



Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, March 13, 2025

10:30 AM

Metro Regional Center, Council chamber,
<https://zoom.us/j/615079992> (Webinar ID:
615079992) or 888-475-4499 (toll free)

This Council meeting will adjourn to an Executive Session.

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber. You can join the meeting on your computer or other device by using this link:
<https://zoom.us/j/615079992> (Webinar ID: 615 079 992)

1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber. Those requesting to comment virtually during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Consent Agenda

- 3.1 Resolution No. 25-5464 For The Purpose Of Amending [RES 25-5464](#)
Nine Existing Metro Regional Flexible Funding Allocation
(RFFA) Projects With Awarded FFY 2025 Redistribution
Supplemental Funding Into The 2024-27 MTIP

Attachments: [Resolution No. 25-5464](#)
[Exhibit A to Resolution No. 25-5464](#)
[Staff Report](#)
[Attachment 1 - Approved Resolution No. 24-5414](#)
[Attachment 2 - Current Project STIP Programming Tables](#)

- 3.2 Resolution No. 25-5465 For the Purpose of Canceling an [RES 25-5465](#)
-

ODOT Rail Hazards Safety Project and Adding Three New
Metro Planning Studies to the 2024-27 MTIP

Attachments: [Resolution No. 25-5465](#)
[Exhibit A to Resolution No. 25-5465](#)
[Staff Report](#)

4. **Chief Operating Officer Communication**
5. **Councilor Communication**
6. **Adjourn to Executive Session**

The Executive Session will be held pursuant under ORS 192.660(2)(e) To conduct deliberations with persons designated by the governing body to negotiate real property transactions

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

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**3.1 Resolution No. 25-5464 For The Purpose Of Amending Nine Existing
Metro Regional Flexible Funding Allocation (RFFA) Projects With
Awarded FFY 2025 Redistribution Supplemental
Funding Into The 2024-27 MTIP**

Consent Agenda

Metro Council Meeting
Thursday, March 13, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING NINE)	RESOLUTION NO. 25-5464
EXISTING METRO REGIONAL FLEXIBLE)	
FUNDING ALLOCATION (RFFA))	Introduced by: Chief Operating
PROJECTS WITH AWARDED FFY 2025)	Officer Marissa Madrigal in
REDISTRIBUTION SUPPLEMENTAL)	concurrence with Council President
FUNDING INTO THE 2024-27 MTIP)	Lynn Peterson

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

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

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

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

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

WHEREAS, the final Redistribution Funding awarded projects are consistent with and support approved Resolution 24-5414 which committed \$10 million from the FFY 2025 \$13.6 million total Redistribution Funding allocation to help mitigate prior awarded Regional Flexible Funding Allocation (RFFA) project inflationary impacts; and

WHEREAS, the Redistribution Funding eligibility criteria mandated that funding requests must demonstrate that they support existing prior RFFA funded projects, will not supplant other committed funding, clearly addresses the inflationary impact to the project, resolves the funding shortfall, plus supports project readiness delivery requirements; and

WHEREAS, Metro received nine funding requests from six agencies totaling \$12.4 million to address inflationary impacts that have produced serious project delivery delays and barriers; and

WHEREAS, Metro’s review of nine submitted funding applications determined all nine met the eligibility criteria to receive FFY 2025 Redistribution Funds; and

WHEREAS, on January 7, 2025, Metro’s Transportation Policy Alternatives Committee (TPAC) endorsed the “80.6%” funding strategy enabling all nine submitted project funding requests to receive FFY 2025 Redistribution Funding at 80.6% of their original submitted funding request; and

WHEREAS, the lead agencies and project managers confirmed they could cover added local overmatch requirements if they emerged based on the 80.6% funding reduction approach; and

WHEREAS, awarded project managers continued to work with their ODOT Local Agency Liaison (LAL) to determine if project delivery scalability was an option to help reduce or eliminate the local overmatch requirement; and

WHEREAS, the ODOT LALs have provided financial cost estimating assistance and overall guidance to ensure the funding adjustments are correct and the required project intergovernmental agreements can be amended in a timely fashion to move forward and obligate the awarded funds; and

WHEREAS, the FFY 2025 Redistribution Funding awards are considered supplemental funding to the project and will utilize Surface Transportation Block Grant federal funds; and

WHEREAS, on February 7, 2025, Metro’s Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on February 20, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend the nine FFY 2025 Redistribution Funding awarded projects as identified in Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this 13th day of March 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A

Recommended FFY 2025 Redistribution Funding Project Awards at the 80.6% Level				
Lead Agency	Key	Project Name	Original Request	Redistribution Award at 80.6%
Clackamas County	22131	Courtney Ave	\$2,421,841	\$1,952,003
Gresham	20808	Cleveland Ave	\$2,166,504	\$1,746,202
Milwaukie	22141	Washington/Monroe	\$1,805,526	\$1,455,253
Portland	18837	Columbia Blvd	\$ 471,027	\$379,647
Portland	20814	Jade and Montavilla	\$2,494,095	\$2,010,240
Portland	22134	NE 122 nd Ave	\$ 821,084	\$661,793
Portland	22135	NE MLK Blvd	\$412,758	\$332,682
Tigard	23253	Fanno Creek Trail	\$500,000	\$403,000
THPRD	19357	Beaverton Creek Trail	\$1,321,000	\$1,064,726
			Total:	\$10,005,546



Memo

Date: February 21, 2025

To: Metro Council and Interested Parties

From: Ken Lobeck, Funding Programs Lead

Subject: FFY 2025 Redistribution Supplemental Funding Call Funding
Recommendations – Resolution 25-5464

PURPOSE STATEMENT

FOR THE PURPOSE OF AMENDING NINE EXISTING METRO REGIONAL FLEXIBLE FUNDING ALLOCATION (RFFA) PROJECTS WITH AWARDED FFY 2025 REDISTRIBUTION SUPPLEMENTAL FUNDING INTO THE 2024-27 MTIP

Requested Council action:

JPACT approved Resolution 25-5464 and now requests Metro Council provide the final Metro approval enabling the available \$10 million dollars of FFY 2025 Redistribution funds to be awarded to the nine identified projects at a 80.6% level of their original funding requests.

BACKGROUND

The FFY 20205 Redistribution Funding Call commits \$10 million dollars (of the \$13.6 million Redistribution allocation to Metro) of federal Surface Transportation Block Grant (STBG) funds to support prior funded Regional Flexible Funding Allocation (RFFA) awarded projects that have experienced external inflationary or added delivery requirements outside of the agency’s control resulting in delayed delivery and/or significant cost increases. Metro received nine applications requesting \$12,413,835 of Redistribution funds.

FFY 2025 Redistribution Finding Call Funding Submissions			
Lead Agency	Key	Project Name	Requested Funding
Clackamas County	22131	Courtney Ave Complete Street: River Road - OR99E	\$2,421,841
Gresham	20808	NE Cleveland Ave.: SE Stark St - NE Burnside	\$2,166,504
Milwaukie	22141	Washington/Monroe Street: SE 37th - SE Linwood Ave	\$1,805,526
Portland	18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	\$ 471,027
Portland	20814	Jade and Montavilla Multi-modal Improvements	\$2,494,095
Portland	22134	NE 122nd Ave Safety: Access:	\$ 821,084
Portland	22135	NE MLK Blvd Safety & Access to Transit: Cook-Highland	\$412,758
Tigard	23253	Fanno Creek: SW Durham Rd to SW Bonita Rd Project Development	\$500,000
THPRD	19357	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	\$1,321,000
Total:			\$12,413,835
Available Redistribution Funding:			\$10,000,000
Over Subscription Amount:			(\$2,413,835)

During the January 10, 2025 TPAC meeting, TPAC members directed Metro staff to pursue the 80.6% funding option to resolve the funding over subscription issue and bring the total awards back down to the \$10 million dollar threshold. Based on this direction, the proposed Redistribution Funding awards distribution are as follows:

Recommended FFY 2025 Redistribution Funding Project Awards at the 80.6% Level				
Lead Agency	Key	Project Name	Original Request	Redistribution Award at 80.6%
Clackamas County	22131	Courtney Ave	\$2,421,841	\$1,952,003
Gresham	20808	Cleveland Ave	\$2,166,504	\$1,746,202
Milwaukie	22141	Washington/Monroe	\$1,805,526	\$1,455,253
Portland	18837	Columbia Blvd	\$ 471,027	\$379,647
Portland	20814	Jade and Montavilla	\$2,494,095	\$2,010,240
Portland	22134	NE 122 nd Ave	\$ 821,084	\$661,793
Portland	22135	NE MLK Blvd	\$412,758	\$332,682
Tigard	23253	Fanno Creek Trail	\$500,000	\$403,000
THPRD	19357	Beaverton Creek Trail	\$1,321,000	\$1,064,726
Total:				\$10,005,546

TPAC February 7, 2025 Meeting Summary:

Ken Lobeck, Metro Funding Programs Lead, provided a short overview the funding award status and next for the proposed nine awarded projects. There are no changes to the proposed funding awards. Upon Metro Council approval, the nine projects will be funded at 80.6% of their original funding request. Ken covered the next steps once Metro Council approves the funding awards.

