Steps:**

With approval, ODOT will add, modify, or cancel the attached projects in the 2024-2027 STIP.

Without approval, the commission, director, or Delivery & Operations Division administrator will review and act upon each project as a separate amendment.

**Attachments:**

- Attachment 01 - 2024 Annual STIP Amendment Project List

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	Description of Change
17479	1	Multnomah Falls Viaducts Repair Project			00840 00841	CN	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic WFLHD	\$ 14,455,356	\$ 23,955,356	\$ 9,500,000	Increase the CN phase by \$9,500,000, adding WFLHD funds and savings from the Bridge program to address worse than anticipated deterioration of the historic viaducts.
19071	1	I-5 Rose Quarter Improvement Project	301.4	303.2		PE, ROW, UR, OT	Modernization	USDOT Grants 2023	\$ 198,391,997	\$ 236,141,997	\$ 37,750,000	Add PE, UR, and OT phases in 2025. Project will use \$67,750,000 of the \$450 million federal grant. Update the RW phase funding.
21219	1	I-5 over NE Hassalo Street and NE Holladay Street (Portland)	301.95	302.03	08583	CN	Bridge	HB2017 BridgeSeismic	\$ 5,000,000	\$ -	\$ (5,000,000)	Cancel the standalone project and move the funds to K23682. Scope for this project will be delivered as a future part of the Rose Quarter project, with no funding provided from the Bridge program.
21683	1	I-84 (Westbound): Union Pacific Railroad bridge (Hood River)	63.35	63.47	02443	CN	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$ 20,401,445	\$ 70,401,445	\$ 50,000,000	Add a CN phase for 2027, moving CN funds bucketed in K23288.
21710	1	US30: Troutdale (Sandy River) Bridge	-0.01	0.03	02019	CN, OT	Bridge	Fix-It SW Bridge	\$ 4,888,376	\$ 630,003	\$ (4,258,373)	Cancel the CN and OT phases, due to the planned repair being not appropriate for the current site conditions. The funds will be returned to the Bridge program.
22603	1	I-405 Fremont bridge (Willamette River) East & West ramps				PE, RW	Bridge	Fix-It SW Bridge HB2017 BridgeSeismic	\$ 11,759,000	\$ 196,499	\$ (11,562,501)	Cancel the PE and RW phases, moving funds to K22467 and returning funds to the Bridge program.
22613	1	Portland Metro and surrounding areas safety reserve				CN	Safety	HB2017 Safety Region 1	\$ 366,838	\$ -	\$ (366,838)	Cancel the project to fund new project K23671.
22770	1	US30B: (N Lombard St) at Peninsula Crossing Trail	2.35	2.47		CN	Safety	ARTS Region 1 HB2017 Safety Region 1	\$ 811,000	\$ 2,693,357	\$ 1,882,357	Add a CN phase in 2027, moving CN funds bucketed in K22906.
22772	1	I-205: Columbia River - SE 82nd Drive	11.07	25.79		CN	Safety	ARTS Region 1 HB2017 Safety Region 1	\$ 1,064,000	\$ 3,415,312	\$ 2,351,312	Add a CN phase in 2027, moving CN funds bucketed in K22906.
22773	1	I-84: I-5 - Hood River	0.41	64.44		CN	Safety	ARTS Region 1 HB2017 Safety Region 1	\$ 687,000	\$ 2,034,000	\$ 1,347,000	Add a CN phase in 2025, moving CN funds bucketed in K22906.
22863	1	OR8: Tualatin Valley Hwy/SE 10th Ave at SE Walnut St	12.36	12.36		CN	Operations - Signs, Signals, Intersections	Fix-It Region 1	\$ 1,879,000	\$ 3,980,000	\$ 2,101,000	Add a CN phase in 2027, moving CN funds bucketed in K23109.
22864	1	OR99E: McLoughlin Blvd at W Arlington St and River Rd	11.02	11.02		CN	Operations - Signs, Signals, Intersections	Fix-It Region 1	\$ 1,667,000	\$ 13,444,000	\$ 11,777,000	Increase project by \$9,677,000 and CN an additional \$2,100,000, combining K22953 funding and scope and moving CN funds bucketed in K23109.
22865	1	OR99E Canemah Rockfall Phase 2	13.82	14.13		CN	Operations - Slide	Fix-It Region 1	\$ 469,000	\$ 4,002,000	\$ 3,533,000	Add a CN phase in 2026, moving CN funds bucketed in K23109.
22906	1	Portland Metro and Surrounding Area Safety Construction				CN	Safety	ARTS Region 1 HB2017 Safety Region 1	\$ 6,260,000	\$ 679,331	\$ (5,580,669)	Move CN bucketed funds to add CN phases to K22773, K22770, and K22772.
22953	1	OR99E: (SE McLoughlin Blvd) SE Risley Ave - W Gloucester St	8.15	10.45		All	BikePed	ARTS Region 1 SW Pedbike Strategic Fix-it SW SWIP BikePed HB2017 Safety Region 1	\$ 9,677,000	\$ -	\$ (9,677,000)	Combine project into K22864.
23049	1	US26: E Salmon River Rd - E Lolo Pass Rd	41.45	41.59		CN	BikePed	SW SRTS Fix-It SW SWIP BikePed	\$ 884,000	\$ 2,137,000	\$ 1,253,000	Add CN phase in 2027, moving CN funds bucketed in K23111. Advance PE to 2026 and RW to 2026.
23050	1	OR8: Tualatin Valley Hwy at SW142nd & 214th Ave	4.25	8.25		CN	BikePed	SW PedBike Strategic Fix-It SW SWIP BikePed	\$ 3,132,000	\$ 7,072,741	\$ 3,940,741	Add CN phase in 2027, moving CN funds bucketed in K23391.
23051	1	OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave	4.87	5.45		CN	BikePed	SW PedBike Strategic Fix-It SW SWIP BikePed	\$ 1,897,000	\$ 4,239,529	\$ 2,342,529	Add CN phase in 2027, moving CN funds bucketed in K23391.
23057	1	Evans Creek Culvert				CN	Culvert	Fix-it SW Culvert HB2017 Culvert	\$ 1,810,000	\$ 5,541,000	\$ 3,731,000	Add a CN phase in 2027, moving CN funds bucketed in K23365.
23064	1	US26: Cedar Creek Bridge	30.07	30.07	00666A	CN, OT	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic SW PROTECT	\$ 3,618,000	\$ 29,388,000	\$ 25,770,000	Add a CN phase in 2027 and a OT phase in 2026, splitting funds from K23157 and K23290.
23109	1	Portland metropolitan area operations construction reserve				CN	Operations - Signs, Signals, Intersections	Fix-It Region 1	\$ 7,734,000	\$ -	\$ (7,734,000)	Move CN bucketed funds to K22865, K22864, and K22863.
23111	1	Portland metro Safe Routes to School construction reserve				CN	BikePed	SW SRTS Fix-It SW SWIP BikePed	\$ 2,457,000	\$ 1,204,000	\$ (1,253,000)	Move CN bucketed funds to K23049 to add a CN phase.

23410	1	I-84: NE Martin Luther King Jr Blvd - I-205	0.04	7.12		PE	Pavements	Fix-it SW IM HB2017 Preservation	\$ 1,871,000	\$ -	\$ (1,871,000)	Cancel PE phase, due to the pavement condition declining more slowly than anticipated within project mileposts. The paving will be postponed to a future cycle and the funding will be returned to the program.
23509	1	Fanno Creek Regional Trail Crossing Safety Improvements	5.63	5.8		PE, CN	BikePed	USDOT Earmark 2024 House/Senate Bill SW ADA Transition	\$ 1,114,531	\$ 2,778,986	\$ 1,664,455	Add \$1,466,603 to CN phase, adding federal grant, ADA program funds, and SW Off-Sys BikePed funds. Increase the PE phase \$197,851, adding SB5506 state funds. Revise project scope.
23671	1	Portland Metro and surrounding areas signing upgrades				CN	Safety	HB2017 Safety Region 1	\$ -	\$ 366,838	\$ 366,838	Add new project, funded from K22613. Project will be state funded.
23672	1	I-5 Rose Quarter: Broadway to Weidler Phase 1	301.4	303.2		CN	Modernization	USDOT Grants 2023	\$ -	\$ 382,250,000	\$ 382,250,000	Add new project for 2025. Funded with \$382,250,000 of the \$450 million federal grant.
23682	1	I-405 and I-5 Stormwater Facilities	301.4	303.2		CN	Bridge	HB2017 BridgeSeismic	\$ -	\$ 5,000,000	\$ 5,000,000	Add new project in 2025, moving funds from K21219.
22323	1	Oregon Transportation Network - TriMet FFY24				OT	Transit	SW Transit	\$ 4,162,951	\$ 1,658,234	\$ (2,504,717)	Update to match program allocations.
	1	Mt. Hood Transit Enhancements Project- Clackamas County				OT	Transit	SW Transit	\$ -	\$ 947,286	\$ 947,286	Add new Congressionally Directed Spending project.
	1	Mass Transit Vehicle Replacement FY25 TriMet				OT	Transit	SW Transit	\$ -	\$ 3,403,333	\$ 3,403,333	Add new project, moving funds from K21942.
	1	Oregon Transportation Network - TriMet FFY25				OT	Transit	SW Transit	\$ -	\$ 1,894,572	\$ 1,894,572	Add new project to match program allocations.
22507	1	I-205: OR213 - Stafford Rd variable rate tolling project				All	Operations	Tolling HB3055	\$ 84,257,890	\$ 27,257,890	\$ (57,000,000)	Cancel the project.
21371	1	I-5 and I-205: Regional Mobility Pricing				All	Operations	Tolling HB3055	\$ 261,610,000	\$ 63,250,000	\$ (198,360,000)	Cancel the project.
23026	1	Enhanced Mobility E&D - TriCounty Area FY26				OT	Transit	SW Transit	\$ 5,536,725	\$ 1,894,572	\$ (3,642,153)	Update to match program allocations.
23042	1	Enhanced Mobility E&D (5310) - TriCounty Area FY27				OT	Transit	SW Transit	\$ 5,536,725	\$ 1,894,572	\$ (3,642,153)	Update to match program allocations.
18271	2	US101 at Asbury Creek	34.7	34.8	01796	CN	Culvert	Fix-it SW Fish Pass	\$ 3,400,000	\$ 17,997,504	\$ 14,597,504	Add a CN phase in 2027, splitting CN funds bucketed in K23222 and reserve funds bucketed in K23227.
18746	2	OR47: Realignment (Carlton)	37.69	38.04		RW, UR, CN, OT	Operations	Enhance Region 2 Hwy Leverage Region 2	\$ 9,640,276	\$ 988,251	\$ (8,652,025)	Cancel the project as funding was inadequate for the design the local agency envisioned.
20543	2	OR58:Coast Fork Willamette River to Upper Salt Cr Bridges	2.42	38.27	01519A 05286 02073C 07894	CN	Bridge	Fix-it SW Bridge	\$ 25,704,345	\$ 27,632,831	\$ 1,928,486	Increase the CN phase by \$1,928,486, using Bridge program funds from cancelled projects for a transfer to Western Federal Lands Highway Division for construction award.
21341	2	OR58: Seismic Landslide Mitigation	42	56.19	21567	CN	Bridge	SW Protect	\$ 10,128,683	\$ 22,128,683	\$ 12,000,000	Increase CN phase by \$12,000,000, moving reserve funds bucketed in K23157. Slip the CN phase to 2026. When scoped the cost to mitigate the landslide was estimated at \$7.4M based on work from similar projects. No detailed scoping or advance investigations were completed. Design determined best solution accounting for maintenance needs, RW, and ensuring the key objective of this route being a lifeline route must be reopened within 2 weeks of a Cascadia event. The technical solution was determined to be grouting into the talus material and the cost was increased to the current amount when the area to be mitigated was determined to be larger than originally anticipated.
21547	2	US30: Rainier - Wonderly Road	47.2	50.35		CN	Pavements	Fix-it Region 2 1R	\$ 1,058,454	\$ 12,258,322	\$ 11,199,868	Add a CN phase in 2026, moving funds bucketed in K22817 and K22819 and reserves bucketed in K22818, as well as the cancellation of K22788. Update project name, scope, and location. The CN estimate includes additional funds for inflation increases.
21555	2	US101: Pacific Way (Gearhart)	18.8	18.8		CN	Operations - Signs, Signals, Intersections	Fix-it Region 2	\$ 909,772	\$ 3,321,623	\$ 2,411,851	Add a CN phase in 2026, moving CN funds bucketed in K22821. Update project scope.
21566	2	OR22: Perrydale Rd to Kings Valley Highway				CN	Safety	ARTS Region 2	\$ 11,433,800	\$ 16,783,050	\$ 5,349,250	Increase the CN phase by \$5,349,250.22 to fully fund the phase based on current estimate. Between the time that the project was scoped and today, unit costs for several major items significantly increased including general excavation, subgrade stabilization, and ACP. These three items alone rose by roughly \$2.7M. Quantities of some bid items were underestimated and some bid items were overlooked in the scoping estimate and have been added. As the cost of the project increased, mobilization, construction engineering and contingencies also went up resulting in the total increase requested.
21762	2	OR126B: Westbound Springfield (Willamette River) Bridge	1.23	1.43	01223	CN	Bridge	Fix-it SW Bridge	\$ 453,600	\$ 4,332,390	\$ 3,878,790	Add CN phase in 2025, moving CN funds bucketed in K23288 and adding savings from the Bridge program. Added funds to estimate due to inflation increases. The need to keep traffic open during construction required a more costly diversion solution and temporarily modifying a city owned roundabout.

22419	2	US101: Butte Creek culvert	97.13	97.13		CN	Culvert	USDOT Grants 2023 SW PROTECT	\$ 1,800,000	\$ 10,900,000	\$ 9,100,000	Add a CN phase in 2026, adding PROTECT program and grant funds.
22511	2	OR34: Roadside Barrier Upgrades	0	58.5		RW, CN	Safety	1R	\$ 3,397,497	\$ 4,364,973	\$ 967,476	Cancel RW phase and add \$1,167,476 to CN phase. Reserved funds moved from K21664 and from the cancelled phase. RW phase no longer needed.
22557	2	OR58: Salt Creek Bridge (MP 42.93)	42.86	42.93	02071A	CN	Bridge	HB2017 BridgeSeismic	\$ 17,306,622	\$ 27,096,446	\$ 9,789,824	Increase the CN phase by \$9,789,824, using savings from the Bridge program. ODOT needed to redesign the foundation type and add a diversion structure to the project because the WFLD design was not feasible as proposed. Without the diversion structure, the highway could not be open during construction.
22627	2	OR132: Green Acres Rd to Goodpasture Island Rd			08705A 09358	PE, RW, CN	Modernization	JTA Fix-it SW Bridge	\$ 6,382,933	\$ 22,574,658	\$ 16,191,725	Add a CN phase in 2026, using savings from the JTA, Bridge, and Fix-It region 2 programs. Add RW and UR phases using savings from the JTA program. Half of the interchange was previously constructed. This project will complete the second phase of the Delta/Beltline interchange and associated highway improvements.
22692	2	Polk County Striping & Marking Improvements (2027)				PE, CN	Safety	ARTS Region 2	\$ 863,620	\$ -	\$ (863,620)	Cancel the project at the request of Polk County, due to changes in striping standards.
22706	2	OR6 at Wilson River Loop (East at MP 2.07) (Tillamook)	2.07	2.07		CN	Safety	ARTS Region 2	\$ 886,164	\$ 3,945,357	\$ 3,059,193	Add a CN phase in 2026, moving CN funds bucketed in K22834.
22707	2	OR18: SE Lafayette Highway to SE Ash Rd	49.91	50.1		PE	Safety	ARTS Region 2	\$ 1,962,820	\$ 5,000	\$ (1,957,820)	Cancel the project to provide funding for higher priority projects with greater benefit/cost ratios in the current 24-27 STIP. The project will be re-scoped for the 27-30 STIP.
22708	2	OR99W at Bethel Rd (Polk County)	49.72	49.72		CN	Safety	ARTS Region 2	\$ 1,099,938	\$ 3,826,294	\$ 2,726,356	Add a CN phase in 2026, moving CN funds bucketed in K22834 and savings from the ARTS region 2 program. Cost includes additional funds for inflation.
22709	2	Northwest Oregon pedestrian crossing enhancements (2027)				PE, CN	Safety	ARTS Region 2	\$ 523,454	\$ 2,659,010	\$ 2,135,556	Add a CN phase in 2026 and increase the PE phase by \$250,000, moving CN funds bucketed in K22835 and savings from the ARTS region 2 and GARVEE-ADA programs. Adding PE funds to complete design.
22723	2	I-5 (NW OR) & OR569 (Eugene) wrong way driving treatments				CN	Safety	ARTS Region 2	\$ 545,290	\$ 1,894,721	\$ 1,349,431	Add a CN phase in 2026, moving CN funds bucketed in K22835.
22724	2	OR99W: (3rd St and 4th St) at Western Blvd (Corvallis)	83.93	83.93		CN	Safety	ARTS Region 2 ADA - GARVEE	\$ 947,865	\$ 3,006,033	\$ 2,058,168	Add a CN phase in 2026, moving CN funds bucketed in K22834 and savings from the ADA program. Update description as scope and budget included for the 4th Street improvements.
22725	2	Ehlen Rd NE at Butteville Rd NE (Marion County)				PE, CN	Safety	USDOT Earmarks 2024	\$ 5,734,348	\$ 7,491,931	\$ 1,757,583	Add \$1,757,582.75 of Congressionally Directed Spending earmark to PE and CN phases.
22726	2	NW Oregon lighting & enhanced intersection warning (2027)				PE, UR	Safety	ARTS Region 2	\$ 495,110	\$ 20,000	\$ (475,110)	Cancel the project to provide funding for higher priority projects with greater benefit/cost ratios in the current 24-27 STIP. Will look to address this scope with state forces and Highway Safety Engineering Quick Fix funding.
22728	2	Northwest Oregon curve warning upgrades (2027)				PE, CN	Safety	ARTS Region 2	\$ 1,351,310	\$ 5,591,124	\$ 4,239,814	Add a CN phase in 2026 and reduce the PE phase by \$601,310, using savings from the ARTS region 2 program.
22785	2	OR99W: Mary's River Br - Kiger Island Rd (Corvallis)	84.31	86.5	02701A	CN	Pavements	Fix-it Region 2 Fix-it SW Bridge ADA - GARVEE	\$ 1,517,112	\$ 7,372,816	\$ 5,855,704	Add a CN phase in 2026, moving CN funds bucketed in K22819 and adding savings from the Bridge and GARVEE-ADA programs.
22786	2	OR18: Long Fiber Road - Murphy Hill	11.4	18.8		PE	Pavements	Fix-it Region 2	\$ 1,095,571	\$ 1,464,598	\$ 369,027	Increase the PE phase by \$369,027, moving funds from the cancellation of K22789.
22787	2	OR6: MP 4.4-9.0	4.4	9	01979B	CN	Pavements	Fix-it Region 2 Fix-it SW Bridge	\$ 868,791	\$ 9,204,436	\$ 8,335,645	Add a CN phase in 2026, moving CN funds bucketed in K22819 and K23289 and reserve funds bucketed in K22818.
22788	2	OR22: Hart Road - Rickreall Interchange	7.76	15.34	02001	PE	Pavements	Fix-it Region 2	\$ 1,027,697	\$ -	\$ (1,027,697)	Cancel the project to fund higher priority projects.
22789	2	US20: MP71.5 - 74.5 & OR126 MP0.00 to 13.00	71.50 0.00	74.50 19.81		PE	Pavements	Fix-it Region 2	\$ 2,389,570	\$ -	\$ (2,389,570)	Cancel the project to fund higher priority projects.
22792	2	OR18: S McMinnville Interchange - E McMinnville Interchange	39.28	45.8	08688 08950 08492	CN	Pavements	Fix-it Region 2 Fix-it SW Bridge	\$ 1,825,718	\$ 19,332,427	\$ 17,506,709	Add a CN phase in 2027, moving CN funds bucketed in K22819, K22820, K23290 and from the cancellation of K22789. Update project locations to remove bridge 08950 and add bridge 08492.
22794	2	US101: MP 23.9 culvert replacement	23.9	23.9		PE, CN	Operations - Signs, Signals, Intersections	Fix-it Region 2	\$ 355,568	\$ 1,733,119	\$ 1,377,551	Add a CN phase in 2027 and increase the PE phase by \$185,000, moving CN funds bucketed in K22824, K22821, and K22822.
22795	2	OR223: MP 12.4 to 12.5 slide repair	12.4	12.5		PE	Operations - Slide	Fix-it Region 2	\$ 751,691	\$ 951,691	\$ 200,000	Increase the PE phase by \$200,000, moving CN funds bucketed in K22824. Additional costs are for advance investigation efforts.
22797	2	OR47: MP 83.6 Illumination Replacement (Banks)	83.6	83.6		CN	Operations - Signs, Signals, Intersections	Fix-it Region 2	\$ 374,107	\$ 1,738,311	\$ 1,364,204	Add a CN phase in 2027, moving CN funds bucketed in K22822 and K22823. Update project name and location data.

22798	2	US20: MP 0.52 signal replacement	0.52	0.52		PE, RW, CN	Operations - Signs, Signals, Intersections	Fix-it Region 2 ARTS Region 2	\$ 813,282	\$ 4,811,719	\$ 3,998,437	Add a CN phase and increase the PE phase by \$150,000 and the RW phase by \$300,000, moving CN funds bucketed in K22824, K22836, and K22823. Original scope did not include the unexpected RW costs.						
22799	2	OR99W: MP 78.9-79.0 signal replacement (Lewisburg)	78.9	79		PE, RW, CN	Operations - Signs, Signals, Intersections	Fix-it Region 2	\$ 932,898	\$ 2,844,271	\$ 1,911,373	Add a CN phase in 2027 and increase the PE phase by \$300,000 and the RW phase by \$100,000, moving CN funds bucketed in K22824. Additional rail coordination affected shortfall in funds.						
22817	2	NW Oregon Preservation program construction reserve (FFY24)				CN	Pavements	Fix-it Region 2 HB2017 Preservation	\$ 2,007,281	\$ -	\$ (2,007,281)	Split CN funds bucketed to individual projects.						
22818	2	NW Oregon Preservation program funding reserve (FFY25)				CN	Pavements	Fix-it Region 2 HB2017 Preservation	\$ 11,458,915	\$ -	\$ (11,458,915)	Split funds bucketed to individual projects.						
22819	2	NW Oregon Preservation program construction reserve (FFY26)				CN	Pavements	Fix-it Region 2 HB2017 Preservation	\$ 11,458,915	\$ -	\$ (11,458,915)	Split CN funds bucketed to individual projects.						
22820	2	NW Oregon Preservation program construction reserve (FFY27)				CN	Pavements	Fix-it Region 2 HB2017 Preservation	\$ 11,458,916	\$ -	\$ (11,458,916)	Split CN funds bucketed to individual projects.						
22821	2	NW Oregon Operations program construction reserve (FFY24)				CN	Operations	Fix-it Region 2	\$ 2,796,872	\$ -	\$ (2,796,872)	Split CN funds bucketed to individual projects.						
22822	2	NW Oregon Operations program construction reserve (FFY25)				CN	Operations	Fix-it Region 2	\$ 2,796,872	\$ -	\$ (2,796,872)	Split CN funds bucketed to individual projects.						
22823	2	NW Oregon Operations program construction reserve (FFY26)				CN	Operations	Fix-it Region 2	\$ 2,796,872	\$ -	\$ (2,796,872)	Split CN funds bucketed to individual projects.						
22824	2	NW Oregon Operations program construction reserve (FFY27)				CN	Operations	Fix-it Region 2	\$ 2,796,872	\$ -	\$ (2,796,872)	Split CN funds bucketed to individual projects.						
22834	2	NW Oregon ARTS program construction reserve (Hot Spot)				CN	Safety	ARTS Region 2 HB2017 Safety Region 2	\$ 6,003,098	\$ -	\$ (6,003,098)	Split CN funds bucketed to individual projects.						
22835	2	NW Oregon ARTS program construction reserve (Systemic)				CN	Safety	ARTS Region 2 HB2017 Safety Region 2	\$ 7,749,377	\$ -	\$ (7,749,377)	Split CN funds bucketed to individual projects.						
22836	2	NW Oregon HB2017 safety construction reserve (FFY24-27)				CN	Safety	HB2017 Safety Region 2	\$ 1,436,560	\$ -	\$ (1,436,560)	Split CN funds bucketed to individual projects.						
22902	2	US101 at Broadway Street Signal Upgrades (Seaside)	21.05	21.05		CN	Safety	SW Enhance SW ADA Transition	\$ 1,882,139	\$ 5,534,859	\$ 3,652,720	Add a CN phase in 2027, moving savings from the SW Enhance and the ADA programs.						
22938	2	I-5: Cottage Grove - Martin Creek	169.19	174.84		CN	Pavements	Fix-it SW IM	\$ 2,212,360	\$ 19,728,432	\$ 17,516,072	Add a CN phase in 2025, moving CN funds bucketed in K23315.						
22949	2	Ehlen Rd NE Rail Crossing (Aurora)				PE, RW	Safety	SW Rail Crossing	\$ 246,451	\$ 2,000	\$ (244,451)	Cancel the project to fund higher priority needs. UPRR requiring expansion of scope that would be beyond our funding capability.						
22950	2	Graham Road Rail Crossing (Prescott)				PE	Safety	SW Rail Crossing	\$ 503,049	\$ 28,049	\$ (475,000)	Cancel the project to fund higher priority needs. Consensus could not be reached with local partners on the desired upgrades to this crossing.						
23117	2	OR202: Nehalem River bridge	38.59	38.59	03113A	CN	Bridge	Fix-it SW Bridge	\$ 1,851,139	\$ 9,630,868	\$ 7,779,729	Add a CN phase in 2026, moving CN funds bucketed in K23290.						
23118	2	US101: New Youngs Bay bridge	4.91	4.91	08306	CN	Bridge	Fix-it SW Bridge	\$ 1,624,159	\$ 12,900,873	\$ 11,276,714	Add a CN phase in 2027, moving CN funds bucketed in K23290.						
23119	2	US30: Goble Creek bridge	40.74	40.74	00191A	CN	Bridge	Fix-it SW Bridge	\$ 1,344,546	\$ 11,955,975	\$ 10,611,429	Add a CN phase in 2027, moving CN funds bucketed in K23290 and savings from the fix-it SW bridge program.						
23122	2	OR99E: Willamette R (Harrisburg) bridge	29.07	29.17	00583E	CN	Bridge	Fix-it SW Bridge	\$ 1,187,524	\$ 6,874,972	\$ 5,687,448	Add a CN phase in 2027, moving CN funds bucketed in K23290 and K23288.						
23123	2	OR229: Fuller and Ojalla (Siletz River) Bridges	23.10	23.10	00851A	CN	Bridge	Fix-it SW Bridge	\$ 1,742,596	\$ 11,656,813	\$ 9,914,217	Add a CN phase in 2027, moving CN funds bucketed in K23290.						
23126	2	US101: Cummins Creek bridge	20.66	20.66	00852A	CN	Bridge	Fix-it SW Bridge	\$ 980,765	\$ 5,167,264	\$ 4,186,499	Add a CN phase in 2027, moving CN funds bucketed in K23290.						
23127	2	US101: Siuslaw River Bridge (Florence)	168.44	168.44	01182	CN	Bridge	Fix-it SW Bridge	\$ 190.89	\$ 191.11	\$ 01821E	CN	Bridge	Fix-it SW Bridge	\$ 574,330	\$ 2,825,793	\$ 2,251,463	Add a CN phase in 2027, moving CN funds bucketed in K23290.
23128	2	I-5: Northbound Muddy Creek bridge (Lane County)	200.5	200.5	08171N	PE, RW	Bridge	HB2017 BridgeSeismic	\$ 1,809,692	\$ -	\$ (1,809,692)	Cancel project as bridge is still in relatively good condition with many years of remaining service. Replacement of this bridge would not be the best investment of limited funds.						
23129	2	OR34: Alsea River Bridge	7.06	7.06	02652	PE	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$ 264,653	\$ -	\$ (264,653)	Cancel project as the majority of scope has been completed in previous projects. The only remaining scope is spot painting and caulking which will be accomplished through maintenance.						
23130	2	I-5: NB McKenzie overflow bridge (MP 196.69)	196.69	196.69	08178N	PE	Bridge	HB2017 BridgeSeismic	\$ 1,547,288	\$ -	\$ (1,547,288)	Cancel project as bridge is still in relatively good condition with many years of remaining service. Replacement of this bridge would not be the best investment of limited funds.						
23131	2	I-5: NB McKenzie overflow bridge (MP 196.19)	196.19	196.19	08180N	PE, UR, RW	Bridge	HB2017 BridgeSeismic	\$ 1,762,645	\$ -	\$ (1,762,645)	Cancel project as bridge is still in relatively good condition with many years of remaining service. Replacement of this bridge would not be the best investment of limited funds.						
23132	2	I-5: Northbound Little Muddy Creek Bridge (Linn County)	210.92	210.92	08245N	PE	Bridge	HB2017 BridgeSeismic	\$ 1,206,863	\$ -	\$ (1,206,863)	Cancel project as bridge is still in relatively good condition with many years of remaining service. Replacement of this bridge would not be the best investment of limited funds.						

