

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2026

MTIP Formal Amendment

ADD NEW PROJECT

Add new ADA curbs and ramps PE phase project to MTIP

Project #1

MTIP Amend: SP26-01-SEP

STIP Amend: 24-27-2851

Project Identification Summary

ODOT Key #	23957	MTIP ID	TBD	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
Are the federal funds being flex transferred to FTA?				No	Flex transfer Conversion Code:		Not Applicable
MTIP Lead Agency:	ODOT			Applicant	ODOT		
Project Name	Portland Metro Area ADA Curb Ramp Design, Phase 1						
MTIP Short Description	Design for future construction of curb ramps along various segments of I-205 from MP 10-25, I-5 MPs 282-293, OR8 MPs 0-17.48, OR10 MPs -5.19-15.95, OR43 MPs 0-11.55; OR99E MPs -6.09-22.89, OR99W MPs 8-15, OR141 MPs 2.6-12.95, OR210 MPs 8-9.51, OR211 MPs 11-13, OR212 MPs 1-7, OR213 MPs .14-9.4, OR217 MPs 0-7.75, OR219 MPs 0-2, OR224 MPs -.01-22, OR281 MPs .4-1.17, US26 MPs .11-25, US30 MPs 1.97-64.42-64.52 and US30BY MPs .56-14.52 including push buttons through the cities of Portland, Beaverton, Canby, Durham, Gladstone, Gresham, Hillsboro, Lake Oswego, Milwaukie, Molalla, Oregon City, Sandy, Sherwood, Tigard, Tualatin & West Linn to meet compliance with the Americans with Disabilities Act (ADA) standards.						
MTIP Detailed Description	Design for future construction of curb ramps along various segments of I-205 from MP 10-25, I-5 MPs 282-293, OR8 MPs 0-17.48, OR10 MPs -5.19-15.95, OR43 MPs 0-11.55; OR99E MPs -6.09-22.89, OR99W MPs 8-15, OR141 MPs 2.6-12.95, OR210 MPs 8-9.51, OR211 MPs 11-13, OR212 MPs 1-7, OR213 MPs .14-9.4, OR217 MPs 0-7.75, OR219 MPs 0-2, OR224 MPs -.01-22, OR281 MPs .4-1.17, US26 MPs .11-25, US30 MPs 1.97-64.42-64.52 and US30BY MPs .56-14.52 including push buttons through the cities of Portland, Beaverton, Canby, Durham, Gladstone, Gresham, Hillsboro, Lake Oswego, Milwaukie, Molalla, Oregon City, Sandy, Sherwood, Tigard, Tualatin & West Linn to meet compliance with the Americans with Disabilities Act (ADA) standards.						
STIP Description	Design for future construction of curb ramps along various segments of I-205 from MP 10-25, I-5 MPs 282-293, OR8 MPs 0-17.48, OR10 MPs -5.19-15.95, OR43 MPs 0-11.55; OR99E MPs -6.09-22.89, OR99W MPs 8-15, OR141 MPs 2.6-12.95, OR210 MPs 8-9.51, OR211 MPs 11-13, OR212 MPs 1-7, OR213 MPs .14-9.4, OR217 MPs 0-7.75, OR219 MPs 0-2, OR224 MPs -.01-22, OR281 MPs .4-1.17, US26 MPs .11-25, US30 MPs 1.97-64.42-64.52 and US30BY MPs .56-14.52 including push buttons through the cities of Portland, Beaverton, Canby, Durham, Gladstone, Gresham, Hillsboro, Lake Oswego, Milwaukie, Molalla, Oregon City, Sandy, Sherwood, Tigard, Tualatin & West Linn to meet compliance with the Americans with Disabilities Act (ADA) standards.						

Formal Amendment Overview

Amendment Purpose:	The MTIP formal amendment adds the new ADA PE phase project to the MTIP. OTC approval was required and occurred during their July 2025 meeting. The PE phase will complete required design activities supporting ADA construction phase projects in Key 23905, 23906, 23907, and 23908.
Key Changes occurring:	The formal amendment adds the ADA preliminary engineering project to the MTIP.
Why a formal amendment?	Per the approved Metro MTIP Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment. This satisfies federal requirements to address RTP consistency requirements and to demonstrate fiscal constraint is maintained.

Project ID Tags and Oversight

RFFA ID:	N/A	RFFA Type	N/A	RFFA Call	N/A	TCM:	No	TCM ID:	N/A
UPWP Project	No	UPWP ID:	N/A	TSMO Project:	No	TSMO ID	N/A	AQ Approval Date	10/2/2017
CDS/Earmark ID:	N/A	Bridge ID:	N/A	Federal ID:	Not yet assigned	IGA ID(s):	N/A	Contract ID:	N/A
Certified Agency:	No	ODLAP:	No	Direct Recipient:	Yes	Partnering Agency	N/A	Other	N/A
Federal Award Source	ODOT			Regulatory Agency	FHWA	Obligation/Delivery Notes	Legal settlement requirement		

Project Phase Funding and Programming Actions									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
GARVEE Bonds	GAR1	2026		\$ 17,528,082					\$ 17,528,082
									\$ -
State Totals:			\$ -	\$ 17,528,082	\$ -			\$ -	\$ 17,528,082
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 17,528,082	\$ -	\$ -	\$ -	\$ -	\$ 17,528,082
Total Estimated Project Cost									\$ 17,528,082
Total Cost in Year of Expenditure:									\$ 17,528,082
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			Yes	The project is only programming preliminary engineering phase activities. ROW, UR, and construction phases will be programmed as separate projects.					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ 17,528,082	\$ -	\$ -	\$ -	\$ -	\$ 17,528,082
Phase Change Percent:			0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:			N/A	0.00%	N/A	N/A	N/A	N/A	0.00%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ 17,528,082	\$ -			\$ -	\$ 17,528,082
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 17,528,082	\$ -	\$ -	\$ -	\$ -	\$ 17,528,082
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
State	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
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%	0.00%
State	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Fed Aid ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2029
Completion Date Notes:	Estimate only based on construction delivery timing						
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

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

Project Location References									
On State Highway	Yes/No	Route		MP Begin		MP End		Length	
	Yes	Multiple		Multiple		Multiple		Various	
Cross Streets	Route or Arterial			Cross Street			Cross Street		
	Not Applicable			Not Applicable			Not Applicable		
Federal Hwy/Road Identifications (generally not applicable to Transit projects)									
ODOT Hwy Name:		Not Applicable			Road/Hwy Owner		Regional		
Located on NHS:		N/A	Functional Classification Code:		N/A	Classification:	N/A		
Federal Aid Eligible Hwy:		N/A	Added Notes:	PE/design activities only being programmed					
Districts									
City	N/A Regional	County	Clackamas, Multnomah, Washington	ACT	R1ACT	ODOT Region	1	Metro District:	Multiple
State Representative District			Multiple	State Senate District		Multiple	Congressional Rep District		Multiple
Is Project Mapping Required:			No	If no, why?	Approved Site Locations are region-wide in the Metro MPA boundary area and not specifically defined.				

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	
Last Amendment Action	None	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Amendment Notes	Formal amendment SP26-01-SEP represents the initial MTIP programming for the project						

Portland Metro Area Curb Ramp Design, Phase 1 - Curb Ramp Locations					
PROJECT	Route	Highway	Begin MP	End MP	Ramps
REGION 1 ADA RAMPs					
27.1.DS.01					1149
27.1.CN.01	I-5	001 Pacific	289.0	293.0	187
	US26	047 Sunset	57.0	70.0	
	OR141	141 Beaverton-Tualatin	3.0	12.0	
	OR210	143 Scholls	8.0	9.0	
	OR217	144 Beaverton-Tigard	0.0	7.0	
27.1.CN.02	OR8	029 Tualatin Valley	0.0	2.0	271
	OR10	040 Beaverton-Hillsdale	0.0	3.0	
	OR99W	091 Pacific Highway West	8.0	15.0	
	OR10	142 Farmington	5.0	7.0	
27.1.CN.03	OR8	029 Tualatin Valley	2.0	17.0	135
	OR219	140 Hillsboro-Silverton	0.0	2.0	
27.1.CN.04	I-5	001 Pacific	282.0	291.0	186
	US26	026 Mt Hood	14.0	25.0	
	I-205	064 East Portland Freeway	10.0	25.0	
	OR224	075 Sunrise Expressway	5.0	6.0	
	OR213	160 Cascade Hwy South	2.0	13.0	
	OR211	161 Woodburn-Estacada	11.0	13.0	
	OR224	171 Clackamas	1.0	22.0	
	OR212	174 Clackamas-Boring	1.0	7.0	
27.1.CN.05	OR43	003 Oswego	0.0	11.0	349
	OR99E	081 Pacific Hwy East	-5.0	22.0	

Fiscal Constraint Consistency Review	
Source of funding?	ODOT ADA program
Amendment includes funding updates?	Yes, new State GARVEE bonds
Proof-of-funding provided?	OTC staff report item, July 2025 meeting
Level of funding approval?	OTC approval
Fiscal constraint demonstrated?	Yes

Key Number: **23957**

2024-2027 STIP

Project Name: **Portland Metro Area ADA curb ramp design, phase** (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	GAR1	GARVEE Bonds	100.00%	17,528,082.00	0.00%	0.00	100.00%	17,528,082.00	0.00%	0.00
	PE Totals		100.00%	17,528,082.00		0.00		17,528,082.00		0.00
	Grand Totals			17,528,082.00		0.00		17,528,082.00		0.00

Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 Characters)
	3	Jackson County curb ramps, phase 5	various	various		PE	ADA	SW ADA transition	\$0.00	\$500,000.00	\$500,000.00	Add new project using savings from ADA financial plan; \$500,000 in PE
23957	1	Portland Metro Area ADA curb ramp design, phase 1	various	various		PE	ADA	GARVEE - ADA	\$0.00	\$17,528,082.00	\$17,528,082.00	Add new project to design curb ramps for CON in 27-30, using unprogrammed GARVEE bonds. \$17,528,082 in PE
	2	Northwest Oregon ADA curb ramp design, phase 1	various	various		PE	ADA	GARVEE - ADA	\$0.00	\$26,143,698.00	\$26,143,698.00	Add new project to design curb ramps for CON in 27-30, using unprogrammed GARVEE bonds. \$26,143,698 in PE
	6	ADA advanced investigations 2026	various	various		PL	ADA	GARVEE - ADA	\$0.00	\$27,340,775.00	\$27,340,775.00	Add new project to design curb ramps for CON in 27-30, using unprogrammed GARVEE bonds. \$27,340,775 in PL
	1	Portland Metro area 2024-2027 ADA curb ramps, phase 10	various	various		ROW, UR, CON	ADA	GARVEE - ADA	\$0.00	\$12,700,000.00	\$12,700,000.00	Add project with funding from KN23038 and KN23043 funding buckets; \$1,600,000 in ROW, \$100,000 in UR, \$11,000,000 in CON. Design completed under KN22978
	1	Portland Metro area 2024-2027 ADA curb ramps, phase 9	various	various		ROW, UR, CON	ADA	GARVEE - ADA	\$0.00	\$12,700,000.00	\$12,700,000.00	Add project with funding from KN23038 and KN23043 funding buckets; \$1,600,000 in ROW, \$100,000 in UR, \$11,000,000 in CON. Design completed under KN22978
	1	Portland Metro area 2024-2027 ADA curb ramps, phase 8	various	various		ROW, UR, CON	ADA	GARVEE - ADA	\$0.00	\$14,800,000.00	\$14,800,000.00	Add project with funding from KN23038 and KN23043 funding buckets; \$1,900,000 in ROW, \$100,000 in UR, \$12,800,000 in CON. Design completed under KN22978
23905	1	Portland Metro area 2024-2027 ADA curb ramps, phase 7	various	various		UR, CON	ADA	GARVEE - ADA	\$0.00	\$14,500,000.00	\$14,500,000.00	Add project with funding from KN23043 funding bucket and savings from ADA financial plan; \$100,000 in UR, \$14,400,000 in CON. Design completed under KN22978
23038	1	Portland Metro area 2024-2027 ADA curb ramp right of way	various	various		ROW	ADA	GARVEE - ADA	\$13,194,000.00	\$8,094,000.00	(\$5,100,000.00)	Split funds to the following ROW phases: KN23908 \$1,600,000; KN23907 \$1,600,000; KN 23906 \$1,900,000
23043	1	Portland Metro area 2024-2027 ADA curb ramp construction	various	various		CON	ADA	GARVEE - ADA	\$43,295,884.00	\$0.00	(\$43,295,884.00)	Split funds as follows: KN23908 \$100,000 in UR, \$11,000,000 in CON; KN23907 \$100,000 in UR, \$11,000,000 in CON, KN23906 \$100,000 in UR, \$12,800,000 in CON; KN 23905 \$100,000 in UR, \$8,095,884 in CON

RTP Air Quality Conformity and Transportation Modeling Designations

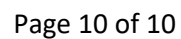
Capacity enhancing or non-capacity enhancing project? **Non-capacity enhancing project**Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3? **Yes , the project is exempt under Table 2.**

Exemption Reference: Table 2 - Safety: Projects that correct, improve, or eliminate a hazardous location or feature.	
Air quality analysis required as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
Transportation modeling analysis required?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name: RTP ID 12095: Safety & Operations Projects: 2023-2030	
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.
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
<u>Goal # 1 -Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safer System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. <u>Goal #4 - Thriving Economy:</u> Objective 4.1 - Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region	
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?	Monday, September 1 ,2025 to Tuesday, September 30, 2025
3. Was the comment period completed consistent with the Metro Public Participation Plan?	Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments?	Yes.
5. Did the project amendment result in a significant number of comments?	Comments are not expected
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office?	No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council Office staff for their assessment.

Fund Codes References	
GARVEE Bonds	Grant Anticipation Revenue Vehicle (GARVEE) bonds are a specialized type of debt-financing instrument used by state and local governments in the United States to fund eligible transportation projects.

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	
Added notes:								





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2026

MTIP Formal Amendment

ADD NEW PROJECT

Add the new ADA curbs and ramps project to the MTIP

Project #2**MTIP Amend: SP26-01-SEP****STIP Amend: 24-27-2708****Project Identification Summary**

ODOT Key #	23905	MTIP ID	TBD	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
Are the federal funds being flex transferred to FTA?				No	Flex transfer Conversion Code:		Not Applicable
MTIP Lead Agency:	ODOT			Applicant	ODOT		
Project Name	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 7						
MTIP Short Description	Construct curb ramps along various segments of I-5 MPs 289.56-293.61, I-84 MPs 1.07-6.80, I-205 MPs 14.43-20.02, OR8 MPs .30-2.65, OR10 MPs 1.31-2.41, OR99W MP 15.07, OR141 MPs 4.25-12.63, OR211 MP 11.54, OR212 MPs -.01-5.05, OR213 MPs 7.92-9.15, OR217 MPs .62-6.74, US26 MPs .21-74.05, and US30 MPs 1.97-8.30 through the Metro Portland area including Hillsboro, Milwaukie, Molalla, North Plains, Sandy, Sherwood, Tigard, Tualatin, and Wilsonville to meet compliance with the Americans with Disabilities Act (ADA) standards.						
MTIP Detailed Description	Construct curb ramps along various segments of I-5 MPs 289.56-293.61, I-84 MPs 1.07-6.80, I-205 MPs 14.43-20.02, OR8 MPs .30-2.65, OR10 MPs 1.31-2.41, OR99W MP 15.07, OR141 MPs 4.25-12.63, OR211 MP 11.54, OR212 MPs -.01-5.05, OR213 MPs 7.92-9.15, OR217 MPs .62-6.74, US26 MPs .21-74.05, and US30 MPs 1.97-8.30 through the Metro Portland area including Hillsboro, Milwaukie, Molalla, North Plains, Sandy, Sherwood, Tigard, Tualatin, and Wilsonville to meet compliance with the Americans with Disabilities Act (ADA) standards.						
STIP Description	Construct curb ramps along various segments of I-5 MPs 289.56-293.61, I-84 MPs 1.07-6.80, I-205 MPs 14.43-20.02, OR8 MPs .30-2.65, OR10 MPs 1.31-2.41, OR99W MP 15.07, OR141 MPs 4.25-12.63, OR211 MP 11.54, OR212 MPs -.01-5.05, OR213 MPs 7.92-9.15, OR217 MPs .62-6.74, US26 MPs .21-74.05, and US30 MPs 1.97-8.30 through the Metro Portland area including Hillsboro, Milwaukie, Molalla, North Plains, Sandy, Sherwood, Tigard, Tualatin, and Wilsonville to meet compliance with the Americans with Disabilities Act (ADA) standards.						

Formal Amendment Overview

Amendment Purpose:	The MTIP formal amendment adds the new ADA construction phase project to the MTIP. OTC approval was required and occurred during their July 2025 meeting.
Key Changes occurring:	The formal amendment adds the implementation phases (utility relocation and construction) to the MTIP.
Why a formal amendment?	Per the approved Metro MTIP Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment. This satisfies federal requirements to address RTP consistency requirements and to demonstrate fiscal constraint is maintained.

Project ID Tags and Oversight

RFFA ID:	N/A	RFFA Type	N/A	RFFA Call	N/A	TCM:	No	TCM ID:	N/A
UPWP Project	No	UPWP ID:	N/A	TSMO Project:	No	TSMO ID	N/A	AQ Approval Date	10/2/2017
CDS/Earmark ID:	N/A	Bridge ID:	N/A	Federal ID:	Not yet assigned	IGA ID(s):	N/A	Contract ID:	N/A
Certified Agency:	No	ODLAP:	No	Direct Recipient:	Yes	Partnering Agency	N/A	Other	N/A
Federal Award Source	ODOT			Regulatory Agency	FHWA	Obligation/Delivery Notes	Legal settlement requirement		

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									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
GARVEE Bonds	GAR1	2026				\$ 100,000			\$ 100,000
GARVEE Bonds	GAR1	2026					\$ 14,400,000		\$ 14,400,000
State Totals:			\$ -	\$ -	\$ -	\$ 100,000	\$ 14,400,000	\$ -	\$ 14,500,000
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ 100,000	\$ 14,400,000	\$ -	\$ 14,500,000
Total Estimated Project Cost									\$ 14,500,000
Total Cost in Year of Expenditure:									\$ 14,500,000
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			No	The project is not short programmed. The PE phase was completed in Key 22978.					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ -	\$ -	\$ 100,000	\$ 14,400,000	\$ -	\$ 14,500,000
Phase Change Percent:			0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:			N/A	N/A	N/A	0.00%	0.00%	N/A	0.00%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ 100,000	\$ 14,400,000	\$ -	\$ 14,500,000
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ 100,000	\$ 14,400,000	\$ -	\$ 14,500,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
State	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
State	0.0%	0.0%	0.0%	0.7%	99.3%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	0.0%	0.7%	99.3%	0.0%	100.0%
Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Fed Aid ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:		12/31/2029	
Completion Date Notes:	Estimate only based on construction delivery timing						
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

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

Project Location References									
On State Highway	Yes/No	Route		MP Begin		MP End		Length	
	Yes	Multiple		Multiple		Multiple		Various	
Cross Streets	Route or Arterial			Cross Street			Cross Street		
	Not Applicable			Not Applicable			Not Applicable		
Federal Hwy/Road Identifications (generally not applicable to Transit projects)									
ODOT Hwy Name:		Multiple			Road/Hwy Owner		N/A		
Located on NHS:		N/A	Functional Classification Code:		N/A	Classification:	N/A		
Federal Aid Eligible Hwy:		N/A	Added Notes:	Regional improvement located within all three counties					
Districts									
City	N/A Regional	County	Clackamas, Multnomah, Washington	ACT	R1ACT	ODOT Region	1	Metro District:	Multiple
State Representative District			Multiple	State Senate District		Multiple	Congressional Rep District		Multiple
Is Project Mapping Required:			No	If no, why?	Approved Site Locations are region-wide in the Metro MPA boundary area				

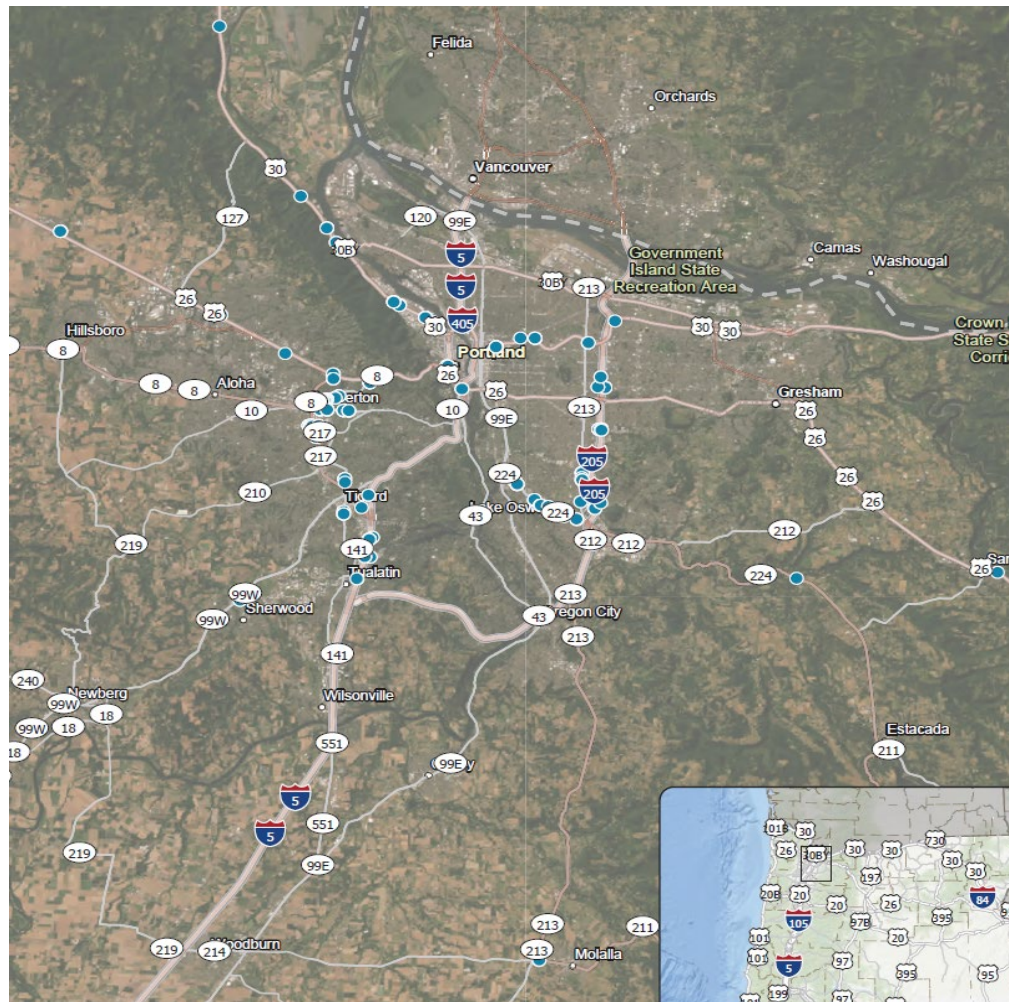
Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	
Last Amendment Action	None	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Amendment Notes	Formal amendment SP26-01-SEP represents the initial MTIP programming for the project						

Note: The complete approved site list for Key 23905 is included in Attachment 1.