This includes completing MTIP/STIP programming actions and amending the project Intergovernmental Agreements (IGA). Programming and IGA actions will occur concurrently with the goal to have all IGAs ready for agency final approval as May 1, 2025. Ken asked TPAC members with awarded funds to please expedite the approval process through their councils especially for projects with funds in FFY 2025. Metro and ODOT’s goal is to be ready to obligate the FFY 2025 programmed Redistribution funds no later than August 2025. TPAC had no questions or discussion of the of the approval recommendation or next stapes and provided their approval recommendation to JPACT.

JPACT February 20, 2025, Meeting Summary:

JPACT convened on February 20, 2025. The Redistribution Funding MTIP Formal Amendment was included as part of the Consent Calendar. JPACT approved the Consent Calendar without discussion. Additionally, the public comment period closed as of February 13, 2025. There were no comments submitted concerning the Redistribution Funding amendment.

Next Steps:

Assuming Metro Council approves the final award recommendations, the final objective is to complete the ODOT intergovernmental agreements (IGA) and programming updates enabling the added funds to be obligated in FHWA’s Financial Management Information System (FMIS). A summary of the next-step tasks includes the following:

1. Continue Amendment Processing: proposed award recommendations for JPACT and Metro Council final approval (February/March 2025)
2. Evaluate the Feasibility of Applying Project Delivery Scalability (February 2025): The initial 80.6% funding tables provided one scenario based on a fixed total phase and project cost estimate that would not change. Awarded agencies have the option to consider other delivery options that still meet the scope of work and IGA requirements (February 2025). If the revised delivery option results in an adjusted phase and total project cost and reduces the delivery phase required local overmatch, then awarded agencies can pursue this option. The awarded project managers should begin discussions with their ODOT Local Agency Liaison (LAL) to explore this option.
3. Complete Draft MTIP Worksheets and send over to ODOT Local Delivery to initiate the Intergovernmental Agreement (IGA) amendments (February-April 2025).
4. Complete MTIP and STIP programming updates (April 2025).
5. Complete and execute updated IGA amendments (April through June 2025).
6. Obligate added Redistribution funds in FFY 2025 programmed projects (July/August 2025).

Added Programming Note: Awarded fund programming in the MTIP and STIP will use the federal Surface Transportation Block Grant – Urban allocation (STBG-U) fund type code. The awarded STBG-U funds will be added on top of any existing STBG funds already programmed for the project.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the February #3 2025 Redistribution Formal MTIP amendment (FB25-07-FEB3) will include the following review actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and included in transportation demand modeling for performance analysis.
- Supports RTP goals and strategies.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.

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

Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
• Initiate the public notification/comment process.....	January 15, 2025
• February 2025 TPAC agenda mail-out.....	January 31, 2025
• TPAC amendment approval recommendation.....	February 7, 2025
• End Public notification/comment process.....	February 13, 2025
• JPACT amendment approval request.....	February 20, 2025
• Metro Council approval request.....	March 13, 2025

Notes:

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

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	March 18, 2025
• USDOT clarification and final amendment approval.....	April-May 2025

Note: Final Metro amendment submission approval by FHWA now requires approval by the Oregon FHWA Office and Headquarters FHWA in Washington, DC.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)

- b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the committed \$10 million of FFY 2025 Redistribution Funding to be awarded, programmed, and obligated to their respective projects.
 4. **Metro Budget Impacts:** The FFY 2025 Redistribution Funding awarded funding represents a bonus allocation to Metro's annual STBG allocation. The final awards should not have any impact upon Metro's regular MPO annual budget.

Recommended Action:

JPACT approved Resolution 25-5464 and now requests Metro Council provide the final Metro approval enabling the available \$10 million dollars of FFY 2025 Redistribution funds to be awarded to the nine identified projects at a 80.6% level of their original funding requests.

Two Attachments:

1. Approved Resolution No. 24-5414
2. Current Project STIP Programming Tables (Non-Redistribution funding status)

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DIRECTNG THE)	RESOLUTION NO. 24-5414
ALLOCATION OF \$13.6 MILLION OF)	
FEDERAL TRANSPORTATION)	Introduced by Chief Operating Officer
REDISTRIBUTION FUNDS TO PROJECTS AND)	Marissa Madrigal in concurrence with
PROGRAMS)	Council President Lynn Peterson
)	

WHEREAS, Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per Code of Federal Regulations Title 23, Section 450.324 to allocate certain federal surface transportation funding to projects and programs in the metropolitan region; and

WHEREAS, the Oregon Department of Transportation (ODOT) on occasion applies for and receives federal redistribution funds; and

WHEREAS, ODOT makes available a portion of the redistribution funds ODOT receives to MPOs that have met performance targets for contractually obligating the federal surface transportation funds the MPOs allocate; and

WHEREAS, Metro has successfully met its recent obligation targets and has received federal redistribution funds from ODOT; and

WHEREAS, the amount of funds received are more than previously forecasted to be received and are immediately available; and

WHEREAS, the federal redistribution funds allocated by JPACT and the Metro Council will be programmed in the Metropolitan Transportation Improvement Program (MTIP) or the Unified Planning Work Program (UPWP); and

WHEREAS, TPAC recommended direction for the allocation of federal redistribution funds as described in Exhibit A to Resolution 24-5414 to JPACT for approval, and JPACT, in their June 20, 2024 meeting approved TPAC’s recommendation; now therefore,

BE IT RESOLVED that the Metro Council adopt the direction for the allocation of federal redistribution funds as described in Exhibit A.

ADOPTED by the Metro Council this 11th day of July 2024.



Duncan Hwang, Deputy Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 214-5414, FOR THE PURPOSE OF DIRECTING THE ALLOCATION OF \$13.6 MILLION OF FEDERAL TRANSPORTATION REDISTRIBUTION FUNDS TO PROJECTS AND PROGRAMS

Date: June 21, 2024

Department: Planning, Development, and Research

Meeting Date: July 11, 2024

Prepared by: Ted Leybold,
Ted.Leybold@oregonmetro.gov

Presenter(s): Ted Leybold,
Length: 20 minutes

ISSUE STATEMENT

As a reward for meeting our Metropolitan Planning Organization (MPO) transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately \$13.6 million is available for allocation.

This resolution directs the allocation of these funds to transportation projects and program activities.

ACTION REQUESTED

Adopt Resolution No. 24-5414.

IDENTIFIED POLICY OUTCOMES

The region's policy for priority of investments in the transportation system is identified in the Metro Council adopted Regional Transportation Plan. Resolution No. 24-5414 directs the investment of federal redistribution funds in the region's transportation system in a manner to advance the five RTP goal areas: Equitable Transportation, Safe System, Climate Action and Resilience, Mobility Options, and Thriving Economy.

POLICY QUESTION(S)

This direction on the allocation of federal redistribution funds is an opportunity to advance the region's priority transportation investment goals as identified above, and to ensure the region remains eligible to receive future federal redistribution funds through investments that help the region continue to meet targets for obligating existing federal transportation funds on schedule.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

At the May 7, 2024, Metro Council work session, Council received an update on the regional discussion occurring with TPAC and JPACT on direction for the allocation of federal redistribution funds.

In that work session, Metro staff briefed Council on the proposed options and received general feedback in support to move forward with the allocation direction of:

- advance the region's priority goals as defined in the Regional Transportation Plan (RTP)

- ensure the region continues to meet our obligation targets to
 - remain eligible for future additional redistribution funds,
 - to avoid funding penalties for not meeting our obligation targets
- be able to obligate these funds quickly as they are currently available

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The funding allocation provided in Exhibit A to Resolution 24-5414 is recommended by TPAC, JPACT as best implementing the allocation direction described above. It was also reviewed and supported by Metro Council at the May 7th Council work session.

- 1. Known Opposition:** None known at this time.
- 2. Policy Development Stakeholders:** Input has been received during briefings with Metro Councilors, TPAC and JPACT. By request, Metro staff also briefed and gathered input at county transportation coordinating committees. The RFFA program direction supports and implements the 2023 RTP goals, which were determined through an extensive public process undertaken throughout the development of the Plan.
- 3. Legal Antecedents:** Implements the 2023 RTP adopted on November 30, 2023 by Metro Council Ordinance 23-1496.
- 4. Anticipated Effects:** Adoption of this resolution directs the allocation of \$13.6 million of federal transportation redistribution funds to projects and programs in the region.
- 5. Financial Implications:** There may be a small, required match of 10.27% for a portion of the \$250,000 allocation for data management and project tracking systems. The Planning, Development, & Research Department will provide that from existing local funds over the course of one to three years.