23133	2	I-5: Northbound Muddy Creek Bridge (Linn County)	210.39	210.39	08246N	PE	Bridge	HB2017 BridgeSeismic	\$ 1,717,501	\$ -	\$ (1,717,501)	Cancel project as bridge is still in relatively good condition with many years of remaining service. Replacement of this bridge would not be the best investment of limited funds.
23135	2	I-5: Northbound Small Creek bridge (Linn County)	205.34	205.34	08251N	PE	Bridge	HB2017 BridgeSeismic	\$ 1,210,157	\$ -	\$ (1,210,157)	Cancel project as bridge is still in relatively good condition with many years of remaining service. Replacement of this bridge would not be the best investment of limited funds.
23136	2	I-5: Courtney Creek northbound bridge (Linn County)	216.97	216.97	08241N	PL, PE	Bridge	HB2017 BridgeSeismic	\$ 929,032	\$ 100,000	\$ (829,032)	Cancel the PE phase and add a PL phase. Combine project with K23137. Update project name, scope, and location. This project is being combined with K23137 to complete the advance investigation to inform future design and construction to replace existing pavement to preserve the bridges.
23137	2	I-5: Courtney Creek southbound bridge (Linn County)	216.97	216.97	08241S	PE	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$ 669,870	\$ -	\$ (669,870)	Combine scope into K23136. Funds will return to the bridge program. This project is being combined with K23137 to complete the advance investigation to inform future design and construction to replace existing pavement to preserve the bridges.
23291	2	US30 at SE Maple St Rail Crossing (Scappoose)	20.67	20.67		CN	Safety	SW Rail Crossing	\$ 641,000	\$ 3,439,000	\$ 2,798,000	Add a CN phase in 2027, moving CN funds bucketed in K23317 and from cancelled project K22950.
23431	2	US101: 39th St to Holmes Rd (Lincoln City)	112.92	113.36		CN	BikePed	USDOT Earmark 2023 SW ADA Transition	\$ 355,000	\$ 3,280,473	\$ 2,925,473	Add RW, UR, and CN phases and increase the PE phase by \$582,800, adding funds from the GARVEE-ADA program and a federal Earmark grant.
	2	OR58 MP 54.1 to 54.2 Rockfall	54.1	54.2		PE	Operations - Slide	SW Protect	\$ -	\$ 828,468	\$ 828,468	Add new project using SW PROTECT funding.
	2	OR58: Fix-it Corridor Culverts, Phase 2	6.92	84.68		PE	Culvert	SW Protect	\$ -	\$ 1,000,000	\$ 1,000,000	Add new design-only project, using SW PROTECT funding.
	2	US20: Scenic Drive to North Albany Road (Albany)	8.28	9.97		PE	Safety	Fix-it Region 2	\$ -	\$ 222,000	\$ 222,000	Add a design-only project.
21984	2	Enhanced Mobility Program - Benton Co FFY24				OT	Transit	SW Transit	\$ 170,000	\$ -	\$ (170,000)	Combine into new project for urban mobility program.
21986	2	Enhanced Mobility Program - Columbia Co FFY24				OT	Transit	SW Transit	\$ 5,000	\$ -	\$ (5,000)	Combine into new project for urban mobility program.
21990	2	Enhanced Mobility Program - Linn Co FFY24				OT	Transit	SW Transit	\$ 153,750	\$ -	\$ (153,750)	Combine into new project for urban mobility program.
21975	2	Enhanced Mobility Program - Benton Co FFY23				OT	Transit	SW Transit	\$ 166,250	\$ -	\$ (166,250)	Combine into new project for urban mobility program.
21976	2	Enhanced Mobility Program - Columbia Co FFY23				OT	Transit	SW Transit	\$ 5,000	\$ -	\$ (5,000)	Combine into new project for urban mobility program.
21980	2	Enhanced Mobility Program - Linn Co FFY23				OT	Transit	SW Transit	\$ 151,250	\$ -	\$ (151,250)	Combine into new project for urban mobility program.
22948	2	Enhanced Mobility Program (5310) Benton County FY25				OT	Transit	SW Transit	\$ 225,663	\$ -	\$ (225,663)	Combine into new project for urban mobility program.
22952	2	Enhanced Mobility Program - Columbia County FY25				OT	Transit	SW Transit	\$ 7,106	\$ -	\$ (7,106)	Combine into new project for urban mobility program.
22958	2	Enhanced Mobility Program (5310) - Linn County FY25				OT	Transit	SW Transit	\$ 206,015	\$ -	\$ (206,015)	Combine into new project for urban mobility program.
	2	Oregon Transportation Network - Benton Co FFY25				OT	Transit	SW Transit	\$ -	\$ 178,313	\$ 178,313	Add new project to match program allocations.
	2	Oregon Transportation Network - Linn Co FFY25				OT	Transit	SW Transit	\$ -	\$ 274,879	\$ 274,879	Add new project to match program allocations.
	2	Oregon Transportation Network - LTD FFY25				OT	Transit	SW Transit	\$ -	\$ 1,337,345	\$ 1,337,345	Add new project to match program allocations.
	2	Oregon Transportation Network - SAMTD FFY25				OT	Transit	SW Transit	\$ -	\$ 1,337,345	\$ 1,337,345	Add new project to match program allocations.
21674	3	I-5: Monument Dr - N. Grants Pass				CN	Preservation	Fix-It SW IM Fix-it SW Bridge HB2017 BridgeSeismic	\$ 20,142,000	\$ 25,025,416	\$ 4,883,416	Increase the CN phase by \$4,883,416, moving CN bucketed funds from project key 23288 and savings from the statewide interstate maintenance program, to cover inflationary costs of bridge materials and asphalt.
21719	3	OR42: US101 to Cedar Point Road				CN	Preservation	Fix-it SW Culvert HB2017 Culvert	\$ 15,600,834	\$ 17,400,834	\$ 1,800,000	Increase the CN phase by \$1,750,000 and the OT phase by \$50,000, moving CN bucketed funds from project key 23361. Additional culverts were added to the scope of the project.
21720	3	OR99: Fruitdale Creek Culvert	1.41	1.41		CN	Fish	USDOT Grant 2022	\$ 3,104,000	\$ 11,180,000	\$ 8,076,000	Add a CN phase, adding a USDOT Culvert (AOP) grant.
21773	3	OR241: Chandler (Coos River) Bridge	3.64	3.82	07176	PE,RW, CN	Bridge	Fix-It SW Bridge	\$ 4,918,000	\$ 7,682,000	\$ 2,764,000	Increase PE by \$100,000, RW by \$15,000, and CN by \$2,650,000, adding funds from the Bridge program. Increase PE & RW due to delay in CN bidding. Increase the CN phase due to inflationary costs of coating materials. Cancel the UR phase. Slip the CN phase to start in federal fiscal year 2025.
22428	3	OR99 at Water St Signal (Ashland)	19.11	19.11		All	Safety	Fix-It Region 3	\$ 840,236	\$ 40,236	\$ (800,000)	Cancel the project. The proposed signal configuration was found to not be functional for safety and operations when coordinated with the existing coordination plan.
22629	3	OR62: Lost Creek Lake Bridge	35.41	35.41	16063	CN	Bridge	Fix-It SW Bridge	\$ 1,235,000	\$ 7,370,000	\$ 6,135,000	Add a CN phase in 2025, moving CN funds bucketed in project key 23288.
22630	3	OR99: Rogue River Bridge, Gold Hill Spur	2.56	2.76	00576	CN	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$ 3,081,000	\$ 16,681,000	\$ 13,600,000	Add a CN phase in 2026, moving CN funds bucketed in project keys 23288 and 23289.
22963	3	I-5:N Umpqua R & CORP NB & SB bridges (Winchester)	128.92	128.92	07663A 07663C	CN	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$ 1,452,000	\$ 9,702,000	\$ 8,250,000	Add a CN phase in 2026, moving CN funds bucketed in K23288.
23279	3	OR99: Sage to Willig Way	4.52	4.64		PL	BikePed	SW Pedbike Strategic Fix-it SW SWIP BikePed	\$ 4,000,000	\$ 250,000	\$ (3,750,000)	Add a PL phase in 2025 and cancel the remaining project. Reducing project to a PL phase, returning funding to program so the project scope can be fully identified.

23416	3	NB Highland Dr to Barnett Rd	27.48	27.48		RW, UR, CN	Operations	Fix-It Region 3	\$ 935,000	\$ 4,539,729	\$ 3,604,729	Add RW and UR phases in 2025 and a CN phase in 2026, using savings from the fix-it region 3 program, to fully fund project already in design.
23548	3	OR42: Middle Fork Coquille & OR238: Griffin Creek Bridges	36.44	36.44	29C269	PE, RW, UR, CN	Bridge	Fix-It SW Bridge HB2017 BridgeSeismic	\$ -	\$ 3,920,000	\$ 3,920,000	Add a new project, using savings from the Bridge program. Project will address deficient bridge rails to meet federal requirements.
23690	3	I-5: Southern Oregon Wildlife Fencing	0.01	3.7		PE	Operations	USDOT Earmark 2024	\$ -	\$ 400,000	\$ 400,000	Add new project, using USDOT earmark funds.
	3	Fruitdale Drive: Fruitdale Creek				All	Fish	USDOT Grant 2022	\$ -	\$ 3,837,722	\$ 3,837,722	Add new project, using a USDOT Culvert (AOP) grant.
21989	3	Enhanced Mobility Program - Josephine Co FFY24				OT	Transit	SW Transit	\$ 136,250	\$ -	\$ (136,250)	Combine into new project for urban mobility program.
21991	3	Enhanced Mobility Program - RVTD FFY24				OT	Transit	SW Transit	\$ 417,500	\$ -	\$ (417,500)	Combine into new project for urban mobility program.
21979	3	Enhanced Mobility Program - Josephine Co FFY23				OT	Transit	SW Transit	\$ 133,750	\$ -	\$ (133,750)	Combine into new project for urban mobility program.
21982	3	Enhanced Mobility Program - RVTD FFY23				OT	Transit	SW Transit	\$ 408,750	\$ -	\$ (408,750)	Combine into new project for urban mobility program.
22956	3	Enhanced Mobility Program (5310) - Josephine County FY25				OT	Transit	SW Transit	\$ 182,604	\$ -	\$ (182,604)	Combine into new project for urban mobility program.
22959	3	Enhanced Mobility Program (5310) - RVTD FY25				OT	Transit	SW Transit	\$ 556,923	\$ -	\$ (556,923)	Combine into new project for urban mobility program.
	3	Mass Transit Vehicle Replacement FY25 Josephine				OT	Transit	SW Transit	\$ -	\$ 798,486	\$ 798,486	Add new project, moving funds from K21942.
	3	Mass Transit Vehicle Replacement FY25 RVTD				OT	Transit	SW Transit	\$ -	\$ 409,114	\$ 409,114	Add new project, moving funds from K21942.
	3	Bus Facility Improvements-SM urban RVTD FFY24				OT	Transit	SW Transit	\$ -	\$ 648,505	\$ 648,505	Add new project to match program allocations.
	3	Bus purchase-SM urban Josephine FFY24				OT	Transit	SW Transit	\$ -	\$ 95,000	\$ 95,000	Add new project to match program allocations.
	3	Oregon Transportation Network - Josephine Co FFY25				OT	Transit	SW Transit	\$ -	\$ 167,168	\$ 167,168	Add new project to match program allocations.
	3	Oregon Transportation Network - RVTD FFY25				OT	Transit	SW Transit	\$ -	\$ 668,673	\$ 668,673	Add new project to match program allocations.
20265	4	OC&E State Trail				CN	BikePed	Enhance Region 4	\$ 1,052,343	\$ -	\$ (1,052,343)	Cancel project. Oregon Parks and Recreation Department (OPRD) received funding for this project in November 2018. The estimate to complete construction is \$3,100,000. With no additional funding opportunities available, we are cancelling the project to allow the funds to be redirected to other projects.
21653	4	US97: Earl St - Colfax Ln (Madras)				PE, CN	Pavements	ADA-Garvee Local EDA grant	\$ 24,134,160	\$ 42,265,303	\$ 18,131,143	Increase the PE phase by \$2,500,000, adding ADA program funds. Increase the CN phase by \$15,631,143, adding city of Madras, EDA grant, and ADA program funds. ODOT and the city of Madras partnered and received an Economic Development Administration (EDA) disaster recovery grant to pay for stormwater improvements. We are also adding additional ADA funds to complete all of the ADA ramps in Madras. The increase in ADA funds allow us to complete an additional 300 ramps as part of the ADA settlement. The EDA Grant awarded to the city and ODOT allow us to add some much needed storm improvements to the original project scope, and the city of Madras funds will cover added streetscape elements.
22790	4	US97 Seismic Corridor - Rock Fall Phase 2	0.45	1.20		PE	Operations - Slide	SW Protect	\$ 3,000,000	\$ 5,730,000	\$ 2,730,000	Increase the PE phase by \$2,730,000, using savings from the Protect program. Update project scope to include work between MPs 0.5 to 4.5. Advance the PE phase to start in 2024. The added Protect funds will allow the region to increase the scope and address additional rockfalls along the US97 corridor.
23494	4	Hawthorne Ave Pedestrian & Bicyclist Overcrossing (Bend)				CN	BikePed	RAISE, SW Off-System Bike/Ped	\$ 25,825,661	\$ 32,111,051	\$ 6,285,390	Increase the CN phase by \$6,285,390, adding a federal earmark and city funds used for match. Slip RW to 26 and CN to 27. The city of Bend continues to seek additional funding to ensure this project meets the intent of their vision. These funds will be used to ensure the crossing, and city connections are complete.
21987	4	Enhanced Mobility Program - COIC FFY24				OT	Transit	SW Transit	\$ 227,500	\$ -	\$ (227,500)	Combine into new project for urban mobility program.
21977	4	Enhanced Mobility Program - COIC FFY23				OT	Transit	SW Transit	\$ 222,500	\$ -	\$ (222,500)	Combine into new project for urban mobility program.
22955	4	Enhanced Mobility Program (5310) - Deschutes County FY25				OT	Transit	SW Transit	\$ 302,871	\$ -	\$ (302,871)	Combine into new project for urban mobility program.
	4	Oregon Transportation Network - COIC FFY25				OT	Transit	SW Transit	\$ -	\$ 345,481	\$ 345,481	Add new project to match program allocations.
20539	5	I-84 Frontage Road: Meacham Creek & Union Pacific Railroad	239.33	239.64	00447	PE, CN	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$ 7,362,000	\$ 10,662,000	\$ 3,300,000	Increase the CN phase by \$3,200,000 and the PE phase by \$100,000, adding savings from the Bridge program. Cost increase due to inflationary effect of UPRR coordination efforts that delayed project 2 years.



22069	5	US395: Punkin Center Safety Improvements	2.5	3.92		CN	Safety	ARTS Region 5 HB2017 Safety Region 5 SW Pedbike Strategic Fix-it SW SWIP BikePed	\$ 1,195,000	\$ 7,116,000	\$ 5,921,000	Add a CN phase in 2027, moving CN funds bucketed in K23329, K23330, and K23391.
22625	5	OR52: Snake River Bridge	21.23	21.29	04335A	CN, RW	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$ 21,190,464	\$ 35,650,106	\$ 14,459,642	Increase the CN phase by \$14,442,562 and the RW phase by \$17,080, adding funds from the Bridge program and the state of Idaho. Idaho is lead on this project. ODOT is responsible for 1/2 of the cost increases.
22626	5	I-82: Eastbound Umatilla (Columbia River) Bridge Phase 2			02230A	PE	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$ 21,191,650	\$ 22,617,750	\$ 1,426,100	Increase the PE phase by \$1,426,100, adding savings from the Bridge program. WSDOT is lead for this project. ODOT is responsible for 1/2 of the cost increase.
22844	5	Pendleton Signal Upgrade				CN	Operations - Signs, Signals, Intersections	Fix-it Region 5	\$ 791,846	\$ 2,918,070	\$ 2,126,224	Add a CN phase in 2027, moving CN funds bucketed in K23327. Update project location mileposts.
22855	5	I-84: Reith Interchange and Umatilla River bridges	207.88	209	09520A, 09521A, 09520, 09521	CN	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic Fix-it SW IM HB2017 Preservation	\$ 1,147,000	\$ 13,303,000	\$ 12,156,000	Add a CN phase in 2027, moving CN funds bucketed in K23290 and savings from the SW IM program.
22880	5	Tower Road interchange bridge over I-84	159.3	159.3	09021	CN	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic Fix-it SW IM HB2017 Preservation	\$ 452,000	\$ 3,416,012	\$ 2,964,012	Add a CN phase in 2026, moving CN funds bucketed in K23289 and K23315.
22909	5	I-84: Ryle Valley - North Fork Jacobsen Gulch Erosion Control	340.00	360.00		CN	Operations - Slide	Fix-it Region 5	\$ 273,000	\$ 1,435,000	\$ 1,162,000	Add a CN phase in 2027, moving CN funds bucketed in K23327.
22919	5	I-84: Farewell Bend - N. Fork Jacobsen Gulch			08083A	CN	Pavements	Fix-it SW Bridge HB2017 BridgeSeismic Fix-it SW IM HB2017 Preservation	\$ 1,409,000	\$ 19,237,921	\$ 17,828,921	Add a CN phase in 2025, moving CN funds bucketed in K23288, K23331, K23314, K23315 and from the cancellation of K23410.
22926	5	US30: Snake River Bridge and Interstate Bridge	27.65	28.48	18097	CN	BikePed	SW PedBike Strategic Fix-it SW SWIP BikePed	\$ 1,460,000	\$ 5,018,000	\$ 3,558,000	Add a CN phase in 2027, moving CN funds bucketed funds in K23391.
22930	5	I-84: Bridges over North Spruce Street (La Grande)	260	261.5	09631A	CN	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$ 1,002,000	\$ 8,807,958	\$ 7,805,958	Add a CN phase in 2027, moving CN funds bucketed in K23290.
22951	5	I-84: Eastern Oregon durable striping				CN	Operations	Fix-it Region 5	\$ 281,930	\$ 1,781,930	\$ 1,500,000	Add a CN phase in 2025, moving CN funds bucketed in K23327.
22962	5	Rumble Strip & Safety Devices restoration bucket				PE	Safety	ARTS Region 5 HB2017 Safety Region 5	\$ 977,352	\$ 1,077,352	\$ 100,000	Update project from a funding bucket to a scoped project. Add a PE phase in 2025, adding savings from the ARTS region 5 and HB2017 Safety Region 5 programs. Update the project name to Eastern Oregon Rumble Strip Restoration. Project changes are to cover increased cost of rumble strip repairs in key locations in region 5.
22989	5	OR11: Milton-Freewater Safety and Sidewalk Improvements	30.66	33.9		CN	Safety	SW PedBike Strategic Fix-it SW SWIP BikePed	\$ 682,000	\$ 2,933,000	\$ 2,251,000	Add a CN phase in 2027, moving CN funds bucketed in K23391.
22994	5	I-84: Roadway Illumination project				CN	Safety	ARTS Region 5 HB2017 Safety Region 5	\$ 130,500	\$ 1,000,000	\$ 869,500	Add a CN phase in 2025, moving CN funds bucketed in K23329 and K23330.
23045	5	Pole Line Road Rail Crossing (Haines)	43.9	44.1		CN	Safety	SW Rail Crossing	\$ 389,000	\$ 1,700,000	\$ 1,311,000	Add a CN phase in 2027, moving CN funds bucketed in K23316.
23046	5	Echo Multi-Use Pedestrian Path	35.7	35.7		PE	Safety	SW Rail Crossing	\$ 586,000	\$ 2,133,000	\$ 1,547,000	Increase the PE phase, moving funds from K23317.
23327	5	Eastern Oregon Fix-It Construction Reserve				CN	Operations	Fix-it Region 5	\$ 4,788,224	\$ -	\$ (4,788,224)	Move CN bucketed funds to add CN phases to K22909, K22951, and K22844.
23329	5	Eastern Oregon ARTS program Construction Reserve FFY24-27				CN	Safety	ARTS Region 5	\$ 5,555,334	\$ -	\$ (5,555,334)	Move CN bucketed funds to add CN phases to K22994 and K22069.
23330	5	Eastern Oregon HB2017 Safety Funding Reserve FFY24-27				CN	Safety	HB2017 Safety Region 5	\$ 617,259	\$ -	\$ (617,259)	Move CN bucketed funds to add CN phases to K22994 and K22069.
23331	5	Eastern Oregon Motor Carrier Construction Reserve FFY24-27				CN	Operations - ITS	Motor Carrier	\$ 910,829	\$ -	\$ (910,829)	Move CN bucketed funds to add a CN phase in K22919.
21993	5	Enhanced Mobility Program - Umatilla Co FFY24				OT	Transit	SW Transit	\$ 23,750	\$ -	\$ (23,750)	Combine into new project for urban mobility program.
21983	5	Enhanced Mobility Program - Umatilla Co FFY23				OT	Transit	SW Transit	\$ 23,750	\$ -	\$ (23,750)	Combine into new project for urban mobility program.
22961	5	Enhanced Mobility Program (5310) - Umatilla County FY25				OT	Transit	SW Transit	\$ 31,989	\$ -	\$ (31,989)	Combine into new project for urban mobility program.
	5	Oregon Transportation Network - Milton Freewater FFY24				OT	Transit	SW Transit	\$ -	\$ 55,723	\$ 55,723	Add new project to match program allocations.
	5	Oregon Transportation Network - Umatilla Co FFY25				OT	Transit	SW Transit	\$ -	\$ 2,228,909	\$ 2,228,909	Add new project to match program allocations.
23023	5	Enhanced Mobility E&D (5310) - Umatilla County FY26				OT	Transit	SW Transit	\$ 341,414	\$ 2,228,909	\$ 1,887,495	Update to match program allocations.
23037	5	Enhanced Mobility E&D (5310) - Umatilla County FY27				OT	Transit	SW Transit	\$ 341,414	\$ 2,228,909	\$ 1,887,495	Update to match program allocations.
21664	6	1R roadside barrier upgrades				CN	Safety	1R	\$ 25,283,718	\$ 22,416,242	\$ (2,867,476)	Move \$2,867,476 in reserve funds to K22511 and K21547.

21831	6	Inview modernization				OT	Operations - ITS	Fix-it Ops ITS	\$ 250,000	\$ -	\$ (250,000)	Cancel the project, moving funds to new project "Micromain System Replacement Implementation". Project was initially to update the software and a decision was made to now replace the system. Funding from this cancelled project is going to the software replacement project.
21834	6	Statewide ITS program FFY22, 23 & 24				CN	Operations - ITS	Fix-it Ops ITS	\$ 1,350,000	\$ -	\$ (1,350,000)	Reduce the project by \$1,350,000, moving funds to new project "Connected Vehicle Ecosystem Proof of Concept". This project was a reserve for unspecified project funding for ITS software improvements and is being cancelled to fund the connected vehicle ecosystem ITS proof of concept project.
22065	6	Seismic Program - Landslides FFY2022-2024				CN	Bridge	HB2017 BridgeSeismic	\$ 14,918,930	\$ 38,000,000	\$ 23,081,070	Add funds to fully fund the South Coast Regional Ready Facility.
22744	6	Response Plan System Adapter Modernization				OT	Operations - ITS	Fix-it Ops ITS	\$ 125,000	\$ -	\$ (125,000)	Cancel the project, moving funds to new project "Dispatch Software Replacement". This project is being cancelled to address the higher priority replacement of aging dispatch software system.
22745	6	Hazardous Driving Video Analytics				OT	Operations - ITS	Fix-it Ops ITS	\$ 400,000	\$ -	\$ (400,000)	Cancel the project, moving funds to new project "Dispatch Software Replacement". This project is being cancelled to address the higher priority replacement of aging dispatch software system.
22749	6	TripCheck TV Modernization				OT	Operations - ITS	Fix-it Ops ITS	\$ 150,000	\$ -	\$ (150,000)	Cancel the project, moving funds to new project "Dispatch Software Replacement". This project is being cancelled to address the higher priority replacement of aging dispatch software system.
23157	6	Statewide PROTECT program reserve 2024-2027				CN	Culvert	SW Protect	\$ 63,810,184	\$ 28,617,184	\$ (35,193,000)	Move \$35,193,000 in reserve funds to K21341 and K23064.
23222	6	Statewide fish passage program construction reserve FFY27				CN	Fish	Fix-it SW Fish Pass	\$ 11,500,000	\$ -	\$ (11,500,000)	Reduce the project by \$11,500,000, moving CN bucketed funds to K18271.
23227	6	Statewide fish passage program reserve 2024-2027				CN	Fish	Fix-it SW Fish Pass	\$ 3,879,472	\$ 781,968	\$ (3,097,504)	Move \$3,097,504 in reserve funds to K18271.
23275	6	Major bridge maintenance, federal fiscal year 2025				CN	Bridge	HB2017 BridgeSeismic	\$ 10,000,000	\$ 13,000,000	\$ 3,000,000	Add funds from the Bridge Program savings to fund maintenance projects.
23276	6	Major bridge maintenance, federal fiscal year 2026				CN	Bridge	HB2017 BridgeSeismic	\$ 12,000,000	\$ 15,000,000	\$ 3,000,000	Add funds from the Bridge Program savings to fund maintenance projects.
23277	6	Major bridge maintenance, federal fiscal year 2027				CN	Bridge	HB2017 BridgeSeismic	\$ 12,000,000	\$ 15,000,000	\$ 3,000,000	Add funds from the Bridge Program savings to fund maintenance projects.
23288	6	Statewide Bridge program construction reserve FFY25				CN	Bridge	Fix-it Bridge HB2017 BridgeSeismic	\$ 207,413,701	\$ 133,221,719	\$ (74,191,982)	Reduce bucket to fund key numbers K21683, K21762, K22629, K22919, K22963, K20448, K20535, K21674, K21707, K21737, K21762, K21774, K22630, K22963, K23122, K23136, K23137. Remaining in bucket - \$103,735,000 is set aside for K22467, \$25,000,000 is set aside for K22552, and \$4,486,719.13 in reserve.
23289	6	Statewide Bridge program construction reserve FFY26				CN	Bridge	Fix-it Bridge HB2017 BridgeSeismic	\$ 13,356,640	\$ -	\$ (13,356,640)	Reduce the CN funds bucketed to fund K22630, K22787, K22880.
23290	6	Statewide Bridge program construction reserve FFY27				CN	Bridge	HB2017 BridgeSeismic	\$ 204,920,665	\$ 122,259,402	\$ (82,661,263)	Reduce bucket to fund key numbers K22625, K22785, K22792, K22855, K22930, K23064, K23117, K23118, K23119, K23122, K23123, K23126, K23127, K23275. Remaining in bucket - \$115,197,598.32 set aside for K22467 and \$7,061,803.66 in reserve.
23314	6	Statewide interstate maintenance construction reserve FFY25				CN	Pavements	FIX-IT SW IM HB2017 Preservation	\$ 4,688,996	\$ -	\$ (4,688,996)	Reduce the project by \$4,688,996, moving CN bucketed funds to K22919.
23315	6	Statewide interstate maintenance construction reserve FFY26				CN	Pavements	FIX-IT SW IM HB2017 Preservation	\$ 35,489,630	\$ 6,270,634	\$ (29,218,996)	Reduce the project by \$29,218,996, moving CN bucketed funds to K22880, K22919 and K22938.
23316	6	Statewide rail crossing program construction reserve FFY26				CN	Safety	SW Rail Crossing	\$ 4,445,826	\$ 3,134,826	\$ (1,311,000)	Reduce the project by \$1,311,000, moving CN bucketed funds to K23045.
23317	6	Statewide rail crossing program construction reserve FFY27				CN	Safety	SW Rail Crossing	\$ 7,116,000	\$ 3,246,000	\$ (3,870,000)	Reduce the project by \$3,870,000, moving CN bucketed funds to K23046 and K23291.
23361	6	Statewide culvert program construction reserve FFY25				CN	Culvert	Fix-it SW Culvert	\$ 4,200,000	\$ 2,400,000	\$ (1,800,000)	Reduce the project by \$1,800,000, moving CN bucketed funds to K21719.
23365	6	Statewide culvert program construction reserve FFY27				CN	Culvert	Fix-it SW Culvert	\$ 3,731,000	\$ -	\$ (3,731,000)	Reduce the project by \$3,731,000, moving CN bucketed funds to K23057.
23391	6	Bike/Ped Construction Reserve FFY27				CN	BikePed	SW PedBike Strategic Fix-It SW SWIP BikePed	\$ 16,872,259	\$ 4,162,082	\$ (12,710,177)	Reduce the project by \$12,710,176.53, moving CN bucketed funds to K22069, K22926, K22989, K23050, and K23051.
	6	Statewide PROTECT Program Advanced Investigation 2024				PL	Operations - slide	SW Protect	\$ -	\$ 8,550,000	\$ 8,550,000	Add new project in 2024, using savings from the statewide PROTECT program.
	6	Connected Vehicle Ecosystem Proof of Concept				OT	Operations - ITS	Fix-it Ops ITS	\$ -	\$ 1,500,000	\$ 1,500,000	Add new project, moving funds from K21834 and program savings. Project is the initial implementation for the connected vehicle ecosystem.

	6	Micromain System Replacement Implementation				OT	Operations - ITS	Fix-it Ops ITS	\$ -	\$ 1,000,000	\$ 1,000,000	Add new project, moving funds from K21831 and adding program savings. Project will replace aging maintenance management system for ITS and electrical features with a modern system.
	6	Dispatch Software Replacement				OT	Operations - ITS	Fix-it Ops ITS	\$ -	\$ 1,000,000	\$ 1,000,000	Add new project, moving funds from K22744, K22745 and K22749 and program savings. Project will modernize our primary software utilized for highway incident management and traveler information. The existing system is aging, experiencing failures, and is difficult to maintain.
	6	Fiber Management System Replacement				OT	Operations - ITS	Fix-it Ops ITS	\$ -	\$ 250,000	\$ 250,000	Add new project, using program savings. Project will replace existing software system for managing fiber optic cable network for highway operations, as the vendor support for existing system is ending.
	6	Connected Vehicle Opportunities FFY25				OT	Operations - ITS	Fix-it Ops ITS	\$ -	\$ 200,000	\$ 200,000	Add project in 2025, using program savings.
	6	Operations Software Modernization FFY26				OT	Operations - ITS	Fix-it Ops ITS	\$ -	\$ 600,000	\$ 600,000	Add new project in 2026, using program savings.
	6	Traffic Signal System Upgrade				OT	Operations - ITS	Fix-it Ops ITS	\$ -	\$ 250,000	\$ 250,000	Add new project, using program savings. Project will upgrade existing central traffic signal management system to new version of vendor software.
	6	Operations Software Modernization FFY27				OT	Operations - ITS	Fix-it Ops ITS	\$ -	\$ 600,000	\$ 600,000	Add new project in 2027, using program savings.
	6	ITS Statewide Architecture Update				OT	Operations - ITS	Fix-it Ops ITS	\$ -	\$ 50,000	\$ 50,000	Add new project, using program savings. Project will update the statewide ITS architecture that is required by federal rule.
	6	Enhanced Mobility Urban Program FFY24				OT	Transit	SW Transit	\$ -	\$ 1,554,952	\$ 1,554,952	Combine projects K21984, K21986, K21987, K21989, K21990, K21991, K21993 into a new project and increase by an additional \$421,202.
	6	Enhanced Mobility Urban Program FFY23				OT	Transit	SW Transit	\$ -	\$ 1,456,946	\$ 1,456,946	Combine projects K21975, K21976, K21977, K21979, K21980, K21982, K21983 into a new project and increase by an additional \$345,696.
21930	6	Non Urbanized Area Program (5311) FFY24				OT	Transit	SW Transit	\$ 14,500,000	\$ 26,413,110	\$ 11,913,110	Increase by \$11,913,110, moving funds from K21931 and K21933 and adding additional funds to match FTA apportionment.
21931	6	Intercity program (5311f) FFY24				OT	Transit	SW Transit	\$ 4,062,054	\$ -	\$ (4,062,054)	Combine into K21930.
21933	6	Administration & technical assistance (5311) FFY24				OT	Transit	SW Transit	\$ 1,800,706	\$ -	\$ (1,800,706)	Combine into K21930.
22840	6	Non Urbanized Area program (5311) FY25				OT	Transit	SW Transit	\$ 30,418,612	\$ 27,782,000	\$ (2,636,612)	Combine project with K22843 and K22853 and decrease by \$2,636,612.
22843	6	Intercity Program (5311f) FY25				OT	Transit	SW Transit	\$ 6,084,278	\$ -	\$ (6,084,278)	Combine into K22480.
22853	6	Administration & Technical Assistance (5311) FY25				OT	Transit	SW Transit	\$ 2,027,629	\$ -	\$ (2,027,629)	Combine into K22480.
22854	6	Non Urbanized Area Program (5311) FY26				OT	Transit	SW Transit	\$ 31,725,432	\$ 28,157,000	\$ (3,568,432)	Combine project with K22856 and K22871 and decrease by \$3,568,432.
22856	6	Intercity Program (5311f) FY26				OT	Transit	SW Transit	\$ 6,346,224	\$ -	\$ (6,346,224)	Combine into K22854.
22871	6	Administration & Technical Assistance (5311) FY26				OT	Transit	SW Transit	\$ 2,114,460	\$ -	\$ (2,114,460)	Combine into K22854.
22913	6	Bus & Bus Facilities - Statewide Prog (5339) FY25				OT	Transit	SW Transit	\$ 5,882,353	\$ 4,600,000	\$ (1,282,353)	Update to match program allocations.
	6	Enhanced Mobility Urban Program (5310) FFY25				OT	Transit	SW Transit	\$ -	\$ 1,456,946	\$ 1,456,946	Combine projects K22948, K22952, K22955, K22956, K22958, K22959, K22961, K22988, K22993 into a new project and decrease by \$9,923,229.
22988	6	Enhanced Mobility E&D Rural (5310) - FY25				OT	Transit	SW Transit	\$ 4,933,502	\$ -	\$ (4,933,502)	Combine into new project for urban mobility program.
22993	6	Enhanced Mobility E&D Admin (5310) - FY25				OT	Transit	SW Transit	\$ 4,933,502	\$ -	\$ (4,933,502)	Combine into new project for urban mobility program.
22011	6	Oregon Transportation Network Rural FFY24				OT	Transit	SW Transit	\$ 3,709,399	\$ 8,187,350	\$ 4,477,951	Update to match program allocations.
	6	Bus Replacement Program FFY2025 5310 Portion				OT	Transit	SW Transit	\$ -	\$ 6,200,524	\$ 6,200,524	Add new project to match program allocations.
	6	Bus Replacement Program FFY2025 5311 Portion				OT	Transit	SW Transit	\$ -	\$ 1,671,679	\$ 1,671,679	Add new project to match program allocations.
21942	6	Mass Transit vehicle replacement FFY2024				OT	Transit	SW Transit	\$ 2,361,817	\$ 9,400,000	\$ 7,038,183	Update project funding to match program allocation and move funds to new projects for mass transit vehicle replacements.
	6	Oregon Transportation Network Rural FFY25				OT	Transit	SW Transit	\$ -	\$ 8,358,409	\$ 8,358,409	Add new project to match program allocations.
	6	Oregon Transportation Network Admin FFY25				OT	Transit	SW Transit	\$ -	\$ 1,666,667	\$ 1,666,667	Add new project to match program allocations.
22873	6	Non Urbanized Program (5311) FY27				OT	Transit	SW Transit	\$ 33,087,284	\$ 29,540,000	\$ (3,547,284)	Combine with K22875 and K22882. Combine projects K22875 and K22882 with this project and decrease by \$3,547,284.
22875	6	Intercity Program (5311f) FY27				OT	Transit	SW Transit	\$ 6,619,782	\$ -	\$ (6,619,782)	Combine into K22873
22882	6	Administration & Technical Assistance (5311) FY27				OT	Transit	SW Transit	\$ 2,205,625	\$ -	\$ (2,205,625)	Combine into K22873
22917	6	Bus & Bus Facilities - Statewide Prog (5339) FY26				OT	Transit	SW Transit	\$ 5,882,353	\$ 4,600,000	\$ (1,282,353)	Update to match program allocations.
22991	6	Enhanced Mobility E&D Rural (5310) - FY26				OT	Transit	SW Transit	\$ 4,933,502	\$ 8,358,409	\$ 3,424,907	Update to match program allocations.
22992	6	Enhanced Mobility E&D Rural (5310) - FY27				OT	Transit	SW Transit	\$ 4,933,502	\$ 8,358,409	\$ 3,424,907	Update to match program allocations.
22995	6	Enhanced Mobility E&D Admin (5310) - FY26				OT	Transit	SW Transit	\$ 4,933,502	\$ 1,666,667	\$ (3,266,835)	Update to match program allocations.
22996	6	Enhanced Mobility E&D Admin (5310) - FY27				OT	Transit	SW Transit	\$ 4,933,502	\$ 1,666,667	\$ (3,266,835)	Update to match program allocations.