Key 23905 - Portland Metro Area 2024-27 ADA Curb Ramps
Approved Locations

Attachment 1: Key 23905 Approved Location List

PH 7 - Tables Clean-Up Status Change	Linear Reference Method Key	Route	Hwy	MP	Corner Position	Ramp Position	City	Cross Street Name	Settlement
No Change	064DNI00	I-205	064	14.43	1	1		SE 93RD AVE.	Yes
No Change	064DNI00	I-205	064	14.43	1	2		SE 93RD AVE.	Yes
No Change	064DNI00	I-205	064	14.43	2	1		SE 93RD AVE.	Yes
No Change	064DNI00	I-205	064	14.43	2	2		SE 93RD AVE.	No
No Change	064DNI00	I-205	064	14.43	3	1		SE 93RD AVE.	Yes
No Change	064DNI00	I-205	064	14.43	3	2		SE 93RD AVE.	Yes
No Change	064DNI00	I-205	064	14.43	4	1		SE 93RD AVE.	Yes
No Change	064DNI00	I-205	064	14.43	4	2		SE 93RD AVE.	Yes
No Change	064BGI00	I-205	064	14.48	3	2		SE 97TH AVE.	Yes
No Change	064BGI00	I-205	064	14.48	4	1		SE 97TH AVE.	Yes
No Change	064BLI00	I-205	064	17.76	1	1	Portland	0648R CONN. M.P. 8C17.21	Yes



Fiscal Constraint Consistency Review	
Source of funding?	ODOT ADA program
Amendment includes funding updates?	Yes, new State GARVEE bonds
Proof-of-funding provided?	OTC staff report item, July 2025 meeting
Level of funding approval?	OTC approval
Fiscal constraint demonstrated?	Yes

Project Name: **Portland Metro area 2024-2027 ADA curb ramps,** (DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
UR	GAR1	GARVEE Bonds	100.00%	100,000.00	0.00%	0.00	100.00%	100,000.00	0.00%	0.00
	UR Totals		100.00%	100,000.00		0.00		100,000.00		0.00
CN	GAR1	GARVEE Bonds	100.00%	14,400,000.00	0.00%	0.00	100.00%	14,400,000.00	0.00%	0.00
	CN Totals		100.00%	14,400,000.00		0.00		14,400,000.00		0.00
Grand Totals				14,500,000.00		0.00		14,500,000.00		0.00

Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 Characters)
		3 Jackson County curb ramps, phase 5	various	various		PE	ADA	SW ADA transition	\$0.00	\$500,000.00	\$500,000.00	Add new project using savings from ADA financial plan; \$500,000 in PE
		1 Portland Metro Area ADA curb ramp design, phase 1	various	various		PE	ADA	GARVEE - ADA	\$0.00	\$17,528,082.00	\$17,528,082.00	Add new project to design curb ramps for CON in 27-30, using unprogrammed GARVEE bonds. \$17,528,082 in PE
		2 Northwest Oregon ADA curb ramp design, phase 1	various	various		PE	ADA	GARVEE - ADA	\$0.00	\$26,143,698.00	\$26,143,698.00	Add new project to design curb ramps for CON in 27-30, using unprogrammed GARVEE bonds. \$26,143,698 in PE
		6 ADA advanced investigations 2026	various	various		PL	ADA	GARVEE - ADA	\$0.00	\$27,340,775.00	\$27,340,775.00	Add new project to design curb ramps for CON in 27-30, using unprogrammed GARVEE bonds. \$27,340,775 in PL
		1 Portland Metro area 2024-2027 ADA curb ramps, phase 10	various	various		ROW, UR, CON	ADA	GARVEE - ADA	\$0.00	\$12,700,000.00	\$12,700,000.00	Add project with funding from KN23038 and KN23043 funding buckets; \$1,600,000 in ROW, \$100,000 in UR, \$11,000,000 in CON. Design completed under KN22978
		1 Portland Metro area 2024-2027 ADA curb ramps, phase 9	various	various		ROW, UR, CON	ADA	GARVEE - ADA	\$0.00	\$12,700,000.00	\$12,700,000.00	Add project with funding from KN23038 and KN23043 funding buckets; \$1,600,000 in ROW, \$100,000 in UR, \$11,000,000 in CON. Design completed under KN22978
		1 Portland Metro area 2024-2027 ADA curb ramps, phase 8	various	various		ROW, UR, CON	ADA	GARVEE - ADA	\$0.00	\$14,800,000.00	\$14,800,000.00	Add project with funding from KN23038 and KN23043 funding buckets; \$1,900,000 in ROW, \$100,000 in UR, \$12,800,000 in CON. Design completed under KN22978
23905		1 Portland Metro area 2024-2027 ADA curb ramps, phase 7	various	various		UR, CON	ADA	GARVEE - ADA	\$0.00	\$14,500,000.00	\$14,500,000.00	Add project with funding from KN23043 funding bucket and savings from ADA financial plan; \$100,000 in UR, \$14,400,000 in CON. Design completed under KN22978
23038		1 Portland Metro area 2024-2027 ADA curb ramp right of way	various	various		ROW	ADA	GARVEE - ADA	\$13,194,000.00	\$8,094,000.00	(\$5,100,000.00)	Split funds to the following ROW phases: KN23908 \$1,600,000; KN23907 \$1,600,000; KN 23906 \$1,900,000
23043		1 Portland Metro area 2024-2027 ADA curb ramp construction	various	various		CON	ADA	GARVEE - ADA	\$43,295,884.00	\$0.00	(\$43,295,884.00)	Split funds as follows: KN23908 \$100,000 in UR, \$11,000,000 in CON; KN23907 \$100,000 in UR, \$11,000,000 in CON, KN23906 \$100,000 in UR, \$12,800,000 in CON; KN 23905 \$100,000 in UR, \$8,095,884 in CON

71335 - Portland Metro Area 2024-2027 ADA Curb Ramp Design Phase 1

Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

ODOT Key	22978
RTP ID	12095
RFFA ID	-
Lead Agency	Oregon DOT
Project Type	Other
System Investment Type	-
Total Cost	\$19,600,000

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	Future	Total
Preliminary Engineering	State	-	-	-	\$2,012,920	-	-	-	-	\$2,012,920
Preliminary Engineering	STBG - State	-	-	-	\$17,587,080	-	-	-	-	\$17,587,080
Total Preliminary Engineering		-	-	-	\$19,600,000	-	-	-	-	\$19,600,000
Total Programmed		-	-	-	\$19,600,000	-	-	-	-	\$19,600,000

RTP Air Quality Conformity and Transportation Modeling Designations

Capacity enhancing or non-capacity enhancing project? **Non-capacity enhancing project**

Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3? **Yes , the project is exempt under Table 2.**

Exemption Reference: **Table 2 - Safety: Projects that correct, improve, or eliminate a hazardous location or feature.**

Air quality analysis required as part of RTP inclusion? **No. Not applicable. The project is not capacity enhancing**

Transportation modeling analysis required? **No. Not applicable. The project is not capacity enhancing**

RTP Constrained Project ID and Name: **RTP ID 12095: Safety & Operations Projects: 2023-2030**

RTP Project Description: **Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.**

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
<u>Goal # 1 -Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safer System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. <u>Goal #4 - Thriving Economy:</u> Objective 4.1 - Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region	
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? Monday, September 1 ,2025 to Tuesday, September 30, 2025
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council Office staff for their assessment.
Fund Codes References	
GARVEE Bonds	Grant Anticipation Revenue Vehicle (GARVEE) bonds are a specialized type of debt-financing instrument used by state and local governments in the United States to fund eligible transportation projects.

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	

Added notes:



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



Safety & Operations Projects: 2023-2030

Zoom to

This project (RTP # 12095) is in the **Roads + Bridges** investment group. It will start at **Region-wide** and end at **Region-wide**. It is owned by **ODOT** and is in **Region-wide (all three counties)**.

Description: Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.

Project Time Frame: 2023-2030

Estimated Cost: \$211,879,000

This project *is* in the **financially constrained** list.

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

This project *is not* an **equity priority project**.

This project *will not* **reduce greenhouse gas emissions**.

This project *does* have identified **safety benefits**.

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

This project *is* located on the **regional emergency transportation/state seismic lifeline route**.

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

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

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

This project *does not* **address a multimodal gap** in the transportation system.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2026

MTIP Formal Amendment

ADD NEW PROJECT

Add new ADA curbs and ramps
 ROW, UR, Cons project to MTIP

Project # 3**MTIP Amend: SP26-01-SEP****STIP Amend: 24-27-2709****Project Identification Summary**

ODOT Key #	23906	MTIP ID	TBD	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
Are the federal funds being flex transferred to FTA?				No	Flex transfer Conversion Code:		Not Applicable
MTIP Lead Agency:	ODOT			Applicant	ODOT		
Project Name	Portland Metro Area ADA Curb Ramp Design, Phase 8						
MTIP Short Description	Construct curb ramps along various segments of I-5 MPs 290.32-308.27, I-84 MPs .49-2.56 , OR43 MPs .08-2.72, US26 MP .01 & MPs 57.29-72.23, OR8 MPs .48-.76, OR10 MPs .76-1.71, I-405 MPs 1.05-2.83, I-205 MPs 3.25-25.50-, OR213 MPs 8.83-9.23, OR99E MPs -6.03--3.99, US30 MPs 1.77-7.32, OR99 MP 2.62, US30BY MPs .13-.56, OR22 MP 12.55, OR37 MP.11-4.90, OR51 MP 5.73 and OR212 MP 5.05 through the Portland Metro are including Tualatin, Beaverton, North Plains, Hillsboro, West Linn, Wilsonville, and Tigard to meet compliance with the Americans with Disabilities Act (ADA) standards.						
MTIP Detailed Description	Construct curb ramps along various segments of I-5 MPs 290.32-308.27, I-84 MPs .49-2.56 , OR43 MPs .08-2.72, US26 MP .01 & MPs 57.29-72.23, OR8 MPs .48-.76, OR10 MPs .76-1.71, I-405 MPs 1.05-2.83, I-205 MPs 3.25-25.50-, OR213 MPs 8.83-9.23, OR99E MPs -6.03--3.99, US30 MPs 1.77-7.32, OR99 MP 2.62, US30BY MPs .13-.56, OR22 MP 12.55, OR37 MP.11-4.90, OR51 MP 5.73 and OR212 MP 5.05 through the Portland Metro are including Tualatin, Beaverton, North Plains, Hillsboro, West Linn, Wilsonville, and Tigard to meet compliance with the Americans with Disabilities Act (ADA) standards.						
STIP Description	Construct curb ramps along various segments of I-5 MPs 290.32-308.27, I-84 MPs .49-2.56 , OR43 MPs .08-2.72, US26 MP .01 & MPs 57.29-72.23, OR8 MPs .48-.76, OR10 MPs .76-1.71, I-405 MPs 1.05-2.83, I-205 MPs 3.25-25.50-, OR213 MPs 8.83-9.23, OR99E MPs -6.03--3.99, US30 MPs 1.77-7.32, OR99 MP 2.62, US30BY MPs .13-.56, OR22 MP 12.55, OR37 MP.11-4.90, OR51 MP 5.73 and OR212 MP 5.05 through the Portland Metro are including Tualatin, Beaverton, North Plains, Hillsboro, West Linn, Wilsonville, and Tigard to meet compliance with the Americans with Disabilities Act (ADA) standards.						

Formal Amendment Overview

Amendment Purpose:	The MTIP formal amendment adds the new ADA ROW, UR, and construction phases ADA upgrades implementation project to the MTIP. OTC approval was required and occurred during their July 2025 meeting.
Key Changes occurring:	The formal amendment adds the ADA implementation phases of ROW, UR, and construction supporting phase 8 upgrades to the MTIP.
Why a formal amendment?	Per the approved Metro MTIP Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment. This satisfies federal requirements to address RTP consistency requirements and to demonstrate fiscal constraint is maintained.

Project ID Tags and Oversight

RFFA ID:	N/A	RFFA Type	N/A	RFFA Call	N/A	TCM:	No	TCM ID:	N/A
UPWP Project	No	UPWP ID:	N/A	TSMO Project:	No	TSMO ID	N/A	AQ Approval Date	10/2/2017
CDS/Earmark ID:	N/A	Bridge ID:	N/A	Federal ID:	Not yet assigned	IGA ID(s):	N/A	Contract ID:	N/A
Certified Agency:	No	ODLAP:	No	Direct Recipient:	Yes	Partnering Agency	N/A	Other	N/A
Federal Award Source	ODOT			Regulatory Agency	FHWA	Obligation/Delivery Notes	Legal settlement requirement		

Project Phase Funding and Programming Actions									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
GARVEE Bonds	GAR1	2027			\$ 1,900,000				\$ 1,900,000
GARVEE Bonds	GAR1	2027				\$ 100,000			\$ 100,000
GARVEE Bonds	GAR1	2027					\$ 12,800,000		\$ 12,800,000
State Totals:			\$ -	\$ -	\$ 1,900,000	\$ 100,000	\$ 12,800,000	\$ -	\$ 14,800,000
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ 1,900,000	\$ 100,000	\$ 12,800,000	\$ -	\$ 14,800,000
Total Estimated Project Cost									\$ 14,800,000
Total Cost in Year of Expenditure:									\$ 14,800,000
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			No	The project is programming implementation phases. PE was completed in Key 22978.					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ -	\$ 1,900,000	\$ 100,000	\$ 12,800,000	\$ -	\$ 14,800,000
Phase Change Percent:			0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:			N/A	N/A	0.00%	0.00%	0.00%	N/A	0.00%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ 1,900,000	\$ 100,000	\$ 12,800,000	\$ -	\$ 14,800,000
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 1,900,000	\$ 100,000	\$ 12,800,000	\$ -	\$ 14,800,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
State	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
State	0.0%	0.0%	12.8%	0.7%	86.5%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	12.8%	0.7%	86.5%	0.0%	100.0%
Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Fed Aid ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:		12/31/2030	
Completion Date Notes:	Estimate only based on construction delivery timing						
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

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

Project Location References									
On State Highway	Yes/No	Route		MP Begin		MP End		Length	
	Yes	Multiple		Multiple		Multiple		Various	
Cross Streets	Route or Arterial			Cross Street			Cross Street		
	Not Applicable			Not Applicable			Not Applicable		
Federal Hwy/Road Identifications (generally not applicable to Transit projects)									
ODOT Hwy Name:		Multiple			Road/Hwy Owner		Multiple		
Located on NHS:		Yes	Functional Classification Code:		Multiple	Classification:	Multiple		
Federal Aid Eligible Hwy:		Yes	Added Notes:	Multiple site locations across the region					
Districts									
City	N/A Regional	County	Clackamas, Multnomah, Washington	ACT	R1ACT	ODOT Region	1	Metro District:	Multiple
State Representative District			Multiple	State Senate District		Multiple	Congressional Rep District		Multiple
Is Project Mapping Required:			No	If no, why?	Approved site locations are region-wide in the Metro MPA boundary area				

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2027	Years Active	0	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	
Last Amendment Action	None	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Amendment Notes	Formal amendment SP26-01-SEP represents the initial MTIP programming for the project						

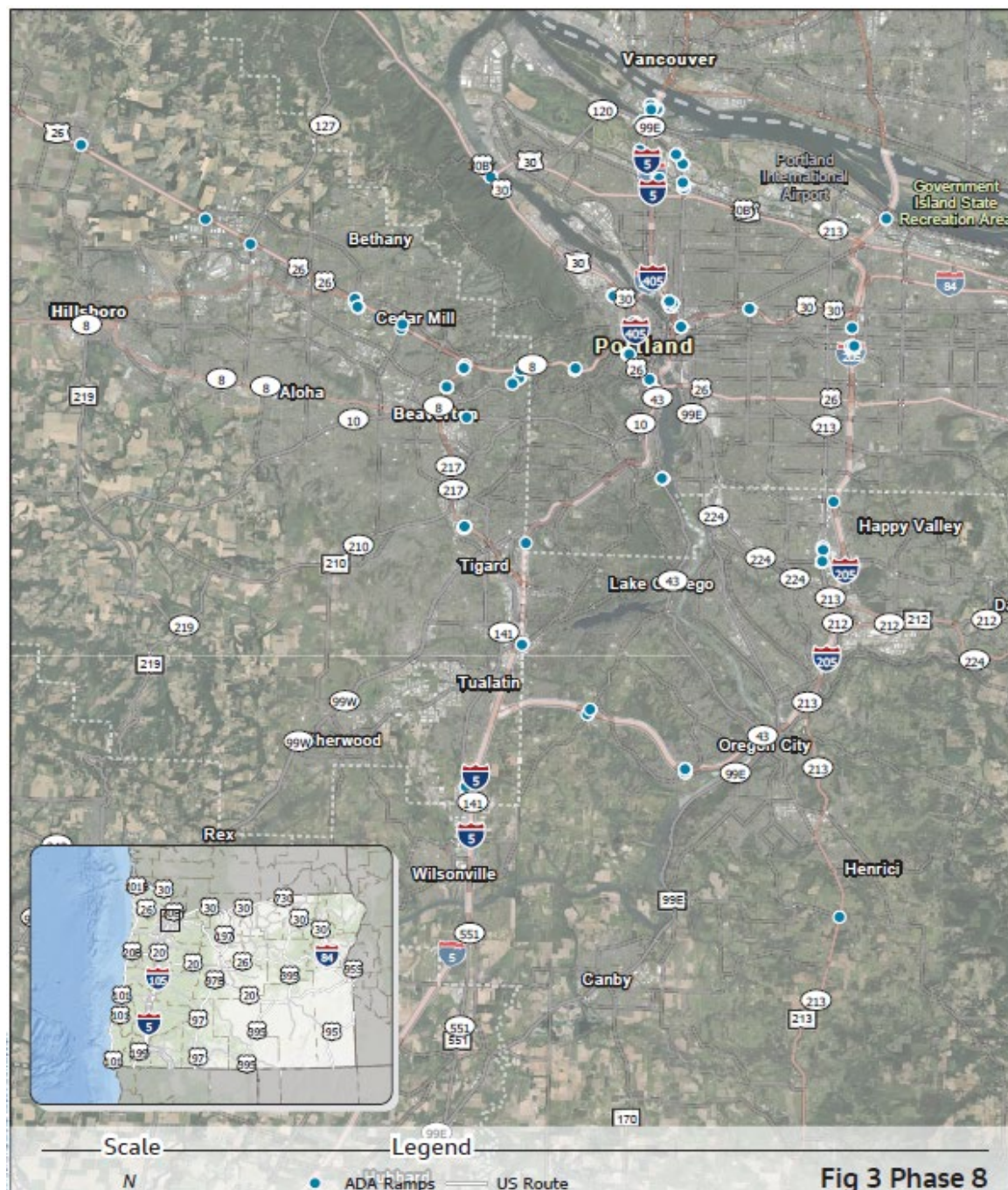
See Attachment 3 for the complete ADA site locations list for Key 23906