BACKGROUND

As a reward for meeting the Metro area's Metropolitan Planning Organization (MPO) federal transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately \$13.6 million is available for allocation.

To help the region meet its funding obligation targets, several initiatives have been undertaken in recent years improve on-time local project delivery. These efforts have contributed to the region's initial success in meeting our obligation targets and qualifying for the additional redistribution funding. These efforts include:

- better project monitoring and active management of project development progress
- an updated approach to programming of funds for local projects that emphasize local agency demonstration of readiness to proceed
- a more rigorous application question and assessment process for candidate projects regarding risks to project readiness
- improved reporting tools on project progress

It will be necessary to continue to utilize and refine these initial efforts and to instigate new efforts to achieve a sound project delivery pipeline and continue to qualify for additional redistribution

funding. Meeting the federal funding obligation target schedule also keeps the region from being subject to funding penalties against existing federal transportation funds.

JPACT, at its meeting on June 20, 2024, unanimously recommended adoption of Resolution 24-5414.

Exhibit A to Metro Resolution No. 24-5414

Direction for the Allocation of Federal Redistribution Funds

Background: As a reward for meeting the Metro area's Metropolitan Planning Organization (MPO) federal transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately \$13.6 million is available for allocation.

To help the region meet its funding obligation targets, several initiatives have been undertaken in recent years improve on-time local project delivery. These efforts have contributed to the region's initial success in meeting our obligation targets and qualifying for the additional redistribution funding. These efforts include:

- better project monitoring and active management of project development progress
- an updated approach to programming of funds for local projects that emphasize local agency demonstration of readiness to proceed
- a more rigorous application question and assessment process for candidate projects regarding risks to project readiness
- improved reporting tools on project progress

It will be necessary to continue to utilize and refine these initial efforts and to instigate new efforts to achieve a sound project delivery pipeline and continue to qualify for additional redistribution funding.

Funding Allocation Direction: The funding program direction is to invest these funds to:

- advance the region's priority goals as defined in the Regional Transportation Plan (RTP)
- ensure the region continues to meet our obligation targets to
 - remain eligible for future additional redistribution funds
 - not subject the region to funding penalties for not meeting our obligation targets
- be able to obligate these funds quickly as they are currently available

Allocation of federal redistribution funding: Following is how \$13.6 million of federal redistribution funds are to be allocated to meet the allocation direction described above.

Supplemental funding to current capital projects: \$10 Million to address higher than normal inflationary impacts to projects from the 2019-24 RFFA funding cycles that have not yet completed construction delivery contracts for implementation. Metro staff will identify eligible projects and then request project lead agencies to nominate a funding proposal. Metro will evaluate the requests to factors attributable to inflation or changes outside agency control (e.g., changes in ODOT administrative practices or in regulations), for whether the additional funding will or is part of a funding strategy that will close the gap of revenues to project costs, and whether the project would be ready to obligate its funding on an updated schedule. With this information, staff will recommend an allocation package for TPAC consideration and recommendation to JPACT and the Metro Council. In addition to project funding need, the existing RFFA program direction will guide the staff recommendation package. This includes providing the redistribution funding to projects throughout the region.

This portion of the allocation meets the Funding Allocation Direction by advancing projects that have already been evaluated and prioritized as investments that advance the RTP goals. It will also help resolve a significant risk to meeting the region's obligation targets in the future: the unexpected high levels of inflation that impacted projects during the time between their project award and project implementation.

Early project development assistance: \$3 Million for project development assistance needed to adequately complete the Technical Scoping Sheet (TSS) and Environmental Prospectus (EP) for all 2028-30 RFFA projects recommended for funding. The TSS and EP are documents that must be completed for all federal aid projects before instigating the Preliminary Engineering phase of a project. Not having enough support and project information to complete these activities has been a major source of project delay.

Staff anticipates utilizing these funds for approximately 10 to 12 RFFA Step 2 capital projects awarded funding for project completion. A portion of the funds is proposed to be utilized by ODOT technical staff to assist with completion of the TSS and EP. All funds remaining after budgeted ODOT support costs would be made available proportionately to the awarded projects. Depending on ODOT costs and the number of funded projects, it is anticipated somewhere between \$150,000 to \$250,000 per project will be made available.

Immediately following RFFA awards, Metro and ODOT staff would work with local project management staff to determine an appropriate scope of work and budget necessary to adequately complete the TSS and EP. Adequate scope means completing tasks that will provide for a project to enter Preliminary Engineering (PE) with a refined cost estimate, project scope description, and schedule that has a high level of confidence for implementation and contingency plans for known risk factors. The findings of the project risk assessments completed during the RFFA project evaluation process will be used as a starting point for identification of the scope of work for this early project development assistance for each project. Timeframe for this initial project development work would occur by federal fiscal year 2026.

To continue to incentivize well prepared applications that have completed sufficient project development work, funds not needed to do additional project development work to complete the TSS and EP are proposed to be made available to such projects as additional contingency funds. These contingency funds can be programmed in a future project phase to address unidentified risks or for additional project elements that would advance priority RFFA goals. Awarded RFFA funds remaining after project completion return to the regional funding pool for distribution in the next allocation process.

New tools and assistance: The following tools and assistance will increase the ability of local agencies to complete applications for funding that are better prepared to be implemented on time and on budget, and for Metro to better prepare and manage the programming of funds to realistic and accurate obligation schedules. The tools and assistance elements and anticipated budget include:

\$225,000 for on-call consultant technical assistance in completing project applications as resources for consultant services allow. Metro staff will work with a consultant service provider to aid applicant agencies to reduce agency barriers to applying for Regional Flexible Funds and to improve the accuracy of candidate project scope descriptions and estimates of project costs and implementation timelines.

\$125,000 for project delivery risk assessment of applications for upcoming 2028-30 RFFA process.

\$250,000 for improvements to data management systems to track project development and progress toward obligation and implementation.

Current Project STIP Programming Tables
(Pre-Redistribution Funding Awards)

STIP Fund Code Translations			
Fund Code(s)	Fund Type Code Identifier	Name	Type/Note
Y400 Z40E	CMAQ	Congestion Mitigation Air Quality	Federal
YS30	HSIP	State Highway Safety Improvement Program funds	Federal
Y230 Z230	STBG-U	Surface Transportation Block Grant – Urban Allocation	Federal
M240 Z240 Z24E	State STBG	State Surface Transportation Block Grant funds	Federal
M3E1 Y301 Z301	TAP-U TA-U	Transportation Alternatives Program – Populations over 200K	Federal
Other	Other	Other Local funds (normally used to indicate local funding commitments above the required federal minimum match)	Local

Redistribution Funding Summary Awards

Recommended FFY 2025 Redistribution Funding Project Awards at the 80.6% Level				
Lead Agency	Key	Project Name	Original Request	Redistribution Award at 80.6%
Clackamas County	22131	Courtney Ave	\$2,421,841	\$1,952,003
Gresham	20808	Cleveland Ave	\$2,166,504	\$1,746,202
Milwaukie	22141	Washington/Monroe	\$1,805,526	\$1,455,253
Portland	18837	Columbia Blvd	\$ 471,027	\$379,647
Portland	20814	Jade and <u>Montavilla</u>	\$2,494,095	\$2,010,240
Portland	22134	NE 122 nd Ave	\$ 821,084	\$661,793
Portland	22135	NE MLK Blvd	\$412,758	\$332,682
Tigard	23253	Fanno Creek Trail	\$500,000	\$403,000
THPRD	19357	Beaverton Creek Trail	\$1,321,000	\$1,064,726
			Total:	\$10,005,546

Note: The awarded supplemental Redistribution funding will be added to the projects as STBG-U funds.

Key 22131 Clackamas County Courtney Ave Complete Street

Name: Courtney Ave Complete Street: River Rd - OR99E						Key: 22131	
Description: On Courtney Ave from River Rd to OR99E, construct separated sidewalks, bike lanes, storm water management rain gardens, curb ramps, and crosswalk enhancements to improve safety and accessibility.							
Region: 1							
MPO: Portland Metro MPO				Work Type: CMAQ			
Applicant: CLACKAMAS COUNTY				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		2022	2025	2025	2026		
Total		\$1,122,320.00	\$1,096,695.00	\$5,000.00	\$4,372,900.00		\$6,596,915.00
Fund 1		Z40E \$921,814.24	Y400 \$608,818.05	Y400 \$4,486.50	Y400 \$3,459,629.88		
Match		\$105,505.76	\$69,681.95	\$513.50	\$395,970.12		
Fund 2		Y400 \$85,243.50	OTH0 \$418,195.00		OTH0 \$517,300.00		
Match		\$9,756.50					
Footnote: Total federal funding: RFFA award of \$5,079,992							
Most Recent Approved Amendment							
Amendment No: 24-27-1647				Approval Date: 9/12/2024			
Requested Action: Slip the Utility Relocation and Right of Way phases to start in federal fiscal year 2025.							