# Memo

Date: September 26, 2024  
To: TPAC Members and Interested Parties  
From: Ken Lobeck, Metro Funding Programs Lead  
Subject: Metro FFY 2024 Obligation Targets Compliance Summary

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## **PURPOSE STATEMENT:**

**FOR THE PURPOSE OF PROVIDING TPAC MEMBERS WITH A SUMMARY OF METRO'S FEDERAL FISCAL YEAR 2024 (FFY 2024) OBLIGATION TARGETS PROGRAM OVERVIEW AND COMPLIANCE RATE.**

## **ACTION:**

There is no approval recommendation/action for TPAC. This is a receive and file discussion item.

## **SUMMARY**

Federal Highway Administration's (FHWA) appropriated formula funding to the state Department of Transportation (DOT) must be obligated and expended in a timely fashion. The state DOT receives an annual appropriation of various types of federal fund types normally distributed using a formula appropriation. Examples include National Highway Performance Program (NHPP), Surface Transportation Block Grant (STBG), Highway Safety Improvement Program (HSIP), and many more.

ODOT also further allocates a portion of three FHWA based federal funds to the Metropolitan Planning Organizations (MPO). This again is normally distributed using a formula distribution logic. Metro receives annual allocations of Congestion Mitigation Air Quality (CMAQ) improvement funds, urban STBG, and Transportation Alternatives (TA) funds. These funding programs along with the other FHWA to state DOT appropriations must be obligated and expended in a timely fashion. FHWA holds ODOT accountable to comply with the timely obligation and expenditure requirements.

The simple method FHWA uses to ensure ODOT meets the obligation and expenditure compliance requirement is to examine the federal fund annual obligation rate against the funds programmed for the year. ODOT is normally held to a 100% obligation compliance rate. In other words, if the total FHWA based federal funds programmed in FFY 2024 totals \$900 million, then the expected obligation rate is \$900 million dollars. If ODOT fails to meet the expected obligation rate, then FHWA can penalize ODOT and rescind a portion of ODOT's annual apportionment and then reallocate the funds to another state who met their obligation expectations. This is the basis of the FHWA based obligation targets and redistribution program.

Since FFY 2021, the three Oregon Transportation Management Areas (TMA) Metropolitan Planning Organizations (MPO) also have been held to meeting annual obligation target requirements. The three MPO TMAs are (1) Portland Metro MPO, (2) Central Lane MPO, and (3) Salem-Keizer Transportation Study (SKATS) MPO. The three TMAs are held to meeting annual obligation target requirements for their CMAQ, STBG, and TA allocated funds. The primary goal is to obligate 100% of the three funds programmed in the MTIP/STIP current federal fiscal year.

However, unlike OODT which can shift programmed federal funds to other eligible projects around the state to ensure they meet their 100% obligation expectation, the TMAs do not possess this same flexibility. Due to these restrictions, the three TMAs are held to a mandatory minimum obligation rate of 80%. In other words, if Metro obligates at least 80% of the annual programmed CMAQ, STBG, and TA funds, then Metro has met our annual obligation target.

Each year Metro starts with a 100% obligation target as our goal. However, unforeseen project delay issues and the restrictions to shift funding around may result in an annual obligation rate often less than 100%. As long as Metro's final obligation rate is at least 80% or above, Metro have successfully met our obligation target compliance requirement. If Metro's annual obligation target compliance rate falls below 80%, then penalties can be applied in the form of dropping from the annual Redistribution fund participation, and/or potential reductions to future CMAQ, STBG, and TA annual allocations.

### **HOW THE PROGRAM WORKS:**

At the beginning of each federal fiscal year, Metro and ODOT local Delivery Section Local Agency Liaisons (LAL) meet with the lead agency project managers and project leads and evaluate the project status. We review each project phase, examine where the project is currently in the delivery process, and evaluate if the phase can obligate before the end of the federal fiscal year. The project review not only includes Metro funded CMAQ, STBG, and TA funded projects that are applicable to our annual obligation targets, but all programmed projects in the current federal fiscal year. The review action has now been termed as the "RYG Review Exercise". As a result of the review, each project phase is assigned the following delivery status code:

- (G) or Green: Confidence is high that the phase will obligate before the end of the federal fiscal year and no phase slip to the next federal fiscal year is required.
- (Y) or Yellow: The phase is on the fence and a more detailed review is required to determine if the phase should be slipped to the next federal fiscal year.
- (R) or Red: Significant barriers exist in obligating the phase before the end of the current federal fiscal year. A phase slip to the next federal fiscal year is required.

As mentioned, the review examines every project phase programmed in the MTIP/STIP in the current federal fiscal year. Projects phases tagged as "Red" will slip to the next year. Yellow tagged projects will complete a secondary review to determine if they should be reclassified as Green or Red. Any unresolved Yellow tagged project phases end up being slipped to the next federal fiscal year as a precaution.

By late November, we normally have the RYG Exercise completed and move forward to complete the initial phase slip amendment to the next federal fiscal year. The initial phase slip amendment is usually completed by early to mid-December. The initial annual slip amendment acts as a “no-harm, no-foul” amendment to Metro’s annual obligation targets. The initial annual slip amendment is our “freebee”. At the end of the federal fiscal (normally in August), the second annual slip amendment occurs. These slips count against our obligation targets percentage.

After Metro and ODOT complete the initial slip amendment, the remaining Metro CMAQ, STBG, and TA funded projects in the current federal fiscal year are totaled and now constitute the 100% obligation target goal. In other words, we are now on the clock to ensure we can obligate at least 80% of the 100% target. As an example:

- After the initial slip amendment, the remaining federal CMAQ, STBG, and TA programmed projects in the current federal fiscal year total \$30 million dollars. This only includes the federal funds. Local match and overmatch is not included in the calculation.
- The \$30 million of programmed CMAQ, STBG, and TA funds becomes Metro’s 100% obligation target.
- The minimum 80% target Metro must reach is \$24 million.
- The projects are identified in a monitoring list which is sent to ODOT. The project list becomes Metro official obligation target list for the federal fiscal year.
- For the remainder of the year, Metro and ODOT staff monitor the project phase obligations to determine how well we are meeting our minimum 80% compliance rate.
- When a project phase obligates, it normally obligates the federal funds through FHWA’s Financial Management Information System (FMIS). The lead agency receives a copy of the obligation conformation which is referred to as a “FMIS Modification Report” and a conformation report that the Expenditure Account has been established for the phase. This report normally provides the Notice to Proceed allowing the lead agency to expend the funds.

Run Time: 11:55:22 FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT MODIFICATION Page 1 of 2

RECIPIENT: 41-Oregon FEDERAL PROJECT NO: 5003016 NO: 9  
 RECIPIENT PROJ. NO(S): 20529

PROJECT TITLE: OR43: Willamette Dr at Marylhurst Dr (West Linn)  
 PROJECT DESCRIPTION: Construct a new protected signalized intersection at OR43/Marylhurst that provides separation for vehicles, pedestrians, and bicyclists and improves safety for all roadway users. Design included scope at mile points 8.33-8.50. Construction will occur between mile points 8.33-8.50.  
 XCMAGCR04Q29

UEI (SAM):  
 SUBRECIPIENT PROJECT: No  
 SUBRECIPIENT FEISAM: No  
 SUBRECIPIENT NAME:  
 PROJECT END DATE: 01/31/2027

CLASSIFICATION OF PHASE OF WORK:

THE PROJECT AGREEMENT FOR THE ABOVE REFERENCED PROJECT ENTERED INTO BETWEEN THE UNDERSIGNED PARTIES AND EXECUTED BY THE DIVISION ADMINISTRATOR ON 04/09/2018 IS HEREBY MODIFIED AS FOLLOWS:

PROGRAM CODE	FAIN	URBAN WITH		FORMER AMOUNT	REVISED AMOUNT
Y230	693JZ2430000Y2300RS0003016	71317	ESTIMATED TOTAL OF THE PROJECT	\$130,000.00	\$130,000.00
			FEDERAL FUNDS	\$116,649.00	\$116,649.00
			ADV CONSTRUCTION FUNDS	\$0.00	\$0.00
			PERCENT FEDERAL SHARE	89.73%	89.73%
Y301	693JZ2430000Y3010RS0003016	71317	ESTIMATED TOTAL OF THE PROJECT	\$0.00	\$42,308.00
			FEDERAL FUNDS	\$0.00	\$23,145.00
			ADV CONSTRUCTION FUNDS	\$0.00	\$0.00
			PERCENT FEDERAL SHARE	0%	89.73%
Z301	415003016Z301	71317	ESTIMATED TOTAL OF THE PROJECT	\$2,599,328.95	\$2,599,328.95
			FEDERAL FUNDS	\$1,099,999.86	\$1,099,999.86
			ADV CONSTRUCTION FUNDS	\$0.00	\$0.00
			PERCENT FEDERAL SHARE	89.73%	89.73%
Z400	693JZ2303000Z4000RS0003016		ESTIMATED TOTAL OF THE PROJECT	\$273,633.05	\$273,633.05
			FEDERAL FUNDS	\$245,548.88	\$245,548.88
			ADV CONSTRUCTION FUNDS	\$0.00	\$0.00
			PERCENT FEDERAL SHARE	89.73%	89.73%
Z40E	693JZ2230000Z40E0RS0003016		ESTIMATED TOTAL OF THE PROJECT	\$50,000.00	\$50,000.00
			FEDERAL FUNDS	\$44,865.00	\$44,865.00
			ADV CONSTRUCTION FUNDS	\$0.00	\$0.00
			PERCENT FEDERAL SHARE	89.73%	89.73%

RECIPIENT REMARKS:  
 MOD TO OBLIGATE THE PHASE FUNDING TO BEGIN UTILITY WORK PER AGREEMENT WITH CITY OF WEST LINN; INCLUDES \$17,628.41 LOCAL OVERMATCH; NO ICAP. U0000209; F36436; CH 51424

**Oregon**  
DEPARTMENT OF  
TRANSPORTATION  
Finance & Budget Division  
Statewide Investments Mgmt Section  
Federal Aid Funding Unit

DATE: May 31, 2024  
 TO: Adriana Antelo  
 Region 1 STIP Coordinator

FROM: Colleen Hunter  
 Program and Funding Services

INTEROFFICE MEMO

SUBJECT: OR43: Willamette Dr at Marylhurst Dr (West Linn)  
 Federal Aid Project No. S003(016)  
 Key Number: K20329  
 Responsible Unit: 7712

EXPENDITURE ACCOUNTS

The following Expenditure Accounts (EA's) are established for the subject project as follows:

EA	SUBJOB	FOR WHAT USE
U0000209	421	FOR ALL UTILITY RELOCATION COSTS BY CITY OF WEST LINN PAY ALL 100 PERCENT INVOICES AT PRORATED 67.01 PERCENT.

The subject project has been programmed with the following funding:

NOTE: Please ensure that project number and key number are included on any environmental documents you send to FHWA

Total Cost	Federal Funds	State Funds	City of West Linn Funds
\$42,308.00	22,145.00	\$0.00	\$20,163.00

A sample of a FMIS Mod Report and EA Establishment Report

**FFY 2024 OBLIGATION TARGET COMPLIANCE ESTIMATES:**

At the end of the federal fiscal year, Metro and ODOT staff total the yearly CMAQ, STBG, and TA obligations and determine our final obligation target. As mentioned, the three TMAs have been held to obligation targets compliance since FFY 2021. FFY 2024 represents our Metro’s fourth year complying with annual obligation target requirements. For FFY 2024, our estimated obligation compliance rate will be approximately 85% as shown below.

FFY 2024 Metro Obligation Targets Projected Compliance				
Metro Fund	100% Obligated Target	Projected to Obligate	Slip Amount	Percent Obligated
FFY 2024 Metro CMAQ :	\$ 19,753,956	\$ 16,827,555	\$ 2,926,400	85.19%
FFY 2024 Metro STBG-U:	\$ 29,675,726	\$ 25,211,363	\$ 6,786,160	84.96%
FFY 2024 TA-U/TAP:	\$ 250,598	\$ 250,598	\$ -	100%
Total:	\$ 49,680,280	\$ 42,289,516	\$ 9,712,560	85.12%

Out of a possible \$49.6 million 100% obligation target rate, we expect to obligate approximately \$42.2 million across various projects. Approximately \$9.7 million in CMAQ STBG funded projects had to be slipped to FFY 2024. These phase slips counted negatively against our 100% obligation target goal and dropped us to 85%. However, this is above our minimum 80% requirement. So, at this time, it appears Metro will meet our annual obligation compliance requirement.

**REWARDS AND PENALTIES:**

If ODOT meets their obligation requirements, then they are eligible to receive annual Redistribution funds. As mentioned earlier, this occurs when FHWA penalizes other states for failing to meet their obligation targets resulting in a partial rescission of their appropriated funds. The penalized funding is then redistributed to the states that met their obligation targets. For several years now, ODOT has meet their obligation requirements and has participated in the Redistribution allocation. As part of the Obligation Targets Agreement, if the TMAs meet their annual obligation targets, we also get to participate in the Redistribution fund allocation.

Obligation target compliance is calculated on a three-year obligation average for the TMA. This means that if Metro maintains a three-year average above 80%, then Metro is eligible for a portion of the annual fund redistribution allocation. Over the last three years Metro has met our minimum 80% obligation targets rate as shown below:

Federal Fiscal Year	Obligation Targets Compliance Rate
FFY 2021	100%
FFY 2022	100%
FFY 2023	92%
3- Year Average	97.3%

This resulted in a Redistribution award of \$13.6 million dollars. These funds are being re-invested directly back into Metro's Regional Flexible Fund Allocation (RFFA) program into key areas that will support pre-award RFFA application development and post-award completion of required scoping actions in the Technical Scoping sheet (TSS). However, if Metro fails to maintain a minimum 80% three-year average, then we are not eligible to participate in the Redistribution fund allocation. Additionally, further penalties may occur such as the reduction of future year CMAQ, STBG, and TA annual allocations if the sub-80% obligation average continues.

For FFY 2024, Metro's obligation targets compliance rate is estimated to be 85%. Metro's three average (the average of FFY 2022, 2023, and 2024) is anticipated to be as shown below:

Federal Fiscal Year	Obligation Targets Compliance Rate
FFY 2022	100%
FFY 2023	92%
FFY 2024	85%
3- Year Average	92.3%

#### **SUMMARY:**

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. Phase obligations also occur with less barriers, and the project moves faster through the overall federal delivery process.





# Memo

Date: Friday, September 27, 2024  
To: Metro Transportation Policy Alternatives Committee (TPAC)  
From: Ally Holmqvist, Senior Transportation Planner  
Subject: Introduction to the Community Connector Transit Study

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## Purpose

This memorandum provides an introduction to the Community Connector Transit Study to support discussion related to 1) the work plan approach and anticipated outcomes, 2) the developing engagement strategy and 3) key elements and policy considerations to address. Input will help shape the work and engagement plans and support development of the planning context, policy framework, and vision considerations to inform the 2028 Regional Transportation Plan update.

## Introduction

Trains, buses, shuttles and other options are all important and work together as a larger system to serve the diverse transportation needs of the Portland region, helping people get where they need to go (see Attachment 1). Recent work has drilled down into the different elements of the transit spectrum to craft more focused specific strategies, including: intercity rail in the Oregon State Rail Plan 2020 update, high capacity transit as a focus area for the 2023 RTP in the High Capacity Transit Strategy, frequent and regional bus and future community connector opportunities in TriMet's Forward Together service plans (1.0 in 2023 and 2.0 forthcoming in 2025) and SMART's Master Plan, and intercity bus in the Oregon Transportation Plan (2023) and Oregon Public Transportation Plan (2018). These planning efforts have re-envisioned the future transit system and re-established and prioritized partner actions for improving transit-supportive corridors.

In conversations during the recent 2023 Regional Transportation Plan (RTP) update, policymakers, partners, and community members expressed concern about areas of the region that still lack access to the regional transit network today and even in the future, but where opportunities may exist to connect to jobs and other essential destinations. Key takeaways we heard included:

- Explore expanding service, particularly to dense, growing areas and town centers and community hubs in suburban communities and the urban edges of the Metro region.
- Connect more neighborhoods to essential destinations, including first- and last-mile frequent transit connections, to expand access to transit.
- Make more connections with community hubs in Washington and Clackamas counties.
- Prioritize the needs of historically marginalized communities and reducing climate impact.
- Look for opportunities to fill gaps in transit service to places like major employers and job centers, schools, health care services and regional destination parks.
- Provide transportation hubs at key connections and at the ends of transit lines to improve transfers, including across agencies and modes. Make them safe and comfortable by integrating amenities and community benefits.
- Work with transit providers, local agencies and other partners early to improve collaboration and coordinate investment strategies to create more seamless systems, improve implementation, and be competitive for funding. Provide tools to support future partnership and implementation.

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, microtransit, 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.

Recent state legislation (House Bill 2017) changed requirements and increased funding for local transit options that has supported Multnomah and Clackamas County in providing new shuttle service and bolstered existing Ride Connection service in Washington County. In fact, Washington County is currently updating its Transit Development Plan to prepare for further service expansion and Clackamas County has applied for funds to complete a similar update. At the same time, TriMet is also preparing to explore how transit that operates more like Uber and Lyft could complement their current on-demand service for people with disabilities and reach more people. Metro's Regional Travel Options team is even working on a Transportation Demand Management Strategy to identify actions supporting and encouraging alternative transportation choices. Right now there is a lot of regional momentum around community connector transit.

The strong foundation of recent regional work, coupled with the suite of local planning efforts by agency partners, has set the stage to assess potential solutions for improving community connections to essential destinations and existing and planned frequent transit within the network. The Community Connector Transit (CCT) Study will bring together greater Portland partners, business representatives and community members to explore a shared vision for investing in a local transit system that serves everyone (for more information see Attachment 2). We must continue improving transit's accessibility, service, reliability, and reach to continue to strive to become the region we've envisioned.

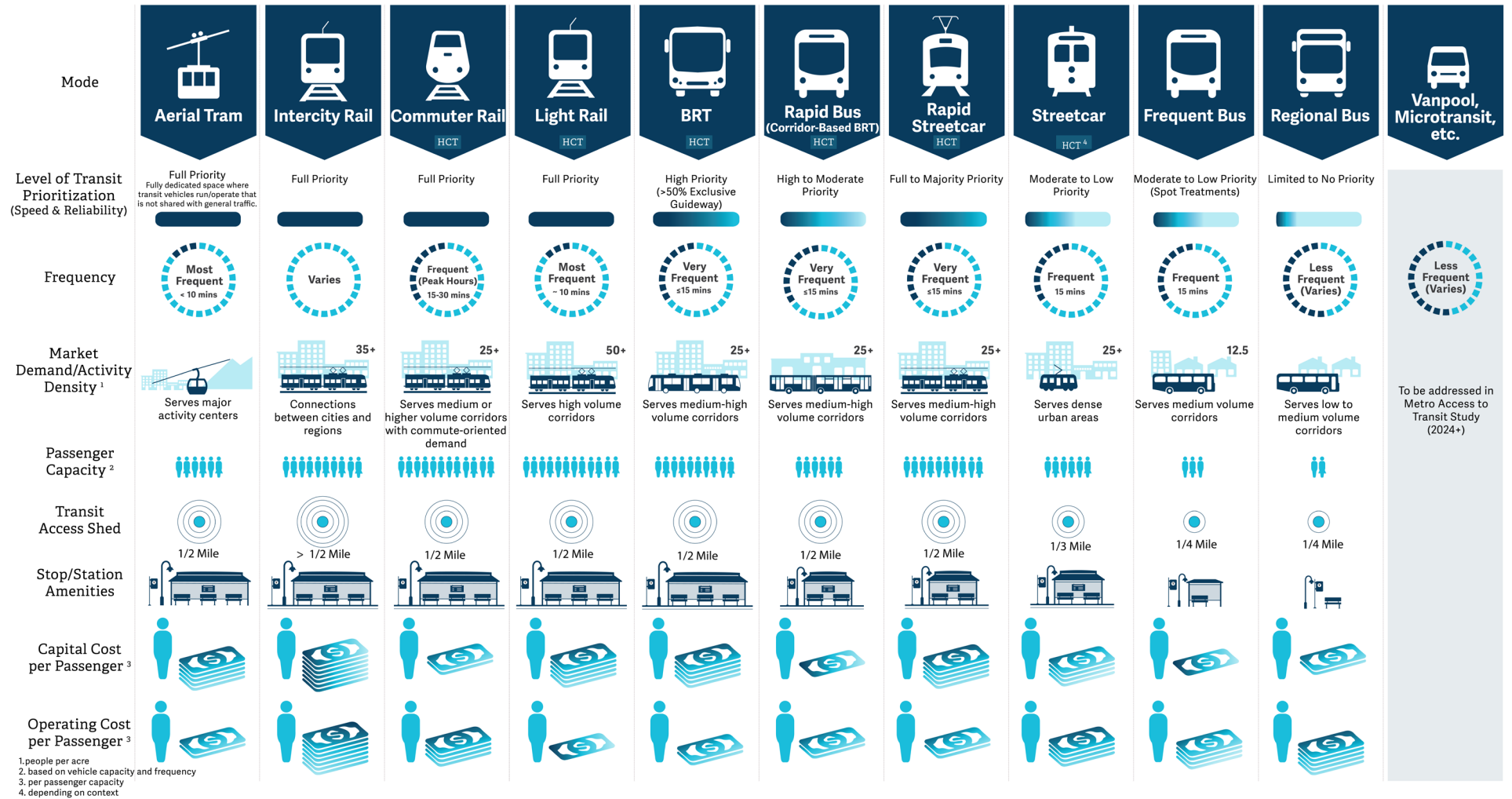
## **Community Connector Transit Study**

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 (see Figure 1 below). 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.

The study will help gain a better understanding of the current community connector transit environment, researching what exists today, what current plans include and best practice examples for inspiration about what we could aspire to be. It will assess current and future networks, based on needs and demand and where gaps exist but traditional transit service is not viable; consider opportunities and constraints in these locations, including mobility hubs supporting cross-agency and mode connections; and what would be needed for successful implementation, outlining key actions and recommendations. The CCT study will identify the policy framework, future system and priority improvement opportunities in a strategic vision for community connector transit. Key to this will be leveraging and bringing together work done by Metro and local partners to date to consider community connectors as part of a comprehensive regional vision for local transit.

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 will also make transit development recommendations for regional destination parks.

Figure 1 Transit Tool Spectrum

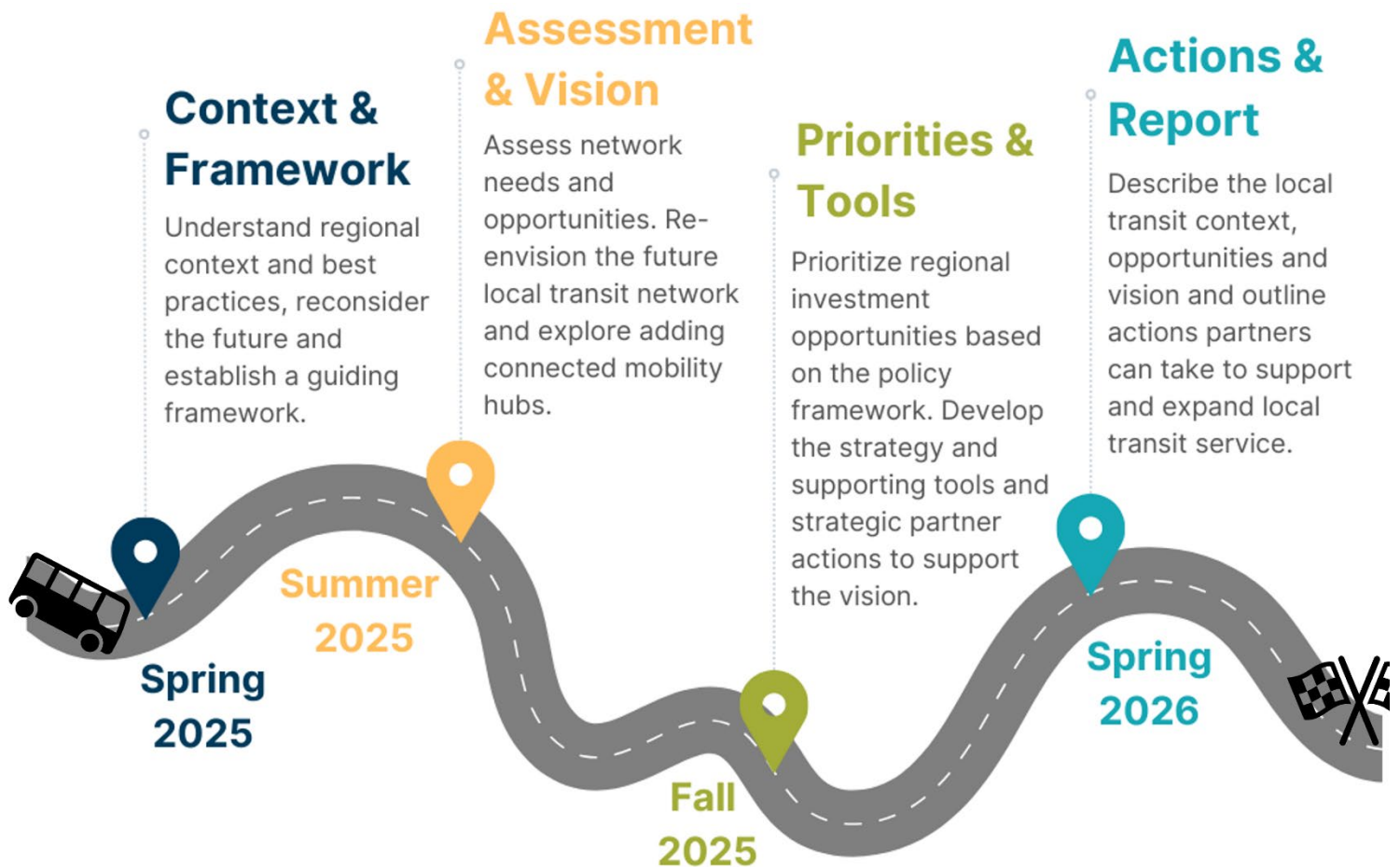


1. people per acre  
 2. based on vehicle capacity and frequency  
 3. per passenger capacity  
 4. depending on context

The study is being led by a project management team including staff from Metro’s Planning, Research and Development, Investment Areas and Land Use and Development Departments. The team will meet regularly with a Transit Working Group that includes partner representatives from SMART, Ride Connection, Clackamas County, Multnomah County, Washington County, TriMet, City of Portland, ODOT, C-TRAN and Southwest Washington Regional Transportation Council to share work and solicit feedback. The first of ten anticipated meetings for the working group took place on October 1, 2024 (see Attachment 4 for the agenda). Metro staff will also engage with regional and inter-regional transit providers through workshops.

The CCT Study starts in Fall 2024 will be updated in four key phases, ending in Spring 2026 (see Figure 2 below). Staff will return to the working group, County coordinating committees, and Metro advisory committees and Council for input to inform each key study milestone (Attachment 3 provides a summary of these milestones and key touchpoints with stakeholders and decision-makers in a simplified work plan). The timeline for this work aligns with scoping for the 2028 RTP that is anticipated to begin as early as late 2025.

**Figure 2 Study Timeline and Milestones**



## Key Research Questions

- What are the current community connector transit successes and challenges in the region?
  - What are best practice examples we can explore?
- What role should community connector transit play in the region?
  - How can community connector transit grow into regional bus service?
- Where are the community connector transit opportunity areas in the region?
  - Where are underserved by existing transit today and/or planned transit in the future that may not support bus service but could support connector service?
  - What essential destinations are in need of connections?
- Where could multi-modal mobility hub investments help foster comfortable, seamless transit transfers and first/last mile active transportation connections?
- How can these elements come together in a regional community connector transit vision?
  - How can the reach of the transit network expand to best advance regional goals?
  - How can these more flexible opportunities work together with the fixed route system that exists today and the system that is planned for the future?
- What should the community connector transit strategy be? What will it take to implement?
  - What are the governance and funding opportunities and best practices?
  - How could our region better coordinate across agencies and service types?
  - What toolkits and land use guidance can be provided to partners?
  - What does a regional destination parks transit strategy look like?

## Community and Business Engagement

Community feedback will be incorporated into each of the four major project phases of the CCT Study, though the approach will differ by phase (see Attachment 5). The first phase will focus on themes already heard in recent prior outreach. The second and third phases will engage in broader outreach in partnership with community-based organizations to reflect additional input. The final phase will apply a direct outreach approach to those who provided feedback during the process to review the draft report and recommendations to confirm input was reflected. The following community and business engagement activities are planned for the project:

- Contracts with community based organizations will support involving community members from communities of color, youth and people with disabilities, who have been historically underrepresented in decision making and are more likely to rely on transit.
  - Additional staff-led events will focus on targeting specific transit needs discussions that will likely include affordable housing residents and parks patrons.
- Workshop discussions and/or events to better understand tribal community transit needs.
- Focus groups with the business community and economic organizations across the region.
- Presentations at existing organization standing meetings like Metro's CORE, TriMet's Transit Equity Advisory Committee and Committee on Accessible Transportation and Clackamas County's Small Transit Providers, as well as other meetings of business chambers, advocacy organizations, and local partner councils and commissions by request.
- In-person tabling event opportunities partnered with Metro and/or other local events where possible to coordinate efforts based on milestone timing.
- Online surveys for community members across the region to provide input, supported with outreach conducted by community liaisons to reach under-represented communities.
- Metro stories will amplify the voices and experiences of community members who have been historically left out of public decision-making processes and are affected by transportation policies and investment decisions.
- Input collected through transportation related engagement over the last eight years will also inform early work for the study (see Attachment 6).