Adding ROW, UR,
and Construction phases

Key 23906 - ADA Portland Metro Area 2024-27 Curb and Ramps, Phase 8
Site Locations

Attachment 3: Key 23906 Approved Site Locations

PH 8 - BRIDGE MACKAGE Status Change	Linear Reference Method Key	Route	ODOT Hwy	MP	Corner Position	Ramp Position	City	Cross Street Name	Settlement
No Change	001RQI00	I-5	001	290.32	1	1	Tualatin	SW 65TH AVE.	Yes
No Change	001RQI00	I-5	001	290.32	1	2	Tualatin	SW 65TH AVE.	No
No Change	001RQI00	I-5	001	290.32	2	1	Tualatin	SW 65TH AVE.	Yes
No Change	001RQI00	I-5	001	290.32	2	2	Tualatin	SW 65TH AVE.	No
No Change	001RQI00	I-5	001	290.32	3	1	Tualatin	SW 65TH AVE.	Yes
No Change	001RQI00	I-5	001	290.32	3	2	Tualatin	SW 65TH AVE.	No
No Change	001SDI00	I-5	001	293.32	3	1	Portland	SW HAINES ST. (001SF CONN. M.P. 3C293.32)	Yes
No Change	001TNI00	I-5	001	301.81	1	1	Portland	N RAMSEY WAY (N WINNING WAY) (N WHEELER AVE.)	Yes
No Change	001TNI00	I-5	001	301.81	1	2	Portland	N RAMSEY WAY (N WINNING WAY) (N WHEELER AVE.)	Yes



Fiscal Constraint Consistency Review	
Source of funding?	ODOT ADA program
Amendment includes funding updates?	Yes, new State GARVEE bonds
Proof-of-funding provided?	OTC staff report item, July 2025 meeting
Level of funding approval?	OTC approval
Fiscal constraint demonstrated?	Yes

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
RW	GAR1	GARVEE Bonds	100.00%	1,900,000.00	0.00%	0.00	100.00%	1,900,000.00	0.00%	0.00
	RW Totals		100.00%	1,900,000.00		0.00		1,900,000.00		0.00
UR	GAR1	GARVEE Bonds	100.00%	100,000.00	0.00%	0.00	100.00%	100,000.00	0.00%	0.00
	UR Totals		100.00%	100,000.00		0.00		100,000.00		0.00
CN	GAR1	GARVEE Bonds	100.00%	12,800,000.00	0.00%	0.00	100.00%	12,800,000.00	0.00%	0.00
	CN Totals		100.00%	12,800,000.00		0.00		12,800,000.00		0.00
	Grand Totals			14,800,000.00		0.00		14,800,000.00		0.00

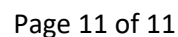
Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 Characters)
	3	Jackson County curb ramps, phase 5	various	various		PE	ADA	SW ADA transition	\$0.00	\$500,000.00	\$500,000.00	Add new project using savings from ADA financial plan; \$500,000 in PE
23957	1	Portland Metro Area ADA curb ramp design, phase 1	various	various		PE	ADA	GARVEE - ADA	\$0.00	\$17,528,082.00	\$17,528,082.00	Add new project to design curb ramps for CON in 27-30, using unprogrammed GARVEE bonds. \$17,528,082 in PE
	2	Northwest Oregon ADA curb ramp design, phase 1	various	various		PE	ADA	GARVEE - ADA	\$0.00	\$26,143,698.00	\$26,143,698.00	Add new project to design curb ramps for CON in 27-30, using unprogrammed GARVEE bonds. \$26,143,698 in PE
	6	ADA advanced investigations 2026	various	various		PL	ADA	GARVEE - ADA	\$0.00	\$27,340,775.00	\$27,340,775.00	Add new project to design curb ramps for CON in 27-30, using unprogrammed GARVEE bonds. \$27,340,775 in PL
	1	Portland Metro area 2024-2027 ADA curb ramps, phase 10	various	various		ROW, UR, CON	ADA	GARVEE - ADA	\$0.00	\$12,700,000.00	\$12,700,000.00	Add project with funding from KN23038 and KN23043 funding buckets; \$1,600,000 in ROW, \$100,000 in UR, \$11,000,000 in CON. Design completed under KN22978
	1	Portland Metro area 2024-2027 ADA curb ramps, phase 9	various	various		ROW, UR, CON	ADA	GARVEE - ADA	\$0.00	\$12,700,000.00	\$12,700,000.00	Add project with funding from KN23038 and KN23043 funding buckets; \$1,600,000 in ROW, \$100,000 in UR, \$11,000,000 in CON. Design completed under KN22978
23906	1	Portland Metro area 2024-2027 ADA curb ramps, phase 8	various	various		ROW, UR, CON	ADA	GARVEE - ADA	\$0.00	\$14,800,000.00	\$14,800,000.00	Add project with funding from KN23038 and KN23043 funding buckets; \$1,900,000 in ROW, \$100,000 in UR, \$12,800,000 in CON. Design completed under KN22978
23905	1	Portland Metro area 2024-2027 ADA curb ramps, phase 7	various	various		UR, CON	ADA	GARVEE - ADA	\$0.00	\$14,500,000.00	\$14,500,000.00	Add project with funding from KN23043 funding bucket and savings from ADA financial plan; \$100,000 in UR, \$14,400,000 in CON. Design completed under KN22978
23038	1	Portland Metro area 2024-2027 ADA curb ramp right of way	various	various		ROW	ADA	GARVEE - ADA	\$13,194,000.00	\$8,094,000.00	(\$5,100,000.00)	Split funds to the following ROW phases: KN23908 \$1,600,000; KN23907 \$1,600,000; KN 23906 \$1,900,000
23043	1	Portland Metro area 2024-2027 ADA curb ramp construction	various	various		CON	ADA	GARVEE - ADA	\$43,295,884.00	\$0.00	(\$43,295,884.00)	Split funds as follows: KN23908 \$100,000 in UR, \$11,000,000 in CON; KN23907 \$100,000 in UR, \$11,000,000 in CON, KN23906 \$100,000 in UR, \$12,800,000 in CON; KN 23905 \$100,000 in UR, \$8,095,884 in CON

RTP Air Quality Conformity and Transportation Modeling Designations	
Capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes , the project is exempt under Table 2.
Exemption Reference: Table 2 - Safety: Projects that correct, improve, or eliminate a hazardous location or feature.	
Air quality analysis required as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
Transportation modeling analysis required?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name: RTP ID 12095: Safety & Operations Projects: 2023-2030	
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.
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
<u>Goal # 1 -Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safer System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. <u>Goal #4 - Thriving Economy:</u> Objective 4.1 - Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region	
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? Monday, September 1 ,2025 to Tuesday, September 30, 2025
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council Office staff for their assessment.

Fund Codes References	
GARVEE Bonds	Grant Anticipation Revenue Vehicle (GARVEE) bonds are a specialized type of debt-financing instrument used by state and local governments in the United States to fund eligible transportation projects.

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	
Added notes:								





Metro

2024-27 Metropolitan Transportation Improvement Program (MTIP)

PROJECT AMENDMENT DETAIL WORKSHEET

Federal Fiscal Year 2026

MTIP Formal Amendment

ADD NEW PROJECTAdd new ADA curbs and ramps
ROW, UR, Cons project to MTIP

Project # 4

MTIP Amend: SP26-01-SEP

STIP Amend: 24-27-2710

Project Identification Summary

ODOT Key #	23907	MTIP ID	TBD	RTP ID:	12095	2023 RTP Approval Date:		11/30/2023
Are the federal funds being flex transferred to FTA?				No	Flex transfer Conversion Code:		Not Applicable	
MTIP Lead Agency:	ODOT			Applicant	ODOT			
Project Name	Portland Metro Area ADA Curb Ramp Design, Phase 9							
MTIP Short Description	Construct curb ramps along various segments of US26 mile points 1.30- 5.77, OR99E mile points 2.73-19.35 & US30 at mile point 10.83 through the Portland Metro area including Canby, Gladstone, Oregon City & Milwaukie to meet compliance with the Americans with Disabilities Act (ADA) standards.							
MTIP Detailed Description	Throughout Multnomah and Clackamas Counties, construct curb ramps along various segments of US26 mile points 1.30- 5.77, OR99E mile points 2.73-19.35 & US30 at mile point 10.83 through the Portland Metro area including Canby, Gladstone, Oregon City & Milwaukie to meet compliance with the Americans with Disabilities Act (ADA) standards.							
STIP Description	Construct curb ramps along various segments of US26 mile points 1.30- 5.77, OR99E mile points 2.73-19.35 & US30 at mile point 10.83 through the Portland Metro area including Canby, Gladstone, Oregon City & Milwaukie to meet compliance with the Americans with Disabilities Act (ADA) standards.							

Formal Amendment Overview

Amendment Purpose:	The MTIP formal amendment adds the new ADA ROW, UR, and construction phases ADA upgrades implementation project to the MTIP. OTC approval was required and occurred during their July 2025 meeting.
Key Changes occurring:	The formal amendment adds the ADA implementation phases of ROW, UR, and construction supporting phase 9 upgrades to the MTIP.

Why a formal amendment?	Per the approved Metro MTIP Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment. This satisfies federal requirements to address RTP consistency requirements and to demonstrate fiscal constraint is maintained.								
Project ID Tags and Oversight									
RFFA ID:	N/A	RFFA Type	N/A	RFFA Call	N/A	TCM:	No	TCM ID:	N/A
UPWP Project	No	UPWP ID:	N/A	TSMO Project:	No	TSMO ID	N/A	AQ Approval Date	10/2/2017
CDS/Earmark ID:	N/A	Bridge ID:	N/A	Federal ID:	Not yet assigned	IGA ID(s):	N/A	Contract ID:	N/A
Certified Agency:	No	ODLAP:	No	Direct Recipient:	Yes	Partnering Agency	N/A	Other	N/A
Federal Award Source	ODOT			Regulatory Agency	FHWA	Obligation/ Delivery Notes	Legal settlement requirement		

Project Phase Funding and Programming Actions									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
GARVEE Bonds	GAR1	2027			\$ 1,600,000				\$ 1,600,000
GARVEE Bonds	GAR1	2027				\$ 100,000			\$ 100,000
GARVEE Bonds	GAR1	2027					\$ 11,000,000		\$ 11,000,000
State Totals:			\$ -	\$ -	\$ 1,600,000	\$ 100,000	\$ 11,000,000	\$ -	\$ 12,700,000
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ 1,600,000	\$ 100,000	\$ 11,000,000	\$ -	\$ 12,700,000
Total Estimated Project Cost									\$ 12,700,000
Total Cost in Year of Expenditure:									\$ 12,700,000
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			No	The project is programming implementation phases. PE completed under Key 22978.					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ -	\$ 1,600,000	\$ 100,000	\$ 11,000,000	\$ -	\$ 12,700,000
Phase Change Percent:			0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:			N/A	N/A	0.00%	0.00%	0.00%	N/A	0.00%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ 1,600,000	\$ 100,000	\$ 11,000,000	\$ -	\$ 12,700,000
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 1,600,000	\$ 100,000	\$ 11,000,000	\$ -	\$ 12,700,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
State	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
State	0.0%	0.0%	12.6%	0.8%	86.6%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	12.6%	0.8%	86.6%	0.0%	100.0%
Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Fed Aid ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2030
Completion Date Notes:	Estimate only based on construction delivery timing						
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

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

Project Location References									
On State Highway	Yes/No	Route		MP Begin		MP End		Length	
	Yes	OR99E		4.59		22.89		18.30	
	Yes	US26		1.30		4.77		3.47	
	Yes	US30		10.83		10.83		Intersection	
Cross Streets	Route or Arterial			Cross Street			Cross Street		
	Not Applicable			Not Applicable			Not Applicable		
Federal Hwy/Road Identifications (generally not applicable to Transit projects)									
ODOT Hwy Name:		Multiple			Road/Hwy Owner		Multiple		
Located on NHS:		Yes	Functional Classification Code:		Multiple	Classification:	Multiple		
Federal Aid Eligible Hwy:		Yes	Added Notes:	FC = Rural Minor Arterial, Urban Minor Arterial, Urban Principal Arterial, & Arterial Other					
Districts									
City	Multiple	County	Clackamas, Multnomah	ACT	R1ACT	ODOT Region	1	Metro District:	Multiple
State Representative District			Multiple	State Senate District		Multiple	Congressional Rep District		1, 3, 5
Is Project Mapping Required:			Yes	Why?	Approved site Locations are limited to 3 arterials as shown in the project map				

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2027	Years Active	0	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	
Last Amendment Action	None	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Amendment Notes	Formal amendment SP26-01-SEP represents the initial MTIP programming for the project						

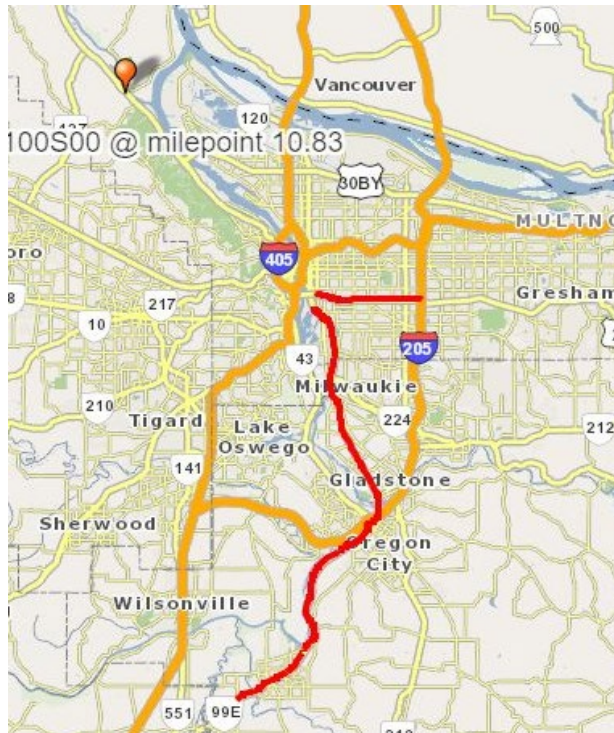
See Attachment 4 for the complete ADA site locations list for Key 23907

Adding ROW, UR, and
Construction phases

Key 23907 - ADA Portland Metro Area 2024-27 Curb and Ramps, Phase 9
Site Locations

Attachment 4: Key 23907 Site Locations

PH 9 - POWELL/99E CLEAN-UP Status Change	Linear Reference Method Key	Route	Hwy	MP	Corner Position	Ramp Position	City	Cross Street Name	Settlement
No Change	02600I00	US26	026	1.30	1	2	Portland	SE 11TH AVE.(LEG (FROM SE MILWAUKIE AVE.))	Yes
No Change	02600I00	US26	026	1.30	2	1	Portland	SE 11TH AVE.(LEG (FROM SE MILWAUKIE AVE.))	Yes
No Change	02600I00	US26	026	1.30	3	2	Portland	SE 11TH AVE.(LEG (FROM SE MILWAUKIE AVE.))	Yes
No Change	02600I00	US26	026	1.30	4	1	Portland	SE 11TH AVE.(LEG (FROM SE MILWAUKIE AVE.))	Yes
No Change	02600I00	US26	026	1.32	1	1	Portland	SE MILWAUKIE AVE.	Yes
No Change	02600I00	US26	026	1.32	1	2	Portland	SE MILWAUKIE AVE.	Yes
No Change	02600I00	US26	026	1.32	2	1	Portland	SE MILWAUKIE AVE.	Yes
No Change	02600I00	US26	026	1.32	3	1	Portland	SE MILWAUKIE AVE.	Yes
No Change	02600I00	US26	026	1.32	3A	1	Portland	SE MILWAUKIE AVE.	Yes
No Change	02600I00	US26	026	1.32	3A	2	Portland	SE MILWAUKIE AVE.	Yes
No Change	02600I00	US26	026	1.32	4	1	Portland	SE MILWAUKIE AVE.	Yes
No Change	02600I00	US26	026	1.32	4	2	Portland	SE MILWAUKIE AVE.	Yes
No Change	02600I00	US26	026	1.86	6	1	Portland	SE 22ND AVE.	Yes
No Change	02600I00	US26	026	2.27	2	1	Portland	SE 29TH AVE.	Yes
No Change	02600I00	US26	026	2.27	2	2	Portland	SE 29TH AVE.	No
No Change	02600I00	US26	026	2.27	3	1	Portland	SE 29TH AVE.	Yes
No Change	02600I00	US26	026	2.27	3	2	Portland	SE 29TH AVE.	No



Route Mapping Designations				
Route	MP Start	MP End	Total Length	Notes
OR99E	4.59	22.89	18.30	Complete MP list on next page
US26	1.30	4.77	3.47	
US30	10.83	10.83	Intersect	

Locations													
Route	Highway	MP Begin	MP End	Length	Street	City	County	ACT	Bridge	Reg	State Repr Dist	State Sen Dist	US Cngr Dist
OR-99E	081 PACIFIC HWY EAST	19.27	19.35	0.08			CLACKAMAS	R1ACT		1	51	26	5
OR-99E	081 PACIFIC HWY EAST	13.01	14.22	1.21		OREGON CITY	CLACKAMAS	R1ACT		1	40	20	5
OR-99E	081 PACIFIC HWY EAST	6.68	10.43	3.75			CLACKAMAS	R1ACT		1	40, 41	20, 21	5
OR-99E	081 PACIFIC HWY EAST	14.23	16.43	2.20			CLACKAMAS	R1ACT		1	40	20	5
OR-99E	081 PACIFIC HWY EAST	11.20	13.00	1.80		OREGON CITY	CLACKAMAS	R1ACT		1	40	20	5
OR-99E	081 PACIFIC HWY EAST	16.44	16.44	0.00			CLACKAMAS	R1ACT		1	40	20	5
OR-99E	081 PACIFIC HWY EAST	22.03	22.89	0.86			CLACKAMAS	R1ACT		1	18, 51	09, 26	5
OR-99E	081 PACIFIC HWY EAST	2.14	4.58	2.44		PORTLAND	MULTNOMAH	R1ACT		1	41, 42	21	3, 5
OR-99E	081 PACIFIC HWY EAST	21.87	22.02	0.15		CANBY	CLACKAMAS	R1ACT		1	51	26	5
OR-99E	081 PACIFIC HWY EAST	10.44	11.19	0.75		GLADSTONE	CLACKAMAS	R1ACT		1	40	20	5
OR-99E	081 PACIFIC HWY EAST	16.45	19.26	2.81			CLACKAMAS	R1ACT		1	40, 51	20, 26	5
OR-99E	081 PACIFIC HWY EAST	19.36	20.41	1.05			CLACKAMAS	R1ACT		1	51	26	5
OR-99E	081 PACIFIC HWY EAST	20.42	21.86	1.44		CANBY	CLACKAMAS	R1ACT		1	51	26	5
OR-99E	081 PACIFIC HWY EAST	4.59	6.67	2.08		MILWAUKIE	CLACKAMAS	R1ACT		1	41	21	5
US-26	026 MT HOOD	1.30	5.77	4.47		PORTLAND	MULTNOMAH	R1ACT		1	42, 46, 48	21, 23, 24	1, 3
US-30	092 LOWER COLUMBIA RIVER	10.83	10.83	0.00			MULTNOMAH	R1ACT		1	31	16	1

Fiscal Constraint Consistency Review	
Source of funding?	ODOT ADA program
Amendment includes funding updates?	Yes, new State GARVEE bonds
Proof-of-funding provided?	OTC staff report item, July 2025 meeting
Level of funding approval?	OTC approval
Fiscal constraint demonstrated?	Yes