Key 20808 Gresham NE Cleveland Ave

Name: NE Cleveland Ave: SE Stark ST - NE Burnside						Key: 20808	
Description: Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters to improve safety and accessibility.							
Region: 1							
MPO: Portland Metro MPO				Work Type: MODERN			
Applicant: CITY OF GRESHAM				Status: PROJECT SCHEDULED FOR CONSTRUCTION			
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	MULTNOMAH		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2019	2021		2025		
Total		\$503,166.00	\$1,407,318.00		\$3,525,000.00		\$5,435,484.00
Fund 1		Z230 \$451,490.85	OTH0 \$987,649.00		Y400 \$2,313,095.83		
Match		\$51,675.15			\$264,744.17		
Fund 2			Z40E \$376,568.99		OTH0 \$947,160.00		
Match			\$43,100.01				
Footnote: Current funding: \$451,490.85 fed STBG, \$2,689,664.82 fed CMAQ							
Most Recent Approved Amendment							
Amendment No: 24-27-1218				Approval Date: 5/30/2024			
Requested Action: Slip the Construction phase to start in federal fiscal year 2025.							

Key 22141 Milwaukie Washington/Monroe Street

Name: Washington/Monroe Street: SE 37th - SE Linwood Ave						Key: 22141	
Description: Construct bicycle and pedestrian improvements (segments D & E) on Washington & Monroe starting on Washington Street/37th Ave east to Ada Lane to Home Ave to Monroe, and Monroe east to Linwood providing pedestrian/cyclists safety improvements.							
Region: 1							
MPO: Portland Metro MPO				Work Type: BIKPED			
Applicant: CITY OF MILWAUKIE				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		2022	2025		2026	2026	
Total		\$1,655,156.00	\$671,000.00		\$3,508,750.00	\$100,000.00	\$5,934,906.00
Fund 1		OTH0 \$861,233.00	OTH0 \$671,000.00		Y230 \$3,148,401.38	OTH0 \$100,000.00	
Match					\$360,348.62		
Fund 2		Z301 \$712,387.11					
Match		\$81,535.89					
Footnote: Current 24-27 funding: \$3,148,401 fed STBG							
Most Recent Approved Amendment							
Amendment No: 24-27-0878				Approval Date: 3/7/2024			
Requested Action: Slip the Right of Way phase to start in federal fiscal year 2025.							

Key 18837
Portland Columbia Blvd

Name: NE Columbia Blvd: Cully Blvd & Alderwood Rd						Key: 18837	
Description: Install or replace a signal and construct a taper on Columbia Blvd's east leg at Alderwood for future side-by-side left-turn lanes between Cully and Alderwood. Construct sidewalks at the Columbia/Alderwood intersection and on N side to Cully. The project will keep Columbia Blvd a viable freight route while enhancing neighborhood connections and improving safety.							Region: 1
MPO: Portland Metro MPO				Work Type: BIKPED, MODERN			
Applicant: CITY OF PORTLAND				Status: PROJECT SCHEDULED FOR CONSTRUCTION			
Location(s)-							
Mileposts	Length	Route	Highway	ACT		County(s)	
				REGION 1 ACT		MULTNOMAH	
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2017	2024	2018	2026		
Total		\$1,879,514.00	\$2,840,640.00	\$100,000.00	\$4,085,446.00		\$8,905,600.00
Fund 1		Z24E \$1,018,868.00	Y240 \$2,548,906.27	Z240 \$44,865.00	Y230 \$2,179,846.78		
Match		\$116,614.00	\$291,733.73	\$5,135.00	\$249,493.22		
Fund 2		M240 \$667,619.91		Z24E \$44,865.00	Y240 \$1,468,077.91		
Match		\$76,412.09		\$5,135.00	\$168,028.09		
Fund 3					OTH0 \$20,000.00		
Match							
Footnote: \$4,538,856 MTEP Federal award							
Most Recent Approved Amendment							
Amendment No: 24-27-1635				Approval Date: 8/27/2024			
Requested Action: Reduce the Construction phase by \$1,245,623 and move the funds to increase the Right of Way phase. Slip the Construction phase to start in federal fiscal year 2026.							

Key 20814
Portland Jade and Montavilla Multi-Modal Improvements

Name: Jade and Montavilla multimodal improvements						Key: 20814	
Description: Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers to improve access.							Region: 1
MPO: Portland Metro MPO				Work Type: BIKPED, OPERAT, SAFETY			
Applicant: CITY OF PORTLAND				Status: PROJECT SCHEDULED FOR CONSTRUCTION			
Location(s)-							
Mileposts	Length	Route	Highway	ACT		County(s)	
				REGION 1 ACT		MULTNOMAH	
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2020	2022	2022	2024		
Total		\$2,316,900.00	\$802,423.00	\$50,000.00	\$5,844,676.43		\$9,013,999.43
Fund 1		Z230 \$1,158,450.19	Z301 \$720,014.15	OTH0 \$50,000.00	Y240 \$2,600,000.01		
Match		\$132,589.81	\$82,408.85		\$297,581.63		
Fund 2		OTH0 \$1,025,860.00			Y230 \$1,241,535.69		
Match					\$142,099.31		
Fund 3					OTH0 \$1,117,678.00		
Match							
Fund 4					YS30 \$400,000.00		
Match					\$45,781.79		
Footnote: \$4,241,535.69 total federal funding including \$1,241,535.69 of Metro Urban STBG funds							
Most Recent Approved Amendment							
Amendment No: 24-27-0560				Approval Date: 2/29/2024			
Requested Action: Increase the Construction phase by federal funds in the Construction phase by \$803,884.43, moving funds from project key 23112 and from fix-it region 1 program savings.							

Key 22134
Portland NE 122nd Ave Safety & Access

Name: NE 122nd Ave Safety & Access: Beech St - Wasco St						Key: 22134	
Description: Construct new enhanced & marked crossings on NE 122nd Avenue near NE Beech Street/NE Falling Street, NE Sacramento Street/NE Brazeo Street, NE Broadway/NE Hancock Street, and NE Wasco Street/ NE Multnomah Street to improve safety and accessibility.							Region: 1
MPO: Portland Metro MPO				Work Type: BIKPED			
Applicant: CITY OF PORTLAND				Status: PROJECT SCHEDULED FOR CONSTRUCTION			
Location(s)-							
Mileposts	Length	Route	Highway	ACT		County(s)	
				REGION 1 ACT		MULTNOMAH	
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022	2025	2025	2026		
Total		\$1,666,376.00	\$160,000.00	\$100,000.00	\$4,504,340.00		\$6,430,716.00
Fund 1		Y230 \$854,901.68	Y230 \$143,568.00	Y230 \$89,730.00	Y230 \$3,545,229.61		
Match		\$97,847.32	\$16,432.00	\$10,270.00	\$405,767.39		
Fund 2		OTH0 \$713,627.00			OTH0 \$553,343.00		
Match							
Footnote: Current 24-27 funding: \$3,778,528 in fed STBG							
Most Recent Approved Amendment							
Amendment No: 24-27-0739				Approval Date: 2/12/2024			
Requested Action: Slip the Utility Relocation and Right of Way phases to start in federal fiscal year 2026.							

Key 22135 Portland NE MLK Safety and Access to Transit

Name: NE MLK Blvd Safety & Access to Transit: Cook - Highland						Key: 22135		
Description: Construct pedestrian crossing and intersection channelization improvements on NE MLK Blvd at various locations between Cook St and Highland St. Complete signal upgrades at NE Fremont and NE Killingsworth. Add protected left turn lane at both intersections. These improvements will increase safety and accessibility.							Region: 1	
MPO: Portland Metro MPO				Work Type: BIKPED				
Applicant: CITY OF PORTLAND				Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)-								
Mileposts	Length	Route	Highway	ACT	County(s)			
				REGION 1 ACT	MULTNOMAH			
Current Project Estimate								
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total	
Year	2022		2025		2026			
Total		\$1,100,000.00	\$87,000.00	\$50,000.00	\$3,401,000.00		\$4,638,000.00	
Fund 1	Y230	\$987,030.00	Y230	\$78,065.10	Y230	\$44,865.00	OTH0	\$1,799,786.00
Match		\$112,970.00		\$8,934.90		\$5,135.00		
Fund 2					Y230	\$1,436,769.32		
Match						\$164,444.68		
Footnote: Current 24-27 funding: \$1,559,699 fed STBG								
Most Recent Approved Amendment								
Amendment No: 24-27-0740				Approval Date: 2/12/2024				
Requested Action: Slip the Right of Way and Utility Relocation phase to start in federal fiscal year 2025.								