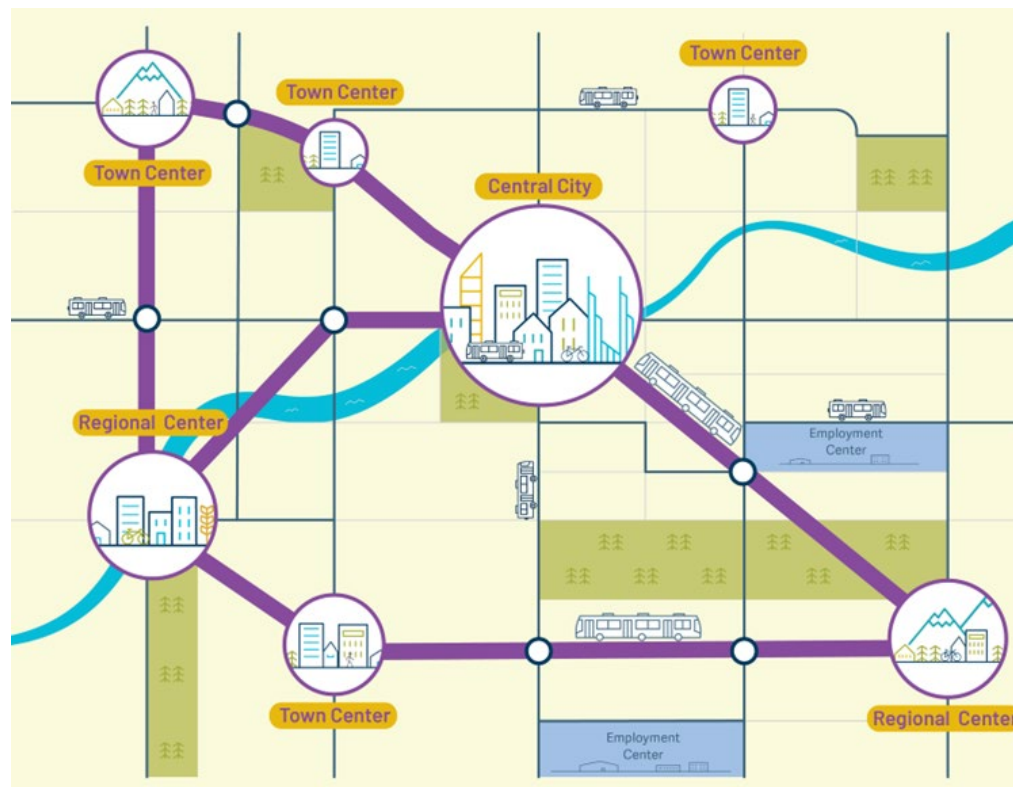
## Policy Context

The Regional Transit Strategy (RTS), adopted in 2018, established the future vision for the regional transit network that is rooted in the 2040 Growth Concept and is expanded and carried forward in the Regional Transportation Plan (RTP, see Figure 3 below). These documents serve as the guiding vision and goals for community connector transit. The RTP includes a local transit component that complements the RTS, which includes the Regional Transit Network Vision (map and description of updates), local transit policies, and list of 2030 and 2045 Fiscally Constrained and 2045 Strategic local transit projects. The CCT study will make recommendations for updates to this local transit component of the RTP and the RTS, as well as to the Regional Transportation Functional Plan and Urban Growth Management Functional Plan as applicable. Updates to these documents are anticipated to take place as well around the time of the 2028 RTP Update.

## 2040 Growth Concept and Regional Transportation Plan

The [Regional Transportation Plan](#) (RTP) sets regional transportation policy that guides local and regional planning and investment decisions to meet the transportation needs of the people who live, work and travel in greater Portland – today and in the future. It implements the blueprint for development set forth in the [2040 Growth Concept](#) which concentrates mixed-use and higher density development in urban centers, station communities, corridors and main streets that are well-served by transit. The 2040 vision for connecting the central city to regional centers like Gresham, Clackamas and Hillsboro with high capacity transit was expanded by the 2023 High Capacity Transit Strategy to include town centers along corridors like Milwaukie, Troutdale, and Sherwood. The RTP goes further to imagine a complete network of transit along most arterial streets and new mobility connections to high frequency transit to better serve existing and growing communities and achieve regional transportation goals of equity, climate, safety, and mobility.

**Figure 3 Regional Transit Policy Framework**



Community connector transit is one of the tools in the toolbox for implementing this blueprint for the future. It can help expand the transportation network and improve transit in areas with limited access. This makes our transportation system more equitable for people who rely on transit, including people with low incomes, of color, with disabilities, who are older and single-parents. Fewer cars on the road leads to less air pollution, more physical activity, less time in traffic, fewer crashes and more reliability for moving people and goods – supporting the health, safety, mobility, economy and quality of life of our region.

Regional Transit Network Policy 5 directs investment decisions to “[c]omplete a well-connected network of local and regional transit on most arterial streets – prioritizing expanding all-day frequent service along corridors and main streets linking town centers to each other and neighborhoods to centers.” Additionally, Policy 9 calls for investments to also “[i]ncrease access to transit by improving pedestrian and bicycle access to and bicycle parking at transit stops and stations. Use new mobility services to improve connections to high-frequency transit when walking, bicycling or local bus service is not an option.” The RTP (through almost 35 related policies including 11 for transit) provides additional guidance for community connector transit to support:

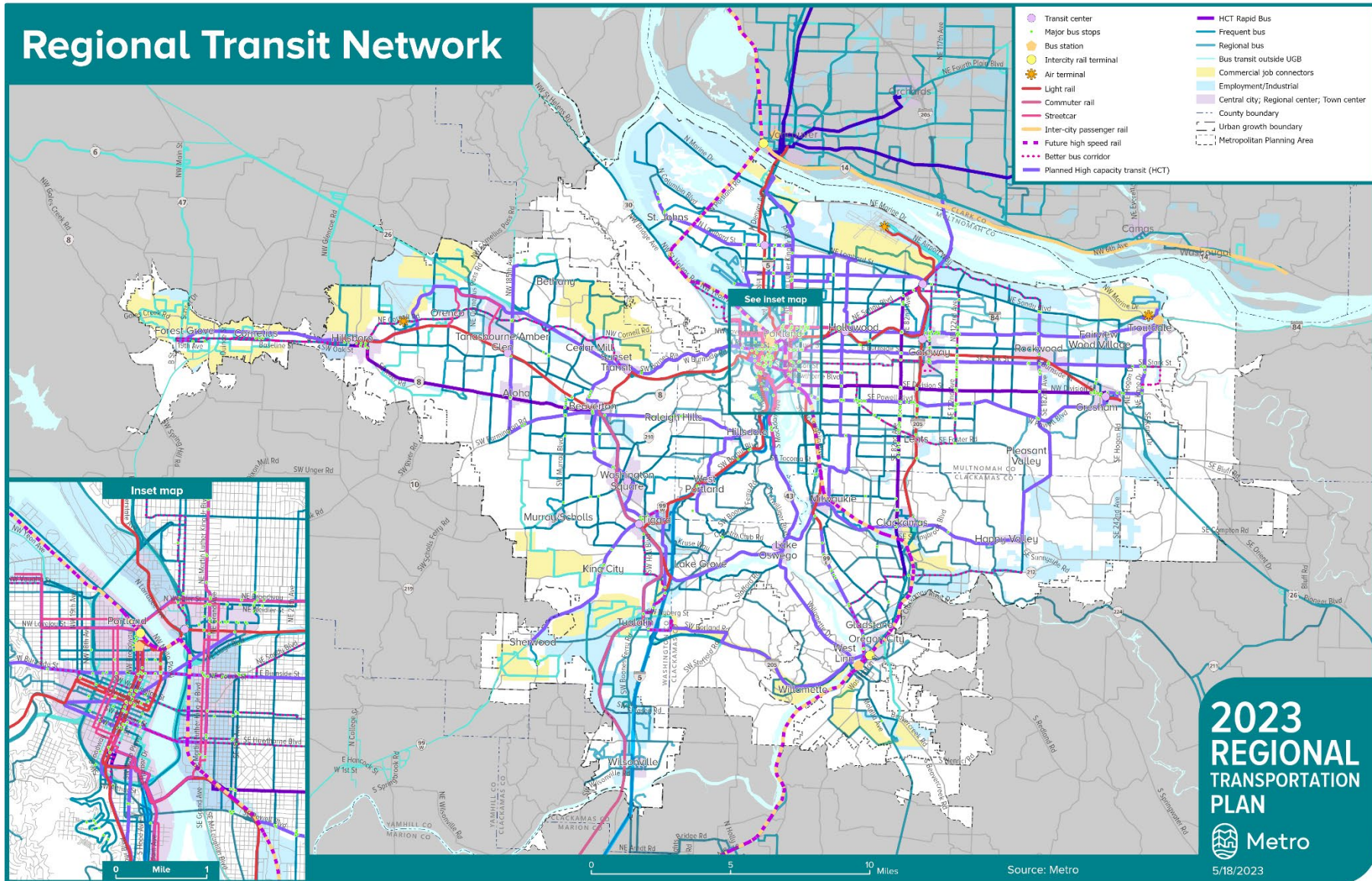
- Providing a high-quality, safe and accessible transit network that makes transit a convenient and comfortable transportation choice for everyone to use.
- Ensuring that the regional transit network equitably prioritizes service to those who rely on transit or lack travel options; makes service, amenities, and access safe and secure; improves quality of life (e.g., air quality); and proactively supports stability of vulnerable communities, particularly communities of color and other marginalized communities.
- Creating a transit system that encourages people to ride transit rather than drive alone and supports transitioning to a clean fleet that aspires for net zero greenhouse gas emissions to meet state, regional, and local climate goals.
- Using technology to provide better, more efficient transit service, including meeting the needs of people for whom conventional transit is not an option.
- Supporting expanded commuter rail and intercity transit service to neighboring communities and other destinations outside the region.
- Making transit affordable, especially for people with low incomes.

### **Regional Transit Strategy**

The [2018 Regional Transit Strategy](#) (RTS) is an element of the 2018 RTP which supported the transit modal component of the plan. It was created to highlight the region’s plans for meeting regional goals for transit as the region continues to grow steadily, as well as provide the region with a transit vision and policy framework for capital investments and operational improvements. Together, Metro and partners developed a regional shared vision to make transit more frequent, convenient, accessible and affordable for everyone. One key focus area of the RTS vision was local and regional transit service improvements, as well as high capacity transit investments, such as light rail and bus rapid transit, which community connector transit can increase the accessibility of.

The RTS established the regional transit network vision carried forward in the RTP. It was developed using TriMet’s Service Enhancement Plans to identify frequency and coverage improvements over a 20-year planning horizon. In those plans, TriMet worked with the HB 2017 Advisory Committee to identify areas where transit is needed but where land use conditions make fixed route service not a priority or even not viable. The vision was to continue TriMet’s history of forwarding federal, state, or local grant funds to other organizations to operate their own shuttle services to meet the needs of residents and employees. These community/jobs connectors were incorporated into the regional transit vision as shown in Figure 4 below. Further, the HB 2017 legislation required that funding be used to help facilitate trips between the TriMet district and areas outside the TriMet district. Local providers can apply for STIF funds for shuttle services.

Figure 4 Regional Transit Network Vision





The RTS also identified many actions for Metro and partners to take in supporting community connector transit (among other transit-supportive recommendations more generally), including:

- Provide new community and regional transit connections to improve access to jobs and community services and make it easier to complete some trips without multiple transfers.
- Test and evaluate new mobility services like microtransit, ride hailing services and car/bike sharing to improve connections to high-frequency transit when walking, bicycling, or local bus service isn't an option. Provide programs and adopt policies that help increase transit usage and reduce drive alone trips, such as travel options information and support tools (e.g., trip planning services, wayfinding signage, bike racks at transit stops), individualized marketing, commuter programs (e.g., transit pass programs), and actively managing travel in downtowns and other mixed-use areas.
- Explore and pilot test technologies such as automated vehicles and dynamic routing to provide better transit in communities that currently lack frequent service.
- Explore and pilot test the potential of new mobility services to provide more convenient and cost-effective paratransit and human service transportation.
- Enhance transit access to jobs and other daily needs, especially for historically marginalized communities, youth, older adults and persons living with disabilities.
- Facilitate service connections between transit modes and providers at transit hubs.
- Provide biking, walking, shared ride and park-and-ride facilities that help people access the transit system.
- Implement and coordinate with state, regional, neighboring cities and transit providers future service plans.
- Invest in High Capacity Transit corridors.
- Coordinate transit investments with local and regional land use and transportation visions and improvements to pedestrian and bicycling infrastructure that provide access to transit as service improvements are prioritized.
- Coordinate and link transit-oriented development strategies with transit investments.
- Coordinate efforts between transportation providers to increase information sharing and ease of use (e.g., transfers and payment integration).

### **Emerging Technology Strategy**

The Emerging Technology Strategy (ETS) identifies steps that our region can take to harness new developments in transportation technology – including new mobility services like microtransit which describes a variety of new services (e.g., Via, Chariot, Leap) that offer more flexible schedules, use smaller vehicles and/or involve a greater level of private sector involvement than conventional transit. New services like this are bringing more affordable and efficient options to the region and offer new ways to meet the transportation needs of underserved people, but can also be competing with transit and increasing congestion while also not being accessible to all. For this reason the ETS differentiates between microtransit coordinated with public transit, connecting people to high-frequency transit or operating in hard to serve areas, as opposed to luxury microtransit, offering more convenience at a higher cost along existing bus routes as a competitor. Coordinated microtransit can help us achieve regional goals related to transportation choice reliability, equity, transparency and fiscal stewardship, while luxury microtransit is likely to do the opposite. The ETS urges regional partners to look for initial opportunities to pilot and test microtransit to continue to explore how this emerging technology can help us better operate and manage the transit system, while providing the following guidance:

- Use new mobility services to connect historically marginalized communities to transit stations and to employ centers, community services and other destinations that are not well-served by transit.
- Use technology to improve paratransit and other special transportation services for people who have challenges driving or using conventional transit.

- Support new mobility services that reduce vehicle miles traveled by connecting people to transit or providing shared trips, particularly in communities that currently lack options.
- Explore and pilot test new technology, such as automated vehicles and dynamic routing, to improve transit service.
- Enable all people – regardless of race, age, language and culture, immigration status, banking status and digital access – to access new mobility services.

The ETS also conducted early analysis of opportunity areas suitable for microtransit and/or vanpool service which will inform the assessment conducted by this study.

### **Climate Smart Strategy**

The [Climate Smart Strategy](#) (CSS) affirmed the region’s commitment to provide more transportation choices, keep our air clean, build healthy and equitable communities, and grow our economy – all while reducing greenhouse gas emissions. It provides clear direction to invest more in making our transit system more convenient, frequent, accessible and affordable in order to meet regional sustainability goals and objectives. Key focus areas include increasing service frequency, expanding the transit system to provide more access to jobs and community services, improving accessibility for people walking and rolling to transit stops, and making fares more affordable.

Smaller, more flexible community connector transit can make transit easier to access and more convenient for many communities that are difficult to serve with regular buses. Providing more people with alternatives to driving leads to fewer cars on the road and means less air pollution. The CSS identified the following near-term actions for Metro and partners to support community connector transit:

- Provide more community to community transit connections.
- Identify community-based public and private shuttles that link to regional transit service
- Provide technical assistance and funding to help establish local transit service.
- Expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations.
- Support reduced fares and service improvements for low-income families and individuals, youth, older adults and people with disabilities.
- Research and develop best practices that support equitable growth and development near transit without displacement, including strategies that provide for the retention and creation of businesses and affordable housing near transit.
- Make funding for access to transit a priority.
- Seek seed money for demonstration projects that leverage (1) local, regional, state and federal resources and (2) state and regional technical assistance to plan for and implement community demonstration projects that combine the following elements:
  - investments in transit facility and/or service improvements identified in TriMet Service Enhancement Plans or the South Metro Area Regional Transit (SMART) Master Plan, including community-based services that complement regional service, such as the GroveLink service in Forest Grove.
- Seek and advocate for new, dedicated funding mechanism(s) and seek transit funding from Oregon Legislature.
- Consider local funding mechanism(s) for local and regional transit service.
- Support and/or participate in efforts to build transportation funding coalition.

### **Regional Travel Options Program**

The Regional Transportation Plan includes transportation demand management (TDM) policies that guide Metro’s Regional Travel Options (RTO) Program. TDM is a series of activities aimed at ensuring people are aware of, understand and have access to the full variety of travel options

available within the region. It includes information, encouragement and incentives to help people make more of their trips safely and comfortably without driving alone.

TDM complements and enhances other RTP policy areas by helping ensure the transportation system is used in a balanced way to maximize investments in transportation Plans, like the Climate Smart Strategy identifying implementation of TDM programs as a part of the actions required for objectives to be met. The RTO Program funds grants and provides technical assistance to local partners implementing TDM programs which can include programming that supports first/last mile transit, micromobility, or active transportation connections.

Many commuters live outside the region and have no option other than driving to work. TDM efforts are compromised by a lack of first/last mile connections to transit, or by a lack of 24-hour transit service and vanpools. Improvements to the regional transit system, as outlined in the RTP and RTS, are critical to TDM program effectiveness. In focusing on smaller, more flexible forms of transit, the CCT study will provide a framework supporting TDM implementation through the RTO program.

### Other Regional Planning Work

#### Metro

Consistent with the policy context, the Community Connector Transit (CCT) Study will also be informed by, coordinated with and ultimately itself inform other past, recent or in-progress regional study and planning efforts (summarized in Table 1 below).

Table 1. Regional Work Related to the Community Connector Transit Study	
Guiding Study and Informing Development	Coordinated with the Study
<ul style="list-style-type: none"> <li>• 2040 Growth Concept</li> <li>• Mobility Corridors Atlas (2014)</li> <li>• Strategic Plan to Advance Racial Equity, Diversity and Inclusion and Equity Framework (2016)</li> <li>• Regional Transit Strategy (2018)</li> <li>• Southwest Corridor Equitable Development Strategy (2017) and Locally Preferred Alternative (2018)</li> <li>• Regional Travel Options Strategy (2018)</li> <li>• Division Transit Locally Preferred Alternative (2019)</li> <li>• Regional TDM Inventory Needs and Opportunities Assessment (2019)</li> <li>• Designing Livable Streets and Trails Guide (2020)</li> <li>• Transportation System Management and Operations Strategy Update (2021)</li> <li>• Emerging Technology Strategy (2018) and Emerging Transportation Trends Study (2022)</li> <li>• Transit-Oriented Development Strategic Plan (2022)</li> <li>• Metro Commute Program Current State Report and Action Plan (2022)</li> <li>• Regional Transportation Plan and High Capacity Transit Strategy (2023 Update)</li> <li>• Westside Multimodal Improvements Study (2024)</li> <li>• Various work by partners (see below)</li> </ul>	<ul style="list-style-type: none"> <li>• Regional Transportation Demand Management Strategy and Regional Travel Options Strategy Update (2025)</li> <li>• Tualatin Valley Highway Corridor Study (2026)</li> <li>• 82<sup>nd</sup> Avenue Corridor Study (2026)</li> <li>• Local work, specifically:                             <ul style="list-style-type: none"> <li>○ TriMet’s Forward Together 2.0</li> <li>○ Washington County’s Transit Development Plan</li> </ul> </li> </ul>
	<p><b>To Be Potentially Informed by the Study (2026+)</b></p> <ul style="list-style-type: none"> <li>• Regional Transit Strategy Updates</li> <li>• Regional Transportation Plan updates</li> <li>• Regional Transportation Functional Plan updates</li> <li>• Urban Growth Management Functional Plan updates</li> <li>• Future partner work</li> </ul>

## Partners

Further, with the additional local transit opportunities provided through the Statewide Transportation Improvement Fund (in HB 2017), several local agencies and jurisdictions have completed or are currently working on local transit plans and/or studies that have identified local needs and opportunities for expanding the transit network that will inform the Community Connector Transit Study. Agency partners participating in the CCT Transit Working Group will help ensure this recent work is reflected in the update, which includes:

- ODOT Historic Columbia River Highway Congestion and Transportation Safety Improvement Plan (2019) and Transit Vision Around the Mountain (2021);
- Clackamas County Clackamas to Columbia Corridor Plan (2020), Transit Development Plan (2021), Sunrise Community Visioning Project (underway) and RideClackamas.org website;
- Washington County Countywide Transit Study (2023) and Transit Development Plan (2022);
- TriMet Forward Together (2023) and Forward Together 2.0 (anticipated in 2024), Reimagining Public Safety and Security Plan (2021), Coordinated Transportation Plan for Elderly and People with Disabilities (2020, update underway), Pedestrian Plan (2020), Equity Lens/Index (2020), Red Line MAX Extension Transit-Oriented Development & Station Area Planning (2022);
- City of Hillsboro Sunset Highway Corridor Study (2023);
- City of Portland PBOT Mobility Hub Typology Study (2020), Transit and Equitable Development Assessment (2022) and 2040 Portland Freight Plan (2023);
- SMART Transit Master Plan Update (2023.); and
- City of Troutdale Destination Strategy (2024).

## Key Questions to TPAC

- Are there any key related items we missed that should be considered or explored in this update (e.g., related efforts, key questions within the scope)?
- What do you hope to get out of this process? What do you see as key policy considerations?
- What stakeholders would you like to see engaged as part of the process?

## Attachments

1. Transit 101 Fact Sheet
2. Fact Sheet #1: About the Community Connector Transit Study
3. CCT Study Workplan
4. Transit Working Group Meeting #1: Agenda
5. CCT Study Public Engagement Plan
6. Past Transit Engagement Feedback Summary

cc: Ted Leybold, Transportation Policy Director  
Tom Kloster, Regional Planning Manager  
Marne Duke, Senior Regional Planner, Resource Development  
Jason Nolin, Associate Transportation Planner, Investment Areas  
Andrea Pastor, Senior Development Project Manager, Housing & TOD



# Public Transit 101

*Different kinds of transit serve the diverse needs for transportation of greater Portland. Where a lot of people need to travel farther, quickly to major job centers MAX works best, but where some people live far from a bus or train stop or need to get to specific destinations a shuttle is better. Trains, buses, shuttles and other options are all important and work together as a larger system—like a skeleton—to help people get where they need to go. Our work to update the High Capacity Transit Strategy will envision a stronger backbone for the network, while also setting the stage for future work to look at potential solutions improving its connections.*



## Inter-City

Inter-city transit takes people long distances, usually between regions and states, with few stops along the way – think AMTRAK or Greyhound from Portland to Eugene or Seattle. It is an express train or bus that takes a similar amount of time as driving. It can also be high or ultra-high speed, traveling up to 374 miles per hour with only a few stops. Metro is participating in a partner effort led by the Washington Department of Transportation looking at ultra-high speed rail to connect Portland, Seattle and Vancouver B.C.



## High Capacity

High capacity transit moves a lot of people quickly and often – our network's limbs and backbone. These trains or buses take a more direct route with fewer (but better) stops across longer distances. MAX or WES trains carry people between places within the region today, but could also move people between Portland and Salem in the future. TriMet's first rapid bus project, Division Transit, includes longer buses that carry more people and changes to the street that move buses faster.



## Enhanced and Frequent

Enhanced transit includes streetcars and "better" buses. It comes more often and is more reliable and can get people to their destinations faster. Examples are the Portland Streetcar and frequent bus lines – where the bus arrives every 15 minutes or less most of the day, every day. This is where improvements to traffic lights that give buses priority and to the street that give buses their own space to travel or pass traffic have the biggest impact.



## Bus

Buses are the “ribs” of our transit network that reach more people and places in the region. They have varying routes and schedules to serve different community needs. Buses take people to destinations within their neighborhood as well as other cities and counties. They connect to the MAX, Streetcar and WES (our network’s “spine”) and to each other. Buses may come more or less often (from every 20 minutes to an hour or more). They may have more or less stops, but) and generally stop more often than enhanced or high capacity transit.



## Shuttles and Vans

Shuttles and vans play a key role in getting people to a particular job center or taking them their last mile home from the MAX or WES – more like fingers connected to an arm. They are smaller than a bus, moving less people, and often have more flexibility in their route – they may have areas with no stops where riders flag it like a taxi, may make a stop off-route by request, may take people door-to-door from their home to their desired destination or something in-between. This type of service changes based on requests made by riders by hand wave or phone – but microtransit is using new technology to allow people to schedule and track a pick-up and/or drop-off online or by phone app. Shuttles and vans can also be used for different purposes to meet specific community needs – vanpools where co-workers coordinate travel to job sites, shuttles with routes and schedules for shift or farming work, or door-to-door paratransit for people with disabilities or mobility issues.



## And more!

While these are the most common types of transit in our region and state, there are many other types of transit. The Portland Aerial Tram that connects the South Waterfront to the Oregon Health and Science University campus or the proposed Frog Ferry river taxi that could connect Vancouver, WA with central Portland in the future are just a few examples. We outline future work to consider new, innovative and improved transit solutions in our Regional Transportation Plan.





# Community connector transit Study

*Metro and regional partners are working together to explore how smaller, more flexible solutions could make transit easier to access and more convenient.*

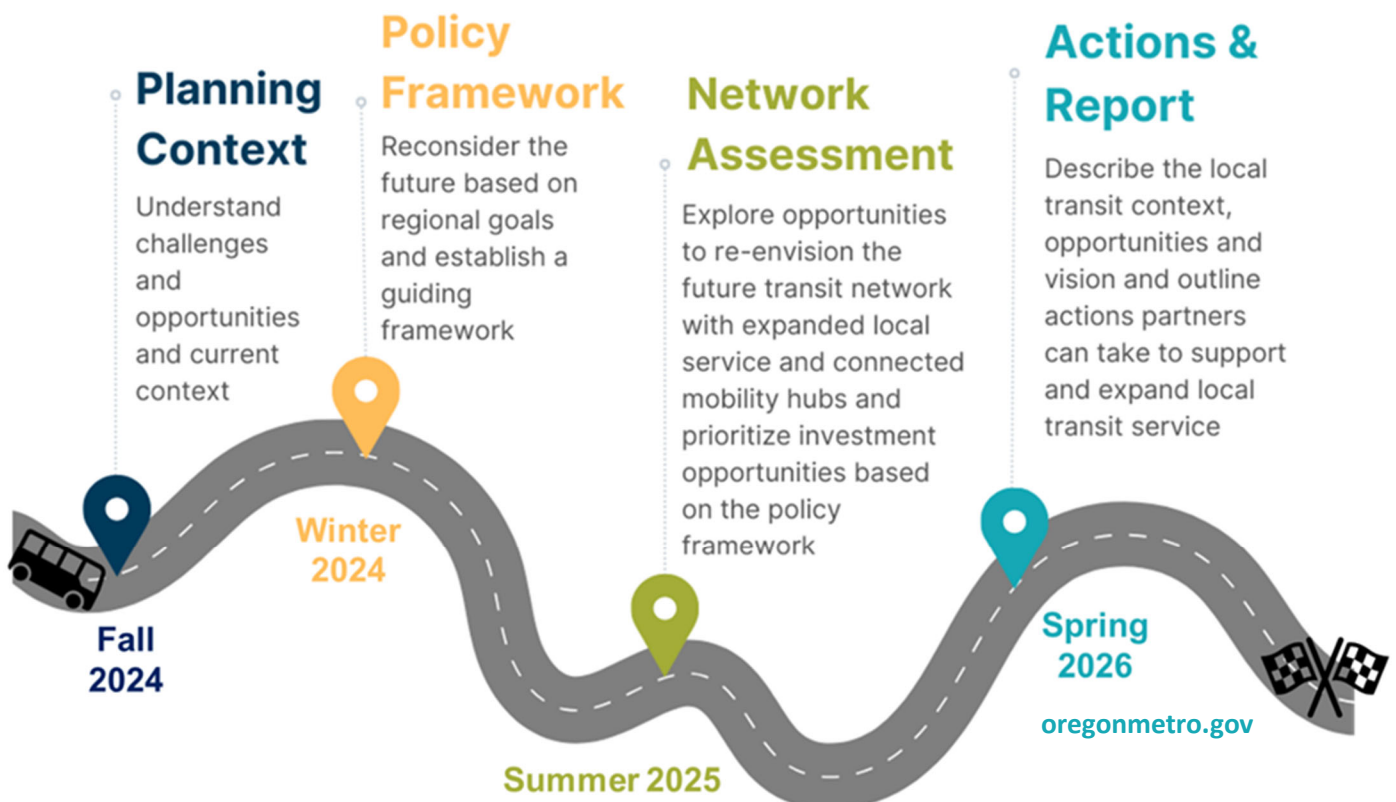
## Why explore community connectors?

Community members, partners and leaders have raised concerns about certain areas in the region lacking access to bus service. Recent State legislation (House Bill 2017) changed requirements and increased funding for local transit options that supported Multnomah and Clackamas County with providing new shuttle service and bolstered existing Ride Connection service in Washington County. At the same time, TriMet is also preparing to explore how transit that operates more like Uber and Lyft could complement their current on-demand service for people with disabilities and reach more people.



Photo courtesy of SMART

Building from emerging regional momentum, this study will explore how community connector transit solutions could expand the network and improve transit in areas with limited access. Through this study, Metro will also recommend a regional strategy for enhancing the public transit system with community connectors and identify where to allocate resources for improvements first. The outcomes of the work will inform future updates to the next [Regional Transportation Plan \(RTP\)](#) which is planned to begin in a few years.



### **What is community connector transit?**

Community connector transit is a type of public transportation that typically uses smaller vehicles (think shuttles or vans) to get people to work, school, shops, the doctor or parks.

It often is more flexible than a bus – from going off-route to pick up or drop off riders to being by-request whenever and wherever needed (like Uber or Lyft).

This flexibility can help people travel to MAX light rail or frequent bus routes (like the 20, 33 or 76) that may stop a mile or more away from their home or destination.

Learn more about the other types of transit in the region in the [Transit 101](#) fact sheet.



Photos courtesy of Clackamas County

### **How could this type of transit support regional goals?**

The Regional Transportation Plan includes the vision for a complete, well-connected network of transit on most arterial streets to ensure people in greater Portland have choices for how they travel. Transit provides a more efficient, affordable and sustainable alternative to driving that supports the [2040 Growth Concept](#) and encourages growth using regional resources efficiently to build healthy, equitable communities and a strong economy.

Many people with lower incomes, people of color, people with disabilities, people who are older and single-parent families rely on transit to get around. Rising costs and displacement have pushed where they live, work and receive services farther from the local

hubs best served by transit. Expanding community connector transit is an opportunity to unlock more transportation access in the region and make transportation more equitable.

### **Who will be involved?**

Metro is working closely with:

- TriMet, South Metro Area Regional Transit (SMART) and C-TRAN;
- Clackamas, Multnomah and Washington counties;
- City of Portland;
- Oregon Department of Transportation (ODOT); and
- Southwest Washington Regional Transportation Council.

TriMet is also currently working on taking their Forward Together service to the next level with new bus routes and more frequent service on existing MAX lines and bus routes planned for the future:

[www.trimet.org/forward](http://www.trimet.org/forward). This and other transit-related work happening in the region (including Metro's updated strategy for improving travel options) will be coordinated with the community connector transit study.

Metro and regional partners will also be working with community organizations and members, mobility and business groups, educational institutions and tribal governments to rethink the vision for transit in the region with community connectors.

### **How can I learn more?**

For information on the Community Connector Transit Study, visit [www.oregonmetro.gov/transit](http://www.oregonmetro.gov/transit)

This will be a key policy area for the 2028 RTP Update. Learn more about the RTP at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)





# COMMUNITY CONNECTOR TRANSIT STUDY

## Project Milestone Work Plan: Key Activities and Events

### Fall/Late 2024

**Activities:** Develop work plan and engagement plan. Assess baseline and future conditions. Understand key trends, opportunities, challenges and best practices. Collect data. Consider local and community priorities.

**Outcome:** Feedback on work and engagement plan, goals and outcomes. Review and discuss the regional inventory and context and best practice opportunities. Begin identifying policy considerations.

Date	Who
<b>October 1</b>	<b>Working Group #1: Introduction, Goals, and Policy Considerations</b> <ul style="list-style-type: none"> <li>• Study scope, goals and outcomes</li> <li>• Work and engagement plans (including timeline and milestones)</li> <li>• Policy considerations</li> </ul>
October 2	East Multnomah County Transportation Committee TAC
October 3	Clackamas County Coordinating Committee TAC
October 3	Washington County Coordinating Committee TAC
<b>October 4</b>	<b>Transportation Policy Alternatives Committee (TPAC)</b>
October 14	Washington County Coordinating Committee (policy)
October 14	East Multnomah County Transportation Committee (policy)
<b>October 15</b>	<b>Metro Council (Work Session)</b>
October 16	Clackamas County Metro Coordinating Subcommittee (C4)
<b>October 16</b>	<b>Metro Technical Advisory Committee (MTAC)</b>
<b>October 17</b>	<b>Joint Policy Advisory Committee on Transportation (JPACT)</b>
<b>November 11</b>	<b>Metro Policy Advisory Committee (MPAC)</b>
<b>Mid-November TBD</b>	<b>Working Group #2: Regional Context</b> <ul style="list-style-type: none"> <li>• Local inventory outcomes</li> <li>• Best practices approach and preview</li> </ul>
Mid/Late November	Transit Provider Workshops (Inventory, Lessons Learned)
<u>October-December</u> <i>Collaboratively identify needs and policy considerations. Consider past lessons learned.</i>  <i>Achieve shared understanding of what is important to address.</i>  <i>Define study process to meet needs.</i>	<ul style="list-style-type: none"> <li>• <u>Deliverables</u> <ul style="list-style-type: none"> <li>○ Work and engagement plans and timeline</li> <li>○ Past Transit Engagement Summary</li> </ul> </li> <li>• <u>Project webpage launched (September)</u> <ul style="list-style-type: none"> <li>○ Stories highlight (Street Trust)</li> <li>○ Current environment map or highlight</li> <li>○ Fact sheet #1: About the HCT Strategy Update (July)</li> <li>○ Fact sheet #2: Regional Transit Activities (August)</li> <li>○ <i>Regional Transit Project Fact sheet (October)</i></li> </ul> </li> <li>• <u>Agency and provider outreach</u> <ul style="list-style-type: none"> <li>○ What first/last mile needs exist today? What are the challenges/opportunities?</li> </ul> </li> </ul>

## Winter/Spring 2025

**Activities:** Assess plans and policies, including state and federal changes. Conduct a policy gap analysis and identify potential changes. Develop criteria for identifying first/last mile areas and mobility hubs. Develop approach for assessing opportunities. Consider regional networks. Develop hub toolkit outline.