Key Number: **23907**

2024-2027 STIP

Project Name: **Portland Metro area 2024-2027 ADA curb ramps,** (DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
RW	GAR1	GARVEE Bonds	100.00%	1,600,000.00	0.00%	0.00	100.00%	1,600,000.00	0.00%	0.00
	RW Totals		100.00%	1,600,000.00		0.00		1,600,000.00		0.00
UR	GAR1	GARVEE Bonds	100.00%	100,000.00	0.00%	0.00	100.00%	100,000.00	0.00%	0.00
	UR Totals		100.00%	100,000.00		0.00		100,000.00		0.00
CN	GAR1	GARVEE Bonds	100.00%	11,000,000.00	0.00%	0.00	100.00%	11,000,000.00	0.00%	0.00
	CN Totals		100.00%	11,000,000.00		0.00		11,000,000.00		0.00
	Grand Totals			12,700,000.00		0.00		12,700,000.00		0.00

Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 Characters)
	3	Jackson County curb ramps, phase 5	various	various		PE	ADA	SW ADA transition	\$0.00	\$500,000.00	\$500,000.00	Add new project using savings from ADA financial plan; \$500,000 in PE
23957	1	Portland Metro Area ADA curb ramp design, phase 1	various	various		PE	ADA	GARVEE - ADA	\$0.00	\$17,528,082.00	\$17,528,082.00	Add new project to design curb ramps for CON in 27-30, using unprogrammed GARVEE bonds. \$17,528,082 in PE
	2	Northwest Oregon ADA curb ramp design, phase 1	various	various		PE	ADA	GARVEE - ADA	\$0.00	\$26,143,698.00	\$26,143,698.00	Add new project to design curb ramps for CON in 27-30, using unprogrammed GARVEE bonds. \$26,143,698 in PE
	6	ADA advanced investigations 2026	various	various		PL	ADA	GARVEE - ADA	\$0.00	\$27,340,775.00	\$27,340,775.00	Add new project to design curb ramps for CON in 27-30, using unprogrammed GARVEE bonds. \$27,340,775 in PL
	1	Portland Metro area 2024-2027 ADA curb ramps, phase 10	various	various		ROW, UR, CON	ADA	GARVEE - ADA	\$0.00	\$12,700,000.00	\$12,700,000.00	Add project with funding from KN23038 and KN23043 funding buckets; \$1,600,000 in ROW, \$100,000 in UR, \$11,000,000 in CON. Design completed under KN22978
23907	1	Portland Metro area 2024-2027 ADA curb ramps, phase 9	various	various		ROW, UR, CON	ADA	GARVEE - ADA	\$0.00	\$12,700,000.00	\$12,700,000.00	Add project with funding from KN23038 and KN23043 funding buckets; \$1,600,000 in ROW, \$100,000 in UR, \$11,000,000 in CON. Design completed under KN22978
23906	1	Portland Metro area 2024-2027 ADA curb ramps, phase 8	various	various		ROW, UR, CON	ADA	GARVEE - ADA	\$0.00	\$14,800,000.00	\$14,800,000.00	Add project with funding from KN23038 and KN23043 funding buckets; \$1,900,000 in ROW, \$100,000 in UR, \$12,800,000 in CON. Design completed under KN22978
23905	1	Portland Metro area 2024-2027 ADA curb ramps, phase 7	various	various		UR, CON	ADA	GARVEE - ADA	\$0.00	\$14,500,000.00	\$14,500,000.00	Add project with funding from KN23043 funding bucket and savings from ADA financial plan; \$100,000 in UR, \$14,400,000 in CON. Design completed under KN22978
23038	1	Portland Metro area 2024-2027 ADA curb ramp right of way	various	various		ROW	ADA	GARVEE - ADA	\$13,194,000.00	\$8,094,000.00	(\$5,100,000.00)	Split funds to the following ROW phases: KN23908 \$1,600,000; KN23907 \$1,600,000; KN 23906 \$1,900,000
23043	1	Portland Metro area 2024-2027 ADA curb ramp construction	various	various		CON	ADA	GARVEE - ADA	\$43,295,884.00	\$0.00	(\$43,295,884.00)	Split funds as follows: KN23908 \$100,000 in UR, \$11,000,000 in CON; KN23907 \$100,000 in UR, \$11,000,000 in CON, KN23906 \$100,000 in UR, \$12,800,000 in CON; KN 23905 \$100,000 in UR, \$8,095,884 in CON

RTP Air Quality Conformity and Transportation Modeling Designations	
Capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes , the project is exempt under Table 2.
Exemption Reference: Table 2 - Safety: Projects that correct, improve, or eliminate a hazardous location or feature.	
Air quality analysis required as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
Transportation modeling analysis required?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name: RTP ID 12095: Safety & Operations Projects: 2023-2030	
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.
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
<u>Goal # 1 -Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safer System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. <u>Goal #4 - Thriving Economy:</u> Objective 4.1 - Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region	

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

Fund Codes References

GARVEE Bonds	Grant Anticipation Revenue Vehicle (GARVEE) bonds are a specialized type of debt-financing instrument used by state and local governments in the United States to fund eligible transportation projects.
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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	

Added notes:



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2026

MTIP Formal Amendment

ADD NEW PROJECT

Add new ADA curbs and ramps
 ROW, UR, Cons project to MTIP

Project # 5**MTIP Amend: SP26-01-SEP****STIP Amend: 24-27-2711****Project Identification Summary**

ODOT Key #	23908	MTIP ID	TBD	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
Are the federal funds being flex transferred to FTA?				No	Flex transfer Conversion Code:		Not Applicable
MTIP Lead Agency:	ODOT			Applicant	ODOT		

Project Name	Portland Metro Area ADA Curb Ramp Design, Phase 10
MTIP Short Description	Construct curb ramps along various segments of I-5 at mile point 298.86, OR43 at mile points .15-9.73 & OR99W at mile points 2.05-15.95 through the City of Portland metro area including Lake Oswego, West Linn, Sherwood, Tigard & Tualatin to meet compliance with the Americans with Disabilities Act (ADA) standards.
MTIP Detailed Description	Construct curb ramps along various segments of I-5 at mile point 298.86, OR43 at mile points .15-9.73 & OR99W at mile points 2.05-15.95 through the City of Portland metro area including Lake Oswego, West Linn, Sherwood, Tigard & Tualatin to meet compliance with the Americans with Disabilities Act (ADA) standards.
STIP Description	Construct curb ramps along various segments of I-5 at mile point 298.86, OR43 at mile points .15-9.73 & OR99W at mile points 2.05-15.95 through the City of Portland metro area including Lake Oswego, West Linn, Sherwood, Tigard & Tualatin to meet compliance with the Americans with Disabilities Act (ADA) standards.

Formal Amendment Overview

Amendment Purpose:	The MTIP formal amendment adds the new ADA ROW, UR, and construction phases ADA upgrades implementation project to the MTIP. OTC approval was required and occurred during their July 2025 meeting.
Key Changes occurring:	The formal amendment adds the ADA implementation phases of ROW, UR, and construction supporting phase 10 upgrades to the MTIP.

Why a formal amendment?	Per the approved Metro MTIP Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment. This satisfies federal requirements to address RTP consistency requirements and to demonstrate fiscal constraint is maintained.								
Project ID Tags and Oversight									
RFFA ID:	N/A	RFFA Type	N/A	RFFA Call	N/A	TCM:	No	TCM ID:	N/A
UPWP Project	No	UPWP ID:	N/A	TSMO Project:	No	TSMO ID	N/A	AQ Approval Date	10/2/2017
CDS/Earmark ID:	N/A	Bridge ID:	N/A	Federal ID:	Not yet assigned	IGA ID(s):	N/A	Contract ID:	N/A
Certified Agency:	No	ODLAP:	No	Direct Recipient:	Yes	Partnering Agency	N/A	Other	N/A
Federal Award Source	ODOT			Regulatory Agency	FHWA	Obligation/ Delivery Notes	Legal settlement requirement		

Project Phase Funding and Programming Actions									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
GARVEE Bonds	GAR1	2027			\$ 1,600,000				\$ 1,600,000
GARVEE Bonds	GAR1	2027				\$ 100,000			\$ 100,000
GARVEE Bonds	GAR1	2027					\$ 11,000,000		\$ 11,000,000
State Totals:			\$ -	\$ -	\$ 1,600,000	\$ 100,000	\$ 11,000,000	\$ -	\$ 12,700,000
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ 1,600,000	\$ 100,000	\$ 11,000,000	\$ -	\$ 12,700,000
Total Estimated Project Cost									\$ 12,700,000
Total Cost in Year of Expenditure:									\$ 12,700,000
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			No	The project is programming implementation phases. PE completed under Key 22978.					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ -	\$ 1,600,000	\$ 100,000	\$ 11,000,000	\$ -	\$ 12,700,000
Phase Change Percent:			0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:			N/A	N/A	0.00%	0.00%	0.00%	N/A	0.00%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ 1,600,000	\$ 100,000	\$ 11,000,000	\$ -	\$ 12,700,000
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 1,600,000	\$ 100,000	\$ 11,000,000	\$ -	\$ 12,700,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
State	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
State	0.0%	0.0%	12.6%	0.8%	86.6%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	12.6%	0.8%	86.6%	0.0%	100.0%
Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Fed Aid ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:		12/31/2030	
Completion Date Notes:	Estimate only based on construction delivery timing						
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

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

Project Location References									
On State Highway	Yes/No	Route		MP Begin		MP End		Length	
	Yes	I-5		298.86		298.86		Intersection	
	Yes	OR99W		3.20		7.60		4.40	
	Yes	OR99W		7.61		15.95		8.34	
	Yes	OR10		2.05		3.19		1.14	
	Yes	OR43		0.15		10.99		10.84	
Cross Streets	Route or Arterial			Cross Street			Cross Street		
	Not Applicable			Not Applicable			Not Applicable		
Federal Hwy/Road Identifications (generally not applicable to Transit projects)									
ODOT Hwy Name:		Multiple			Road/Hwy Owner		Multiple		
Located on NHS:		Yes	Functional Classification Code:		Multiple	Classification:	Multiple		
Federal Aid Eligible Hwy:		Yes	Added Notes:	FC = Urban Interstate, Urban Minor Arterial, Urban Principal Arterial, Arterial - Other					
Districts									
City	Multiple	County	Clackamas, Multnomah, Washington	ACT	R1ACT	ODOT Region	1	Metro District:	Multiple
State Representative District			Multiple	State Senate District		Multiple	Congressional Rep District		1, 5, 6
Is Project Mapping Required:			If possible	Why?	Approved site Locations are limited to 4 arterials				

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2027	Years Active	0	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).
Last Amendment Action	None	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num
Amendment Notes	Formal amendment SP26-01-SEP represents the initial MTIP programming for the project					

See Attachment 5 for the complete ADA site locations list for Key 23908

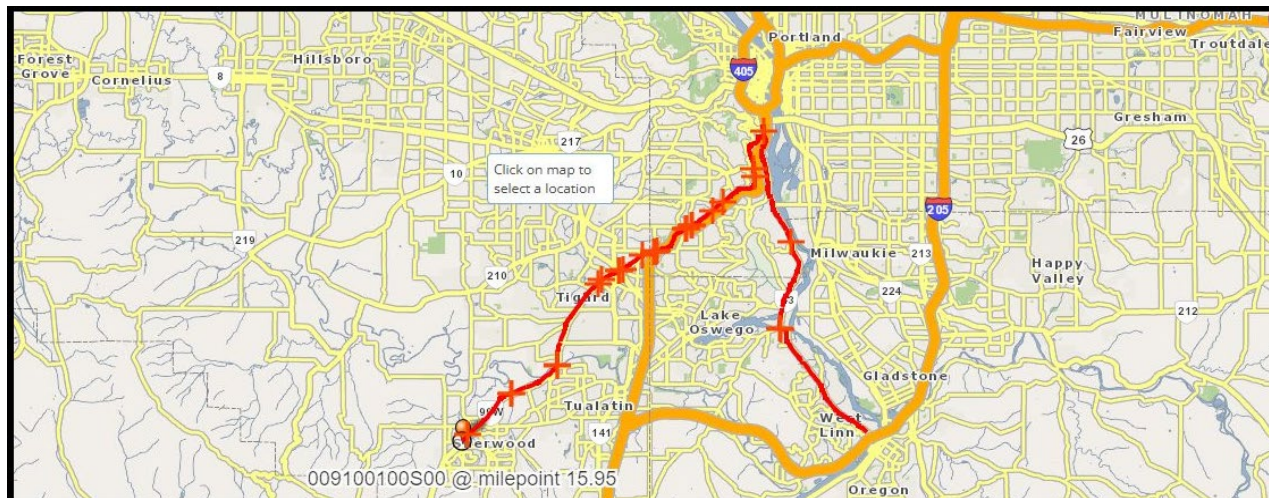
Adding ROW, UR,
and Construction phases

Key 23908: Portland Metro Area 2024-2027
ADA Curb Ramps, Phase 10

Attachment 5: Key 23908 Approved Site Li

PH 10 - 99W/OR43 CLEAN-UP Status Change	Linear Reference Method Key	Hwy	Route	MP	Corner Position	Ramp Position	City	Cross Street Name	Settlement
No Change	001SYI00	001	I-5	298.86	1	1	Portland	SW CORBETT AVE.	Yes
No Change	001SYI00	001	I-5	298.86	2	1	Portland	SW CORBETT AVE.	Yes
No Change	001SYI00	001	I-5	298.86	3	1	Portland	SW CORBETT AVE.	Yes
No Change	001SYI00	001	I-5	298.86	4	1	Portland	SW CORBETT AVE.	Yes
No Change	001SYI00	001	I-5	298.86	4A	1	Portland	SW CORBETT AVE.	Yes
No Change	001SYI00	001	I-5	298.86	4A	2	Portland	SW CORBETT AVE.	Yes
No Change	00300I00	003	OR43	0.15	1	1	Portland	SW WHITAKER ST. (026AB CONN. M.P. 2C0.51)	Yes
No Change	00300I00	003	OR43	0.15	2	1	Portland	SW WHITAKER ST. (026AB CONN. M.P. 2C0.51)	Yes

Project Limits Route Summary			
Route	MP Start	MP End	Length
I-5	298.86	298.86	Intersection
OR99W	3.20	15.95	12.75
OR10	2.05	3.10	1.05
OR43	0.15	10.99	10.84



Locations													
Route	Highway	MP Begin	MP End	Length	Street	City	County	ACT	Bridge	Reg	State Repr Dist	State Sen Dist	US Cngr Dist
	091 PACIFIC HWY WEST	3.20	7.60	4.40	Pacific Highway West Highway	PORTLAND	MULTNOMAH	R1ACT		1	28, 38	14, 19	1, 5
I-5	001 PACIFIC HIGHWAY	298.86	298.86	0.00		PORTLAND	MULTNOMAH	R1ACT		1	28	14	1
I-5	001 PACIFIC HIGHWAY	298.86	298.86	0.00		PORTLAND	MULTNOMAH	R1ACT		1	28	14	1
OR-10	091 PACIFIC HWY WEST	2.05	3.19	1.14		PORTLAND	MULTNOMAH	R1ACT		1	28	14	1
OR-43	003 OSWEGO HIGHWAY	2.54	3.63	1.09		PORTLAND	MULTNOMAH	R1ACT		1	38	19	5
OR-43	003 OSWEGO HIGHWAY	5.81	6.13	0.32		LAKE OSWEGO	CLACKAMAS	R1ACT		1	38	19	5
OR-43	003 OSWEGO HIGHWAY	3.64	3.99	0.35			MULTNOMAH	R1ACT		1	38	19	5
OR-43	003 OSWEGO HIGHWAY	6.14	8.03	1.89		LAKE OSWEGO	CLACKAMAS	R1ACT		1	37, 38	19	5
OR-43	003 OSWEGO HIGHWAY	5.10	5.80	0.70			CLACKAMAS	R1ACT		1	38	19	5
OR-43	003 OSWEGO HIGHWAY	4.01	5.09	1.08			MULTNOMAH	R1ACT		1	38	19	5
OR-43	003 OSWEGO HIGHWAY	0.15	2.53	2.38		PORTLAND	MULTNOMAH	R1ACT		1	28, 38	14, 19	1, 5
OR-43	003 OSWEGO HIGHWAY	8.04	10.99	2.95		WEST LINN	CLACKAMAS	R1ACT		1	37	19	5
OR-99W	091 PACIFIC HWY WEST	7.61	7.61	0.00		PORTLAND	MULTNOMAH	R1ACT		1	38	19	5
OR-99W	091 PACIFIC HWY WEST	14.27	14.53	0.26			WASHINGTON	R1ACT		1	26	13	6
OR-99W	091 PACIFIC HWY WEST	14.54	15.95	1.41		SHERWOOD	WASHINGTON	R1ACT		1	26	13	6
OR-99W	091 PACIFIC HWY WEST	7.62	11.48	3.86		TIGARD	WASHINGTON	R1ACT		1	25, 26	13	6
OR-99W	091 PACIFIC HWY WEST	13.33	13.82	0.49			WASHINGTON	R1ACT		1	26, 37	13, 19	6
OR-99W	091 PACIFIC HWY WEST	13.83	14.26	0.43			WASHINGTON	R1ACT		1	26	13	6
OR-99W	091 PACIFIC HWY WEST	12.20	13.32	1.12		TUALATIN	WASHINGTON	R1ACT		1	37	19	6
OR-99W	091 PACIFIC HWY WEST	11.49	12.19	0.70			WASHINGTON	R1ACT		1	25, 26	13	6

Fiscal Constraint Consistency Review	
Source of funding?	ODOT ADA program
Amendment includes funding updates?	Yes, new State GARVEE bonds
Proof-of-funding provided?	OTC staff report item, July 2025 meeting
Level of funding approval?	OTC approval
Fiscal constraint demonstrated?	Yes

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
RW	GAR1	GARVEE Bonds	100.00%	1,600,000.00	0.00%	0.00	100.00%	1,600,000.00	0.00%	0.00
	RW Totals		100.00%	1,600,000.00		0.00		1,600,000.00		0.00
UR	GAR1	GARVEE Bonds	100.00%	100,000.00	0.00%	0.00	100.00%	100,000.00	0.00%	0.00
	UR Totals		100.00%	100,000.00		0.00		100,000.00		0.00
CN	GAR1	GARVEE Bonds	100.00%	11,000,000.00	0.00%	0.00	100.00%	11,000,000.00	0.00%	0.00
	CN Totals		100.00%	11,000,000.00		0.00		11,000,000.00		0.00
Grand Totals				12,700,000.00		0.00		12,700,000.00		0.00

Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 Characters)
	3	Jackson County curb ramps, phase 5	various	various		PE	ADA	SW ADA transition	\$0.00	\$500,000.00	\$500,000.00	Add new project using savings from ADA financial plan; \$500,000 in PE
23957	1	Portland Metro Area ADA curb ramp design, phase 1	various	various		PE	ADA	GARVEE - ADA	\$0.00	\$17,528,082.00	\$17,528,082.00	Add new project to design curb ramps for CON in 27-30, using unprogrammed GARVEE bonds. \$17,528,082 in PE
	2	Northwest Oregon ADA curb ramp design, phase 1	various	various		PE	ADA	GARVEE - ADA	\$0.00	\$26,143,698.00	\$26,143,698.00	Add new project to design curb ramps for CON in 27-30, using unprogrammed GARVEE bonds. \$26,143,698 in PE
	6	ADA advanced investigations 2026	various	various		PL	ADA	GARVEE - ADA	\$0.00	\$27,340,775.00	\$27,340,775.00	Add new project to design curb ramps for CON in 27-30, using unprogrammed GARVEE bonds. \$27,340,775 in PL
23908	1	Portland Metro area 2024-2027 ADA curb ramps, phase 10	various	various		ROW, UR, CON	ADA	GARVEE - ADA	\$0.00	\$12,700,000.00	\$12,700,000.00	Add project with funding from KN23038 and KN23043 funding buckets; \$1,600,000 in ROW, \$100,000 in UR, \$11,000,000 in CON. Design completed under KN22978
23907	1	Portland Metro area 2024-2027 ADA curb ramps, phase 9	various	various		ROW, UR, CON	ADA	GARVEE - ADA	\$0.00	\$12,700,000.00	\$12,700,000.00	Add project with funding from KN23038 and KN23043 funding buckets; \$1,600,000 in ROW, \$100,000 in UR, \$11,000,000 in CON. Design completed under KN22978
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23905	1	Portland Metro area 2024-2027 ADA curb ramps, phase 7	various	various		UR, CON	ADA	GARVEE - ADA	\$0.00	\$14,500,000.00	\$14,500,000.00	Add project with funding from KN23043 funding bucket and savings from ADA financial plan; \$100,000 in UR, \$14,400,000 in CON. Design completed under KN22978
23038	1	Portland Metro area 2024-2027 ADA curb ramp right of way	various	various		ROW	ADA	GARVEE - ADA	\$13,194,000.00	\$8,094,000.00	(\$5,100,000.00)	Split funds to the following ROW phases: KN23908 \$1,600,000; KN23907 \$1,600,000; KN 23906 \$1,900,000
23043	1	Portland Metro area 2024-2027 ADA curb ramp construction	various	various		CON	ADA	GARVEE - ADA	\$43,295,884.00	\$0.00	(\$43,295,884.00)	Split funds as follows: KN23908 \$100,000 in UR, \$11,000,000 in CON; KN23907 \$100,000 in UR, \$11,000,000 in CON, KN23906 \$100,000 in UR, \$12,800,000 in CON; KN 23905 \$100,000 in UR, \$8,095,884 in CON

RTP Air Quality Conformity and Transportation Modeling Designations	
Capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes , the project is exempt under Table 2.
Exemption Reference: Table 2 - Safety: Projects that correct, improve, or eliminate a hazardous location or feature.	
Air quality analysis required as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
Transportation modeling analysis required?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name: RTP ID 12095: Safety & Operations Projects: 2023-2030	
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.
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
<u>Goal # 1 -Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safer System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. <u>Goal #4 - Thriving Economy:</u> Objective 4.1 - Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region	

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

Fund Codes References

GARVEE Bonds	Grant Anticipation Revenue Vehicle (GARVEE) bonds are a specialized type of debt-financing instrument used by state and local governments in the United States to fund eligible transportation projects.
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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	

Added notes:

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2026

MTIP Formal Amendment

ADD NEW PROJECT

Add the new RTP funded project
to the MTIP

Project #6

MTIP Amend: SP26-01-SEP

STIP Amend: 24-27-2625

Project Identification Summary

ODOT Key #	23887	MTIP ID	TBD	RTP ID:	N/A	2023 RTP Approval Date:		11/30/2023
Are the federal funds being flex transferred to FTA?				No	Flex transfer Conversion Code:	N/A		
MTIP Lead Agency:	Oregon Parks and Recreation (OPRD)			ODOT Applicant	Oregon Parks and Recreation (OPRD)			
Project Name	Marshall Park Trail Project							
MTIP Short Description	Construct a trail connection from Tryon Creek State Natural Area to Marshall Park							
MTIP Detailed Description	In southwestern Portland between Tyron Creek State Park and Marshall Park, construct a trail connection from Tryon Creek State Natural Area to Marshall Park (FFY 2024 OPRD RTP funding award)							
STIP Description	Construct a trail connection from Tryon Creek State Natural Area to Marshall Park							

Formal Amendment Overview

Amendment Purpose:	The MTIP formal amendment adds the new OPRD FFY 2024 Recreational Trails Program (RTP) awarded project to the 2024-27 MTIP.
Key Changes occurring:	The formal amendment adds the implementation phases (utility relocation and construction) to the MTIP.
Why a formal amendment?	Per the approved Metro MTIP Amendment Matrix, adding new project to the MTIP requires a formal/full amendment. This satisfies federal requirements to address RTP consistency requirements and to demonstrate fiscal constraint is maintained.