Key 23253 Tigard Fanno Creek Planning Study

Name: Fanno Creek: SW Durham Rd - SW Bonita Rd proj development						Key: 23253	
Description: The Fanno Creek (Durham Rd to Bonita Rd) project development study will provide site analysis to prepare for funding, easement acquisition, design, and construction for this commuter trail segment.							Region: 1
MPO: Portland Metro MPO				Work Type: BIKPED			
Applicant: CITY OF TIGARD				Status: PLANNING ACTIVITY			
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	WASHINGTON		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total		\$1,578,600.00					\$1,578,600.00
Fund 1	Y230	\$1,106,704.70					
Match		\$126,667.30					
Fund 2	OTH0	\$345,228.00					
Match							
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-1572				Approval Date: 7/29/2024			
Requested Action: Decrease the project by \$212,000.							

Key 19357 THPRD Beaverton Creek Trail

Name: Beaverton Creek Trail:Westside Trail-SW Hocken Ave						Key: 19357		
Description: Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. This section of trail will provide an off-street, safer and more pleasant transportation option to connect with light-rail, bus lines, employment and commercial areas as well as providing recreation opportunities for walkers, joggers and cyclists.							Region: 1	
MPO: Portland Metro MPO				Work Type: BIKPED				
Applicant: TUALATIN HILLS PARK & REC DIST				Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)-								
Mileposts	Length	Route	Highway	ACT	County(s)			
				REGION 1 ACT	WASHINGTON			
Current Project Estimate								
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total	
Year	2016		2023		2024		2026	
Total	\$749,862.09	\$996,405.49	\$1,400,000.00	\$150,000.00	\$5,827,000.00		\$8,923,267.58	
Fund 1	M3E1	\$672,851.25	Y301	\$766,925.90	Y230	\$702,585.00	Y230	\$134,595.00
Match		\$77,010.84		\$87,778.10		\$80,414.00		\$15,405.00
Fund 2			M3E1	\$127,148.75	OTH0	\$617,001.00	OTH0	\$1,007,860.00
Match				\$14,552.74				
Footnote: \$6,548,859 in total Federal STP allocation.								
Most Recent Approved Amendment								
Amendment No: 24-27-1276				Approval Date: 6/27/2024				
Requested Action: Increase the Right of Way phase by \$1,236,840, adding local funds.								

**3.2 Resolution No. 25-5465 For the Purpose of Canceling an ODOT Rail
Hazards Safety Project and Adding Three New Metro
Planning Studies to the 2024-27 MTIP**
Consent Agenda

Metro Council Meeting
Thursday, March 13, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CANCELING AN) RESOLUTION NO. 25-5465
ODOT RAIL HAZARDS SAFETY PROJECT)
AND ADDING THREE NEW METRO) Introduced by: Chief Operating
PLANNING STUDIES TO THE 2024-27) Officer Marissa Madrigal in
MTIP) concurrence with Council President
) Lynn Peterson

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

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

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

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

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

WHEREAS, SB 5701, Section 503, awarded \$500,000 for Metro to complete a planning study that evaluates the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes which is now being added to the MTIP for historical accounting purposes; and

WHEREAS, Metro also received two \$2,000,000 planning awards from the USDOT Reconnecting Communities Pilot (RCP) program that also are being added to the MTIP; and

WHEREAS, the Reconnecting 82nd Ave Community and the Tualatin Valley Highway Community Connections planning studies will develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision; and

WHEREAS, ODOT has assessed that their US30B - (NE Lombard St) NE Lombard Pl - NE 11th rail crossing hazards safety improvement project does not possess an adequate construction funding plan or sufficient available funding to be completed and is now canceling the preliminary engineering phase and will return the \$1,882,000 of committed Rail Crossing Hazards federal funds back to the Rail program; and

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

WHEREAS, on February 7, 2025, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on February 20, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

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

ADOPTED by the Metro Council this 13th day of March 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A
February #2, 2025, (Regular) Formal/Full MTIP Amendment Summary
Formal Amendment #: FB25-06-FEB2

The February 2025 Regular Quarter MTIP Formal Amendment contains four projects. One ODOT Rail crossing hazards mitigation is being canceled. Three new Metro planning projects are being added through the formal amendment for historical purposes. The three new planning projects will be included in the Metro Unified Planning Work Program (UPWP) as well. A summary of the nine projects includes the following:

- **Key 23834 (New Project) - Regional Rail Futures Study (Metro)**: Key 23834 is a Oregon Legislature SB5701 awarded planning study totaling \$500,000 to evaluate the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes.
- **Key TBD (New Project) - Reconnecting 82nd Ave Community Planning Study (Metro)**: The MTIP formal amendment adds the new awarded Reconnecting Communities Pilot (RCP) program discretionary grant funded project on 82nd Ave in Portland to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.
- **Key TBD (New Project) - TV Highway Community Connections Planning Study (Metro)**: The MTIP formal amendment adds the new awarded Reconnecting Communities Pilot (RCP) program discretionary grant funded study on and around Tualatin Valley Highway Hwy/OR8 to develop equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision
- **Key 23090 - US30B: (NE Lombard St) NE Lombard PI - NE 11th (ODOT)**: The formal amendment cancels the Preliminary Engineering phase which effectively cancel the project.

Exhibit A Tables (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 February #2 Formal MTIP Amendment bundle of projects.

2024-2027 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 25-5465

February #2 2025 Rose Quarter Formal Amendment Bundle Contents
Amendment Type: Formal/Full
Amendment #: FB25-06-FEB2
Total Number of Projects: 4

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Adding New Projects to the 2024-2027 MTIP:				
(#1) ODOT Key # 23834 MTIP ID TBD <i>New Project</i>	Metro	Regional Rail Futures Study	Key 23834 is a new approved Oregon Legislature SB5701 funded study to evaluate the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes	<u>ADD NEW PROJECT:</u> The formal amendment is adding the project to the 2024-27 for historical purposes. Inclusion in Metro’s Unified Planning Work Program (UPW) also will occur.
(#2) ODOT Key # TBD - New MTIP ID TBD – New <i>New Project</i>	Metro	Reconnecting 82nd Ave Community Planning Study	On 82nd Ave in Portland from approximately PDX airport and then south to Clackamas Town Center, complete a planning study to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.	<u>ADD NEW PROJECT:</u> The formal amendment is adding the new 2024 Reconnecting Communities Pilot (RCP) awarded planning project to the 2024-27 for historical purposes. Inclusion in Metro’s Unified Planning Work Program (UPW) also will occur.

(#3) ODOT Key # TBD - New MTIP ID TBD – New <i>New Project</i>	Metro	TV Highway Community Connections Planning Study	On OR8/Tualatin Valley Highway from Beaverton west to Forest Grove, complete a planning to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision	<u>ADD NEW PROJECT:</u> The formal amendment is adding the new 2024 Reconnecting Communities Pilot (RCP) awarded planning project to the 2024-27 for historical purposes. Inclusion in Metro’s Unified Planning Work Program (UPW) also will occur
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Category: Projects Cancellationsto the 2024-2027 MTIP:

(#3) ODOT Key # 23090 MTIP ID 71370	ODOT	US30B: (NE Lombard St) NE Lombard PI - NE 11th	Design and right-of-way to improve the rail crossing on NE11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave.	<u>CANCEL PHASE/PROJECT:</u> The formal amendment cancels the Preliminary Engineering phase which effectively cancel the project. Presently, a lack of identified construction phase funding, and the (unfunded) expense of ongoing maintenance fees greatly hinder the ability of the agency to successfully finish the project. ODOT has decided to cancel the project as a result.
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Proposed Amendment Review and Approval Steps

February #2 2025 (FB25-05-FEB2) Regular Formal Amendment estimated processing and approval timing

Date	Action
Wednesday, February 5, 2025	Post amendment & begin 30-day notification/comment period. (Comment period is February 5, 2025 to March 6, 2025.)
Friday, February 7, 2025	TPAC meeting – Rose Quarter formal amendment introduction and overview.
Thursday, February 20, 2025	JPACT Meeting – Rose Quarter amendment introduction and overview.
Thursday, March 13, 2025	Metro Council Meeting – Final Metro amendment approval request provided
Mid-April 2025	Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the planning project to the
 2024-27 MTIP

Project #1

Project Details Summary							
ODOT Key #	23834	RFFA ID:	N/A	RTP ID:	11103	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		FB25-06-FEB2	STIP Amendment ID:		TBD		

Summary of Amendment Changes Occurring:
 The formal amendment adds the new Metro planning project to the 2024-27 MTIP for historical accounting purposes. The is included in Metro's UPWP. The project has moved forward and been implemented.

Project Name:	Regional Rail Futures Study						
Lead Agency:	Metro	Applicant:	Metro		Administrator:		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	No	

Short Description:
 SB5701 funded study to evaluate the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes.