**Outcome:** Review policy gaps analysis and discuss policy framework. Feedback on opportunity area and mobility hub criteria and assessment and prioritization approaches.

Date	Who
<b>Early January TBD</b>	<b>Working Group #3: Policy Framework</b> <ul style="list-style-type: none"> <li>• Best practices findings</li> <li>• Policy gap analysis</li> <li>• Policy/transit vision refinements</li> </ul>
<b>Early February TBD</b>	<b>Working Group #4: Network Role &amp; Opportunities</b> <ul style="list-style-type: none"> <li>• Updated transit vision</li> <li>• Opportunity area criteria</li> <li>• Opportunity area assessment approach</li> </ul>
<b>Late February</b>	<b>Transit Provider Workshop (Assessment Approach)</b>
<b>Late March TBD</b>	<b>Working Group #5: Mobility Hubs and Criteria</b> <ul style="list-style-type: none"> <li>• Mobility hub criteria and assessment approach</li> <li>• Mobility hub toolkit</li> <li>• Community Connector prioritization criteria</li> </ul>
<i>April 2 (tentative)</i>	<i>East Multnomah County Transportation Committee TAC</i>
<i>April 3 (tentative)</i>	<i>Clackamas County Coordinating Committee TAC</i>
<i>April 3 (tentative)</i>	<i>Washington County Coordinating Committee TAC</i>
<b>April 4</b>	<b>Transportation Policy Alternatives Committee (TPAC)</b>
<i>April 14</i>	<i>Washington County Coordinating Committee (policy)</i>
<b>April 15</b>	<b>Metro Council (work session)</b>
<b>April 16</b>	<b>Metro Technical Advisory Committee (MTAC)</b>
<i>April 16</i>	<i>East Multnomah County Transportation Committee (policy)</i>
<i>April 16</i>	<i>Clackamas County C-4 subcommittee (policy)</i>
<i>April 17</i>	<b>Joint Policy Advisory Committee on Transportation (JPACT)</b>
<b>April 23</b>	<b>Metro Policy Advisory Committee (MPAC)</b>
<p><u>January-May</u></p> <p><i>Provide a guiding framework for addressing policy gaps to drive investment to meet regional goals.</i></p> <p><i>Align with regional and local plans and priorities.</i></p> <p><i>Ensure assessment criteria reflect regional goals and align with regional needs.</i></p>	<ul style="list-style-type: none"> <li>• <u>Deliverables</u> <ul style="list-style-type: none"> <li>○ Best practices summaries and policy framework technical memo</li> <li>○ Opportunity area criteria and approach technical memos</li> <li>○ Mobility hub criteria and approach technical memos</li> <li>○ Engagement summaries</li> </ul> </li> <li>• <u>Project webpage</u> <ul style="list-style-type: none"> <li>○ Infographic</li> <li>○ Survey – pins on inaccessible destinations</li> <li>○ <i>Fact Sheet #3: What role can First/Last Mile Transit play in the region?</i></li> </ul> </li> <li>• <u>Community committee meetings/agency and provider outreach</u> <ul style="list-style-type: none"> <li>○ What lessons have we learned? What could we learn from best practices?</li> <li>○ What role should community connectors play in the region?</li> <li>○ Where are there existing gaps and current challenges or opportunities?</li> </ul> </li> </ul>

**Summer 2025**

**Activities:** Identify and evaluate first/last mile and mobility hub opportunity areas. Refine the local network vision map. Create the mobility hub toolkit. Develop the prioritization approach. Consider 2028 RTP.

**Outcome:** Review and input on the assessment results and mobility hub toolkit. Discuss priorities approach.

Date	Who
<b>Mid-June TBD</b>	<b>HCT Working Group #6: Network Vision</b> <ul style="list-style-type: none"> <li>• First/last mile assessment outcomes</li> <li>• Mobility hub assessment outcomes</li> <li>• Prioritization approach</li> </ul>
<i>July 9 (tentative)</i>	<i>East Multnomah County Transportation Committee TAC</i>
<i>July 10 (tentative)</i>	<i>Clackamas County Coordinating Committee TAC</i>
<i>July 10 (tentative)</i>	<i>Washington County Coordinating Committee TAC</i>
<b>July 11</b>	<b>Transportation Policy Alternatives Committee (TPAC)</b>
<b>July 16</b>	<b>Metro Technical Advisory Committee (MTAC)</b>
<p><u>June-August</u></p> <p><i>Engage partners to shape the network vision. Shared understanding of the opportunity areas for local transit and mobility hub connections.</i></p> <p><i>Reflect regional and community needs in the mobility hub toolkit.</i></p> <p><i>Align prioritization approach with desired regional outcomes and local priorities.</i></p>	<ul style="list-style-type: none"> <li>• <u>Deliverables</u> <ul style="list-style-type: none"> <li>○ First/last mile and mobility hub assessment outcome technical memos</li> <li>○ Local transit network vision map</li> <li>○ Mobility hub toolkit</li> <li>○ Engagement summaries</li> </ul> </li> <li>• <u>Project webpage tab</u> <ul style="list-style-type: none"> <li>○ Interactive vision storymap with survey</li> <li>○ <i>Fact Sheet #4: Where are there first/last mile transit opportunities in the region?</i></li> </ul> </li> <li>• <u>Stakeholder Meetings/Interviews and Focus Groups/Community and Business Events</u> <ul style="list-style-type: none"> <li>○ How can the vision capture the specific needs of communities in the region?</li> <li>○ Are there any needs we missed?</li> <li>○ What is most important to consider when identifying priorities?</li> </ul> </li> </ul>

**Fall/Late 2025**

**Activities:** Identify local network priorities. Consider priorities as part of the regional system and performance. Develop a checklist for making local land use plans more transit-supportive. Identify strategic recommendations for local transit serving parks. Explore and document governance and funding strategies.

**Outcome:** Review network priorities and consider investment strategies. Discuss recommendations and tools.

Date	Who
<b>Early/Mid-September TBD</b>	<b>Working Group #7: Tools Part 1 &amp; Priorities</b> <ul style="list-style-type: none"> <li>• Priorities</li> <li>• Transit-supportive land use checklist</li> <li>• Introduce approach to parks transit development strategy</li> <li>• Governance preview</li> </ul>
<i>October 1 (tentative)</i>	<i>East Multnomah County Transportation Committee TAC</i>
<i>October 2 (tentative)</i>	<i>Clackamas County Coordinating Committee TAC</i>
<i>October 2 (tentative)</i>	<i>Washington County Coordinating Committee TAC</i>
<b>October 3</b>	<b>Transportation Policy Alternatives Committee (TPAC)</b>
<i>October 13 (tentative)</i>	<i>East Multnomah County Transportation Committee (policy)</i>
<i>October 13 (tentative)</i>	<i>Washington County Coordinating Committee (policy)</i>
<b>October 14</b>	<b>Metro Council (work session)</b>
<i>October 15 (tentative)</i>	<i>Clackamas County C-4 subcommittee (policy)</i>
<b>October 15</b>	<b>Metro Technical Advisory Committee (MTAC)</b>
<b>October 16</b>	<b>Joint Policy Advisory Committee on Transportation (JPACT)</b>
<b>October 22</b>	<b>Metro Policy Advisory Committee (MPAC)</b>
<b>Late October TBD</b>	<b>Working Group #8: Tools Part 2 &amp; Recommendations</b> <ul style="list-style-type: none"> <li>• Recommendations</li> <li>• Review draft governance approach</li> <li>• Introduce subarea strategies</li> <li>• Review parks transit development strategy</li> </ul>
<p><u>October-November</u></p> <p><i>Engage partners to align priorities and reflect community needs as part of a shared regional strategy. Create guidance for investments in the 2028 RTP.</i></p> <p><i>Reflect user-feedback in tools and strategies. Collaboratively discuss governance approaches.</i></p> <p><i>Shared understanding in next steps for a regional approach to supporting local transit.</i></p>	<ul style="list-style-type: none"> <li>• <u>Deliverables</u> <ul style="list-style-type: none"> <li>○ Prioritization map and technical memo</li> <li>○ Transit-supportive land use plan checklist</li> <li>○ Recommendations list/matrix</li> <li>○ Governance strategy</li> <li>○ Parks development strategy</li> <li>○ Report outline</li> <li>○ Engagement summaries</li> </ul> </li> <li>• <u>Project webpage</u> <ul style="list-style-type: none"> <li>○ Survey: Priority investments</li> <li>○ <i>Fact Sheet #5: Where are first/last mile investments needed most today?</i></li> </ul> </li> <li>• <u>Stakeholder Meetings/Interviews and Focus Groups/Community and Business Events</u> <ul style="list-style-type: none"> <li>○ Are these the right investment priorities for the region?</li> <li>○ Will these priorities help meet our equity, economy and climate goals?</li> <li>○ What should we consider to set us up to implement the Vision?</li> </ul> </li> </ul>

## Winter/Spring 2026

**Activities:** Co-create subarea strategies. Develop and refine regional plan and policy update recommendations. Compile technical and engagement information. Prepare study engagement summary. Draft study report. Revise report to incorporate feedback and prepare final report.

**Outcome:** Feedback on the subarea strategies and draft report. Acceptance of final report by committees.

Date	Who
<b>Early January TBD</b>	<b>Working Group #9: Subarea Strategies &amp; Report Outline</b> <ul style="list-style-type: none"> <li>• Subarea strategies review</li> <li>• Discuss plan and policy update recommendations</li> <li>• Report outline</li> <li>• Wrap-up discussion on other topics</li> </ul>
<b>Late January/early February TBD</b>	<b>Working Group #10: Draft Report &amp; Celebration</b> <ul style="list-style-type: none"> <li>• Wrap-up study recommendations</li> <li>• Draft report review</li> <li>• 2028 RTP look ahead</li> <li>• Celebrate!</li> </ul>
<b>Late February</b>	Transit Provider Workshops (Assessment approach)
<i>March 4 (tentative)</i>	<i>East Multnomah County Transportation Committee TAC</i>
<i>March 5 (tentative)</i>	<i>Clackamas County Coordinating Committee TAC</i>
<i>March 5 (tentative)</i>	<i>Washington County Coordinating Committee TAC</i>
<b>March 6</b>	<b>Transportation Policy Alternatives Committee (TPAC)</b>
<b>March 11</b>	<b>Metro Technical Advisory Committee (MTAC)</b>
<i>March 16 (tentative)</i>	<i>East Multnomah County Transportation Committee (policy)</i>
<i>March 16 (tentative)</i>	<i>Washington County Coordinating Committee (policy)</i>
<b>March 17</b>	<b>Metro Council (work session)</b>
<i>March 18 (tentative)</i>	<i>Clackamas County C-4 subcommittee (policy)</i>
<b>March 19</b>	<b>Joint Policy Advisory Committee on Transportation (JPACT)</b>
<b>March 25</b>	<b>Metro Policy Advisory Committee (MPAC)</b>
<b>Report Acceptance</b>	
<b>May 1</b>	TPAC recommendation to JPACT
<b>May 13</b>	MTAC recommendation to MPAC
<b>May 21</b>	JPACT recommendation to Metro Council
<b>May 27</b>	MPAC recommendation to Metro Council
<b>May 28</b>	Metro Council considers action on MPAC and JPACT recommendations
<p><u>January-May</u></p> <p><i>Co-create subarea strategies guiding local transit development.</i></p> <p><i>Reflect partner feedback on the report and recommendations.</i></p> <p><i>Shared understanding of regional strategy for local transit.</i></p>	<ul style="list-style-type: none"> <li>• <u>Deliverables</u> <ul style="list-style-type: none"> <li>○ Subarea strategies workbooks</li> <li>○ Plan and policy recommendations technical memo</li> <li>○ Report outline</li> <li>○ Draft and final reports and tools</li> <li>○ Study compiled engagement summary report</li> </ul> </li> <li>• <u>Project webpage</u> <ul style="list-style-type: none"> <li>○ <i>Report and executive summary</i></li> <li>○ <i>Fact Sheet #6: What is the regional vision for First/Last Mile Transit?</i></li> <li>○ <i>Fact Sheet #7: CCT Study Takeaways</i></li> </ul> </li> <li>• Email invitation to review to interested parties</li> </ul>



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736

# Agenda

Meeting: Community Connector Transit Study: Working Group #1  
Date: Tuesday, October 1, 2024  
Time: 10:00 to 11:00 a.m.  
Place: Zoom  
Purpose: Kick-off! Discuss work and engagement plan and policy considerations.  
Outcome(s): Shared understanding of the work and engagement plans and working group charge, list of stakeholders for outreach, and updated list of policy considerations to inform the framework.

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- 10:00 a.m. Welcome! Group Introductions and Icebreaker (Tom/All)
- Name, Preferred Pronouns, Agency, Hometown Transit Agency
- 10:10 a.m. Overview, Work Plan and Engagement Plan (Ally/Ryan/Lisa)
- What stakeholders would you like to see engaged as part of the process? (specifically regional transit providers)
  - Are there any upcoming engagement partnership opportunities?
- 10:40 a.m. Working Group Charge and Outcomes Discussion (Ally/Tom/All)
- What do you hope to get out of this process?
  - What do you see as key policy considerations?
  - What have you been hearing from the public or learning through your work that is important for us to know? Or anything we missed that should be explored (e.g., relevant planning efforts)?
- 10:55 a.m. Next Steps:
- Anything we didn't cover?
  - Homework:
    - Fall Transit Provider Workshop Invite List
    - Winter Public Engagement Events
  - Working Group Meeting #2: Background Context and Policy Framework
    - Scheduling for November (TBD)

Thank you!!



# **PUBLIC ENGAGEMENT PLAN**

## **Community Connector Transit Study**

**September 2024**

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## Introduction

Transit is a vital component of the region's transportation system and it is key to achieving the region's goals for land use, mobility, equity and climate. This study is designed to explore viable first and last mile services that will provide more connections for more people to access the existing transit system.

Robust agency and community engagement are critical to the success of this project. This study will be guided by ongoing feedback to ensure it addresses regional and community needs.

The project is structured to build incrementally, with each phase informed by community input. This public engagement plan identifies a mix of in-person and virtual engagement activities to gather diverse perspectives and feedback from advisory committees, business and community organizations, the public and other interested parties.

Metro project staff are coordinating with Metro's Tribal Affairs Program staff to understand how tribes, as sovereign nations, may want to be involved in the Community Connector Transit project.

## Engagement goals and objectives

The public engagement goals for this project are focused on ensuring inclusive and meaningful participation from a diverse range of community members, particularly those who have historically been underrepresented in planning processes. Key goals include:

1. **Review relevant engagement feedback:** Conduct a literature review of past feedback related to transit priorities from around the region to assess how to expand and deepen engagement.
2. **Process equity:** Prioritize engagement with underserved and vulnerable groups to ensure their feedback is considered in the planning process. This includes conducting interviews with key nonprofits and community members early in the project to gather input.
3. **Early and deliberate engagement with community-based organizations (CBOs) and transportation advocacy non-profits:** Strengthen existing and building new partnerships with underrepresented communities by engaging CBOs and transportation advocacy organizations at the start of the project and organization. This includes understanding how best to collaborate and achieve engagement goals, recognizing their limited resources and busy schedules.
4. **Business engagement:** Conduct outreach and interviews to gather insights, addressing shared concerns, and exploring opportunities for mutual benefit, ensuring businesses are part of shaping solutions in tandem with the broader community.
5. **Coordination with ongoing outreach processes:** Work with Metro, TriMet, and other regional partners to align engagement efforts with existing outreach activities, maximizing efficiency and reducing logistical burdens.

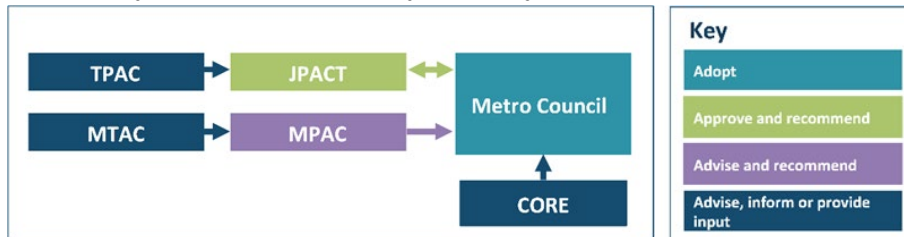
- 6. **Clear Communication:** Ensure that all communications with partners and the community are clear and effective, facilitating collaboration and supporting shared recommendations, including communicating beyond the end of this project to report back to participants how input was incorporated into the study.

## Engagement approach

Engagement for community connector transit study will be guided [by Metro’s Public Engagement Guide](#). This community engagement plan utilizes the [Spectrum of Community Engagement to Ownership](#) to define the level of engagement for each participant group. Transparency about how each participant group can impact the project is essential for building relationships and trust. The process will employ community engagement activities that inform, consult or involve people and communicate participant input to project collaborators and decision-makers.

**Regular updates and feedback collection:** Through meetings and workshops with standing committees, the project will continuously gather input and refine strategies based on feedback. Metro will provide periodic updates and seek feedback from key standing advisory and coordinating committees to ensure continuous input and alignment with the project goals. These committees include (with more information about each committee and their role in the study provided in the next section):

- Metro Advisory Committees, as part of an existing agency decision-making framework of community, technical and policy advisory bodies:



- Community Connector Study Transit Working Group (TWG)
- Clackamas, Multnomah and Washington County Coordinating Committees
- Clackamas County’s Small Transit Providers
- TriMet’s Transit Equity Advisory Committee
- TriMet’s Committee on Accessible Transportation
- Chambers of Commerce and Business Organizations

**Focus groups and interviews:** To gather in-depth feedback from specific community groups and interested parties, the team will conduct focus groups and/or small group interviews to obtain detailed insights and address specific concerns related to transit policies and services, including:

- Partnering with business and economic organizations to discuss transit needs and impacts.

- Engaging key nonprofits, community members, and parks patrons to gather their perspectives and experiences. These events could be a mix of in-person or internet-based events to ensure they are broadly accessible.

**Online engagement for members of public:** Written and graphic information and storytelling to build awareness and understanding through Metro’s website, social media and transportation interested parties’ lists.

**Transit provider workshops:** Workshops, co-convened with each county, will facilitate dialogue between transit providers and other participants, will focus on collaborative solutions and strategies.

**Community events:** To encourage broad community involvement, the team will host inclusive events strategically chosen to represent geographical diversity across the tri-county region, ensuring a wide range of community voices are heard. These events could be a mix of in-person or internet-based events to ensure they are accessible to the community and could include locations like affordable housing.

The project may offer compensation to meeting participants on a case-by-case basis consistent with Metro’s current community compensation policies. Generally, compensation will not be offered to standing meeting participants but may be offered to community-based organizations or individuals to recognize culturally specific expertise, leadership and services experience that Metro cannot provide.

## Engagement activities

Engagement activities in this work plan are aimed to achieve the primary goal of gathering feedback from people and groups with a diverse range of experiences and perspectives. The [Spectrum of Community Engagement to Ownership](#) model identifies five levels of community engagement for increased efficiency in decision-making and solutions implementation. These levels are ordered as follows by increasing impact on decision-making: (0) ignore; (1) inform; (2) consult; (3) involve; (4) collaborate; and (5) defer to. For this effort, engagement strategies will primarily inform, consult and involve the public. This engagement will range from providing the community with information to ensuring community needs and assets are integrated into process and informing planning.

Group	Level of engagement (i)	Activity and purpose	Representation, roles and responsibilities
TWG	Consult	A series of meetings anticipated over the course of the project; feedback given to staff, advisory committees and Council	Agency staff engaged in discussions about transit strategies and their implementation for the Community Connector Transit Study. <ul style="list-style-type: none"> <li>• Advise Metro staff on study and task approaches, milestone deliverables and engagement strategies to reflect agency and local expertise in the items brought forward to the Metro advisory committees.</li> <li>• Guide the project, provide expert feedback, and act as a sounding board for ideas.</li> </ul> See charter in Attachment A for more detail.
Regional and intercity transit providers	Consult	Workshops in each county at major project milestones; feedback given to staff, advisory committees and Council	Small transit provider staff representing transit agency interests to provide insights on the operations impact of transit policies and services.
Clackamas County's STP	Consult	Meet at major project milestones;	

Group	Level of engagement (i)	Activity and purpose	Representation, roles and responsibilities
		discuss operational challenges and coordination with larger transit networks; feedback given to staff, advisory committees and Council	
County coordinating committees	Consult	Up to 5 meetings anticipated over the course of the project; feedback given to staff, advisory committees and Council	Local agency staff coordinating to address land use and transportation planning issues within their respective county.
TPAC and MTAC	Collaborate	6 meetings each anticipated over the course of the project; feedback given to staff, JPACT and MPAC	Community and business representatives and local agency staff discussing and evaluating land use and transportation policy options and provide technical support to Metro's policy committees JPACT and MPAC, respectively.
JPACT and MPAC	Defer to/Collaborate	5 meetings each anticipated over the course of the project; feedback given to staff and Council	<p><u>JPACT</u>: Regional leaders making recommendations to the Metro Council on transportation needs in the region.</p> <p><u>MPAC</u>: Regional leaders advising Metro Council on growth management and land use issues in the region.</p>
CORE	Collaborate	1-2 meetings anticipated at major project milestones; feedback given to staff and Council	Community members advising Metro Council on strategies to advance racial equity.

Group	Level of engagement (i)	Activity and purpose	Representation, roles and responsibilities
TriMet's TEAC	Inform and Consult	Meet at major milestones in Tasks 5 through 7; ensure that transit policies and services are equitable, addressing the needs of underserved and marginalized communities; feedback given to staff, advisory committees and Council	Community members providing insights on equitable transit solutions and addresses disparities in transit access.
TriMet's CAT	Inform and Consult	Meet at project milestones; focus on improving accessibility within transit services and ensure that the needs of individuals with disabilities are met; feedback given to staff, advisory committees and Council	Community members concentrating on accessibility issues and solutions for people with disabilities.
Chambers of commerce, business organizations and employers	Inform and Involve	Meet at project milestones and/or small group interviews; focus on improving transit access for businesses and ensure that the needs of employees are met (i.e., shift workers); feedback given to staff, advisory committees and Council	<p>Business representatives coordinating to address unique area business needs, challenges and opportunities who will provide insights on the economic impact of transit policies and services.</p> <ul style="list-style-type: none"> <li>● Discuss the transit system's impact on local businesses and the economy.</li> <li>● Share insights on how first and last mile services can improve business operations, employee commutes, and customer access.</li> <li>● Work with regional transit providers and stakeholders to ensure that transit</li> </ul>

Group	Level of engagement (i)	Activity and purpose	Representation, roles and responsibilities
			<p>services support economic growth and accessibility.</p> <ul style="list-style-type: none"> <li>● Suggest strategies for improving transit services to better connect businesses with the broader community, promoting economic development.</li> </ul>
Community based organizations and housing organizations	Involve and consult	Focus groups and/or small group interviews with community members focusing on a diverse range of needs, particularly those of marginalized groups	<p>Advocate for and represent the needs of underserved and vulnerable communities in transit planning.</p> <ul style="list-style-type: none"> <li>● Provide detailed input on community needs and transit challenges.</li> <li>● Prioritize the inclusion of historically underrepresented groups in discussions about transit improvements.</li> <li>● Provide insights during early project phases to help shape engagement strategies that effectively reach diverse populations.</li> <li>● Offer ongoing input on how to ensure transit solutions are inclusive and address the specific needs of marginalized communities.</li> </ul>
Members of the public	Inform and involve	Outreach and informational materials via Metro website and social media; online surveys providing opportunities	Provide feedback on transit needs and solutions through focus groups, public hearings, community events, and online

Group	Level of engagement (i)	Activity and purpose	Representation, roles and responsibilities
		<p>for input, in-person tabling in partnership with TriMet service planning outreach and/or local events; focus groups and/or small group interviews with a focus on key needs such as those for people living in affordable housing and parks patrons</p>	<p>platforms, ensuring diverse community voices are reflected in the planning process.</p> <ul style="list-style-type: none"> <li>● Share insights on transit needs and accessibility.</li> <li>● Ensure broad participation and input on transit solutions.</li> <li>● Contribute feedback via Metro’s website, social media, and surveys.</li> <li>● Review project updates and respond to promotional materials, ensuring diverse community voices are heard.</li> </ul>



## Community groups and interested parties

The following list includes organizations who the project team Community Connector Transit Study will invite to participate in this project. The list is not exhaustive and will be revised based on feedback received throughout the process. Age-Friendly Portland

- AARP
- APANO
- Business chambers, such as Greater Portland Chamber, Oregon City Chamber, Tigard Chamber of Commerce
- Centro Cultural
- Coalition of Communities of Color:
- Disability Rights Oregon
- Hacienda CDC
- IRCO
- Native American Youth and Family Center (NAYA)
- Next Up
- Oregon Walks
- Portland Transportation Ambassadors
- Proud Ground
- REACH CDC
- Rosewood Initiative
- Sabin CDC
- Safe Routes to School Portland
- Self Enhancement, Inc.
- Street Roots
- The Street Trust
- Transportation Management Associations (TMAs), such as Westside Transportation Alliance, Explore Washington Park and Columbia Corridor Association, Gresham Area Chamber of Commerce and Visitors Center
- TriMet Riders Club
- Unite Oregon
- Urban League of Portland
- Verde

## Communication materials and channels

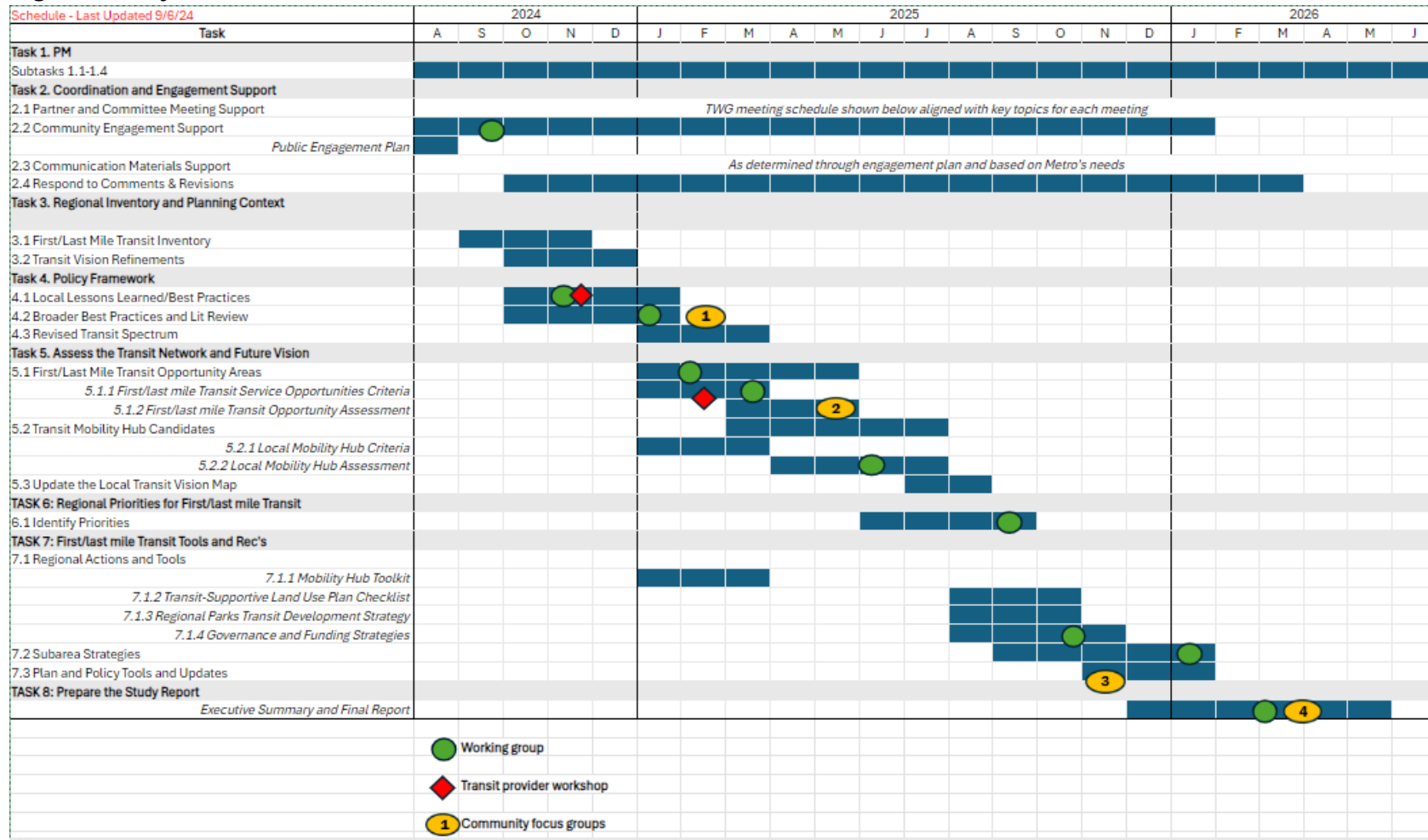
To effectively engage with community members and connect with them where they are, the project will employ a range of communication channels and materials. These will be carefully crafted to ensure broad accessibility and foster meaningful participation. Information will be disseminated virtually and in-person to ensure the communication remains accessible. The materials will encompass:

1. **Agendas and meeting packets:** For each meeting and workshop, detailing objectives, topics, and background information.
2. **Visual aids and presentations:** Graphics, maps, and infographics for illustrating trends and policy considerations.
3. **Communication Materials:** Including visual aids like posters, and fact sheets, postcards, and key messages.
4. **Event, focus group, interview summaries and feedback reports:** Including major themes, takeaways, and transcribed comments from meetings and events.
5. **Community-based organization Partnerships:** Leveraging the networks and channels of CBOs to amplify outreach efforts and engage with all communities, particularly those who are underrepresented.
6. **Public outreach campaigns:** Broad communication strategies across multiple media channels (e.g., earned, social, website, MetroNews), providing updates and opportunities for involvement to ensure that the general public is informed and has the opportunity to participate.
7. **In-person tabling:** Meeting community members where they already are to engage in one-on-one and small group discussions to better understand needs.
8. **Feedback Log and Response Mechanism:** A system will be established to compile and track public comments and responses. This log will help ensure that all feedback is addressed and incorporated into the project.

# Project Timeline

Figure 1 illustrates the project timeline by task and identifies key engagement touchpoints. Table 2 below describes the major public engagement milestones, timing, and the proposed general engagement approach and methods for each.