Project ID Tags and Oversight									
RFFA ID:	N/A	RFFA Type	N/A	RFFA Call	N/A	TCM:	No	TCM ID:	N/A
UPWP Project	No	UPWP ID:	N/A	TSMO Project:	No	TSMO ID	N/A	AQ Approval Date	10/2/2017
CDS/Earmark ID:	N/A	Bridge ID:	N/A	Federal ID:	N/A	IGA ID(s):	N/A	Contract ID:	N/A
Certified Agency:	No	ODLAP:	No	Direct Recipient:	Yes	Partnering Agency	N/A	Other	N/A
Federal Award Source	Oregon Parks and Recreation Department (OPRD)			Regulatory Agency	FHWA	Obligation/Delivery Notes	OPRD managed FFY 2024 Recreational Trails Program funding award.		
Project Phase Funding and Programming Actions									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
RTP	Y940	2026						\$ 150,000	\$ 150,000
Federal Totals:			\$ -		\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
AGENCY	Match	2026						\$ 37,500	\$ 37,500
Other	OTH0	2026						\$ 617,878	\$ 617,878
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 655,378	\$ 655,378
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 805,378	\$ 805,378
Total Estimated Project Cost									\$ 805,378
Total Cost in Year of Expenditure:									\$ 805,378

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 805,378	\$ 805,378
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,500	\$ 37,500
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	\$ -		\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 655,378	\$ 655,378
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 805,378	\$ 805,378

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.00%	0.00%	0.0%	0.00%	18.62%	18.62%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.00%	0.00%	0.0%	0.00%	81.38%	81.38%
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%	18.62%	18.62%
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%	81.38%	81.38%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

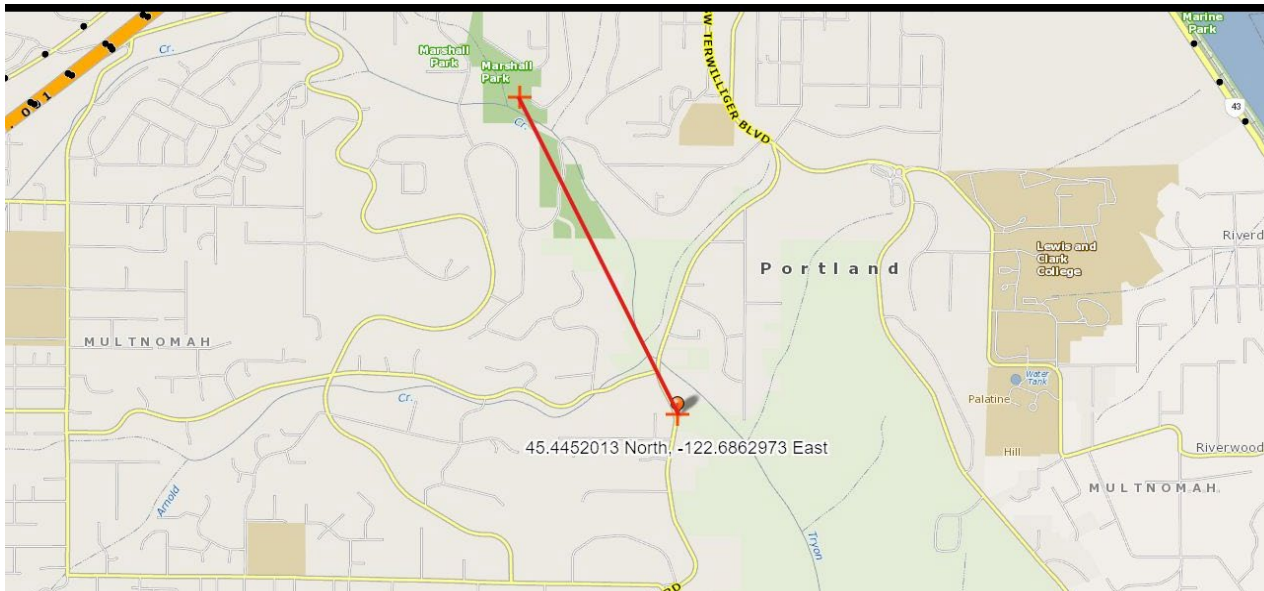
Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Fed Aid ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated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

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Multi-Use Path	New Trail/Path	Capital Project
ODOT Work Type:	SPPROG		

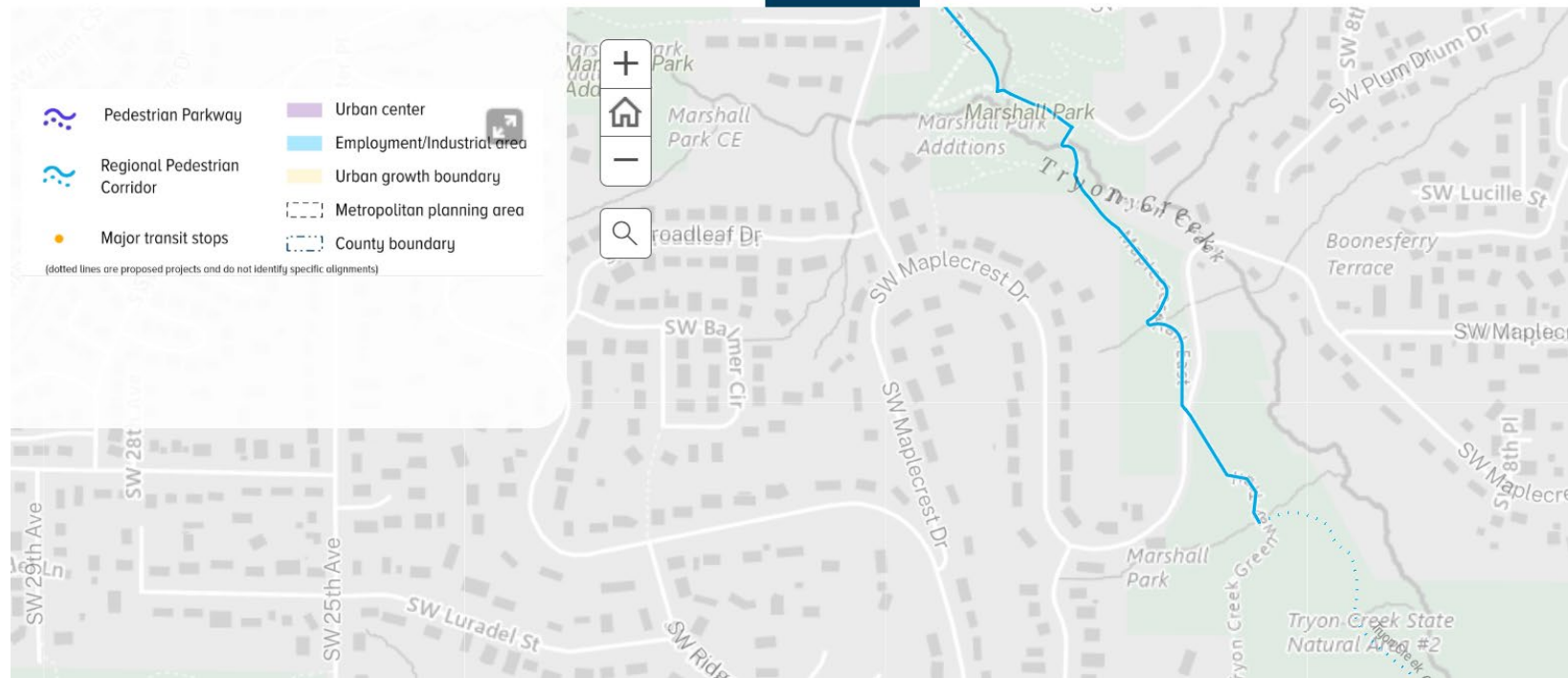
Project Location References									
On State Highway	Yes/No	Route		MP Begin		MP End		Length	
	No	Not Applicable		Not Applicable		Not Applicable		Not Applicable	
Cross Streets	Route or Arterial			Cross Street			Cross Street		
	Marshall Park			Tyron Creek State Park			Not Defined		
Federal Hwy/Road Identifications (generally not applicable to Transit projects)									
ODOT Hwy Name:		Not Applicable			Road/Hwy Owner		Not Applicable		
Located on NHS:		N/A	Functional Classification Code:		N/A	Classification:	N/A		
Federal Aid Eligible Hwy:		Yes	Added Notes:	RTP awarded project. Not considered regionally significant. MTIP programming for FMIS obligation requirements.					
Districts									
City	Portland	County	Multnomah	ACT	R1ACT	ODOT Region	1	Metro District:	2
State Representative District			38	State Senate District		19	Congressional Rep District		5
Is Project Mapping Required:			Review requested	If no, why?	GIS Section: Requested to review if the new trail links up with pedestrian modeling network				

Added Note: Generally RTP funded projects pertain to "recreational trails" and not commuter trails applicable to the RTP pedestrian and Bicycle modeling networks.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).	
Last Amendment Action	None	Last Amendment	Not Applicable	Date of Last Amendment	N/A	Last MTIP Amend Num	Not Applicable
Amendment Notes	The September FFY 2026 MTIP formal amendment represents the first programming action for the project.						



Note:
Specific project map provides general location, but the trail alignment is not specified. As a RTP funded projects, the trail alignment may not meet commuter trail requirements and could be separate from the RTP 's Pedestrian and Bicycle modeling networks. Inclusion in the RTP Pedestrian and Bicycle networks is not required.



Fiscal Constraint Consistency Review	
Source of funding?	Federal Recreational Trails Program (RTP) funding award
Amendment includes funding updates?	Yes. New RTP funding is being added to the 2024-27 MTIP
Proof-of-funding provided?	Yes. A copy of the OPRD
Level of funding approval?	OPRD Commission approval was required and occurred on April 23, 2025
Fiscal constraint demonstrated?	Yes.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	OTH0	OTHER THAN STATE OR	76.72%	617,878.00	0.00%	0.00	0.00%	0.00	100.00%	617,878.00
	Y940	Recreational trail program (RTP) IJJA	23.28%	187,500.00	80.00%	150,000.00	0.00%	0.00	20.00%	37,500.00
	OT Totals		100.00%	805,378.00		150,000.00		0.00		655,378.00
Grand Totals				805,378.00		150,000.00		0.00		655,378.00

Oregon State Parks and Recreation Commission

April 23, 2025

Agenda Item: **6a** **Action**

Public Comment Allowed: **Yes**

Topic: **Recreational Trails Program (RTP) Grant Recommendations**

Presented by: **Michele Scalise, Manager, Grants and Community Programs**

Oregon Parks and Recreation Department April 23, 2025 Recreational Trails Program (RTP) Project Ranking Non-Motorized Grant Requests \$1,306,116 Available						
Ranking	Project Name	Applicant	County	Brief Project Description	Total Project Cost	Grant Funds Requested
5	Sisters District Trail Relocations*	Deschutes Trails Coalition	Deschutes, Jefferson	Relocating portions of 7 trails totaling 2.8 miles to address resource impacts, reduce long-term heavy maintenance costs, minimize confusion for trail users, and improve trail connectivity.	\$ 113,313	\$ 66,429
6	Marshall Park Trail Project	Oregon Parks and Recreation Department	Multnomah	The Tryon Creek to Marshall Park Trail will replace a .6-mile long user-created trail and will complete a missing portion of the Hillsdale to Lake Oswego Trail and will install bridges over four stream crossings.	\$ 805,378	\$ 150,000

RTP Air Quality Conformity and Transportation Modeling Designations	
Capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing Project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt via Table 2 - Air Quality
Exemption Reference: Bicycle and pedestrian facilities.	
Air quality analysis required as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
Transportation modeling analysis required?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name: Not Applicable. The project is not regionally significant. Inclusion in the RTP is not required	
RTP Project Description: 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 Goals:	Not applicable
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment?	No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.
Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment?	Yes.
2. What are the start and end dates for the comment period?	Estimated to be Tuesday, April 1 , 2025 to Wednesday. April 30, 2025
3. Was the comment period completed consistent with the Metro Public Participation Plan?	Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments?	Yes.
5. Did the project amendment result in a significant number of comments?	Comments are not expected
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office?	No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

Fund Codes References	
AGENCY (Local)	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	General local or state funds committed to the project above the required minimum match to the federal funds. Other funds may also represent the lead agency's ability to fund the entire phase with local funds.
RTP	Recreational Trails Program. A federal funding source (FHWA based) that provides funds to the States to develop and maintain recreational trails and trail-related facilities for motorized and nonmotorized recreational trail uses. RTP funds are a special set-aside group of funds under STBG funding program

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



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2026

MTIP Formal Amendment

ADD NEW PROJECT

Add the new RTP funded project
to the MTIP

Project #7**MTIP Amend: SP26-01-SEP****STIP Amend: 24-27-2622****Project Identification Summary**

ODOT Key #	23884	MTIP ID	TBD	RTP ID:	N/A	2023 RTP Approval Date:		11/30/2023
Are the federal funds being flex transferred to FTA?				No	Flex transfer Conversion Code:		N/A	
MTIP Lead Agency:	Tigard			ODOT Applicant	Tigard			
Project Name	Cook Park Accessible Dock Project - Phase 2							
MTIP Short Description	Development of accessible boating facilities at Cook Park on the Tualatin River Water Trail							
MTIP Detailed Description	In Tigard along the Tualatin River in Cook Park and adjacent to the Tualatin River Walk Trail, develop accessible boating facilities							
STIP Description	Development of accessible boating facilities at Cook Park on the Tualatin River Water Trail							

Formal Amendment Overview

Amendment Purpose:	The MTIP formal amendment adds the new OPRD FFY 2024 Recreational Trails Program (RTP) awarded project to the 2024-27 MTIP.
Key Changes occurring:	The formal amendment adds the project's Other phase and funding to the MTIP.
Why a formal amendment?	Per the approved Metro MTIP Amendment Matrix, adding new project to the MTIP requires a formal/full amendment. This satisfies federal requirements to address RTP consistency requirements and to demonstrate fiscal constraint is maintained.

Project ID Tags and Oversight									
RFFA ID:	N/A	RFFA Type	N/A	RFFA Call	N/A	TCM:	No	TCM ID:	N/A
UPWP Project	No	UPWP ID:	N/A	TSMO Project:	No	TSMO ID	N/A	AQ Approval Date	10/2/2017
CDS/Earmark ID:	N/A	Bridge ID:	N/A	Federal ID:	N/A	IGA ID(s):	N/A	Contract ID:	N/A
Certified Agency:	No	ODLAP:	No	Direct Recipient:	Yes	Partnering Agency	N/A	Other	N/A
Federal Award Source	Oregon Parks and Recreation Department (OPRD)			Regulatory Agency	FHWA	Obligation/Delivery Notes	OPRD managed FFY 2024 Recreational Trails Program funding award.		
Project Phase Funding and Programming Actions									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
RTP	Y940	2026						\$ 150,000	\$ 150,000
Federal Totals:			\$ -		\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
AGENCY	Match	2026						\$ 37,500	\$ 37,500
Other	OTH0	2026						\$ 692,500	\$ 692,500
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 730,000	\$ 730,000
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 880,000	\$ 880,000
Total Estimated Project Cost									\$ 880,000
Total Cost in Year of Expenditure:									\$ 880,000

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 880,000	\$ 880,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,500	\$ 37,500
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	\$ -		\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 730,000	\$ 730,000
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 880,000	\$ 880,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	17.05%	17.05%
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%	82.95%	82.95%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Phase Programming Percentage

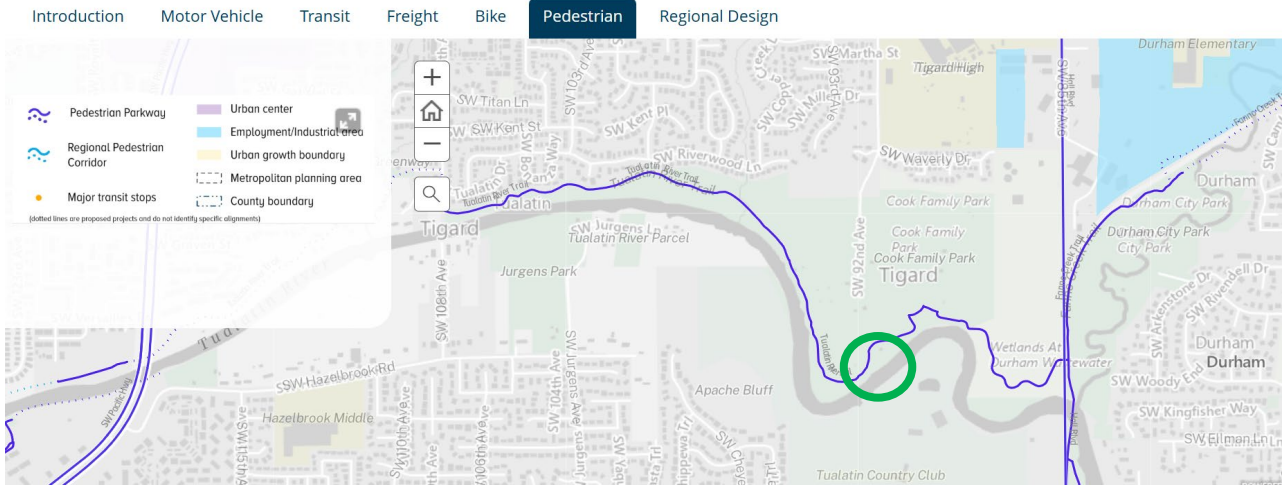
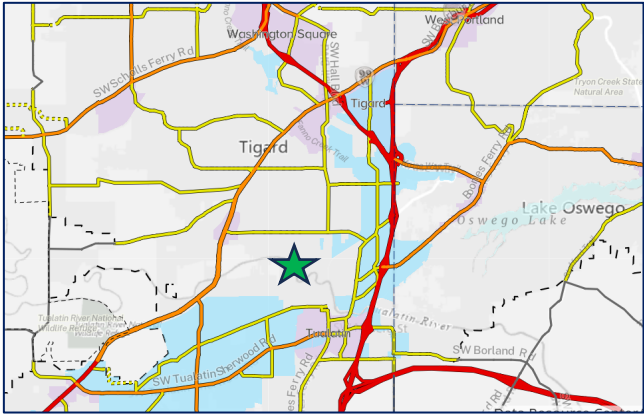
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	17.05%	17.05%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	82.95%	82.95%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

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

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Multi-Use Path	New Trail/Path	Capital Project
ODOT Work Type:	SPPROG		

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		
Federal Hwy/Road Identifications (generally not applicable to Transit projects)									
ODOT Hwy Name:		Not Applicable			Road/Hwy Owner		Not Applicable		
Located on NHS:		N/A	Functional Classification Code:		N/A	Classification:	N/A		
Federal Aid Eligible Hwy:		Yes	Added Notes:	RTP awarded project. Not considered regionally significant. MTIP programming for FMIS obligation requirements.					
Districts									
City	Tigard	County	Washington	ACT	R1ACT	ODOT Region	1	Metro District:	
State Representative District			25	State Senate District		13	Congressional Rep District		6
Is Project Mapping Required:			Requested	Added Comment	Not regionally significant. The project is not included in the RTP. For geographic reference GIS mapping is requested. There appears to be a relationship to the proposed facility and the adjacent pedestrian parkway on the Tualatin River Trail				

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).	
Last Amendment Action	None	Last Amendment	Not Applicable	Date of Last Amendment	N/A	Last MTIP Amend Num	Not Applicable
Amendment Notes	The September FFY 2026 MTIP formal amendment represents the first programming action for the project.						