MTIP Detailed Description (Internal Metro use only):
 In and around the Portland area complete a rail transit study to evaluate the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes to assess heavy rail corridors for their ability to serve travel markets

STIP Description:
 TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Planning	Planning - System	N/A	Planning
ODOT Work Type:	TBD		

Phase Funding and Programming

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

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	S010	2024	\$ 500,000						\$ 500,000
									\$ -
State Totals:			\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Note: State funds award originate from SB5701.

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	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Total Estimated Project Cost							\$ 500,000
Total Cost in Year of Expenditure:							\$ 500,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	0.0%	N/A	N/A	N/A	N/A	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	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Local	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
Total	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000

Phase Composition Percentages

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

Phase Programming Percentage

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A - state funded
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A - state funded
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A - state funded
						Estimated Project Completion Date:	6/30/2026
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? Oregon Legislature SB5701 grant award funding.
2. Does the amendment include changes or updates to the project funding? Yes. New State awarded funds are being added to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via approval of SB5701.
4. Level of required funding approval?: Oregon Legislature approval.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	D	Project implementation in progress.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? Yes. The project is included in the Metro UPWP.
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 (Primary Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Non-Metro funded, but Metro managed stand-alone
4.	<p>Applicable RTP Goals:</p> <p><u>Goal # 1 - Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><u>Goal #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.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Wednesday, February 5, 2025 to Thursday, March 6, 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 State funds committed to support the project. For this project, the State funds originate from SB5071.
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Modeling Network , NHS, and Performance Measure Designations

Not applicable. This is a planning study

National Highway System and Functional Classification Designations

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

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Supports 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:

Enrolled
Senate Bill 5701

Sponsored by JOINT COMMITTEE ON WAYS AND MEANS

CHAPTER

AN ACT

Relating to state financial administration; creating new provisions; amending section 3, chapter 452, Oregon Laws 2023, section 2, chapter 475, Oregon Laws 2023, sections 87, 159, 232, 248 and 318, chapter 605, Oregon Laws 2023, and section 40, chapter ___, Oregon Laws 2024 (Enrolled House Bill 5204); repealing section 275, chapter 605, Oregon Laws 2023; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

(2) If any of the moneys appropriated under subsection (1) of this section are not allocated by the Emergency Board prior to December 1, 2024, the moneys remaining on that date become available for any purpose for which the Emergency Board lawfully may allocate funds.

SECTION 502. In addition to and not in lieu of any other appropriation, there is appropriated to the Water Resources Department, for the biennium ending June 30, 2025, out of the General Fund, the amount of \$60,000, for distribution to the City of Sodaville for water hauling

SECTION 503. In addition to and not in lieu of any other appropriation, there is appropriated to the Department of Transportation, for the biennium ending June 30, 2025, out of the General Fund, the amount of \$500,000, for distribution to the metropolitan service district organized under ORS chapter 268 to study the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to existing transportation modes.

SECTION 504. Notwithstanding any other law limiting expenditures, the limitation on expenditures established by section 4 (3), chapter 475, Oregon Laws 2023, for the biennium



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new planning project to
 the 2024-27 MTIP

Project #2

Project Details Summary							
ODOT Key #	TBD - New	RFFA ID:	N/A	RTP ID:	11103	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		FB25-06-FEB2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new Reconnecting Communities Pilot (RCP) awarded planning project to the 2024-27 MTIP. Inclusion in the Metro UPWP also will occur.

Project Name:	Reconnecting 82nd Ave Community Planning Study						
Lead Agency:	Metro	Applicant:	Metro		Administrator:	USDOT	
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	No	

Short Description:
 A study to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.

MTIP Detailed Description (Internal Metro use only):
 On 82nd Ave in Portland from approximately PDX airport and then south to Clackamas Town Center, complete a planning study to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision. Planning actions will plan includes support for community engagement, workforce development strategies, a transit-oriented development (TOD) and affordable housing study, as well as heat island mitigation and green infrastructure initiatives.

STIP Description:
 TBD

Project Classification Details									
Project Type	Category			Features				System Investment Type	
Planning ODOT Work Type:	Planning - Corridor Area Planning PLANING							Planning	
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-RCP24	ACPO	2025	\$ 2,000,000						\$ 2,000,000
									\$ -
Federal Totals:			\$ 2,000,000		\$ -	\$ -		\$ -	\$ 2,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025	\$ 500,000						\$ 500,000
									\$ -
Local Totals:			\$ 500,000	\$ -	\$ -	\$ -		\$ -	\$ 500,000
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
Total Estimated Project Cost									\$ 2,500,000
Total Cost in Year of Expenditure:									\$ 2,500,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Amended Phase Matching Percent:	20.00%	N/A	N/A	N/A	N/A	N/A	20.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 2,000,000		\$ -	\$ -		\$ -	\$ 2,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 500,000	\$ -	\$ -	\$ -		\$ -	\$ 500,000
Total	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000

Phase Composition Percentages

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

Phase Programming Percentage

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Not Assigned Yet
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS or Delphi
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? FFY 2024 USDOT Reconnecting Communities Pilot Program planning grant awarded funds
2. Does the amendment include changes or updates to the project funding? Yes. New RCP awarded funds are being added to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the USDOT award letter and project awards confirmation list.
4. Level of funding approval? USDOT Reconnecting Communities Pilot Program grant award approval was required.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	OR213/82nd Ave	Not Applicable	Not Applicable	See local cross references
Cross Streets	Route or Arterial	Cross Street	Cross Street	Cross Street	
	82nd Ave	PDX		Clackamas Town Center	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	A	Pre-implementation	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Planning and Technical Studies
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	RTP ID - 11103: Regional MPO Activities for 2023-2030
RTP Project Description:	Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as an metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars.
Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure? No.	
2. Is the project identified on the Congestion Management Process (CMP) plan? No.	
3. Is the project included as part of the approved: UPWP? Yes. The project is being added to the current UPWP.	
3a. If yes, is an amendment required to the UPWP? Yes. An administrative modification will occur to the UPWP to include the project.	
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.	
3c. What is the UPWP category (Primary Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Discretionary funded, Metro led stand-alone project.	
4. Applicable RTP Goals the planning study support: <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 Regions: 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 Wednesday, February 5, 2025 to Thursday, March 6, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-RCP24	Advance Construction funds with the expected conversion code to be ISDOT Reconnecting Communities Program (RCP) federal funds.


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Reconnecting Communities Pilot (RCP) Program FY24 Awards

On January 10, 2025, [U.S. Department of Transportation announced](#) \$544.6 million in grant awards for 81 projects in 31 states through the Reconnecting Communities Pilot (RCP) Program. These awards include 15 Capital Construction Grants and 66 Community Planning Grants.

Expressions of interest in RCP FY24 greatly outpaced the level of available funding. The RCP program received 403 applications requesting over \$3 billion in funding.

Round ▾	Project Type ▾	UEI ▾	State, U.S. Territory, or Tribe ▾	Project Name ▾	Applicant ▾	Award Amount ▾
RCP FY2024	Community Planning Grant	KEE8T4H68H88	OR	Reconnecting 82nd Ave Community Planning Study	Metro	\$2,000,000
RCP FY2024	Community Planning Grant	LZHQWPQTPNY3	OR	TV Highway Community Connections Planning Study	Metro	\$2,000,000

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	82nd Ave/OR213	MAP-21 Principal Arterial
Functional Classification	Yes	82nd Ave/OR213	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	82nd Ave/OR213	Urban Other Principal Arterial

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Supports Equity Focus Area Goals	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
		X	X	X				

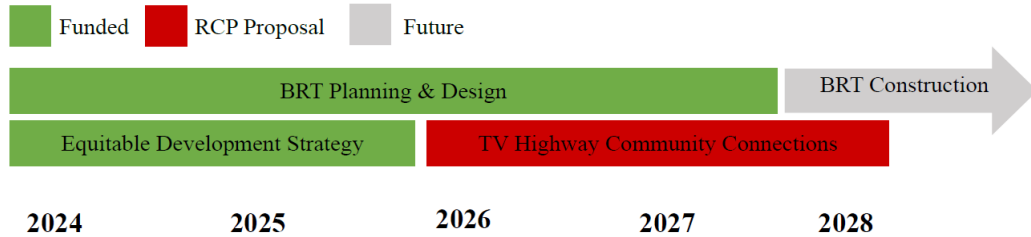
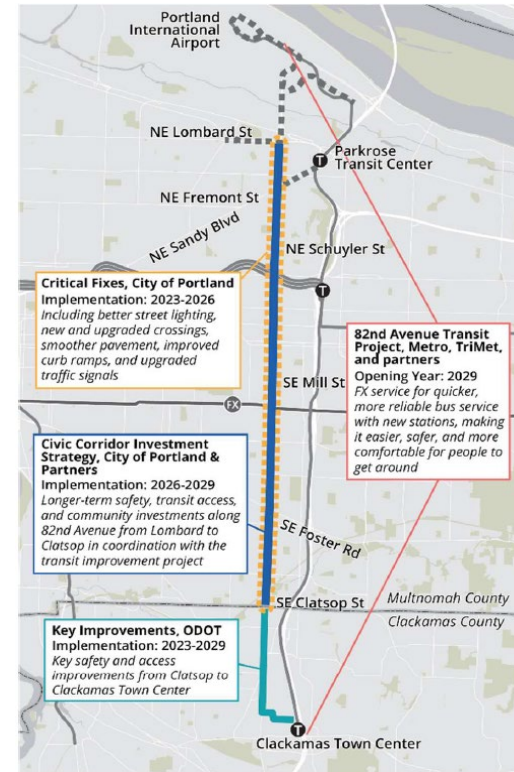


Figure 1. The TV Highway BRT Project Components including the Reconnecting Communities Pilot (RCP) proposal





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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new planning project to
 the 2024-27 MTIP

Project #3

Project Details Summary							
ODOT Key #	TBD - New	RFFA ID:	N/A	RTP ID:	11103	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		FB25-06-FEB2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new Reconnecting Communities Pilot (RCP) awarded planning project to the 2024-27 MTIP. Inclusion in the Metro UPWP also will occur.