**Figure 1. Project Timeline**



**Table 2. Engagement Milestones**

Milestone	#1 Context and Policy Framework	#2 First/last Mile Opportunities and Vision	Priorities, Tools and Actions	Report
<b>Approach</b>	<ul style="list-style-type: none"> <li>Engage advisory committees</li> <li>Transit provider workshops</li> <li>Past feedback Summary Report</li> <li>Online survey</li> <li>Fact sheets</li> </ul>	<ul style="list-style-type: none"> <li>Engage advisory committees</li> <li>Transit provider workshops</li> <li>Community and business focus groups and interviews</li> <li>Community event outreach</li> <li>Online survey</li> <li>Fact sheets</li> </ul>	<ul style="list-style-type: none"> <li>Engage advisory committees</li> <li>Community and business focus groups and interviews</li> <li>Community event outreach</li> <li>Online survey</li> <li>Fact sheets</li> </ul>	<ul style="list-style-type: none"> <li>Engage advisory committees</li> <li>Study Engagement Summary Report</li> <li>Online review link</li> <li>Review invitations by email</li> <li>Fact sheets</li> </ul>
<b>Key Questions</b>	<ul style="list-style-type: none"> <li>What lessons have we learned from early implementation?</li> <li>What role should community connectors play in the region?</li> <li>Where are there existing gaps and current challenges or opportunities?</li> </ul>	<ul style="list-style-type: none"> <li>How can the vision capture the specific needs of communities in the region?</li> <li>How can the vision address the needs of equity communities?</li> <li>What is most important to consider when identifying priorities?</li> </ul>	<ul style="list-style-type: none"> <li>Do the tiered corridors represent the right priorities for the region?</li> <li>Will these prioritized corridors meet the needs of equity communities and advance other regional goals, such as reducing the region's climate impacts?</li> </ul>	<ul style="list-style-type: none"> <li>Did we get it right?</li> <li>What needs to change?</li> <li>Is there anything else we should consider to set us up to implement the Vision?</li> <li>What should we look at more closely for areas of future study?</li> </ul>
<b>Timing</b>	<i>Sept – Dec 2024</i>	<i>Jan – June 2025</i>	<i>Oct – Dec 2025</i>	<i>March – May 2026</i>

### REGIONAL TRANSIT FEEDBACK SUMMARY

This report provides a high-level summary of community connector and mobility hub-related feedback gleaned from the past eight years (2016 to 2024) of major transit planning and development projects, including the:

- 2023 High Capacity Transit Strategy
- TV Highway Transit Project
- 82<sup>nd</sup> Avenue Transit Project
- 2023 and 2018 Regional Transportation Plan Updates
- SW Corridor Plan
- Get Moving 2020
- Division Transit Project

The information in this report will inform the first phases of the Community Connector Transit Study related to the planning context and policy framework project milestones.

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### OVERALL THEMES

These common themes were heard throughout the outreach efforts:

- **Transit connectors:** Support for 1) expanding service, particularly to dense, growing areas and town centers and community hubs in the broader Metro region; 2) faster, more frequent, efficient and reliable service to essential destinations, including first- and last- mile transit connections; and 3) prioritizing the needs of historically marginalized communities and responding to the climate crisis.
- **Mobility hubs:** Support for hubs at key connections and end of line connecting transit modes and providers, as well as other active transportation modes. Interest in improving amenities that increase comfort for people waiting at hubs. Pursue opportunities to incorporate cultural identity, provide community benefits, and enhance maintenance. Desire for safe and comfortable facilities for walking and rolling to transit (crosswalks, sidewalks, lighting, ADA-compliant improvements).
- **Implementation:** Support for affordable transit that provides resources to help marginalized communities navigate the network while feeling safe doing so. Pursue partnerships for coordinated improvements incorporating community benefits with a clearly developed funding strategy.

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### FEEDBACK RELATED TO CONNECTORS

#### Transit Service

- Create opportunities that get people out of cars. Transit service must be competitive with driving for investments to be effective.

- Business community members raised concerns about congestion slowing drivers and creating problems for private shuttles that transport employees to work.
- Survey results revealed that travel time is the primary factor for deciding which transportation mode the public chooses for a given trip.
- Community members also need reliable service ensured.
- Make it easier for people to choose transit as an option. Connections and greater frequency are needed.
  - Businesses and community raised concerns about insufficient frequency during non-peak hours and that transit service does not meet the needs of some job fields.
  - Community members expressed a desire for improving night and evening service to help employees after hours (outside of 9-5 pm) to get to and from late shifts.
  - Community members asked to better align shuttle schedules with destinations, for example the GroveLink with the high school schedule and peak commute times.
- Prioritize the needs of historically marginalized communities. Regional leaders and communities emphasized the need to support people with mobility challenges and People of Color in the planning and implementation process. Community members recommended focusing on workforce development.
  - See Bill's story [here](#).
- Communities were concerned about transit's negative impacts to air quality and the climate crisis.

## Transit System

- Improve transportation for people living and working in urban and suburban communities. Regional leaders and the public suggested expanding the transit service area to provide more people with the option to take transit.
  - Stay rooted in land use and think about density. Invest in transit in growth areas.
  - Buses should reach and connect more neighborhoods, such as those in East Multnomah County.
  - Connect with community hubs beyond Portland, to make more connections in Washington and Clackamas counties. More direct routes to town centers.
  - Regional leaders suggested improving service in the outer areas of the region.
  - See Elise's story [here](#) and Elza's story [here](#).
- Consider overall system efficiency and reliability.

- The business community mentioned interest in having more one- or two-seat rides to reduce transfers and increase ease of access to large campus sites for employees.
- Parents also said that they feel more comfortable with their children taking public transportation if they don't need to transfer buses to get to school.
- Prioritize people, local transportation options, and last-mile connections providing transit options at each leg of a trip from beginning to end.
  - Eliminate barriers for equity focus areas.
  - Expand transit service for people with disabilities and transit-dependent residents.
  - Serve students who do not have access to public transportation due to distance.
  - The public expressed desire for better first- and last-mile transit connections to light rail and frequent bus.

### **Destinations**

- Provide better connections and improve access to destinations, such as:
  - housing, affordable housing and retirement communities;
  - jobs and major employers;
  - schools and educational facilities;
  - shopping and major stores;
  - medical facilities and health care services; and
  - parks, recreational facilities and natural areas.
- Improve the following regional connections:
  - through Milwaukie, Oak Grove, and wider Clackamas
  - through Tigard, Tualatin, and Wilsonville
  - express connection to Forest Grove
  - OR 99E corridor
  - Highway 26
  - Burnside to Beaverton
  - Murray Boulevard/Scholls Ferry Road to Bethany

## **FEEDBACK RELATED TO MOBILITY HUBS**

### **Function**

- Provide transportation hubs at key connections and at the ends of transit lines.
  - The business community and regional leaders expressed a desire to locate transit stops near job centers.
- Regional leaders and communities expressed desire to improve transit connections by connecting to transit hubs including other transit providers.
  - Make connections between different transit modes and across agencies.

- Include multi-modal transportation options like bike share and micromobility.
- Prioritize transit access, options, and frequency over cars through infrastructure investments.
- Community members suggested repurposing street parking and improving curb management.
- Create walkable, livable spaces for everyone to easily navigate.
  - Create a streetscape that feels accessible and safe for people to walk to businesses.
  - Provide wayfinding and clarify intersections.
  - Ensure there are working elevators for people with disabilities. Improve maintenance with existing elevators and provide ramps instead or to supplement elevators.

## **Amenities**

- Include the following amenities at mobility hubs, especially at the end of lines, to make them more comfortable for people who may be waiting a while:
  - weather-protection and shelters
  - benches (more seating)
  - lighting
  - real-time arrival screens
  - public restrooms with diaper changing stations
  - trash cans
  - security features like cameras and preventive design
  - shade trees and plants for protection, traffic calming and stormwater filtering that are native, low water and can provide food for humans and wildlife
  - bike storage and racks
  - Wi-Fi
  - electronics charging outlets
  - warming/cooling stations
  - wheel guides (to ensure consistent stop location at the curb)
  - level boarding

## **Opportunities**

- Create a brand and incorporate neighborhood and cultural identity.
  - Provide land for affordable housing.
  - Consider community gathering spaces.
  - Add public art and murals that reflects cultures of diverse communities.
  - Offer land or space for a multi-cultural hub. Partner to incorporate wrap around services that integrate transportation, child care, food, work clothes, books, meals, exams, school costs, etc.



- Improve transit navigation for newer residents (especially with limited-English proficiency) to get to healthcare appointments, navigate the area, and access resources
  - maps that are accessible in multiple formats (that uses symbols, pictures, and audible options)
  - route maps and schedules and signage in multiple languages
  - advertisements about fare discounts
- Better maintained buses, trains, and transit stations.
  - trash pick-up
  - bathrooms cleaned every 24 hours
  - enforcement presence and/or rider help and translation at stops

## Access

- Safety is important for accessing transit and at the transit stop. Community members indicated that a lack of safe and connected walking and rolling routes to reach transit is a major barrier.
- Create safer pedestrian and cyclist routes and intersections.
  - Increase visibility for all users. Ensure proper lighting.
  - Fill gaps especially near the stop or station.
  - Go beyond paint for bike infrastructure.
  - Improve sidewalks.
  - Provide extra protection for walking and biking in high crash areas. Separate bike lanes and sidewalks from driving lanes.
  - Clear sidewalk obstructions including trash. Some community members expressed concerns about sidewalk obstructions from people experiencing houselessness.
  - Pair bus station improvements with safety improvements.
- Create more safe places for people to cross the road, whether they are walking, cycling or rolling.
  - Add more access points near businesses.
  - Provide crossings to the stop or station, especially at schools.
  - Use flashing beacons and/or signaled crossings whenever possible.
- Community members indicated the want for increased accessibility and capacity for disabled riders. Review and reconsider public Right of Way conditions.
  - Make transit vehicles more accessible and provide more space for honored citizens that have difficulty finding priority seating today.
  - Ensure sidewalks are ADA-compliant and level.
  - Provide ramps at curbs with good conditions.
  - In addition to flashing signal lights at crossings, provide auditory signal and Braille signage.

## FEEDBACK RELATED TO COORDINATION, GOVERNANCE AND/OR IMPLEMENTATION

- Community members emphasized how transit fare and transit affordability are important factors that impact accessibility and equity.
  - Provide incentives for riders who are students, seniors and bikers.
  - Make public transit services free or reduced fee.
- Provide technical assistance and have resources available to help people, especially non-English speakers and elderly people, navigate our transportation system.
  - Ensure communications for folks of all abilities.
  - Advertise to recruit more BIPOC educators.
  - Make transit project and service information more available to communities, particularly those that depend on transit. People don't have time to look for information.
  - Work with CBOs and employers to disseminate information.
  - Improved outreach strategies, including flyers that connect people to opportunities, address fears/concerns around immigration status, etc.
  - Ensure drivers have information to provide in multiple languages.
  - Use social media outreach to inform people about services, opportunities and events.
- Community members mentioned safety and security is a significant barrier to BIPOC and young people taking transit.
  - Prevent harassment due to race and/or religious affiliation.
  - Hire Community Transit Leaders.
- Communities mentioned the importance of partnering with cities and counties early to improve collaboration and the quality of the future investment.
  - Community members and regional leaders encouraged Metro to convene jurisdictions at the outset of a project to:
    - Improve roadway safety and pursue unified standards.
    - Align transit priorities in the region, specifically regional processes like RFFA and local transportation system plans.
    - Work together to improve transit navigation, foster accessible, safe and welcoming spaces through signs, and advance clean environment, education and health.
  - Regional leaders and communities discussed working with employers to contribute to transit operations to better serve employment areas.
  - Build relationships and connections with local school districts.
- Integrate community and community benefits into the planning and project development processes.
  - Include BIPOC community members in decision making spaces.
  - Connect with organizations/businesses and other local groups.

- Provide space for affordable housing, small, local businesses, community gathering at stations.
  - Pursue messaging campaigns to highlight small businesses and promote and/or program convening spaces.
  - Explore community ownership of commercial spaces, like CITs, and creative ownership structures that are alternative to the standard bank loan structure.
  - Develop opportunities for small business owners to purchase their property and make the information accessible.
- Incentivize programs for hiring local minority contractors for things like stop and station maintenance and landscaping.
- Regional leaders shared concerns about funding infrastructure and recommended thinking about finance and developing a collaborative funding strategy.
  - Study revenue models and funding opportunities.
  - Prepare projects and programs to be grant-ready.
  - Consider investment priorities and the long term return on investment.
  - Weigh capital improvements and operations and maintenance.
  - Pursue funding from the Statewide Transportation Improvement Fund (STIF).

Date: Friday, September 27<sup>th</sup> 2024  
To: Metro Transportation Policy Alternatives Committee (TPAC)  
From: Noel Mickelberry, RTO School & Community Travel Options Coordinator  
Grace Stainback, RTO Grant Program & Evaluation Coordinator  
Subject: Regional Transportation Demand Management Strategy Introduction

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**Memo purpose:** To provide an overview of the Regional Transportation Demand Management Strategy development process, key milestones, and background on Transportation Demand Management (TDM) programming in the region.

### What is Transportation Demand Management?

Transportation Demand Management (TDM) informs and encourages people to use walking, biking, rolling, transit and ride-sharing 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.

### Metro's role in TDM

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 region developed the first RTO Strategy in 2003 and has updated it several times since to align with Regional Transportation Plan (RTP) updates and evolving regional objectives. The RTO Strategy has primarily served as a Metro-focused funding strategy document and defines how regional Metropolitan Planning Organization (MPO) funding – allocated through the Regional Flexible Funding Allocation process – can support TDM activities throughout the region and meet goals identified in the RTP.

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.

### Why create a Regional TDM Strategy?

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. Below are the TDM policies identified in Chapter 3 of the 2023 RTP:

TDM Policy 1. Develop and refine regional and local TDM policies and implementation plans to help reach climate, mobility and modal targets.

TDM Policy 2. Provide adequate TDM resources and programming to meet the public's specific mobility needs for employment, education and essential services.

TDM Policy 3. Provide and deliver TDM programming at a variety of scales: state, regional and local.

TDM Policy 4. Improve access to travel choices and eliminating barriers for marginalized communities with a focus on communities of color and people with low incomes.

Recognizing that TDM activities occur without funding from Metro's Regional Travel Options program, the Regional TDM Strategy intends to reflect regionally significant TDM efforts and priorities- regardless of funding source, in order to capture all TDM activities that help meet these policy goals.

### Project Phases & Key Milestones

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
  - o The RTO program evaluation encompasses RTO grants awarded during the 2019-2023 grant period. This evaluation will analyze and describe the impact of the RTO program in support of regional transportation, land use, climate, equity and health objectives. The evaluation will also provide recommendations for the RTO Program Strategy to incorporate refinement of grantmaking, data collection and evaluation processes in support of RTO's three Program Areas of Commute, SRTS and Community and the 2022 RTO Racial Equity Strategy.
- Regional TDM Needs Assessment
  - o The Regional TDM Needs Assessment aims to identify TDM challenges and opportunities at a regional level, leveraging the information and data collected by the RTO program and its partners (via the RTO program evaluation) as well as additional information gathering through surveys, focus groups and other research tools. The Regional TDM Needs Assessment will provide a foundation of research for the region to identify the most effective TDM strategies & gaps in current program delivery, led with a racial equity lens in assessment design implementation and interpretation to equip RTO staff with evidence-based insights for informed decision-making and the strategic planning process in Phase II.

#### Phase II: TDM Strategy Development – January-December 2025

- Regional TDM Strategy
  - o The Regional TDM Strategy will develop shared goals and outcomes that can advance TDM programming to carry out RTP goals and objectives, specifically the TDM policies listed above as well as direction from the 2023 RTP Regional Mobility Policy Update and the 2022 RTO Racial Equity Strategy. The TDM strategy will define TDM in the context of RTP policies, identify types of TDM program delivery, and ensure coordination is identified with complementary programs and policies like Transportation System Management and Operations (TSMO), emerging mobility/technology, parking management, pricing and other operational strategies.

The Regional TDM Strategy will identify and articulate the TDM approaches that are most effective in different contexts and for various audiences and define current and

future roles and responsibilities for TDM providers in the region including state partners, Metro, local jurisdictions and community-based organizations. These approaches will include specific partner actions to achieve identified outcomes and measure success, and pathways for partners to begin and expand TDM programming. The Regional TDM strategy will identify regional performance measures and methods to illustrate how and by whom progress toward regional TDM goals will be measured.

- RTO Program Strategy Update
  - o The RTO Program Strategy will build on the roles for Metro identified in the Regional TDM Strategy with specific updates to our investment in TDM in the region that includes grantmaking, technical assistance and Metro-led programs and services. The RTO Program Strategy will develop a refined evaluation methodology for the RTO program to measure the outcomes of our investments and the expectations of grant partners in reporting on progress and will ensure programs and funding are allocated in a manner that advances equity – integrating work already conducted to create the RTO Racial Equity Strategy in 2022.

Community and stakeholder engagement will occur throughout the course of the project, beginning with the Regional TDM Needs Assessment. The primary ways community and stakeholders will be involved include:

- Focus groups – communities who are not currently engaged with the RTO Program, with a focus on communities identified in the 2022 RTO Racial Equity Strategy, will be invited to focus groups to identify needs and barriers to TDM programming as part of the Regional TDM Needs Assessment.
- A survey to TSP & TDM practitioners will be sent this fall as part of the Regional TDM Needs Assessment.
- A TDM Strategy Work Group, comprised of partners and community involved or impacted by TDM, will inform the development of the Regional TDM Strategy & RTO Program Strategy over the course of the strategy development in 2025.
- Interviews and discussions with existing RTO partners, state and local TDM practitioners, local planners and participants in the focus groups held during the TDM Needs Assessment will be conducted to review draft strategies and actions.
- Regular email updates to interested parties, including an update to TPAC and JPACT in spring 2025 on our Phase I findings.

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.

**Read more about the Regional TDM Strategy and sign up for updates on our webpage:**  
<https://www.oregonmetro.gov/public-projects/regional-transportation-demand-management-strategy>



# Memo

Date: Friday, September 27, 2024  
To: Transportation Policy Alternatives Committee and Interested Parties  
From: Grace Cho, Principal Transportation Planner  
Subject: 2028-2030 Regional Flexible Fund – Step 1A.1 – Eligibility Screening Criteria & Next Steps

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**Purpose:** To provide an overview of the next steps in the 2028-2030 Regional Flexible Fund Step 1A.1 – New Project Bond development process (with schedule) and share the criteria in use as part of eligibility screening for the bond project nominations.

## **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.

## **Eligibility Screening – Criteria and Process**

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 review group comprises of Metro staff and does not include external reviewers. The screening is a combined “Yes” or “No” assessment of whether the project meets the eligibility requirement and a qualitative rating on a 1 to 5 scale on how clearly the nominator demonstrated meeting the eligibility requirement. The screening results reflect an average among the reviewers, but individual reviewers anonymized screening result for nominated projects are available by request. Attachment 1 is the blank template of the eligibility screening in use for reviewing the bond project nominations.

*The screening is not an assessment or value statement of the candidate project.* 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. Based on the considerations, the eligibility criteria applied for the screening process for the bond nominated projects are identified in listing below. (Can also be seen in Attachment 1.)

### *Eligibility Criteria for Bond Nominated Projects Screening*

#### *Applicable to All Projects*

- Nominator eligibility.
- Transit project category consistency.
- Nominated project is included in the financially constrained 2023 Regional Transportation Plan. Nominating agency demonstrates ability to implement the project, either through ownership or agreement.

- Nominating agency demonstrates secured agreements from transit operators and/or evidence of coordination, or ownership (e.g. ownership of signals) in order to operate.
- Nominating agency demonstrates clear community support for the nominated project.
- Nominating agency provides a sufficiently detailed implementation plan and associated schedule for completing the project.\*
- Nominating agency demonstrates the ability to expend the bond proceeds on project activities within the 2026-2029 timeframe.
- Nominated project shows/includes a minimum local match of 10.27%.
- Nominating agency provides a sufficiently detailed financial strategy to complete the project through its construction phase, including all anticipated funding sources and their current status for making available to the project.\*

\*Also included as part of project development requests for First-Last Mile/Safe Access to Transit & Transit Vehicle Priority

#### *Applicable to CIG/Large Transit Capital Projects*

- Meets the definition of a transit project eligible for the Federal Transit Administration's Capital Investment Grant (CIG) discretionary program OR a large transit capital project.
- Included as a project in the 2023 Regional High Capacity Transit Plan.

#### *Applicable to First-Last Mile/Safe Access to Transit & Transit Vehicle Priority*

- Included as a project in a regional modal or topical plan.
- Construction requests are a minimum of \$8 million (inclusive of local match).
- Project development requests are a minimum of \$2 million (inclusive of local match).
- For project development requests - Nominating agency provides a sufficiently detailed implementation plan and associated schedule for completing the project.^
- Nominating agency provides a sufficiently detailed financial strategy to complete the project through its construction phase, including all anticipated funding sources and their current status for making available to the project.^

^Applicable to all project nominations, but additional review for project development requests.

Additional eligibility factors may result from the bond mechanism determined for building a bond proposal around and the financial analysis. To date, the bond mechanism is still under investigation and discussion among Metro and TriMet. As a bond option is identified, any new eligibility criteria to emerge will get communicated to regional partners. While the eligibility criteria identified in the bond project nomination screening draws from federal rules and regulations, past experience with bonding, and knowledge of the federal aid project delivery process in efforts to predict any major eligibility criteria regardless of the mechanism to borrow funds, the bond mechanism may introduce new eligibility factors or restrictions.

### **28-30 Regional Flexible Fund Step 1A.1 – Candidate Project Evaluation & Bond Scenarios**

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.



While the evaluation metrics are in development, aspects of the candidate project evaluation will be similar to the Step 2 process. The three components of the evaluation will not be weighted. In general, all three evaluation components will include both quantitative and qualitative measures, with likelihood most of the quantitative measures are geospatial in nature. Similar to the Regional Flexible Fund Step 2 process, the project delivery assessment will be undertaken by an outside consultant review team to assess the nominated project’ scope, schedule, and budget adequacy for delivering the project and to flag for other potential project delivery challenges in the federal aid process.

At the November 1<sup>st</sup> 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 6<sup>th</sup> TPAC meeting and the December 19<sup>th</sup> JPACT meetings.

**28-30 Regional Flexible Fund Step 1A.1 –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. While all of the factors adopted in the 2028-30 RFFA Program Direction will be utilized to propose bond scenarios, examples of potential themes and concepts for bond scenarios may include project packages that emphasize performance for:

- Maximum Leverage – those candidate projects that demonstrate the greatest ability to draw in federal and/or state discretionary funding
- Balanced RTP Outcomes – a slate of projects that aims to achieve maximum performance across all five RTP Priority outcomes
- Emphasized RTP Outcomes – a slate of projects that emphasizes performance across one or a few priority RTP Priority outcomes (e.g. Climate and Equity)

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.

**Near-Term Schedule of Bond Development Activities**

Table 2. outlines the near-term next steps in the bond development process and activities.

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

<b>Activity</b>	<b>Date</b>
Step 1A.1 – New Project Bond nomination period closes	September 6, 2024
Step 1A.1 – Bond Nominations Screening	September – October 2024
Step 1A.1 – Bond nominations screening overview and next steps	October 4, 2024 (TPAC)
Step 1A.1 –Bond nominations screenings results and notifications <ul style="list-style-type: none"> <li>• Moving Forward: project information request for evaluation</li> </ul>	October 17, 2024

Activity	Date
<ul style="list-style-type: none"> <li>• Not Moving Forward: other funding opportunities recommendations</li> </ul>	
Step 1A.1 – JPACT comment from the chair	October 17, 2024
Step 1A.1 - Candidates projects evaluation data submission deadline	October 25, 2024
Step 1A.1 – Candidate project evaluation overview <ul style="list-style-type: none"> <li>• Formal summary of bond candidates moving forward</li> <li>• Evaluation framework, measures, and schedule</li> </ul>	November 1, 2024 (TPAC)
Step 1A.1 – Candidate project evaluation <ul style="list-style-type: none"> <li>• Bond purpose and principles consistency and advancement</li> <li>• RTP goals advancement</li> <li>• Project delivery assessment</li> </ul>	Late October – November 2024
Step 1A.1 – Candidate project evaluation results and summary <ul style="list-style-type: none"> <li>• Review of candidate project evaluation results</li> </ul> Step 1A.1 – Bond scenarios development <ul style="list-style-type: none"> <li>• Building scenarios process</li> <li>• Concepts input</li> </ul>	December 6 (tentative) and JPACT December 19, 2024
Step 1A.1 – Bond scenarios development and assessment	December 2024 – January 2025

## 28-30 Regional Flexible Fund - Step 1A.1 - Nominations Eligibility Screening

Instructions: With each bond nomination packet, please fill in a response to each eligibility requirement. Areas with a grey box means they do not need to be filled out. (The eligibility requirement is either a simple binary response OR a qualitative rating is requested.) For each eligibility requirement, please fill in a "X" for your response to the eligibility question. Only complete the CIG or First-Last Mile/Transit Vehicle Priority section applicable to the specific bond nominated project. To determine the transit project category of the bond nominated project, please see the Bond Nominations Summary worksheet in this workbook.

For the qualitative screening results, please select from one of the 5 ratings:

- Clearly meets all eligibility
- Largely meets all eligibility - means the project needs minor clarifications and/or revisions
- Partially meets eligibility - means the project needs follow up for clarifications and/or revisions of one or more specific scope element(s)
- Largely does not meet eligibility - means the project needs follow up for significant clarifications and/or significant revisions of one or more scope element(s)
- Does not need eligibility

Please include any additional comments or notes in the "Comments" field.

	Yes	No	Clearly Meets Eligibility	Largely Meets Eligibility	Partially Meets Eligibility	Largely Does Not Meet Eligibility	Does Not Meet Eligibility	Comments
<b>Minimum Eligibility - All Bond Nominated Projects</b>								
Nominator Eligibility								
Bond Project Category Consistency								
Fiscally Constrained RTP								
Facility Owner/Delivery Authority and/or Agreement for Delivery								
Facility Operator Authority or Agreement								
Demonstrated Community Support								
Sufficiently Detailed Implementation Plan & Schedule								
Demonstrated Ability of Expenditure Schedule Between 2026 - 2029								
Sufficiently Detailed Funding Strategy								
Demonstrated Minimum Match Requirement (10.27%)								

	Yes	No	Clearly Meets Eligibility	Largely Meets Eligibility	Partially Meets Eligibility	Largely Does Not Meet Eligibility	Does Not Meet Eligibility	Comments
<b>CIG/Large Transit Capital Leverage</b>								
Meet the definition/requirements of the Federal Transit Administration (FTA) Capital Investment Grant (CIG) Program								
Regional High Capacity Transit Plan								

	Yes	No	Clearly Meets Eligibility	Largely Meets Eligibility	Partially Meets Eligibility	Largely Does Not Meet Eligibility	Does Not Meet Eligibility	Comments
<b>First-Last Mile, Safe Access to Transit &amp; Transit Vehicle Priority</b>								
Regional Modal or Topical Plan								
Construction: \$8M or greater								
Project Development: \$2M or greater								
Project Development: Sufficiently Detailed Implementation Plan & Schedule (if applicable)								
Project Development: Sufficiently Detailed Funding Strategy to Complete Project (if applicable)								

Materials following this page were distributed at the meeting.

## September traffic deaths in Clackamas, Multnomah and Washington counties\*

Unidentified, walking, SE Stark St. at SE 162nd, Gresham, Multnomah, 8/24  
Richard Lee Detherage, 71, motorcycling, Hwy 224 near Estacada, Multnomah, 8/24  
Helen Christine Light, 68, walking, SW 185th Ave. near SW Blanton, Washington, 8/25  
Sam Luke Rasmussen, 23, bicycling, SW Hart Rd., Beaverton, Washington, 9/1  
Jason Christopher Belisle, 39, driving , S Clackamas River Dr. near Oregon City, Clackamas, 9/5  
Timothy Garside, 55, walking, Tualatin Valley Hwy., Beaverton, Washington, 9/7  
Leonardo Franco-Velazquez, 22, driving, Hwy 6 near Banks, Washington, 9/7  
Unidentified, driving, SE Foster Rd., Multnomah, 9/14  
Robert Mathew Blomquist, 72, driving, OR 99W near Southwest Langer Farms Parkway, Washington, 9/18  
Unidentified, walking, OR 213, Clackamas, 9/18  
Unidentified, walking, NE Fremont St. near NE 85<sup>th</sup> Ave., Portland, Multnomah, 9/18  
Kathryn K. Lakey, 44, motorcycling, E Burnside St., Portland, Multnomah, 9/20  
Alan Stig, 71, driving , NE Sandy Blvd near 181st, Gresham, Multnomah, 9/24  
Unidentified, walking, E Burnside St. And NE 113th Avenue, Portland, Multnomah, 9/27

*\*Traffic deaths as of 9/26/24 ODOT initial fatal crash report, and police and news reports –information is preliminary and subject to change. May include names not included in the previous months report.*



# *Continually committing to systemic change to prevent future traffic deaths*

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

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

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

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



## Monthly highlights

# Some of the actions regional partners are taking for safer streets

- **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.
- **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 benefits of using the “Zipper Merge” onto freeways.
- **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.



# Today in the transit minute...

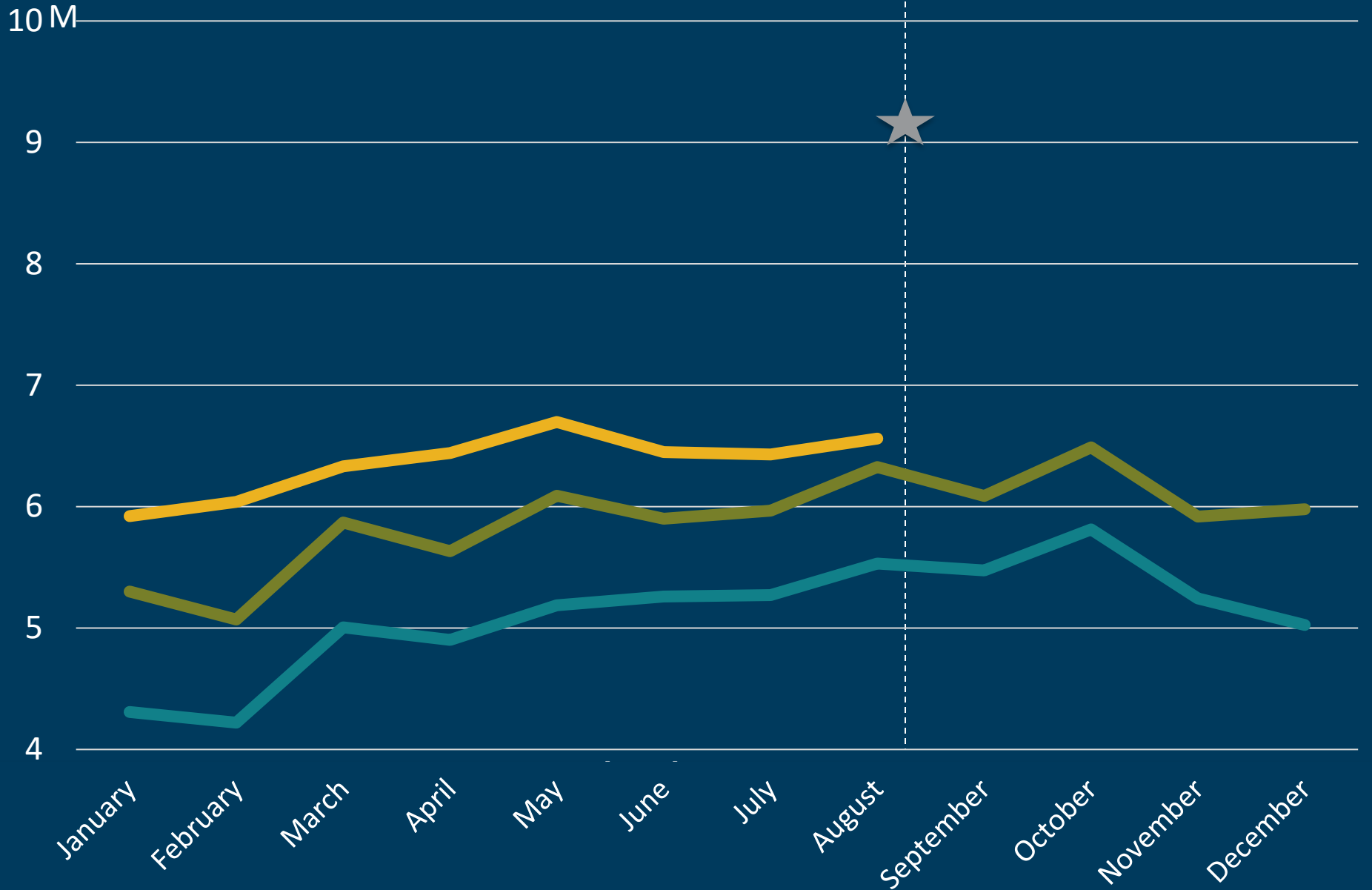
60  
SECONDS





# Monthly Transit Ridership (August)

2022 2023 2024



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

# September Transit News Highlight





Metro

# TPAC Agenda Item

## **October FFY 2025 Formal MTIP Amendment**

**Resolution 24-5434**

**Amendment # OC25-01-OCT**

**Applies to the 2024-27 MTIP**

Agenda Support Materials:

- Draft Resolution 24-5434
- Exhibit A to Resolution 24-5434 (MTIP Worksheets)
- Staff Narrative with 1 Attachment

October 4, 2024

Metropolitan Transportation  
Improvement Program

Ken Lobeck  
Metro Funding Programs Lead

# October FFY 2025 Formal MTIP Amendment

## Formal Amendment Bundle Overview

- Amending, canceling, or adding a total of 12 projects:
  - Canceling 2 projects
  - Adding 5 new projects
  - Amending 5 existing projects
- Cover briefly and open for discussion
- Seek approval recommendation to JPACT for Resolution 24-5434
- 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 twelve projects in the October FFY 2025 MTIP Formal Amendment under resolution 24-5434**

# October FFY 2025 Formal MTIP Amendment

## Themes and Updates

- ODOT continues to address budget issues.
- Impacts to ODOT funded projects may continue.
- ODOT Public Transportation Division:
  - Updating and adjusting prior awarded projects.
  - Committing funding to new project awards.
- Catching up with summer awarded discretionary grants.
- This month's new transportation term: "Flex Transfer".