Fiscal Constraint Consistency Review	
Source of funding?	Federal Recreational Trails Program (RTP) funding award
Amendment includes funding updates?	Yes. New RTP funding is being added to the 2024-27 MTIP
Proof-of-funding provided?	Yes. A copy of the OPRD
Level of funding approval?	OPRD Commission approval was required and occurred on April 23, 2025
Fiscal constraint demonstrated?	Yes.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	OTH0	OTHER THAN STATE OR	78.69%	692,500.00	0.00%	0.00	0.00%	0.00	100.00%	692,500.00
	Y940	Recreational trail program (RTP) IJJA	21.31%	187,500.00	80.00%	150,000.00	0.00%	0.00	20.00%	37,500.00
	OT Totals		100.00%	880,000.00		150,000.00		0.00		730,000.00
	Grand Totals			880,000.00		150,000.00		0.00		730,000.00

Oregon State Parks and Recreation Commission

April 23, 2025

Agenda Item: **6a** **Action**

Public Comment Allowed: **Yes**

Topic: **Recreational Trails Program (RTP) Grant Recommendations**

Presented by: **Michele Scalise, Manager, Grants and Community Programs**

Oregon Parks and Recreation Department April 23, 2025 Recreational Trails Program (RTP) Project Ranking Non-Motorized Grant Requests \$1,306,116 Available						
Ranking	Project Name	Applicant	County	Brief Project Description	Total Project Cost	Grant Funds Requested
3	Cook Park Accessible Dock Project - Phase 2	City of Tigard	Washington	Project includes an ADA compliant hard surface path and gangway leading to a fully accessible boarding dock with universally designed adaptive hardware that will provide river users and outdoor recreationists of all abilities or limitations with enhanced access to connect with nature in and along the Tualatin River.	\$ 880,000	\$ 150,000

RTP Air Quality Conformity and Transportation Modeling Designations	
Capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing Project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt via Table 2 - Air Quality
Exemption Reference: Bicycle and pedestrian facilities.	
Air quality analysis required as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
Transportation modeling analysis required?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name: Not Applicable. The project is not regionally significant. Inclusion in the RTP is not required	
RTP Project Description: 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 Goals:	Not applicable
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment?	No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.
Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment?	Yes.
2. What are the start and end dates for the comment period?	Estimated to be Tuesday, April 1 , 2025 to Wednesday. April 30, 2025
3. Was the comment period completed consistent with the Metro Public Participation Plan?	Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments?	Yes.
5. Did the project amendment result in a significant number of comments?	Comments are not expected
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office?	No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

Fund Codes References	
AGENCY (Local)	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	General local or state funds committed to the project above the required minimum match to the federal funds. Other funds may also represent the lead agency's ability to fund the entire phase with local funds.
RTP	Recreational Trails Program. A federal funding source (FHWA based) that provides funds to the States to develop and maintain recreational trails and trail-related facilities for motorized and nonmotorized recreational trail uses. RTP funds are a special set-aside group of funds under STBG funding program

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

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2026

MTIP Formal Amendment

ADD NEW PROJECT

Add the new OR 224 rehab project to the MTIP

Project #8

MTIP Amend: SP26-01-SEP

STIP Amend: 24-27-2788

Project Identification Summary

ODOT Key #	23914	MTIP ID	TBD	RTP ID:	12095	2023 RTP Approval Date:		11/30/2023
Are the federal funds being flex transferred to FTA?				No	Flex transfer Conversion Code:		N/A	
MTIP Lead Agency:	ODOT			ODOT Applicant	ODOT			
Project Name	OR224: SE 37th Ave to SE Rusk Road							
MTIP Short Description	Resurface the pavement to repair cracking, rutting, wear and to restore ride and service life.							
MTIP Detailed Description	In Clackamas County on OR 224 from MP 1.32 to MP 2.72, resurface the pavement to repair cracking, rutting, wear and to restore ride and service life.							
STIP Description	Resurface the pavement to repair cracking, rutting, wear and to restore ride and service life.							

Formal Amendment Overview

Amendment Purpose:	The MTIP formal amendment adds the new project to the MTIP. OTC approval was required for the funding and occurred during their July 2025 meeting. Funding originates from savings from Key 21598.
Key Changes occurring:	The formal amendment adds the PE phase to the MTIP. ROW, UR, and Construction phases will be added later as required.
Why a formal amendment?	Per the approved Metro MTIP Amendment Matrix, adding new project to the MTIP requires a formal/full amendment. This satisfies federal requirements to address RTP consistency requirements and to demonstrate fiscal constraint is maintained.

Project ID Tags and Oversight									
RFFA ID:	N/A	RFFA Type	N/A	RFFA Call	N/A	TCM:	No	TCM ID:	N/A
UPWP Project	No	UPWP ID:	N/A	TSMO Project:	No	TSMO ID	N/A	AQ Approval Date	10/2/2017
CDS/Earmark ID:	N/A	Bridge ID:	09831	Federal ID:	Not Assigned	IGA ID(s):	N/A	Contract ID:	N/A
Certified Agency:	No	ODLAP:	No	Direct Recipient:	Yes	Partnering Agency	N/A	Other	N/A
Federal Award Source	ODOT			Regulatory Agency	FHWA	Obligation/Delivery Notes			

Project Phase Funding and Programming Actions

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Y240	2026		\$ 1,435,680					\$ 1,435,680
Federal Totals:			\$ -	\$ 1,435,680	\$ -	\$ -	\$ -	\$ -	\$ 1,435,680

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2026		\$ 164,320					\$ 164,320
State Totals:			\$ -	\$ 164,320	\$ -	\$ -	\$ -	\$ -	\$ 164,320

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

Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 1,600,000	\$ -	\$ -	\$ -	\$ -	\$ 1,600,000
Total Estimated Project Cost (PE phase only):									\$ 1,600,000
Total Cost in Year of Expenditure:									\$ 1,600,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	Only the PE phase is being programmed at this time.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 1,600,000	\$ -	\$ -	\$ -	\$ -	\$ 1,600,000
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 164,320	\$ -	\$ -		\$ -	\$ 164,320
Amended Phase Matching Percent:	N/A	10.27%	N/A	0.00%	N/A	0.00%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,435,680	\$ -	\$ -	\$ -	\$ -	\$ 1,435,680
State	\$ -	\$ 164,320	\$ -	\$ -	\$ -	\$ -	\$ 164,320
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 1,600,000	\$ -	\$ -	\$ -	\$ -	\$ 1,600,000

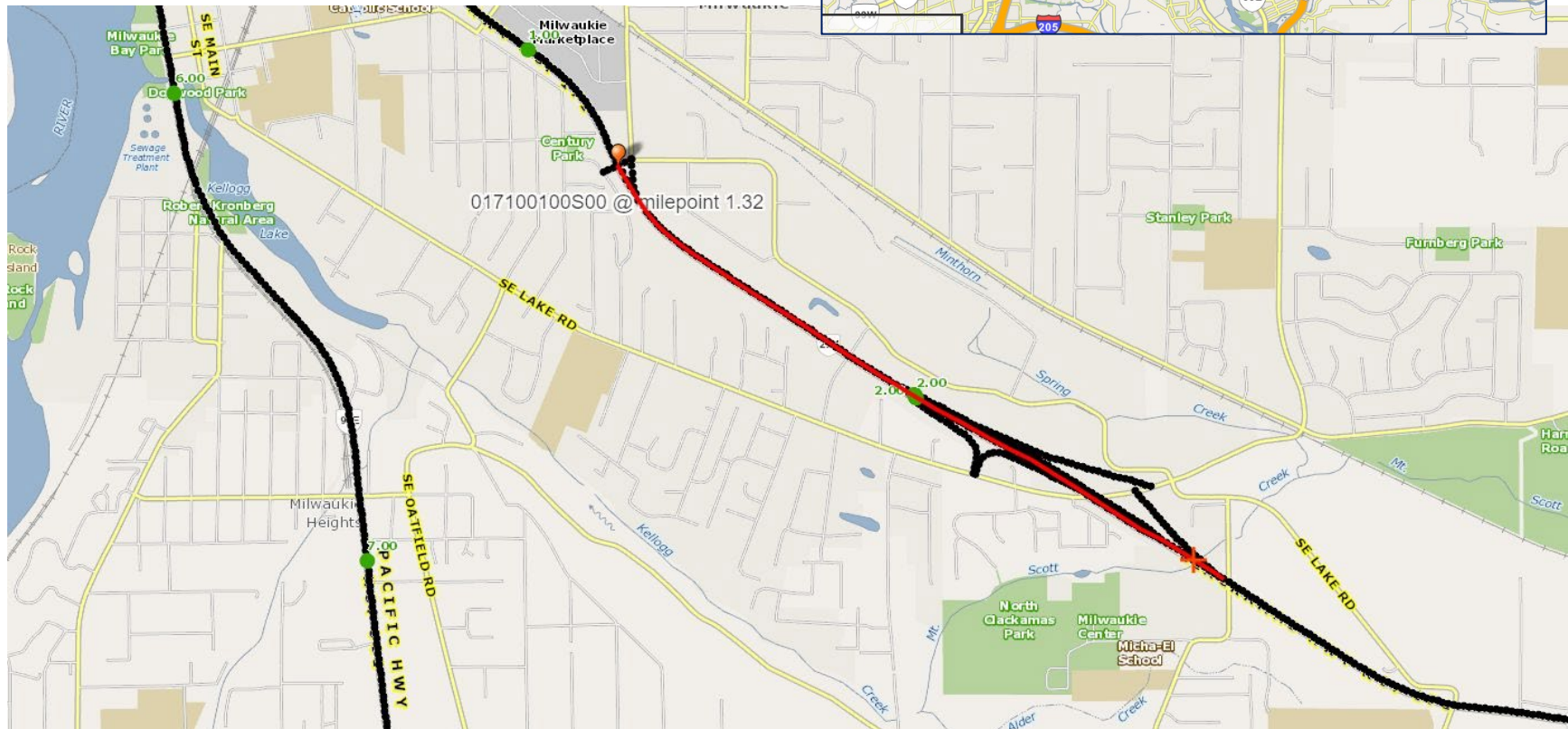
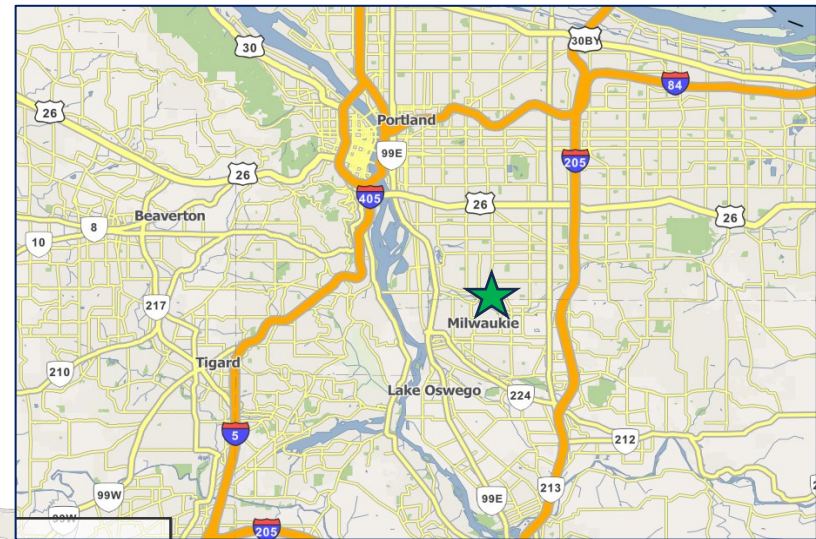
Phase Composition Percentages

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%	0.00%	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%	10.3%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History									
Item	Planning	PE	ROW	UR	Cons	Other	Federal		
Total Funds Obligated							Aid ID		
Federal Funds Obligated:							Fed Aid ID		
EA Number:							FHWA or FTA		
Initial Obligation Date:							FHWA		
EA End Date:							FMIS or TRAMS		
Known Expenditures:							FMIS		
					Estimated Project Completion Date:			Not Specified	
Completion Date Notes:									
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:			N/A		
Project Classification Details									
Project Type	Category		Features				System Investment Type		
Highway	Highway - Motor Vehicle		Preservation or Maintenance				Maintenance and Preservation		
ODOT Work Type:	PRESRV								
Project Location References									
On State Highway	Yes/No	Route	MP Begin		MP End		Length		
	Yes	OR 224	1.32		2.72		1.40		
Cross Streets	Route or Arterial		Cross Street			Cross Street			
Identified	Milwaukie Expressway		SE 37th Ave			SE Rusk Rd			
Federal Hwy/Road Identifications (generally not applicable to Transit projects)									
ODOT Hwy Name:		Clackamas Hwy		Road/Hwy Owner		ODOT			
Located on NHS:		Yes	Functional Classification Code:		2	Classification:		Urban Other Freeways and Expressways	
Federal Aid Eligible Hwy:		Yes	Added Notes:						
Districts									
City	Milwaukie	County	Clackamas	ACT	R1ACT	ODOT Region	1	Metro District:	2
State Representative District		41		State Senate District		21		Congressional Rep District	
Is Project Mapping Required:		Yes		Added Notes: Specific project limits identified					
Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification									
1st Year Programmed	2026	Years Active	0	Project Status	2	2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)			
Last Amendment Action	Not Applicable	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable		
Amend Notes	The September, 2025 formal amendment, SP26-01-SEP, represents the project's initial MTIP Programming.								



Fiscal Constraint Consistency Review	
Source of funding?	ODOT. Savings from Key 21598 which is a related project on OR 224.
Amendment includes funding updates?	Adding new State STBG funding to the MTIP.
Proof-of-funding provided?	Yes. OTC July Staff Report approval item authoring the project funding.
Level of funding approval?	OTC approval.
Fiscal constraint demonstrated?	Yes.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	1,600,000.00	89.73%	1,435,680.00	10.27%	164,320.00	0.00%	0.00
	PE Totals		100.00%	1,600,000.00		1,435,680.00		164,320.00		0.00
	Grand Totals			1,600,000.00		1,435,680.00		164,320.00		0.00



Oregon
Tina Kotek, Governor

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

DATE: July 22, 2025

TO: Oregon Transportation Commission

Kristopher W. Strickler
FROM: Kristopher W. Strickler
Director

SUBJECT: Consent Item 07 – 2025 July Quarterly STIP Adjustment

Requested Action:

Approve the attached list of added, modified, or canceled projects to the STIP.

Background:

Historically, the practice of the agency has been to bring projects one at a time to the OTC when new project opportunities arose and actions were taken on a project-by-project basis. In order to streamline this process, in July 2023, the Commission agreed to a quarterly aggregated STIP amendments for necessary project and program amendments.

This is the quarterly amendment for July 2025. There are 42 projects on the list that have been added, modified or canceled. The attached list of projects for the 2024-2027 STIP consists of time-sensitive actions associated with adjusting funding to capital projects in the Regions and programs statewide. Financial changes to projects occur through existing funding programs. These amendments have been vetted through the appropriate Division Administrators and elevated through ODOT to the Commission.

Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 Characters)
22075	1	Columbia Bottomlands mitigation/conservation bank				PE, CN	Environmental	Fix-It SW Site M/R	\$3,887,547.00	\$5,992,547.00	\$2,105,000.00	Increase PE by \$205,000. Increase CN by \$1,900,000.
22740	1	I-84: from I-5 to the Idaho border				CN	Electric	SW electric vehicle	\$5,382,000.00	\$7,315,186.25	\$1,933,186.25	Increase CN by \$1,933,186.25, moving funds from K22816. Increase is to match the revised estimates for individual stations.
22771	1	OR224 at OR211 and SE Burnett Rd	various	various		RW, UR, OT	Safety	ARTS Region 1, HB2017 Safety R1	\$6,874,041.00	\$2,000,000.00	(\$4,874,041.00)	Cancel RW, UR, and OT, reducing by \$4,874,041; \$3,202,714 to K23814 & \$1,671,327 to financial plan.
23511	1	Indian Creek Trail Critical Link Repair					BikePed	SW Off-Sys BikePed	\$6,670,176.06	\$0.00	(\$6,670,176.06)	Cancel project.
23814	1	East Forest Grove Safety Improvement Project	17.35	17.35		PE	Safety	ARTS Region 1, HB2017 Safety R1	\$947,286.30	\$1,500,000.30	\$552,714.00	Increase PE by \$252,714 and add RW at 300K from K22771. UR and CN are planned for the 27-30 STIP from K22771.
23914	1	OR224: SE 37th Ave to SE Rusk Road	1.32	2.72	09831	PE	Pavements/Pres	Fix-It Region 1, HB2017 Preservation	\$0.00	\$1,600,000.00	\$1,600,000.00	Add new design only project.
	1	Red Rock Creek Trail Railroad Crossing Bridge (Tigard)				PE	Bike/Ped	SW Off-Sys BikePed	\$0.00	\$2,110,000.00	\$2,110,000.00	Add new Oregon Community Paths project.

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

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **Yes.**
3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:
 - Goal # 1 -Mobility Options:**
Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.
 - Goal #2 - Safer System:**
Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
 - Goal #3 - Equitable Transportation:**
Object 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs
 - Goal #4 - Thriving Economy:**
Objective 4.1 - Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region
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 Monday, September 1, 2025 to Tuesday, September 30, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

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	

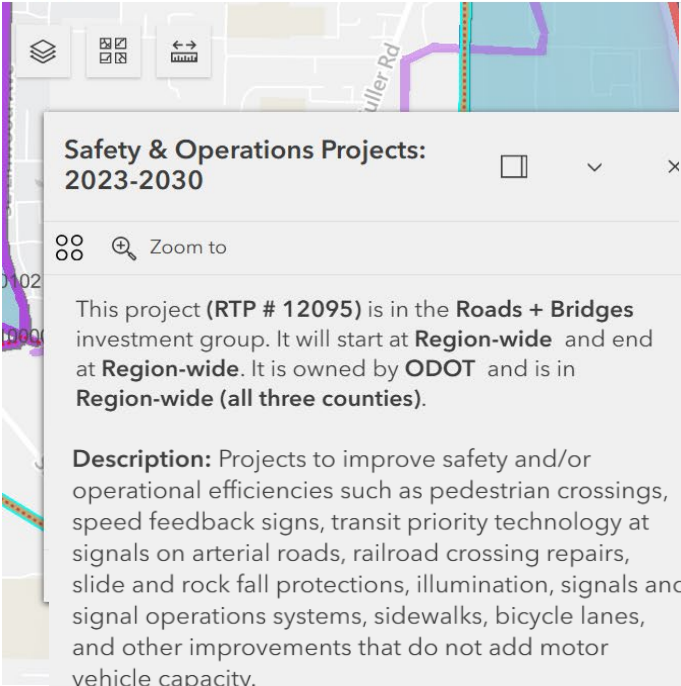
Added notes: Identified PMs are based in RTP ID 12095 and RTP project ID 11350 on OR 224.



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




>



Safety & Operations Projects: 2023-2030

Zoom to

This project (RTP # 12095) is in the **Roads + Bridges** investment group. It will start at **Region-wide** and end at **Region-wide**. It is owned by **ODOT** and is in **Region-wide (all three counties)**.