Project Name:	TV Highway Community Connections Planning Study						
Lead Agency:	Metro	Applicant:	Metro		Administrator:	USDOT	
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	No	

Short Description:
 A study on TV Hwy/OR8 to develop equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.

MTIP Detailed Description (Internal Metro use only):
 On OR8/Tualatin Valley Highway from Beaverton west to Forest Grove, complete a planning to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.

STIP Description:
 TBD

Project Classification Details									
Project Type	Category			Features				System Investment Type	
Planning ODOT Work Type:	Planning - Corridor Area Planning PLANING							Planning	
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-RCP24	ACPO	2025	\$ 2,000,000						\$ 2,000,000
									\$ -
Federal Totals:			\$ 2,000,000		\$ -	\$ -		\$ -	\$ 2,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025	\$ 500,000						\$ 500,000
									\$ -
Local Totals:			\$ 500,000	\$ -	\$ -	\$ -		\$ -	\$ 500,000
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
Total Estimated Project Cost									\$ 2,500,000
Total Cost in Year of Expenditure:									\$ 2,500,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Amended Phase Matching Percent:	20.00%	N/A	N/A	N/A	N/A	N/A	20.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 2,000,000		\$ -	\$ -		\$ -	\$ 2,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 500,000	\$ -	\$ -	\$ -		\$ -	\$ 500,000
Total	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000

Phase Composition Percentages

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

Phase Programming Percentage

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Not Assigned Yet
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS or Delphi
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? FFY 2024 USDOT Reconnecting Communities Pilot Program planning grant awarded funds
2. Does the amendment include changes or updates to the project funding? Yes. New RCP awarded funds are being added to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the USDOT award letter and project awards confirmation list.
4. Level of funding approval? USDOT Reconnecting Communities Pilot Program grant award approval was required.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	Approximate MP Begin	Approximate MP End	Length
	No	TV Hwy/OR8	3.2	17.9	14.7
Approximate Cross Streets	Route or Arterial		Cross Street		Cross Street
	TV Hwy		SW 117th Ave		Pacific Ave/OR47 intersection

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	A	Pre-implementation	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Planning and Technical Studies
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	RTP ID - 11103: Regional MPO Activities for 2023-2030
RTP Project Description:	Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as an metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars.
Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure? No.	
2. Is the project identified on the Congestion Management Process (CMP) plan? No.	
3. Is the project included as part of the approved: UPWP? Yes. The project is being added to the current UPWP.	
3a. If yes, is an amendment required to the UPWP? Yes. An administrative modification will occur to the UPWP to include the project.	
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.	
3c. What is the UPWP category (Primary Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Discretionary funded, Metro led stand-alone project.	
4. Applicable RTP Goals the planning study support: <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 Regions: 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 Wednesday, February 5, 2025 to Thursday, March 6, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-RCP24	Advance Construction funds with the expected conversion code to be ISDOT Reconnecting Communities Program (RCP) federal funds.


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Reconnecting Communities Pilot (RCP) Program FY24 Awards

On January 10, 2025, [U.S. Department of Transportation announced](#) \$544.6 million in grant awards for 81 projects in 31 states through the Reconnecting Communities Pilot (RCP) Program. These awards include 15 Capital Construction Grants and 66 Community Planning Grants.

Expressions of interest in RCP FY24 greatly outpaced the level of available funding. The RCP program received 403 applications requesting over \$3 billion in funding.

Round ▾	Project Type ▾	UEI ▾	State, U.S. Territory, or Tribe ▾	Project Name ▾	Applicant ▾	Award Amount ▾
RCP FY2024	Community Planning Grant	KEE8T4H68H88	OR	Reconnecting 82nd Ave Community Planning Study	Metro	\$2,000,000
RCP FY2024	Community Planning Grant	LZHQPQTPNY3	OR	TV Highway Community Connections Planning Study	Metro	\$2,000,000

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	TV Hwy/OR8	Other NHS Route
Functional Classification	Yes	TV Hwy/OR8	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	TV Hwy/OR8	Urban Other Principal Arterial

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Supports Equity Focus Area Goals	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
		X	X	X				

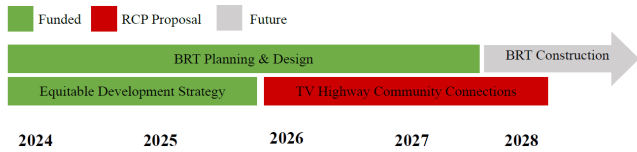


Figure 1. The TV Highway BRT Project Components including the Reconnecting Communities Pilot (RCP) proposal

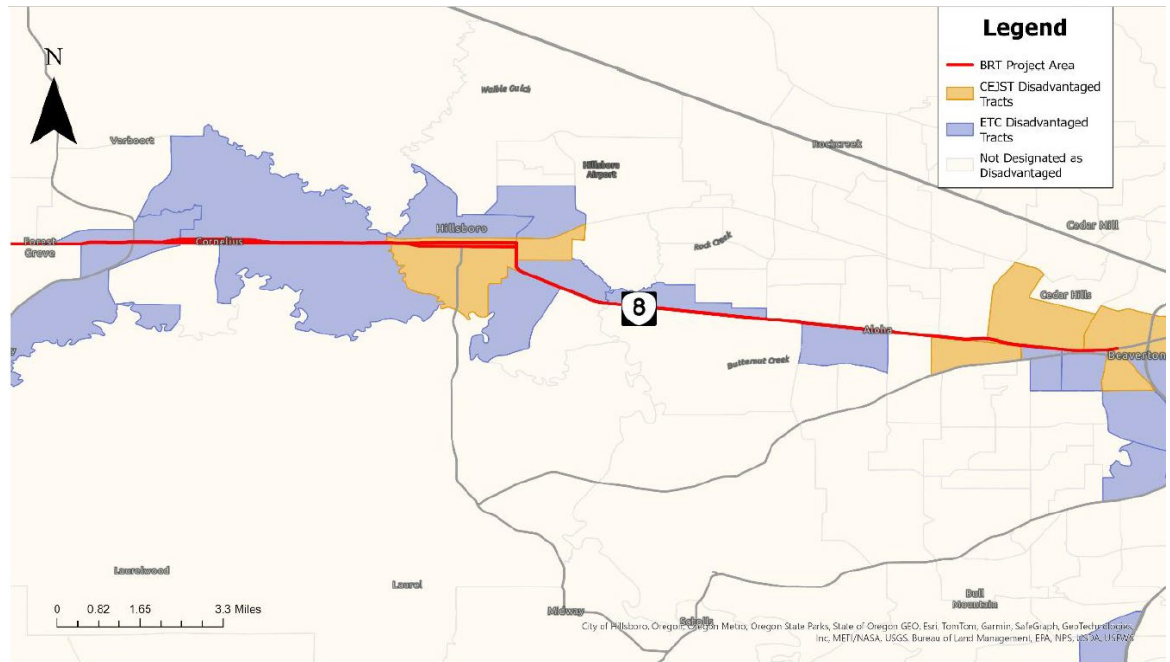


Figure 3. USDOT ETC identifies 50 percent of census tracts along TV Highway are disadvantaged (purple)



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

MTIP Formal Amendment
CANCEL PROJECT
 Cancel the PE phase effectively
 canceling the project

Project #4**CANCEL PROJECT**

Project Details Summary							
ODOT Key #	23090	RFFA ID:	N/A	RTP ID:	10334	RTP Approval Date:	11/30/2023
MTIP ID:	71370	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		FB25-06-FEB2	STIP Amendment ID:		24-27-2283		

Summary of Amendment Changes Occurring:

The formal amendment cancels the Preliminary Engineering phase which effectively cancel the project. Presently, a lack of identified construction phase funding, and the (unfunded) expense of ongoing maintenance fees greatly hinders the ability of the agency to successfully finish the project. No project kick-off has yet occurred for the project/ As a result of the funding situation, ODOT has decided to cancel the project and is returning the funding to their Rail Crossing program for later reallocation.