# October FFY 2025 Formal MTIP Amendment

## Federal Transit Agency's (FTA) Flex Transfer Process

- Most federal transportation funds under FHWA or FTA oversight .
- Include specific eligibility and use conditions.
- Some FHWA roadway improvement-based funds are eligible to be used for transit improvements under FTA oversight.
- Example: Surface Transportation Block Grant (STBG).
- Transferring oversight/management of the FHWA funds over to FTA is referred to as a “flex transfer”.

# October FFY 2025 Formal MTIP Amendment

## Two Canceled Projects

Key	Name & Description	Action	Net Changes
22603	<p>Lead Agency: ODOT Name: <b>I-405 Fremont Bridge (Willamette River) East &amp; West Ramps</b></p> <p>Description: inspect the paint condition on all approach ramps, develop a schedule of painting phases, repaint the highest priority ramps</p>	<p><b><u>CANCELED PROJECT:</u></b> August OTC action approved project cancelation.</p> <p>Prior federal obligated (about \$10.3 million) but unexpended funding has now been de-obligated. No construction phase to be added</p>	<p>Cancelation results as part of the project review for the annual STIP amendment to OTC.</p> <p>De-obligated funds will be returned to the ODOT Bridge program.</p>

# October FFY 2025 Formal MTIP Amendment

## Two Canceled Projects

Key	Name & Description	Action	Net Changes
20332	<p>Lead Agency: Portland Name: <b>I-205 Overcrossing (Sullivan's Gulch)</b></p> <p>Description: Provide ped/bike safe access across I-205 by improving local street corridors on west side of I-205 and constructing an east-west ped/bike overcrossing</p>	<p><b><u>CANCELED PROJECT:</u></b> Unresolved budget issues prevent the project from moving forward.</p> <p>Project contains ODOT awarded \$1,682,468 of National Highway Performance Program (NHPP) plus \$962,203 of local funds.</p>	<p>Cancelation mutually agreed upon by both Portland and ODOT.</p> <p>Latest cost update exceeds budget limitations which neither ODOT or Portland can resolve.</p>



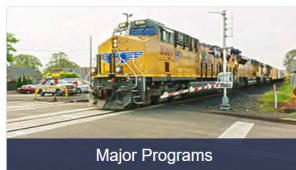
# October FFY 2025 Formal MTIP Amendment

## Adding ODOT Public Transportation Division (PTD) New Projects

- ODOT designates STBG to support transit needs.
- Generally, only available to transit agencies.
- Awarded via competitive and/or allocations.
- ODOT PTD will complete the “flex transfer” to FTA allowing TriMet to access the funds.



The Public Transportation Division website is undergoing changes to better align with our new organizational structure. Over the next few months, you can expect some pages and links to change to fit into the new structure. As we work towards full implementation, we will keep you updated, with a continued commitment to excellent service.



Major Programs



Public Transportation Resources



Additional Resources

# October FFY 2025 Formal MTIP Amendment

## Adding 3 New ODOT PTD Projects for TriMet

Key	Name	Description	Federal Amount
<b>23472</b>	Bus Replacement Program FFY 2020 5310 Portion – TriMet	Supports elderly and disabled persons needs	<b>\$1,497,243</b>
<b>23713</b>	Mass Transit Vehicle Replacement FFY25 TriMet	Support bus replacement purchases	<b>\$3,053,811</b>
<b>23727</b>	Oregon Transportation Network - TriMet FFY25	Supports elderly and disabled persons needs	<b>\$1,700,000</b>

### Notes:

1. All project awards are for TriMet and require a minimum 10.27% local
2. Prior approval was required from the Oregon Transportation Commission

# October FFY 2025 Formal MTIP Amendment

## Adding a New TriMet 5339 “Low-No” Discretionary Grant

Key	Name & Description	Action	Net Changes
<b>23761</b> <b><i>New Project</i></b>	<u>Lead Agency:</u> TriMet <u>Name:</u> <b>Zero-Emission Buses Procurement and Powell Garage Upgrades</b> <u>Description:</u> 1. Purchase 14 replacement articulated, 60-foot hydrogen Fuel Cell Electric Buses (FCEBs), 2. Update Powell garage maintenance bays 3. Install a mobile fuel station to support the FCEBs operations, plus support workforce training needs.	<u><b>ADD NEW PROJECT:</b></u> Add the new project to the MTIP.  Funding is sourced from an FTA 5339 Low and No Emissions discretionary grant	Add \$39 million of awarded FTA section 5339c federal funds  Formal Amendment Trigger: Adding a new project to the MTIP.

# October FFY 2025 Formal MTIP Amendment

## Re-adding SMART's 5339 Bus Facilities Project

Key	Name & Description	Action	Net Changes
<b>23741</b> <i>New Project</i>  <i>(Prior Key 22191)</i>	<u>Lead Agency:</u> SMART <u>Name:</u> <b>SMART Bus and Bus Facilities Capital</b> <u>Description:</u> Supports the replacement/rehab of buses and related amenities to include equipment such as ADA lift, technology components, and signs for customer service.	<u><b>ADD NEW PROJECT:</b></u> Re-add the new project to the MTIP.  The project was inadvertently not carried over into the 2024-27 MTIP and STIP	Re-adding the federal \$48,763 of 5339 funds plus match to the MTIP.  Formal Amendment Trigger: Adding a new project to the MTIP.

# October FFY 2025 Formal MTIP Amendment

## Amending Existing Projects

### Amending 5 Existing Projects

Key	Lead Agency	Project Name
23530 (not 23741)	Beaverton	Beaverton Downtown Loop Demo 1
22552	ODOT	Willamette River: Stormwater Source Control Improvements
23042	ODOT PTD	<del>Enhanced Mobility E&amp;D (5310) - Tri County Area FY27</del> Oregon Transportation Network - TriMet FFY27
22323	ODOT PTD	Oregon Transportation Network - TriMet FFY24
23669	TriMet	Columbia Zero Emissions Bus Operations Facility - TriMet

# October FFY 2025 Formal MTIP Amendment

## Beaverton Downtown Loop: Phase 1 Demo

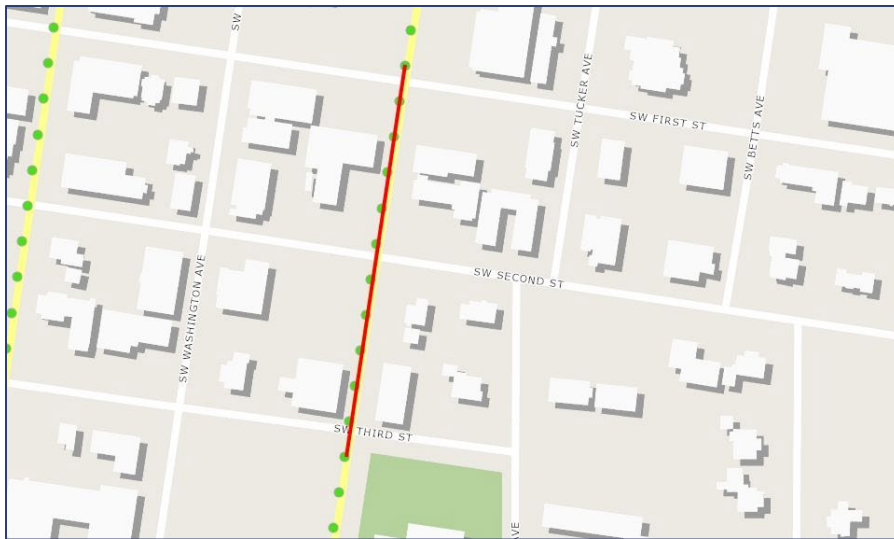
CDS = Congressionally Directed Spending award (Earmark)

Key	Name & Description	Action	Net Changes
23530	<p><u>Lead Agency:</u> Beaverton</p> <p><u>Name:</u> <b>OR141 Beaverton Downtown Loop Phase 1 Demo</b></p> <p><u>Description:</u>            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.</p>	<p><b><u>ADD FUNDS:</u></b>            Add 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. The funding represents one segment of multiple from the larger overall Downtown Loop project.</p>	<p>Add \$1,616,279 of the second CDS award plus match increasing the project to \$11,597,000.</p> <p>Formal amendment trigger: Cost increase above 20%</p>

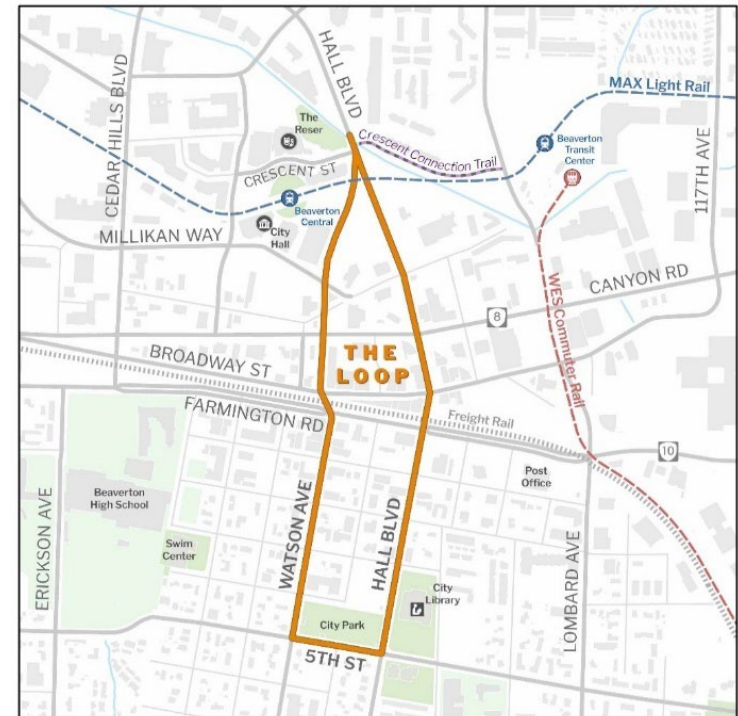
# October FFY 2025 Formal MTIP Amendment

## Beaverton Downtown Loop Project

Segment on SW Hall Blvd 1<sup>st</sup> to 3<sup>rd</sup> Streets being funded by this project



The full proposed Downtown Loop project limits



# October FFY 2025 Formal MTIP Amendment

## ODOT Willamette River Stormwater Source Control Improvements

Key	Name & Description	Action	Net Changes
22552	<p><u>Lead Agency:</u> ODOT</p> <p><u>Name:</u> <b>Willamette River: Stormwater Source Control Improvements</b></p> <p><u>Description:</u>            Complete the design and construction of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas.</p>	<p><b><u>ADD PHASE:</u></b>            The formal amendment adds the construction phase with the new funding</p>	<p>Add \$29,900,000 of federal ODOT STBG funds plus match to the construction phase. The project cost increases to \$36,962,600.</p> <p>Formal amendment trigger: Cost increase exceeds the 20% threshold.</p>



# October FFY 2025 Formal MTIP Amendment

## ODOT PTD Oregon Transportation Network – TriMet FFY27

Key	Name & Description	Action	Net Changes
23042	<p><u>Lead Agency:</u> ODOT PTD</p> <p><u>Name:</u>  <del>Enhanced Mobility E&amp;D (5310)–  Tri-County Area FY27</del>  <b>Oregon Transportation  Network - TriMet FFY27</b></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><b><u>REDUCE FUNDING:</u></b>  The formal amendment reduces the authorized federal funding from \$4,963,103 to \$1,700,000 The project name is updated as well.</p>	<p>The project authorized federal award to TriMet is reduced to \$1,700,000.</p> <p>Formal amendment trigger: Cost increase exceeds the 20% threshold.</p>

# October FFY 2025 Formal MTIP Amendment

## ODOT PTD Oregon Transportation Network - TriMet FFY24

Key	Name & Description	Action	Net Changes
22323	<p><u>Lead Agency:</u> ODOT PTD</p> <p><u>Name:</u> <b>Oregon Transportation Network – TriMet FFY24</b></p> <p><u>Description:</u> 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..</p>	<p><b><u>REDUCE FUNDING:</u></b></p> <p>The formal amendment reduces the authorized federal funding award from \$3,735,416 to \$1,487,934 per a reduced FTA allocation and subsequent OTC approval to complete the reduction action.</p>	<p>Recue the authorized federal STBG programming for the project from \$3,735,416 to \$1,487,934. Required local match is adjusted as well.</p> <p>Formal amendment trigger: Cost increase exceeds the 20%.</p>

# October FFY 2025 Formal MTIP Amendment

## Columbia Zero Emissions Bus Operations Facility - TriMet

Key	Name & Description	Action	Net Changes
23669	<p><u>Lead Agency:</u> TriMet</p> <p><u>Name:</u> <b>Columbia Zero Emission Bus Operations Facility - TriMet</b></p> <p><u>Description:</u>                      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 help fund the design and construction of the facility, which will also serve fuel cell electric buses</p>	<p><b><u>ADD FUNDS:</u></b>                      The formal amendment adds the new \$25 million discretionary Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to the project supporting the completion of the Columbia ZEB Ops Facility.</p>	<p>Add \$25 million of awarded RAISE grant funds plus match to the project. A Planning, PE, and Other phase is added as part of the amendment.</p> <p>Formal amendment trigger: Cost increase exceeds the 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

# October FFY 2025 Formal MTIP Amendment

## Proposed Approval Timing

Action	Target Date
Start 30-day Public Notification/Comment Period	October 1, 2024
<b>TPAC Notification and Approval Recommendation</b>	<b>October 4, 2024</b>
JPACT Approval and Recommendation to Council	October 17, 2024
End 30-day Public Notification/Comment Period	October 30, 2024
Metro Council Approval	November 7, 2024
Final Estimated Approvals	Early to mid-December 2024

Added note: The October FFY 2025 MTIP Formal Amendment bundle under Resolution 24-5434 is proposed to process and be approved through JPACT and Council as a Consent Calendar item

# October 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 twelve projects in the October FFY 2025 MTIP Formal Amendment under resolution 24-5434**



Metro

TPAC Agenda Item

# **Metro FFY 2024 Obligation Targets Performance Summary**

October 4, 2024

Ken Lobeck

Metro Funding Programs Lead

# Metro FFY 2024 Obligation Targets Compliance Overview

- Since 2021 the 3 Transportation Management Areas (TMA) are under obligation targets compliance requirements.
- Applies to our Metro's allocated:
  - Congestion Mitigation Air Quality (CMAQ) improvement funds
  - Surface Transportation Block Grant (STBG) funds
  - Transportation Alternatives (TA) funds

Note: Oregon TMAs: (1) Portland Metro MPO, (2) Central Lane MPO, and (3) Salem-Keizer Transportation Study (SKATS) MPO



# Metro FFY 2024 Obligation Targets Compliance

## Obligation Targets

- Metro must obligate at least 80% of our annual programmed CMAQ, STBG, and TA funds
- Obligate 80% or greater = Meet compliance
  - Participate in annual Redistribution funding state allocation process.
- Obligate less than 80% = Noncompliance:
  - Penalties apply: No annual Redistribution participation
  - Future CMAQ, STBG, and TA annual allocations can be reduced.

# Metro FFY 2024 Obligation Targets Compliance

## Obligation Targets

- Metro is in the 4<sup>th</sup> year under obligation targets.
- Annual minimum 80% obligation requirement.
- 3-year average obligation rate requirement:
  - If the 3-year obligation average is above 80%...
  - Qualify for Redistribution funds.
- 3-year obligation average is less than 80%...:
  - In noncompliance.
  - Penalties apply: No annual Redistribution participation and future CMAQ, STBG, and TA allocations may be reduced.

# Metro FFY 2024 Obligation Targets Compliance

## Obligation Targets

- Annual CMAQ, STBG, TA programed projects total around 25 projects
- Annual obligation 100% target = \$40 to \$50 million.
- FFY 2021-2023 three-year average

Federal Fiscal Year	Obligation Targets Compliance Rate
FFY 2021	100%
FFY 2022	100%
FFY 2023	92%
3- Year Average	97.3%

# Metro FFY 2024 Obligation Targets Compliance

## Obligation Targets - How the Program Works

- Beginning of new federal fiscal year (e.g. FFY 2024):
  - Metro and ODOT Local Delivery Section reviewed all FFY 2024 programmed projects
  - Included Metro funded, ODOT funded, and discretionary roadway and transit funded projects.
  - Evaluated if the project phase will obligate the federal funds before the end of the federal fiscal year (8/31/2024)
- If confidence is low, project phase was slipped to the next federal fiscal year (FFY 2025).

# Metro FFY 2024 Obligation Targets Compliance

## Obligation Targets - How the Program Works

- Slip amendment completed each December.
- Initial project phase slip is a “no harm-no-foul” slip action against the project and obligation targets.
- Remaining CMAQ, STBG, and TA funded projects in FFY 2024 become the 100% obligation target.
- Monitor progress for remainder of the year and work to obligate the remaining projects.
- Must obligate at 80% of the 100% target.
- Complete EOY slip amendment into FFY 2025 and start all over again.

# Metro FFY 2024 Obligation Targets Compliance

## Obligation Targets – FFY 2024 Compliance Estimate

FFY 2024 Metro Obligation Targets Projected Compliance				
Metro Fund	100% Obligated Target	Projected to Obligate	Slip Amount	Percent Obligated
FFY 2024 Metro CMAQ :	\$ 19,753,956	\$ 16,827,555	\$ 2,926,400	85.19%
FFY 2024 Metro STBG-U:	\$ 29,675,726	\$ 25,211,363	\$ 6,786,160	84.96%
FFY 2024 TA-U/TAP:	\$ 250,598	\$ 250,598	\$ -	100%
<b>Total:</b>	<b>\$ 49,680,280</b>	<b>\$ 42,289,516</b>	<b>\$ 9,712,560</b>	<b>85.12%</b>

100% target with about 24 projects

Minimum 80% target = \$39.7 million. Obligation projection

Total amount slipped to FFY 2025

Estimated FFY 2024 obligation rate

# Metro FFY 2024 Obligation Targets Compliance

## Obligation Targets Three-Year Rolling Average

- Three-year compliance rate drops to 92.3%.
- Still above minimum 80% requirement.
- Qualifies to share in Redistribution allocation to ODOT.

Federal Fiscal Year	Obligation Targets Compliance Rate
FFY 2022	100%
FFY 2023	92%
FFY 2024	85%
3- Year Average	92.3%

# Metro FFY 2024 Obligation Targets Compliance

## Takeaways

- Examine and assess each year's hits and misses.
- Determine if changes are needed in the MTIP and STIP programming and project delivery process.
- One key takeaway:
  - Phase obligation successes start with the completion of a strong and detailed RFFA funding application and Technical Scoping Sheet.
  - The details matter and greatly aid us in determining the probability of the project phase obligating on time as part of our obligation targets.



# Metro FFY 2024 Obligation Targets Compliance

Questions?  
or  
Discussion Items



# Community Connector Transit Study

October/November 2024

Is

~~Is not~~

Frequent

Convenient

Accessible

Affordable

What is it?



Photo courtesy of SMART



Photo courtesy of Ride Connection



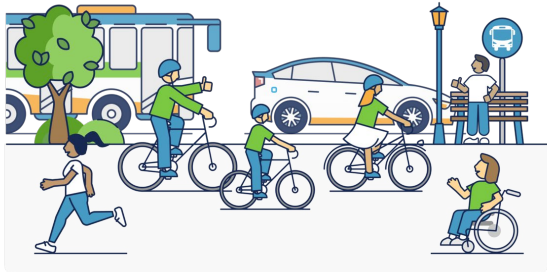
Photo courtesy of TriMet



Photo courtesy of C-TRAN



Photo courtesy of TriMet



A tool on the rise in our region

Level of Transit  
Prioritization  
(Speed & Reliability)

Limited Priority

Moderate to High Priority

Full Priority

This Study!

 Local Bus

Forward  
Together  
2.0 (2025)

 Regional Bus

 Frequent Bus

Enhanced

HCT  
Strategy  
(2023)

 Streetcar

HCT

(Better Bus)

 Rapid Streetcar

HCT

Frequent  
Express  
(FX)

 Rapid Bus  
(Corridor-Based Bus Rapid Transit)

HCT

FX Plan  
(2025)

 Bus Rapid Transit

HCT

Regional  
Rail  
Futures  
Study  
(2025)

 Light Rail

HCT

Oregon State Rail Plan (2020)



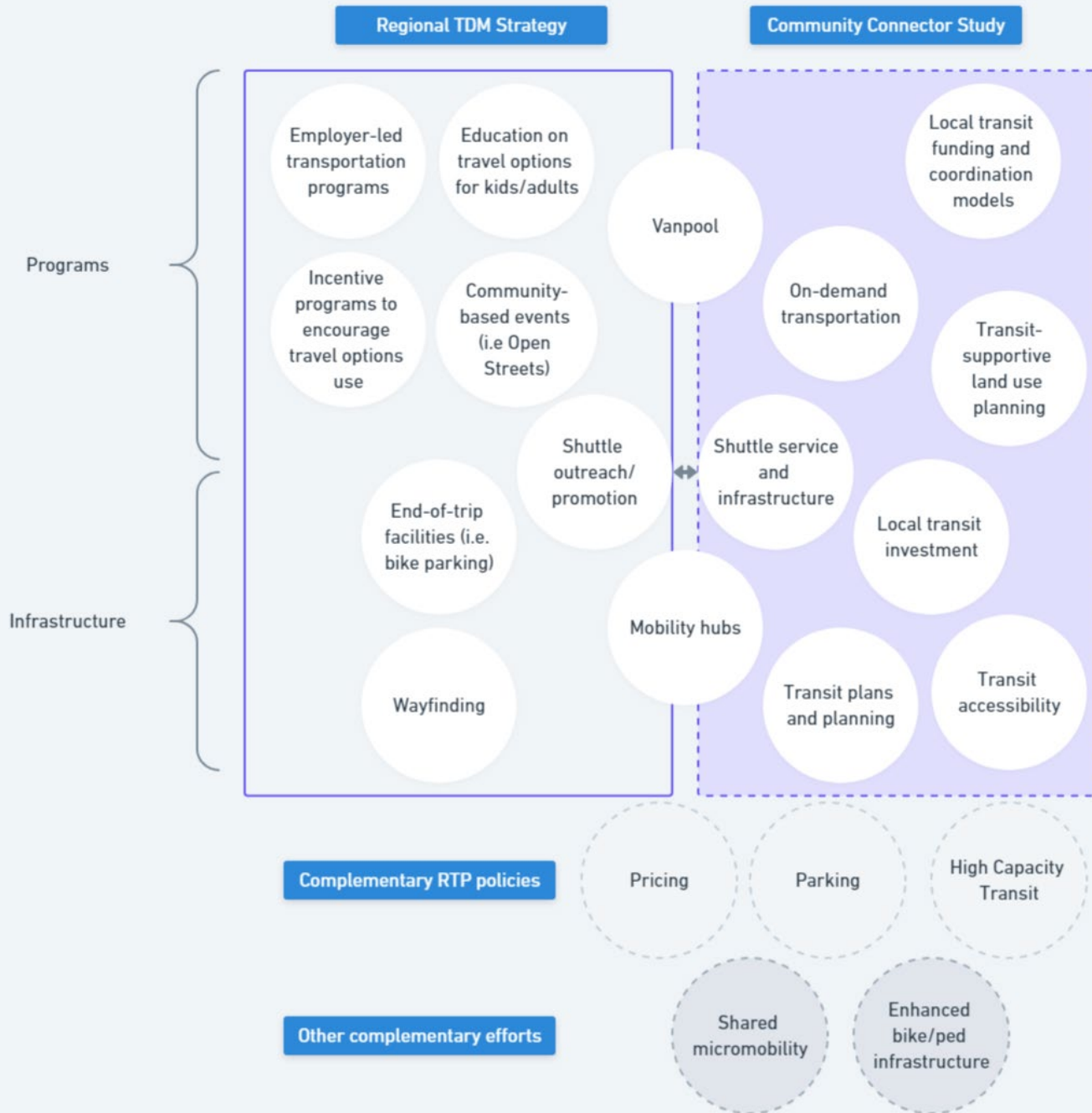
 Commuter Rail

HCT

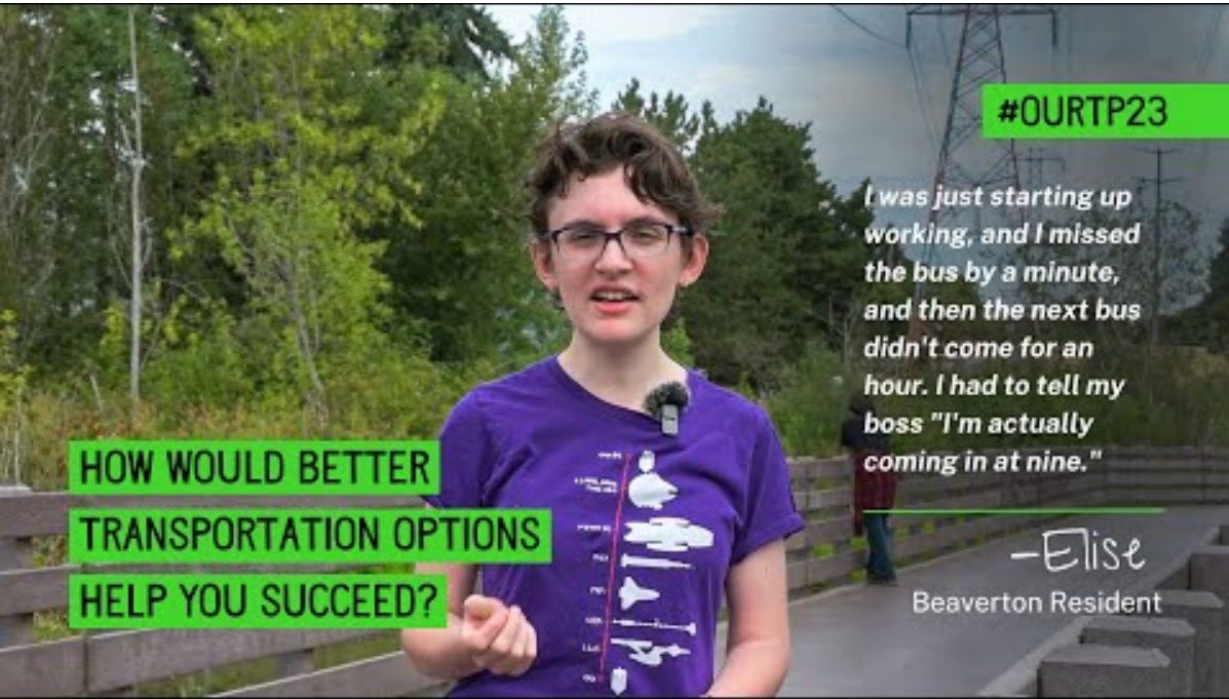
 Intercity Rail

 Aerial Tram














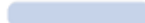
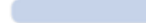






































# A regional strategy exploration opportunity



# CCT Study vs. TDM Strategy

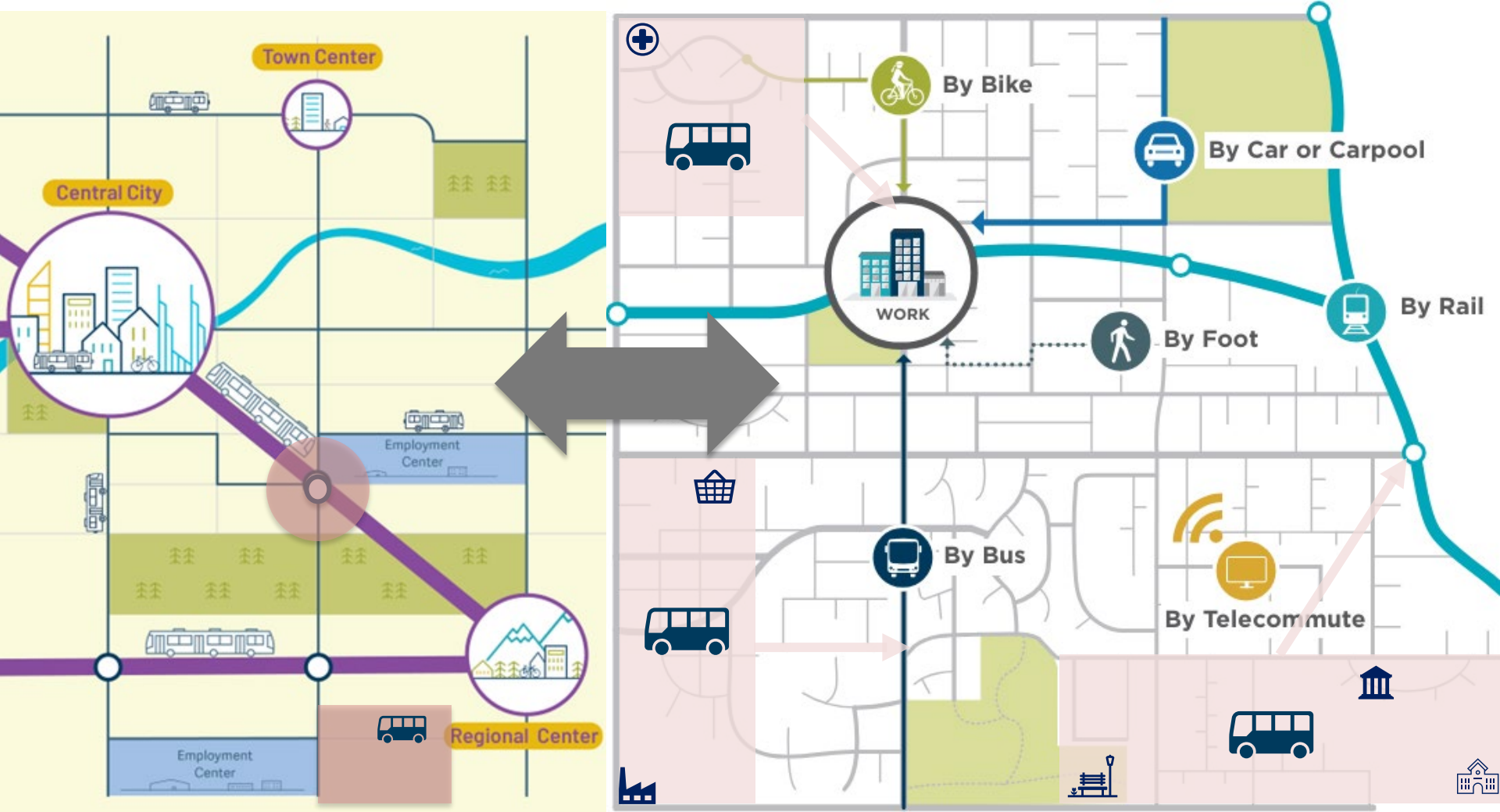


A chance to respond to what we've heard

Mode	 Commuter Rail HCT	 Light Rail HCT	 BRT HCT	 Rapid Bus (Corridor-Based BRT) HCT	 Frequent Bus	 Local Bus	 On-Demand / Shuttle	 Vanpool
Level of Transit Prioritization (Speed & Reliability)	Full Priority 	Full Priority 	High Priority (>50% Exclusive Guideway) 	High to Moderate Priority 	Moderate to Low Priority (Spot Treatments) 	Limited to No Priority 	No Priority 	No Priority 
Frequency	 Frequent (Peak Hours) 15-30 mins	 Most Frequent ~ 10 mins	 Very Frequent ≤15 mins	 Very Frequent ≤15 mins	 Frequent 15 mins	 Less Frequent (Varies)	 On-Demand (varies)	Set Schedule
Market Demand/Activity Density <sup>1</sup>	 25+ Serves medium or higher volume corridors with commute-oriented demand	 50+ Serves high volume corridors	 25+ Serves medium-high volume corridors	 25+ Serves medium-high volume corridors	 12.5 Serves medium volume corridors	 Serves low to medium volume corridors	 Serves low density areas or operates at lower-demand times (such as late night)	 Connects between homes or common meeting locations and employment sites
Passenger Capacity <sup>2</sup>								
Transit Access Shed	 1/2 Mile	 1/2 Mile	 1/2 Mile	 1/2 Mile	 1/4 Mile	 1/4 Mile	 1/4 Mile	
Stop/Station Amenities								N/A