Description: Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.

Project Time Frame: 2023-2030

Estimated Cost: \$211,879,000

This project *is* in the **financially constrained** list.

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

This project *is not* an **equity priority project**.

This project *does* have identified **safety benefits**.

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

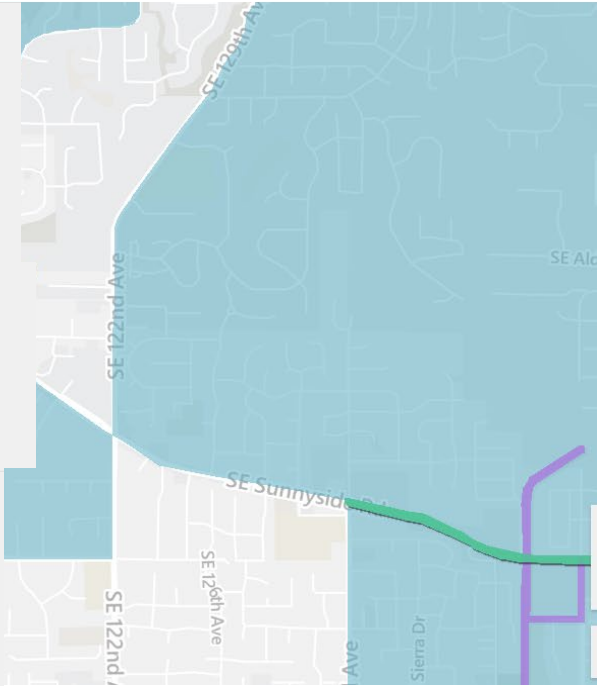
This project *is* located on the **regional emergency transportation/state seismic lifeline route**.

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

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

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

This project *does not* address a **multimodal gap** in the transportation system.



Fund Codes References	
State	General State 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.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2026

MTIP Formal Amendment

ADD NEW PROJECT

Add the new OCP funded project
PE phase to the MTIP

Project #9**MTIP Amend: SP26-01-SEP****STIP Amend: 24-27-2871****Project Identification Summary**

ODOT Key #	23960	MTIP ID	TBD	RTP ID:	12175	2023 RTP Approval Date:	11/30/2023
Are the federal funds being flex transferred to FTA?				No	Flex transfer Conversion Code:	N/A	
MTIP Lead Agency:	Tigard			ODOT Applicant	ODOT		
Project Name	Red Rock Creek Trail Railroad Crossing Bridge						
MTIP Short Description	Design a pedestrian and bicycle bridge over the Pacific & Western Railroad line and switching yard, TriMet WES line, and adjacent Wall Street as critical segment of the Red Rock Creek Trail and the Tigard/Lake Oswego Regional Trail only through design acceptance. Located at the mid-point of the one-mile distance between Hall Blvd and Bonita Road, completed project would provide equitable access to high need locations within Tigard Town Center.						
MTIP Detailed Description	In Tigard between Hall Blvd and Bonita Rd adjacent to SW Wall St, design a pedestrian and bicycle bridge over the Pacific & Western Railroad line and switching yard, TriMet WES line, and adjacent Wall Street as critical segment of the Red Rock Creek Trail and the Tigard/Lake Oswego Regional Trail only through design acceptance. (Oregon Community Paths (2024 OCP) funded project with OTC approval in July 2025).						
STIP Description	Project will design a pedestrian and bicycle bridge over the Pacific & Western Railroad line and switching yard, TriMet WES line, and adjacent Wall Street as critical segment of the Red Rock Creek Trail and the Tigard/Lake Oswego Regional Trail only through design acceptance. Located at the mid-point of the one-mile distance between Hall Blvd and Bonita Road, completed project would provide equitable access to high need locations within Tigard Town Center.						

Formal Amendment Overview

Amendment Purpose:	The MTIP formal amendment adds the new Oregon Community Paths (OCP) funding award to the MTIP. OTC approval was required and occurred during their July 2025 meeting
Key Changes occurring:	The formal amendment is required to obligate the new OCP funding.
Why a formal amendment?	Per the approved Metro MTIP Amendment Matrix, adding new project to the MTIP requires a formal/full amendment. This satisfies federal requirements to address RTP consistency requirements and to demonstrate fiscal constraint is maintained.

Project ID Tags and Oversight

RFFA ID:	N/A	RFFA Type	N/A	RFFA Call	N/A	TCM:	No	TCM ID:	N/A
UPWP Project	No	UPWP ID:	N/A	TSMO Project:	No	TSMO ID	N/A	AQ Approval Date	10/2/2017
CDS/Earmark ID:	N/A	Bridge ID:	N/A	Federal ID:	To be assigned	IGA ID(s):	TBD	Contract ID:	TBD
Certified Agency:	No	ODLAP:	Yes	Direct Recipient:	No	Partnering Agency	N/A	Other	N/A
Federal Award Source	ODOT			Regulatory Agency	FHWA	Obligation/Delivery Notes	Oregon Community Paths awarded project.		

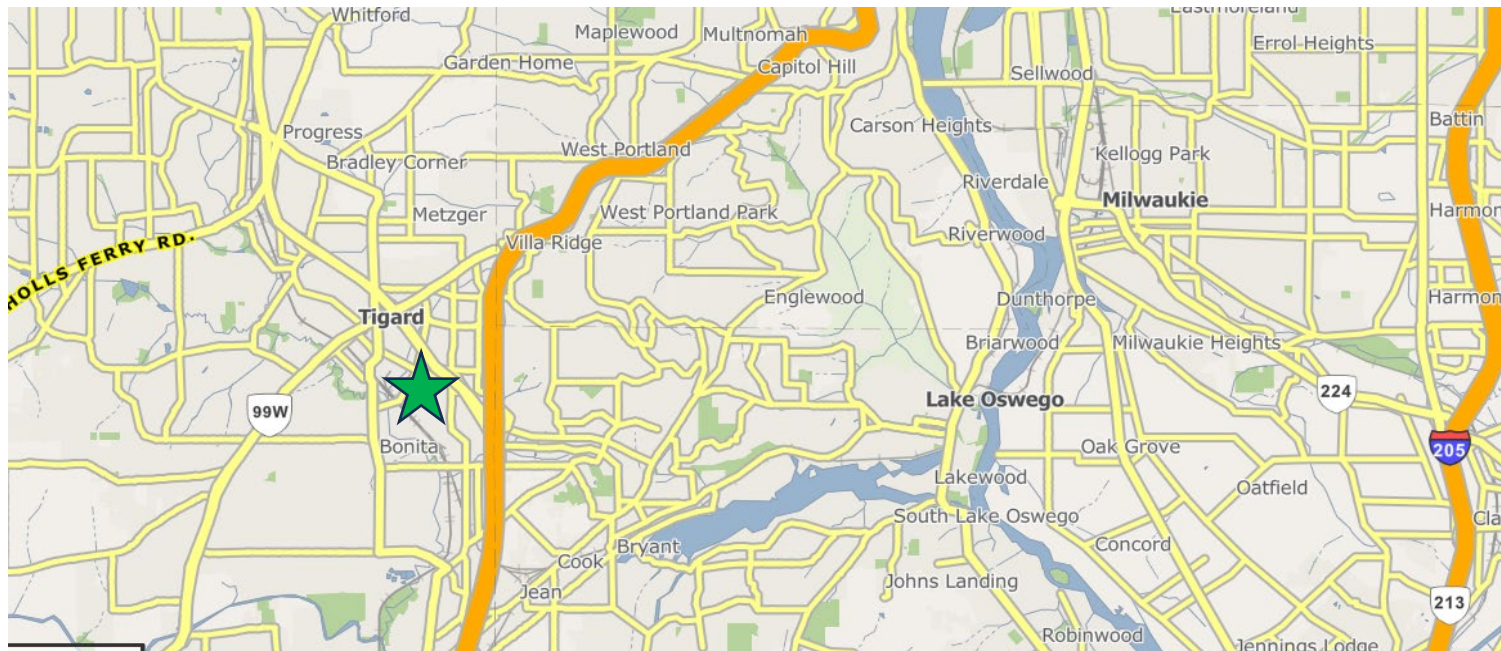
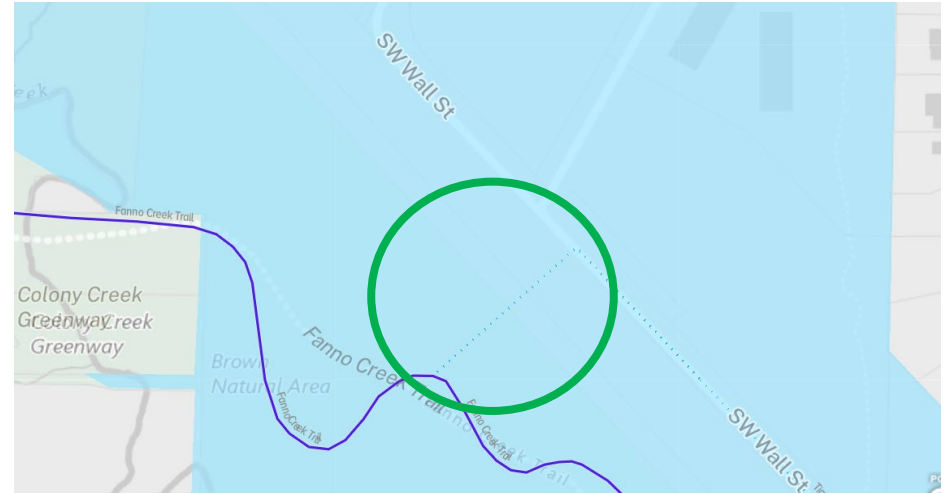
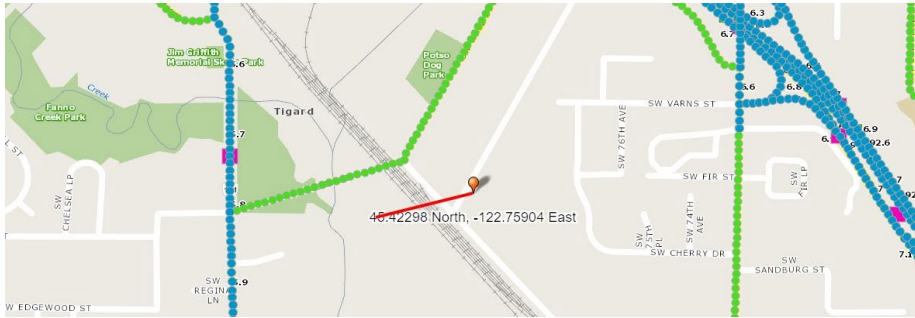
Project Phase Funding and Programming Actions									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TAP 50K-200K	Y306	2026		\$ 1,893,303					\$ 1,893,303
									\$ -
Federal Totals:			\$ -	\$ 1,893,303	\$ -	\$ -		\$ -	\$ 1,893,303
Notes:									
1. TAP 50K-200K = Transportation Alternatives Program federal funds limited for use in population areas between 50,000 to 200,000.									
2. TAP 50K-200K are separate from the TA-U (urban TA funds for populations in excess of 200K) allocated to Metro annually.									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
CITY	Match	2026		\$ 216,697					\$ 216,697
									\$ -
Local Totals:			\$ -	\$ 216,697	\$ -	\$ -	\$ -	\$ -	\$ 216,697
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 2,110,000	\$ -	\$ -	\$ -	\$ -	\$ 2,110,000
(Per 2023 RTP entry) Total Estimated Project Cost									\$ 10,000,000
(Per 2023 RTP entry) Total Cost in Year of Expenditure:									\$ 16,000,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The project is short programmed. Only funding for the PE phase is being added through this amendment. PE is fully funded.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 2,110,000	\$ -	\$ -	\$ -	\$ -	\$ 2,110,000
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 216,697	\$ -	\$ -	\$ -	\$ -	\$ 216,697
Amended Phase Matching Percent:	N/A	10.27%	N/A	0.00%	N/A	0.00%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,893,303	\$ -	\$ -		\$ -	\$ 1,893,303
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 216,697	\$ -	\$ -	\$ -	\$ -	\$ 216,697
Total	\$ -	\$ 2,110,000	\$ -	\$ -	\$ -	\$ -	\$ 2,110,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

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

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Trail/Multi-Use Path	New Trail/Path	Capital Project
	Active Trans - Bicycle	Overcrossing or undercrossing	
ODOT Work Type:	BIKPED		

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 Stated		See mapping references						
Federal Hwy/Road Identifications (generally not applicable to Transit projects)									
ODOT Hwy Name:		Not Applicable		Road/Hwy Owner		Not Applicable			
Located on NHS:		No	Functional Classification Code:		N/A	Classification:		Not Applicable	
Federal Aid Eligible Hwy:		Yes	Added Notes:		OCP funded new ped/bike OC acting as a gap closure				
Districts									
City	Tigard	County	Washington	ACT	R1ACT	ODOT Region	1	Metro District:	
State Representative District			25	State Senate District		13	Congressional Rep District		6
Is Project Mapping Required:			Yes	Notes		Appears to link up with identified future RRXX in pedestrian model			



Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).	
Last Amendment Action	None	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Amendment Notes	The September FFY 2026 Formal MTIP amendment represents the initial project programming.						

Fiscal Constraint Consistency Review	
Source of funding?	ODOT managed Oregon Community Paths (OCP) program.
Amendment includes funding updates?	New OCP approved funding Transpiration Alternative Program) is being added to the MTIP.
Proof-of-funding provided?	Yes, via OTC approval during July 2025.
Level of funding approval?	Oregon Transportation Commission
Fiscal constraint demonstrated?	Yes.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y306	TAP 50k-200k population IJJA	100.00%	2,110,000.00	89.73%	1,893,303.00	0.00%	0.00	10.27%	216,697.00
	PE Totals		100.00%	2,110,000.00		1,893,303.00		0.00		216,697.00
	Grand Totals			2,110,000.00		1,893,303.00		0.00		216,697.00

Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 Characters)
22075	1	Columbia Bottomlands mitigation/conservation bank				PE, CN	Environmental	Fix-It SW Site M/R	\$3,887,547.00	\$5,992,547.00	\$2,105,000.00	Increase PE by \$205,000. Increase CN by \$1,900,000.
22740	1	I-84: from I-5 to the Idaho border				CN	Electric	SW electric vehicle	\$5,382,000.00	\$7,315,186.25	\$1,933,186.25	Increase CN by \$1,933,186.25, moving funds from K22816. Increase is to match the revised estimates for individual stations.
22771	1	OR224 at OR211 and SE Burnett Rd	various	various		RW, UR, OT	Safety	ARTS Region 1, HB2017 Safety R1	\$6,874,041.00	\$2,000,000.00	(\$4,874,041.00)	Cancel RW, UR, and OT, reducing by \$4,874,041; \$3,202,714 to K23814 & \$1,671,327 to financial plan.
23511	1	Indian Creek Trail Critical Link Repair					BikePed	SW Off-Sys BikePed	\$6,670,176.06	\$0.00	(\$6,670,176.06)	Cancel project.
23814	1	East Forest Grove Safety Improvement Project	17.35	17.35		PE	Safety	ARTS Region 1, HB2017 Safety R1	\$947,286.30	\$1,500,000.30	\$552,714.00	Increase PE by \$252,714 and add RW at 300K from K22771. UR and CN are planned for the 27-30 STIP from K22771.
23914	1	OR224: SE 37th Ave to SE Rusk Road	1.32	2.72	09831	PE	Pavements/Pres	Fix-It Region 1, HB2017 Preservation	\$0.00	\$1,600,000.00	\$1,600,000.00	Add new design only project.
23960	1	Red Rock Creek Trail Railroad Crossing Bridge (Tigard)				PE	Bike/Ped	SW Off-Sys BikePed	\$0.00	\$2,110,000.00	\$2,110,000.00	Add new Oregon Community Paths project.

RTP Air Quality Conformity and Transportation Modeling Designations	
Capacity enhancing or non-capacity enhancing project?	Non capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No. The project is exempt per 40 CFR 93.126, Table 2 from air quality conformity analysis
Exemption Reference:	1. Table 2 - Other: Planning and technical studies. 2. Table 2 - Air Quality: Bicycle and pedestrian facilities.
Air quality analysis required as part of RTP inclusion?	No. Not applicable.
Transportation modeling analysis required?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	RTP ID - 12175: Tigard-Lake-O-Red Rock Creek-Fanno Creek Rail Overcrossing
RTP Project Description:	Construct new bike and pedestrian overcrossing.
Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure?	No.
2. Is the project identified on the Congestion Management Process (CMP) plan?	No.
3. Is the project included as part of the approved: UPWP?	No. Not applicable.
3a. If yes, is an amendment required to the UPWP?	No.
3b. Can the project MTIP amendment proceed before the UPWP amendment?	Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)?	Not applicable
4. Applicable RTP Goals:	<u>Goal # 1 -Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safer System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #4 - Thriving Economy:</u> Objective 4.1 - Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region <u>Goal #5 - Climate Action and Resilience:</u> Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.

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

Public Notification/Opportunity to Comment Consistency Requirement

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

Fund Codes References

CITY (Local)	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
TAP 50K-200K	Federal Transportation Alternatives Program funding designated for areas with populations between 50,000 and \$200,000. The same eligibility requirements exist for the TAP 50k-200K funds as for TA-U funds Metro receives. This TA/TAP funding is separate from Metro TA-U (or urban TA) annual allocation.

Anticipated Required Performance Measurements Monitoring

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

Added notes:



Tigard-Lake-O-Red Rock Creek-Fanno Creek Rail Overcrossing

Zoom to

This project (RTP # 12175) is in the **Walking + Biking** investment group. It will start at **Wall St** and end at **Tigard Public Library**. It is owned by **Tigard** and is in **Washington County**.

Description: Construct new bike and pedestrian overcrossing.

Project Time Frame: 2031-2045

Estimated Cost: \$16,300,000

This project **is not** in the **financially constrained list**.

This project **is not** located in an **equity focus area**.

This project **is** an **equity priority project**.

This project **will reduce greenhouse gas emissions**.

This project **does** have identified **safety benefits**.

This project **is not** located in a **high injury corridor**.

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

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

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

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

This project **does not address a multimodal gap** in the transportation system.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2026

MTIP Formal Amendment

ADD NEW PROJECT

Add the new ER funded project to
the MTIP

Project #10

MTIP Amend: SP26-01-SEP

STIP Amend: 24-27-3076

Project Identification Summary

ODOT Key #	24611	MTIP ID	TBD	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
Are the federal funds being flex transferred to FTA?				No	Flex transfer Conversion Code:	N/A	
MTIP Lead Agency:	Multnomah County			ODOT Applicant	Multnomah County		
Project Name	Kaiser Road Over Abbey Creek Embankment Repair						
MTIP Short Description	Embankment repair of the east side of NW Kaiser Road from rising Water on Abbey Creek.						
MTIP Detailed Description	In northwest Multnomah County on NW Kaiser Rd at Abby Creek (near and s/o Germantown Rd), complete embankment repair of the east side of NW Kaiser Road from rising Water on Abbey Creek (FHWA Disaster # OR2024-02).						
STIP Description	Embankment repair of the east side of NW Kaiser Road from rising Water on Abbey Creek.						

Formal Amendment Overview

Amendment Purpose:	The MTIP formal amendment adds the new permanent Emergency Relief (ER) project to the MTIP. As an ER funded project, funding approval is through FHWA.
Key Changes occurring:	The amendment adds the PE, ROW, and Construction phases to the MTIP in FFY 2026. Advance Construction is being used to program the funding.
Why a formal amendment?	As a permanent ER type project, a formal amendment is normally required to add the new project to the MTIP.

Project ID Tags and Oversight									
RFFA ID:	N/A	RFFA Type	N/A	RFFA Call	N/A	TCM:	No	TCM ID:	N/A
UPWP Project	No	UPWP ID:	N/A	TSMO Project:	No	TSMO ID	N/A	AQ Approval Date	10/2/2017
CDS/Earmark ID:	N/A	Bridge ID:	N/A	Federal ID:	N/A	IGA ID(s):	N/A	Contract ID:	N/A
Certified Agency:	YES	ODLAP:	No	Direct Recipient:	No	Partnering Agency	N/A	Other	N/A
Federal Award Source	FHWA			Regulatory Agency	FHWA	Obligation/Delivery Notes	Permanent ER project.		