# Understanding how to use this tool

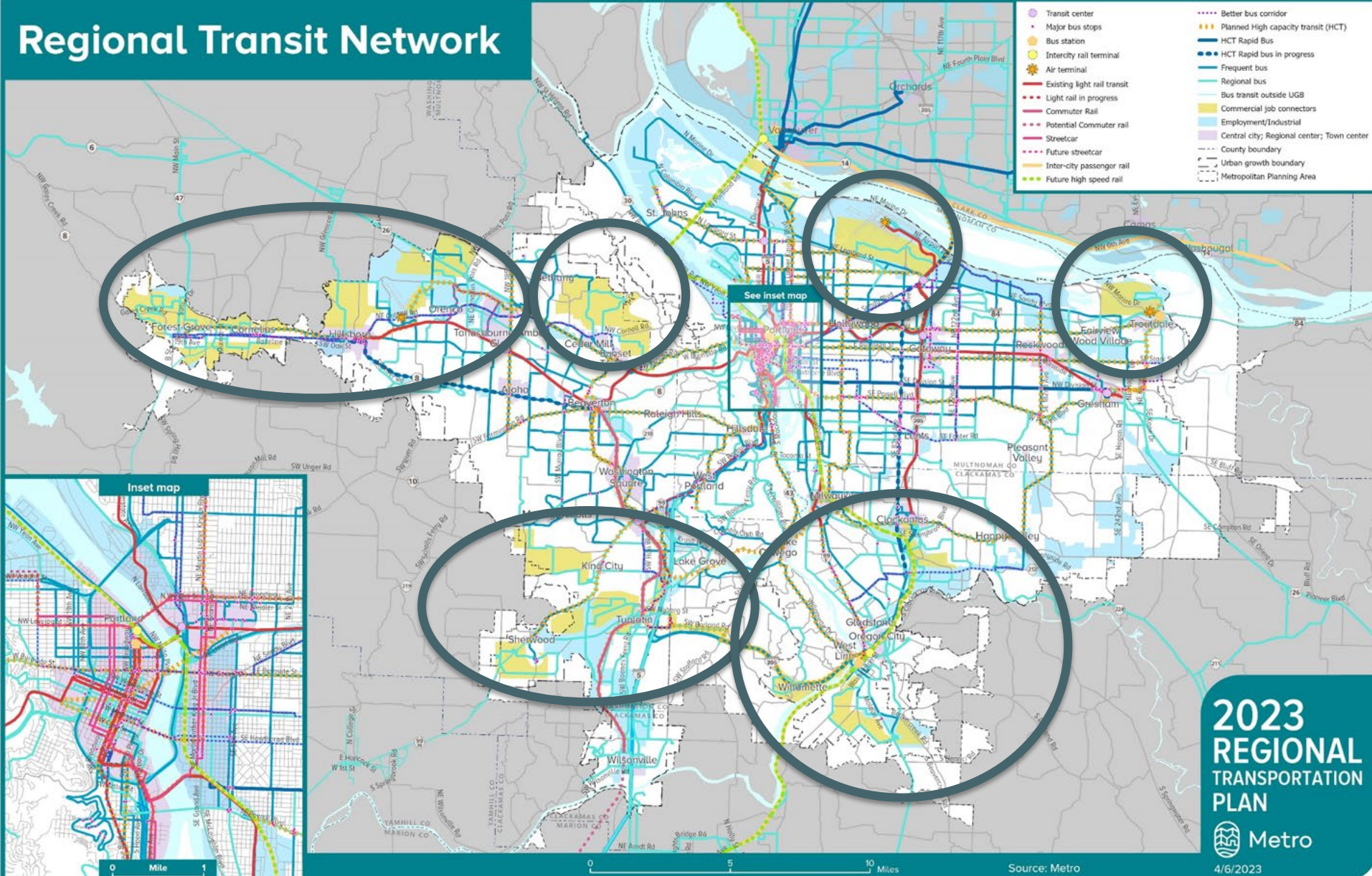


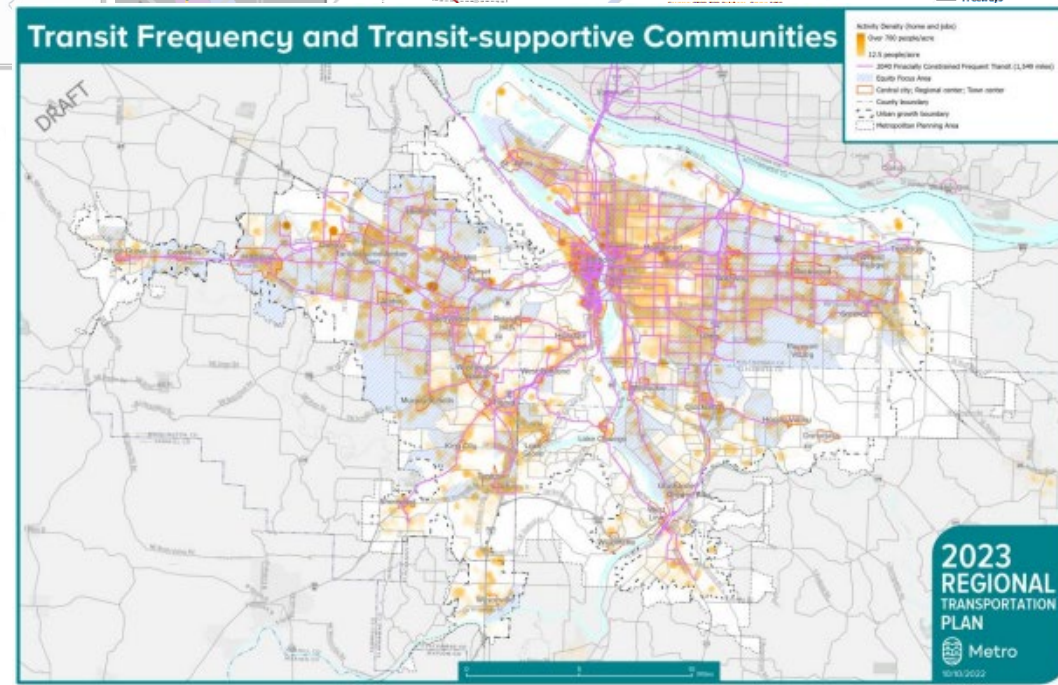
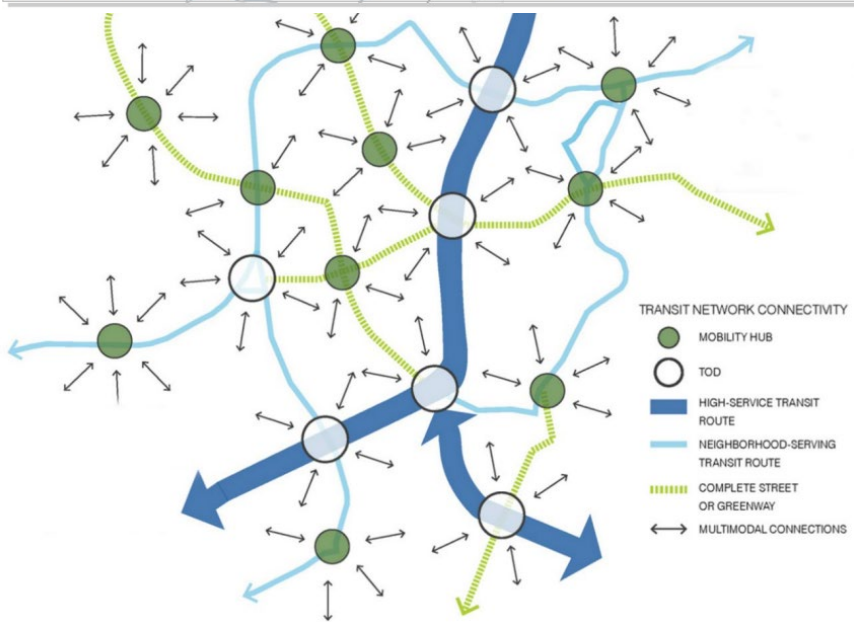
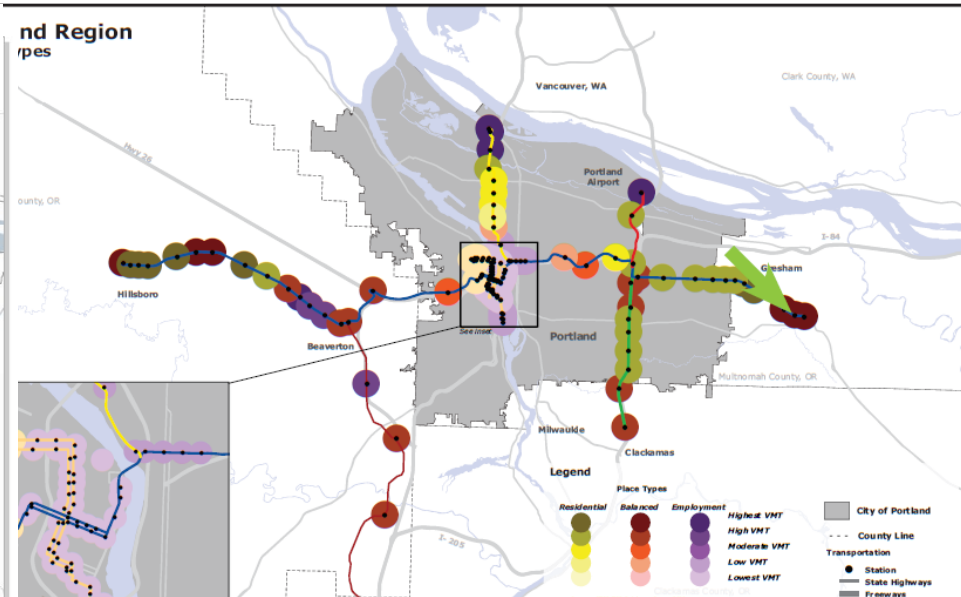
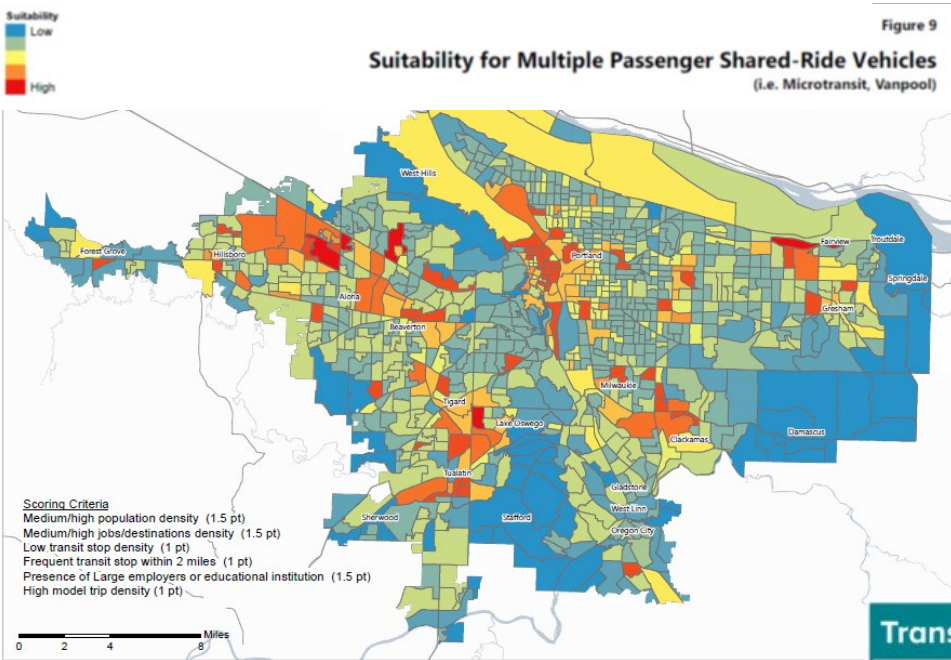


**Defining its role in meeting our goals**

# Reconsidering the network vision

## Regional Transit Network





**Identifying and prioritizing opportunities**



**Developing tools and coordinated actions**

TRIOMET

SMART  
SOUTH METRO AREA REGIONAL TRANSIT

CLACKAMAS  
COUNTY

WASHINGTON COUNTY  
OREGON

Oregon  
Department  
of Transportation

Multnomah  
County

RTC

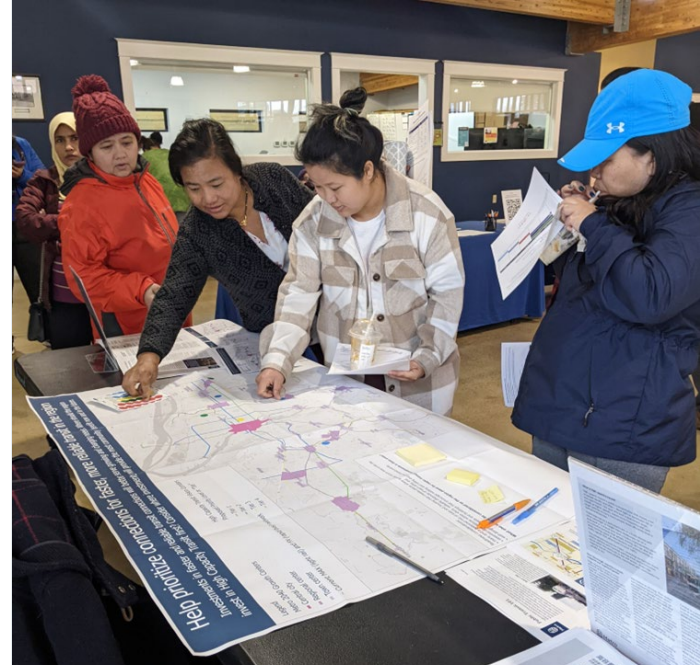


Ride  
CONNECTION



& more...

C-TRAN



Who is  
involved?

# What are the milestones?

## Context & Framework

Understand regional context and best practices, reconsider the future and establish a guiding framework.

Spring  
2025



## Assessment & Vision

Assess network needs and opportunities. Re- envision the future local transit network and explore adding connected mobility hubs.

Summer  
2025



Fall  
2025



## Priorities & Tools

Prioritize regional investment opportunities based on the policy framework. Develop the strategy and supporting tools and strategic partner actions to support the vision.

## Actions & Report

Describe the local transit context, opportunities and vision and outline actions partners can take to support and expand local transit service.

Spring  
2026



# How do I learn more? What's next?



Parks + Venues   Tools + Services   What's Happening   About Metro



Home > Public projects

## Community connector transit study

Metro is exploring how smaller, more flexible solutions could make transit easier to access and more convenient.



Expanding community connector transit is an opportunity to unlock more transportation access in the region and make transportation more equitable.

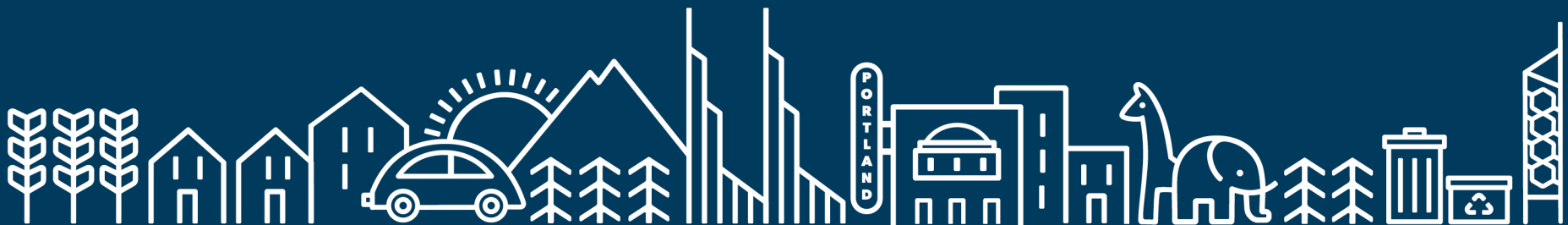
- TWG #2-5
- Transit Provider Workshop
- Survey
- Fact sheets
- Presentations

April: Context & Framework



Ally Holmqvist,  
Senior Transportation Planner  
Ally.Holmqvist@oregonmetro.gov

**oregonmetro.gov**  
**/community-connector-transit-study**







# Regional Transportation Demand Management Strategy Introduction

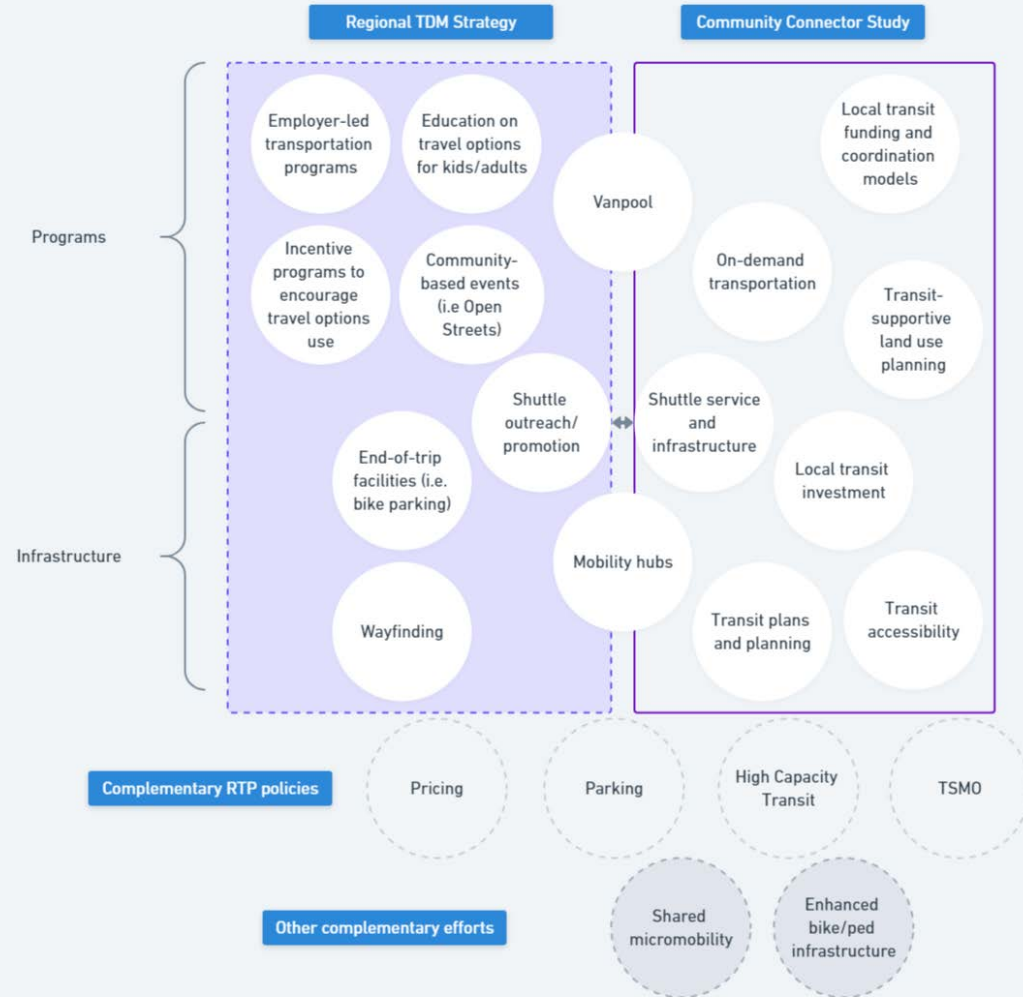
October 4, 2024 TPAC

# Today's purpose

- Provide TPAC with an introduction to the Regional TDM Strategy project
- Highlight key project phases and milestones
- Opportunities for input

# What is TDM?

- Policies, programs and services that connect people to the travel options they have available now
- Address the demand on the transportation system by reducing the number of SOV traveling on our roadways



# Metro's Regional Travel Options Program

Metro's RTO program provides grants and supports efforts that increase travel options use.

Three areas of emphasis:

1. Commute
2. Community
3. Safe Routes to School



# RTO Strategy history


**Regional Travel Options Program  
5-Year Strategic Plan**

Strategic plan and appendices



December 2003


www.metro-region.org



2008–2013  
Strategic Plan

REGIONAL TRAVEL OPTIONS

www.metro-region.org/traveloptions



March 2012  
2012-2017  
Strategic Plan

REGIONAL TRAVEL OPTIONS

Metro | Making a great place

**2018 Regional Travel Options  
Strategy**

Adopted by Metro Council, May 24, 2018



**Metro Regional  
Travel Options Racial  
Equity Strategy**

July 2022



**Regional TDM  
Strategy + RTO  
Strategy Update**

2003

2008

2012

2018

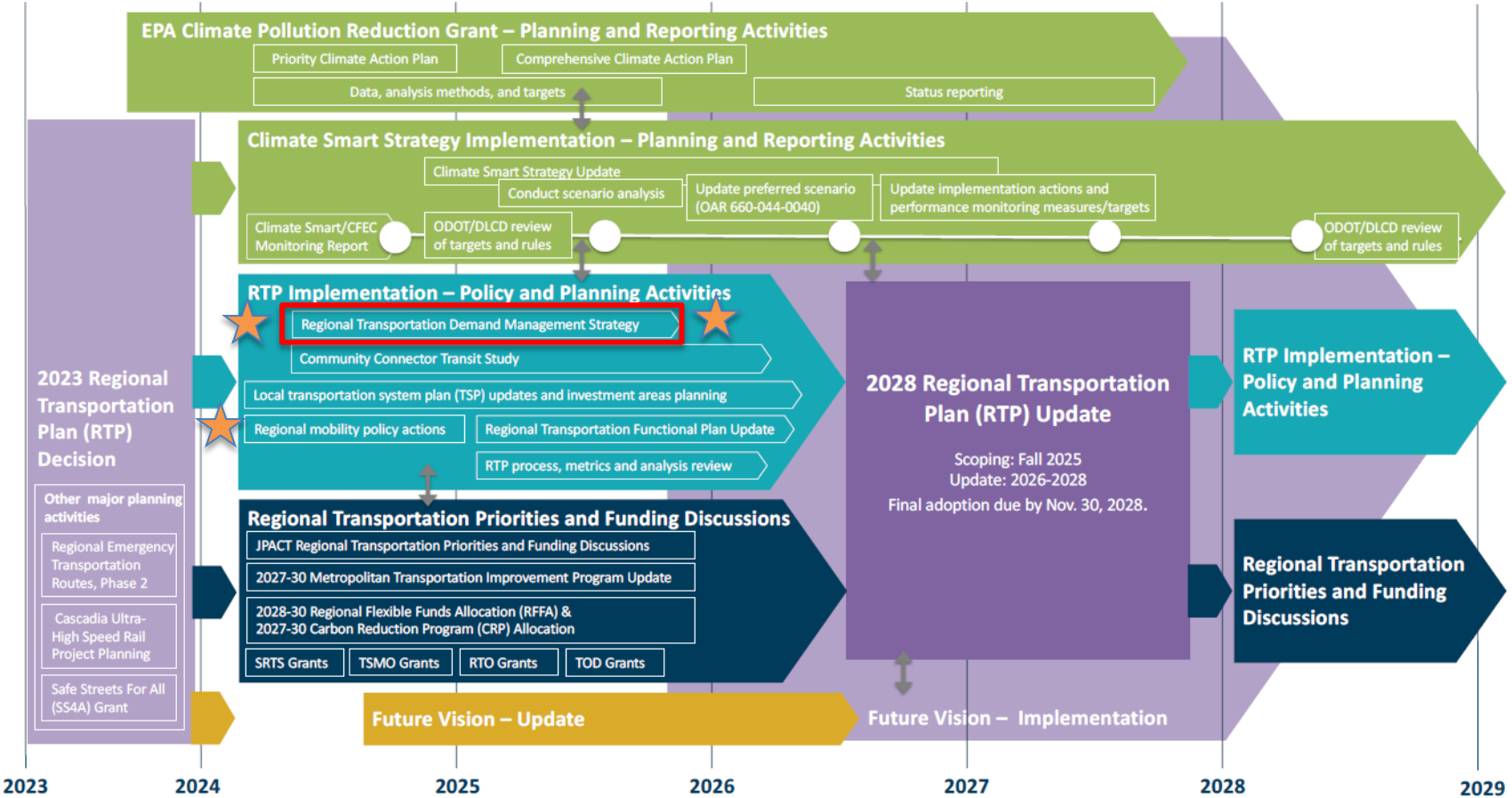
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# Why a Regional TDM Strategy?

- Regional Transportation Plan – Chapter 3: TDM added as a System Policy
- Regional Mobility Policy Update – TDM included in system completeness measure
- Changing travel patterns post COVID
- Encompass TDM programs not funded by RTO

# Planning, Development and Research

## 2023-26 Coordinated timeline of RTP implementation and climate action planning



# 2023 RTP:

## Chapter 3 TDM Policies

### 3.3.11.2 Transportation demand management policies

TDM  
Policy 1

Develop and refine regional and local TDM policies and implementation plans to help reach climate, mobility and modal targets.

TDM  
Policy 2

Provide adequate TDM resources and programming to meet the public's specific mobility needs for employment, education and essential services.

TDM  
Policy 3

Provide and deliver TDM programming at a variety of scales: state, regional and local.

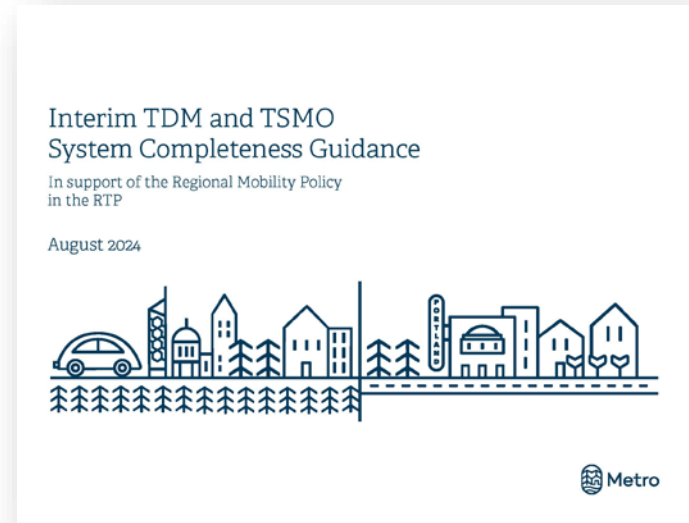
TDM  
Policy 4

Improve access to travel choices and eliminating barriers for marginalized communities, with a focus on communities of color and people with low incomes.



# 2023 RTP: Regional Mobility Policy Update

Policy redefines mobility for the region and identifies new performance measures including TDM 'system completeness'



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

## Phase I (assessment)

## Phase II (strategy development)

### RTO program evaluation

Analyze and describe the impacts of the Regional Travel Options (RTO) program's 2019 to 2023 grant cycle

### Regional TDM needs assessment

Explore TDM needs and opportunities at the regional level, documenting gaps in existing programming and community/partner priorities

### Regional TDM strategy

Develop shared goals, outcomes and priorities to advance TDM programming and services region-wide; identify roles, responsibilities and performance measures to implement the shared vision

### RTO program strategy update

Create a detailed work plan for Metro to support the vision identified in the regional TDM strategy

### Implementation

Following adoption of the regional TDM strategy and RTO strategy update in Fall 2025, Metro's RTO program will launch an updated grant solicitation in January 2026

Summer 2024

Fall through Winter 2024

2025

Summer/Fall 2025

2026



# Engagement Next Steps

**Now:** Recruiting for Technical Working Group

**Fall:** Survey & workshops for TDM practitioners & TSP staff

**Spring:** Share RTO evaluation/TDM needs assessment findings

Sign up on our website for project updates:

<https://www.oregonmetro.gov/public-projects/regional-transportation-demand-management-strategy>

# Discussion and feedback

- Questions on policy or process?
- Any specific areas you would like to see explored through this process?

# Thank you

Regional TDM Strategy & Assessment

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**Learn more**

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[oregonmetro.gov](http://oregonmetro.gov)



# 2028-30 Regional Flexible Funds Allocation (RFFA) – Bond Nominations Eligibility Screening Overview & Next Steps

TPAC

October 4, 2024



Metro



# 28-30 Regional Flexible Fund Step 1A.1 – New Project Bond Proposal Development

Exhibit A to Resolution 24-5415



Resolution 24-5415

2028-2030 Regional Flexible  
Fund Allocation program  
direction

June 2024

- Region's intent on how to expend federal Flexible Funds to advance regional policy objectives
- Allocation categories
  - Step 1A – bond repayment
  - **Step 1A.1 – develop new project bond proposal**
  - Step 1B – regionwide programs & planning
  - Step 2 – local projects



# Where we are: 28-30 RFFA Process

Candidate Project Identification: August - October 2024

Nominations

Screening and results

Data collection for evaluation

Evaluation & Scenarios: October 2024 - February 2025

Project evaluation & readiness assessment

Bond scenario pool, building & analysis

Bond scenario results

Proposal Selection, Public Comment & Decision: March - July 2025

TPAC & JPACT action on preferred scenario

Public comment

TPAC & JPACT action, Council adoption

We are here

# 28-30 Regional Flexible Fund – Step 1A.1 – Bond Project Nominations Received

Project Title	Applicant
Portland Streetcar: Montgomery Park Extension	City of Portland
Tualatin Valley Highway Transit Project	TriMet
82nd Avenue Transit Project	TriMet
Better Bus Program	Metro
72nd Ave. Phase 1 Tigard Triangle Corridor Improvements	City of Tigard
OR99E (McLoughlin Boulevard) First and Last Mile and Safe Access to Transit Streetscape Enhancements	City of Oregon City
Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project	Multnomah County
Downtown Hillsboro Transit Center Expansion Project	City of Hillsboro
SW 185th Avenue MAX Overcrossing Project	City of Hillsboro
Sunrise Gateway Corridor/ Hwy 212	Clackamas County

# 28-30 Regional Flexible Fund – Step 1A.1 – Bond Project Nominations Eligibility Screening

- Eligibility Requirements Applicable to All
  - Examples: RTP financially constrained project list, minimum local matching funds, expenditure schedule between FFY 26-29, funding strategy, community support, etc.
- Project Category Specific Requirements
  - Examples: Modal plan inclusion, cost thresholds (for certain project categories)



See attachment for screening matrix

# 28-30 Regional Flexible Fund – Step 1A.1 – Bond Project Nominations Eligibility Screening

## Eligibility Screening:

- Built from federal rules, federal project delivery considerations, previous experiences w/bonding
- Not a performance evaluation of nominations
- Bond mechanism determination may result in additional eligibility requirements/restrictions
  - Currently in discussion



# 28-30 Regional Flexible Fund – Step 1A.1 – Screening Schedule

Follow ups/clarifications on nominations: now – mid-October

Nominations eligibility screening results announced: October 17, 2024

Data requests for project evaluation: October 25, 2024

Eligibility screening results discussion: November 1, 2024

# 28-30 Regional Flexible Fund – Step 1A.1

## – Next Steps

### Candidate project evaluation: end October – early December

- Evaluation framework discussion: November 1<sup>st</sup> TPAC meeting
- Tentative results rollout: December 6<sup>th</sup> TPAC

### Scenario building & analysis

- Input opportunity: December 6<sup>th</sup>



# Questions? Comments

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[oregonmetro.gov/rffa](https://oregonmetro.gov/rffa)



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Oregon Zoo  
Parks and nature

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# Extra: Where we are: 28-30 RFFA Process