Project Phase Funding and Programming Actions									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-ER	ACP0	2026		\$ 174,973					\$ 174,973
AC-ER	ACP0	2026			\$ 44,865				\$ 44,865
AC-ER	ACP0	2026					\$ 291,622		\$ 291,622
Federal Totals:			\$ -	\$ 174,973	\$ 44,865	\$ -	\$ 291,622	\$ -	\$ 511,460
Note: General Advance Construction anticipated conversion code is Emergency Relief.									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
CNTYMULT	Match	2026		\$ 20,027					\$ 20,027
CNTYMULT	Match	2026			\$ 5,135				\$ 5,135
CNTYMULT	Match	2026					\$ 33,378		\$ 33,378
Local Totals:			\$ -	\$ 20,027	\$ 5,135	\$ -	\$ 33,378	\$ -	\$ 58,540
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 195,000	\$ 50,000	\$ -	\$ 325,000	\$ -	\$ 570,000
Total Estimated Project Cost									\$ 570,000
Total Cost in Year of Expenditure:									\$ 570,000
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:			\$ -	\$ 195,000	\$ 50,000	\$ -	\$ 325,000	\$ -	\$ 570,000
Phase Change Percent:			0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:			\$ -	\$ 20,027	\$ 5,135	\$ -	\$ 33,378	\$ -	\$ 58,540
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			\$ -	\$ 174,973	\$ 44,865	\$ -	\$ 291,622	\$ -	\$ 511,460
State			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local			\$ -	\$ 20,027	\$ 5,135	\$ -	\$ 33,378	\$ -	\$ 58,540
Total			\$ -	\$ 195,000	\$ 50,000	\$ -	\$ 325,000	\$ -	\$ 570,000
Phase Composition Percentages									
Fund Type			Planning	PE	ROW	UR	Cons	Other	Total
Federal			0.0%	89.73%	89.73%	0.0%	89.73%	0.0%	89.73%
State			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local			0.0%	10.27%	10.27%	0.0%	10.27%	0.0%	10.27%
Total			0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	30.7%	7.9%	0.0%	51.2%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	3.5%	0.9%	0.0%	5.9%	0.0%	10.27%
Total	0.0%	34.2%	8.8%	0.0%	57.0%	0.0%	100.0%

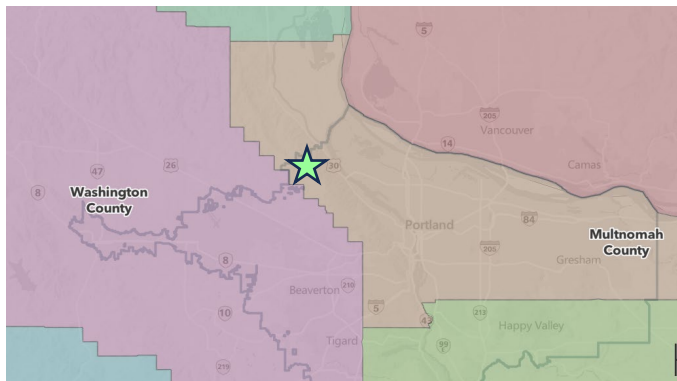
Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Fed AID ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated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

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	Reconstruction	Capital Project
ODOT Work Type:	EM-REL		

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	Note	
	NW Kaiser Rd		Abby Creek	South of NW Germantown Rd	

Federal Hwy/Road Identifications (generally not applicable to Transit projects)										
ODOT Hwy Name:		NW Kaiser Rd			Road/Hwy Owner		Multnomah County			
Located on NHS:		No	Functional Classification Code:		5	Classification:		Urban Major Collector		
Federal Aid Eligible Hwy:		Yes	Added Notes:							
Districts										
City	N/A	County	Multnomah	ACT	R1ACT	ODOT Region	1	Metro District:	5	
State Representative District			33		State Senate District		17	Congressional Rep District		1
Is Project Mapping Required:			Requested		Note:	Mapping requested for location clarity				

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Last Amendment Action	None	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Amendment Notes	None						



Fiscal Constraint Consistency Review	
Source of funding?	FHWA Emergency Relief Program
Amendment includes funding updates?	Adds new ER funds via Advance Construction to the MTIP
Proof-of-funding provided?	STIP Coordinator, plus LAL and Region 1 Funding Manager approval confirmation
Level of funding approval?	FHWA
Fiscal constraint demonstrated?	Yes.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	100.00%	195,000.00	89.73%	174,973.50	0.00%	0.00	10.27%	20,026.50
	PE Totals		100.00%	195,000.00		174,973.50		0.00		20,026.50
RW	ACPO	ADVANCE CONSTRUCT PR	100.00%	50,000.00	89.73%	44,865.00	0.00%	0.00	10.27%	5,135.00
	RW Totals		100.00%	50,000.00		44,865.00		0.00		5,135.00
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	325,000.00	89.73%	291,622.50	0.00%	0.00	10.27%	33,377.50
	CN Totals		100.00%	325,000.00		291,622.50		0.00		33,377.50
Grand Totals				570,000.00		511,461.00		0.00		58,539.00

RTP Air Quality Conformity and Transportation Modeling Designations	
Capacity enhancing or non-capacity enhancing project?	Non-Capacity Enhancing Project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No. The project is exempt per 40 CFR 93.126, Table 2 from air quality conformity analysis
Exemption Reference: Table 2 - Safety: Emergency Relief	
Air quality analysis required as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
Transportation modeling analysis required? No. Not applicable. The project is not capacity enhancing	
RTP Constrained Project ID and Name: RTP ID: 12095: Safety & Operations Projects: 2023-2030	
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.
Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure?	No.
2. Is the project identified on the Congestion Management Process (CMP) plan?	No.
3. Is the project included as part of the approved: UPWP?	No. Not applicable.
3a. If yes, is an amendment required to the UPWP?	No.
3b. Can the project MTIP amendment proceed before the UPWP amendment?	Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)?	Not applicable
4. Applicable RTP Goals:	<u>Goal # 1 -Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safer System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment?	No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

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

Fund Codes References	
CNTYMULT	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-ER	Advance Construction s with an anticipated conversion code of federal "Emergency Relief" funding.

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

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2026

MTIP Formal Amendment
COST INCREASE
 Add State funds to PE and
 Construction phases

Project #11

MTIP Amend: SP26-01-SEP

STIP Amend: 24-27-2735

Project Identification Summary

ODOT Key #	22075	MTIP ID	71150	RTP ID:	12329	2023 RTP Approval Date:		11/30/2023
Are the federal funds being flex transferred to FTA?				No	Flex transfer Conversion Code:		N/A	
MTIP Lead Agency:	ODOT			ODOT Applicant	ODOT			
Project Name	Columbia Bottomlands Mitigation/Conservation Bank							
MTIP Short Description	Develop a long term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species practicable.							
MTIP Detailed Description	In the northwestern Portland area from the Columbia River west to US 30, and the St Helens area in the north (Outside MPO Boundary) then south to NW St Helens Rd just north of the Smith and Bybee Wetlands area, establish the Columbia Bottomlands Mitigation/Conservation Bank to generate conservation credits for future ODOT project impacts to aquatic resources and Endangered Species Act (ESA) listed fish species							
STIP Description	Develop a long term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species practicable.							

Formal Amendment Overview

Amendment Purpose:	The MTIP formal amendment adds State funds to the PE and construction phases plus reduces the ROW phase. The construction budget was set based on early estimates and inflation has impacted the project increasing the overall delivery cost.
Key Changes occurring:	The formal amendment the required new State funding to the project. The project total cost increases from \$3,887,547 to \$5,992,547.
Why a formal amendment?	Per the approved Metro MTIP Amendment Matrix, the cost increase exceeds the cost change threshold of 30% for projects between \$1 and \$5 million dollars. This triggers the need for a formal amendment to complete the cost increase.

Project ID Tags and Oversight									
RFFA ID:	N/A	RFFA Type	N/A	RFFA Call	N/A	TCM:	No	TCM ID:	N/A
UPWP Project	No	UPWP ID:	N/A	TSMO Project:	No	TSMO ID	N/A	AQ Approval Date	10/2/2017
CDS/Earmark ID:	N/A	Bridge ID:	N/A	Federal ID:	N/A	IGA ID(s):	N/A	Contract ID:	N/A
Certified Agency:	No	ODLAP:	No	Direct Recipient:	Yes	Partnering Agency	N/A	Other	N/A
Federal Award Source	ODOT			Regulatory Agency	FHWA	Obligation/Delivery Notes	The project represents an environmental safety improvement impacting Washington County		

Project Phase Funding and Programming Actions									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
									\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	S010	2020		\$ 1,337,547					\$ -
State	S010	2020		\$ 1,692,547					\$ 1,692,547
State	S010	2022			\$ 1,000,000				\$ -
State	S010	2022			\$ 850,000				\$ 850,000
State	S010	2026					\$ 1,550,000		\$ -
State	S010	2026					\$ 3,450,000		\$ 3,450,000
State Totals:			\$ -	\$ 1,692,547	\$ 850,000	\$ -	\$ 3,450,000	\$ -	\$ 5,992,547

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 1,337,547	\$ 1,000,000	\$ -	\$ 1,550,000	\$ -	\$ 3,887,547
Amended Programming Totals			\$ -	\$ 1,692,547	\$ 850,000	\$ -	\$ 3,450,000	\$ -	\$ 5,992,547
Total Estimated Project Cost									\$ 5,992,547
Total Cost in Year of Expenditure:									\$ 5,992,547
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			No	The project is not short programmed.					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ 355,000	\$ (150,000)	\$ -	\$ 1,900,000	\$ -	\$ 2,105,000
Phase Change Percent:			0.0%	26.5%	-15.0%	0.0%	122.6%	0.0%	54.1%
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			\$ -	\$ 1,692,547	\$ 850,000	\$ -	\$ 3,450,000	\$ -	\$ 5,992,547
Local			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total			\$ -	\$ 1,692,547	\$ 850,000	\$ -	\$ 3,450,000	\$ -	\$ 5,992,547

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.00%	0.0%	0.0%	0.0%	0.0%
State	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Local	0.0%	0.0%	0.00%	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%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
State	0.0%	28.2%	14.2%	0.0%	57.6%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	28.2%	14.2%	0.0%	57.6%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,692,547	\$ 850,000				Aid ID
Federal Funds Obligated:		\$ -	\$ -				Not Identified
EA Number:		BNKSTE15	BNKSTE16				FHWA or FTA
Initial Obligation Date:		2/25/2020	1/19/2022				FHWA
EA End Date:		12/31/2026	12/31/2025				FMIS or TRAMS
Known Expenditures:		\$ 1,354,670	\$ 842,108				FMIS
				Estimated Project Completion Date:			12/31/2030
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Other		Other
ODOT Work Type:	ENVIRO		

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		
Federal Hwy/Road Identifications (generally not applicable to Transit project)									
ODOT Hwy Name:		Not Applicable			Road/Hwy Owner		Not Applicable		
Located on NHS:		N/A	Functional Classification Code:		N/A	Classification:	None - No functional classification		
Federal Aid Eligible Hwy:		N/A	Added Notes:	Environmental mitigation aspect. No direct functional classification tie-in.					
Districts									
City	Various	County	Washington	ACT	R1ACT	ODOT Region	1	Metro District:	3
State Representative District			Multiple	State Senate District		Multiple	Congressional Rep District		1
Is Project Mapping Required:			County level regional	If no, why?	Map as county-wide regional. No specific site locations. Project also impacts Region 2				

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2020	Years Active	6	Project Status	5	RW = Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Last Amendment Action	Slip cons to 2026	Last Amendment	Administrative	Date of Last Amendment	February 2025	Last MTIP Amend Num	AM25-25-FEB4
Amendment Notes	Slip construction phase and funding from FFY 2025 to FFY 2026.						

Fiscal Constraint Consistency Review	
Source of funding?	ODOT
Amendment includes funding updates?	Yes. Adds new state funds for the project
Proof-of-funding provided?	Yes, via OTC July 2025 staff report item
Level of funding approval?	Oregon Transportation Commission
Fiscal constraint demonstrated?	Yes.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	S010	STATE	100.00%	1,692,547.00	0.00%	0.00	100.00%	1,692,547.00	0.00%	0.00
	PE Totals		100.00%	1,692,547.00		0.00		1,692,547.00		0.00
RW	S010	STATE	100.00%	850,000.00	0.00%	0.00	100.00%	850,000.00	0.00%	0.00
	RW Totals		100.00%	850,000.00		0.00		850,000.00		0.00
CN	S010	STATE	100.00%	3,450,000.00	0.00%	0.00	100.00%	3,450,000.00	0.00%	0.00
	CN Totals		100.00%	3,450,000.00		0.00		3,450,000.00		0.00
	Grand Totals			5,992,547.00		0.00		5,992,547.00		0.00

Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 Characters)
22075	1	Columbia Bottomlands mitigation/conservation bank				PE, CN	Environmental	Fix-It SW Site M/R	\$3,887,547.00	\$5,992,547.00	\$2,105,000.00	Increase PE by \$205,000. Increase CN by \$1,900,000.
22740	1	I-84: from I-5 to the Idaho border				CN	Electric	SW electric vehicle	\$5,382,000.00	\$7,315,186.25	\$1,933,186.25	Increase CN by \$1,933,186.25, moving funds from K22816. Increase is to match the revised estimates for individual stations.
22771	1	OR224 at OR211 and SE Burnett Rd	various	various		RW, UR, OT	Safety	ARTS Region 1, HB2017 Safety R1	\$6,874,041.00	\$2,000,000.00	(\$4,874,041.00)	Cancel RW, UR, and OT, reducing by \$4,874,041; \$3,202,714 to K23814 & \$1,671,327 to financial plan.
23511	1	Indian Creek Trail Critical Link Repair					BikePed	SW Off-Sys BikePed	\$6,670,176.06	\$0.00	(\$6,670,176.06)	Cancel project.
23814	1	East Forest Grove Safety Improvement Project	17.35	17.35		PE	Safety	ARTS Region 1, HB2017 Safety R1	\$947,286.30	\$1,500,000.30	\$552,714.00	Increase PE by \$252,714 and add RW at 300K from K22771. UR and CN are planned for the 27-30 STIP from K22771.
23914	1	OR224: SE 37th Ave to SE Rusk Road	1.32	2.72	09831	PE	Pavements/Pres	Fix-It Region 1, HB2017 Preservation	\$0.00	\$1,600,000.00	\$1,600,000.00	Add new design only project.
23960	1	Red Rock Creek Trail Railroad Crossing Bridge (Tigard)				PE	Bike/Ped	SW Off-Sys BikePed	\$0.00	\$2,110,000.00	\$2,110,000.00	Add new Oregon Community Paths project.

RTP Air Quality Conformity and Transportation Modeling Designations	
Capacity enhancing or non-capacity enhancing project?	Non-Capacity Enhancing Project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No. The project is exempt per 40 CFR 93.126, Table 2 from air quality conformity analysis
Exemption Reference:	Table 2: Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
Air quality analysis required as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
Transportation modeling analysis required?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	RTP ID - 12329: ODOT All Roads Transportation Safety (ARTS) Program (Portland Area)
RTP Project Description:	Safety projects identified through the ODOT All Roads Transportation Safety (ARTS) Program.

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No. Not applicable.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable
4.	Applicable RTP Goals: Not Applicable. The project is not regionally significant.
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, September 2, 2025 to Wednesday, October 1, 2025.
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

Fund Codes References	
State	General Local funds committed by the lead agency to the project. In this case the state funds constitute the entire project funding. There are no federal funds committed to the project.

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

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2026

MTIP Formal Amendment

CANCEL PROJECT

Cancel the project from further
MTIP/STIP programming

Project #12**MTIP Amend: SP26-01-SEP****STIP Amend: 24-27-2725****Project Identification Summary**

ODOT Key #	23156	MTIP ID	71313	RTP ID:	11112	2023 RTP Approval Date:		11/30/2023
Are the federal funds being flex transferred to FTA?				No	Flex transfer Conversion Code:		N/A	
MTIP Lead Agency:	SMART			ODOT Applicant	SMART			
Project Name	SMART Yard Expansion Capital Project (2025)							
MTIP Short Description	Bus facility expansion including electric charging infrastructure, additional paved area, and security gate improvements.							
MTIP Detailed Description	None							
STIP Description	Bus facility expansion including electric charging infrastructure, additional paved area, and security gate improvements.							

Formal Amendment Overview

Amendment Purpose:	The MTIP formal amendment cancels the project from the MTIP and STIP.
Key Changes occurring:	The project funding are ODOT allocated STIF funds. The funding was initially thought to be a state discretionary award to SMART which triggers MTIP and STIP programming. However, a follow-on review revealed the STIF funds were part of the annual STIF allocation to transit agencies. The proposed improvement is not regionally significant, impacts the transportation system, or requires any federal approvals. As a result removal from the MTIP and STIP is authorized. Note: SMART will complete their proposed facility upgrades with the STIF funds. Only MTIP and STIP programming is being canceled.
Why a formal amendment?	Per the approved Metro MTIP Amendment Matrix, canceling a project in the MTIP requires a formal/full amendment.

Project ID Tags and Oversight									
RFFA ID:	N/A	RFFA Type	N/A	RFFA Call	N/A	TCM:	No	TCM ID:	N/A
UPWP Project	No	UPWP ID:	N/A	TSMO Project:	No	TSMO ID	N/A	AQ Approval Date	10/2/2017
CDS/Earmark ID:	N/A	Bridge ID:	N/A	Federal ID:	None	IGA ID(s):	N/A	Contract ID:	N/A
Certified Agency:	No	ODLAP:	No	Direct Recipient:	Yes	Partnering Agency	N/A	Other	N/A
Federal Award Source	N/A - State STIF funds from ODOR			Regulatory Agency	ODOT	Obligation/Delivery Notes	STIF funds local allocation		

Project Phase Funding and Programming Actions

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

State Funds

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

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2026						\$ 5,000,000	\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -

Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Total Estimated Project Cost									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 in the MTIP is not required.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,000,000)	\$ (5,000,000)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Faculties		Capital Project
ODOT Work Type:			

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			
Federal Hwy/Road Identifications (generally not applicable to Transit projects)									
ODOT Hwy Name:		Not Applicable		Road/Hwy Owner		Not Applicable			
Located on NHS:		No	Functional Classification Code:		N/A	Classification:		Not Applicable	
Federal Aid Eligible Hwy:		N/A	Added Notes:		ODOT allocated STIF funds to SMART				
Districts									
City	Multiple	County	Clackamas	ACT	R1ACT	ODOT Region	1	Metro District:	
State Representative District			Multiple	State Senate District		Multiple	Congressional Rep District		1, 5
Is Project Mapping Required:			No	If no, why?		Canceled project			

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	1	Project Status	T22	T22 = Programming actions in progress or programmed in current MTIP	
Last Amendment Action	EOY 2025 slip	Last Amendment	Administrative	Date of Last Amendment	August 2025	Last MTIP Amend Num	AM25-26-AUG2
Amendment Notes	Slip Other phase to FFY 2026						

Fiscal Constraint Consistency Review	
Source of funding?	ODOT STIF funding allocation.
Amendment includes funding updates?	Yes. The project funding is being removed from the MTIP.
Proof-of-funding provided?	Yes. Project removal confirmed by the State STIP Manager.
Level of funding approval?	ODOT State STIP Manager.
Fiscal constraint demonstrated?	Yes.

Name: SMART yard expansion capital project (2025)						Key: 23156	
Description Bus facility expansion including electric charging infrastructure, additional paved area, and security gate improvements.						Region: 1	
MPO: Portland Metro MPO				Work Type: TR-CAP			
Applicant: SMART				Status: PROJECT SCHEDULED FOR CONSTRUCTION			
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		CLACKAMAS
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$5,000,000.00		\$5,000,000.00
Fund 1					OTH0 \$5,000,000.00		
Match							

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	OTH0	OTHER THAN STATE OR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	CN Totals		0.00%	0.00		0.00		0.00		0.00
	Grand Totals			0.00		0.00		0.00		0.00

RTP Air Quality Conformity and Transportation Modeling Designations	
Exemption Reference:	Table 2 - 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).
Air quality analysis required as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
Transportation modeling analysis required?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID # 11112: Wilsonville SMART Fleet Facility Expansion
RTP Project Description:	Completion of SMART fleet facility expansion to underground electrical for bus charging, expand bus parking area, and update security gate.
Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure?	No.
2. Is the project identified on the Congestion Management Process (CMP) plan?	No.
3. Is the project included as part of the approved: UPWP?	No. Not applicable.
3a. If yes, is an amendment required to the UPWP?	No.
3b. Can the project MTIP amendment proceed before the UPWP amendment?	Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)?	Not applicable
4. Applicable RTP Goals:	Not Applicable
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, September 2, 2025 to Wednesday, October 1, 2025.
3. Was the comment period completed consistent with the Metro Public Participation Plan?	Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments?	Yes.
5. Did the project amendment result in a significant number of comments?	Comments are not expected
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office?	No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.
Fund Codes References	
Other	General local or state funds committed to the project above the required minimum match to the federal funds. Other funds may also represent the lead agency's ability to fund the entire phase with local funds.

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