Project Name:	US30B: (NE Lombard St) NE Lombard PI - NE 11th						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:		Non-Certified Agency Delivery:		Delivery as Direct Recipient:			

Short Description:

Design and right-of-way to improve the rail crossing on NE11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave.

MTIP Detailed Description (Internal Metro use only):

Design and right-of-way to improve the rail crossing on NE11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave. Construct sidewalk infill west from NE 11th Ave to existing sidewalk . This project aims to improve safety at this location.

STIP Description:

Design and right-of-way to improve the rail crossing on NE 11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave. Construct sidewalk infill west from NE 11th Ave to existing sidewalk. This project aims to improve safety at this location.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Highway ODOT Work Type:	Highway - Motor Vehicle SAFETY		Lane Modification or Reconfiguration				Capital Improvement		
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
Rail	YS40	2025		1,882,000					\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
Note: Rail fund type code = federal Railway-Highway Crossing Hazard Elimination IIA and is 100% federal funds. No required match									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	1,882,000	\$ -	\$ -	\$ -	\$ -	1,882,000
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 being canceled due to lack of sufficient funding.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ (1,882,000)	\$ -	\$ -	\$ -	\$ -	\$ (1,882,000)
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Phase Programming Summary Totals

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

Phase Composition Percentages

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

Phase Programming Percentage

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

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

Fiscal Constraint Consistency Review
1. What is the source of funding? ODOT federal Rail Hazard crossing funding which is be canceled.
2. Does the amendment include changes or updates to the project funding? Yes. The Rail funds are being canceled from the project.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, the ODOT confirmation memo
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Director.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	US30B	Not stated	Not stated	Not stated
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	NE Lombard St		N Lombard Ct	NE 11th Ave	

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

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	10034 - 2018-23 RTP - Not carried over into 2023 RTP
RTP Project Description:	Note - RTP ID reference now becomes MTIP Project description as follows: Design and right-of-way to improve the rail crossing on NE11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave. Construct sidewalk infill west from NE 11th Ave to existing sidewalk . This project aims to improve safety at this location.

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 being canceled.
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 Wednesday, February 5, 2025 to Thursday, March 6, 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

Rail	Federal funds supporting the Railway-Highway Crossing Hazard Elimination program funded from the IJA legislation. The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at public railway-highway crossings. The funds are apportioned to States by formula. The funds are 100% federal. No match is required.
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Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	YS40	Railway-Highway Crossing Hazard Elimination IJA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
PE Totals			0.00%	0.00		0.00		0.00		0.00
Grand Totals				0.00		0.00		0.00		0.00

Modeling Network , NHS, and Performance Measure Designations

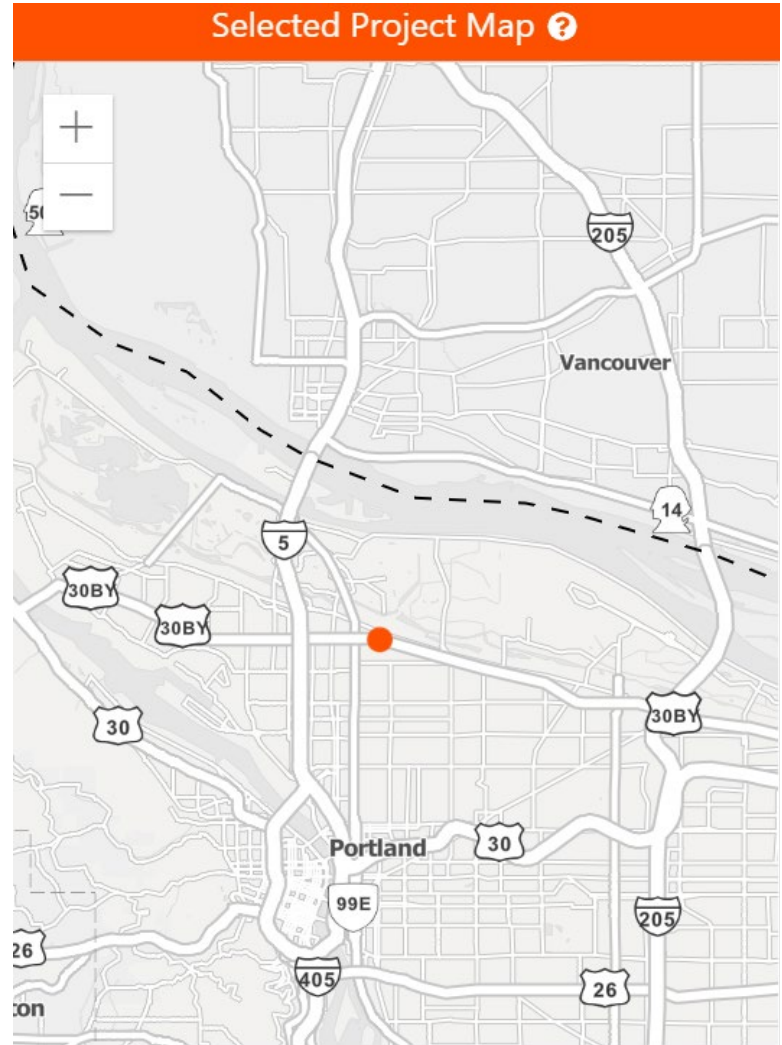
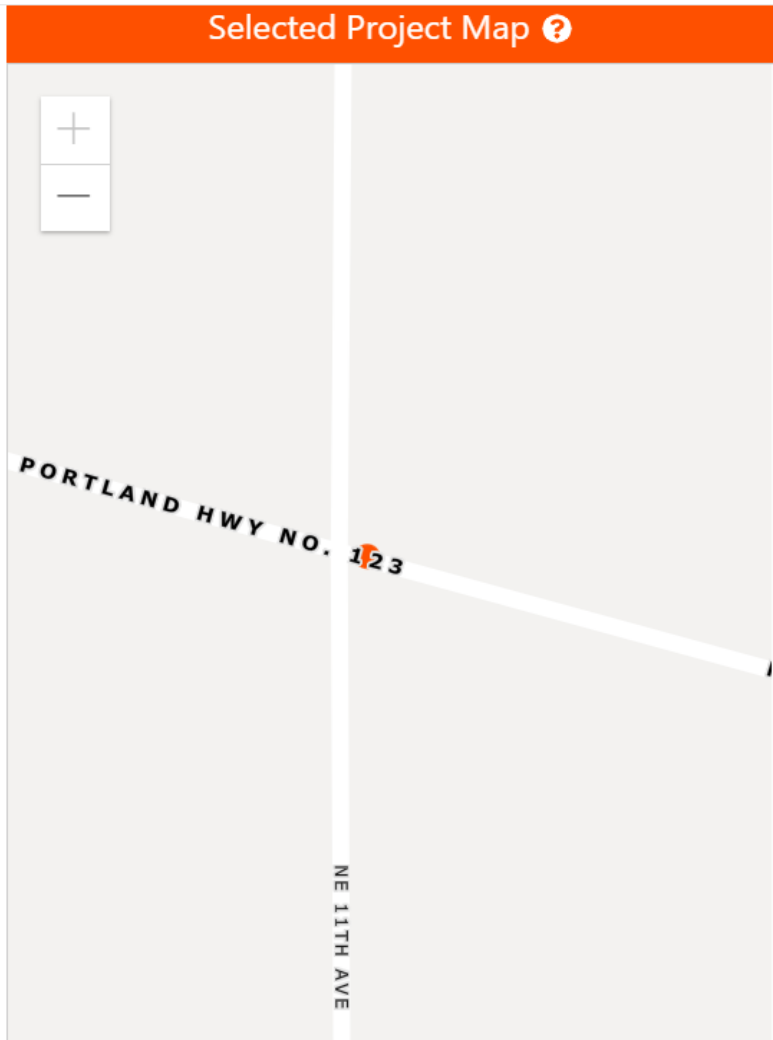
National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	US30B/NE Lombard St	MAP-21 Principal Arterials
Functional Classification	Yes	US30B/NE Lombard St	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	US30B/NE Lombard St	Urban Other Principal Arterial

Anticipated Required Performance Measurements Monitoring

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

Added notes:





Oregon

Tina Kotek, Governor

Department of Transportation

Region 1 Headquarters

123 NW Flanders Street

Portland, OR 97209

Phone: (503) 731-8200

DATE:

TO: Kristopher W. Strickler
ODOT Director

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to cancel the *US30B: (NE Lombard St) NE Lombard Pl - NE 11th Ave* project.

Requested Action:

Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to cancel the *US30B: (NE Lombard St) NE Lombard Pl - NE 11th Ave* project (K23090) and return funds to the SW Rail Crossing financial plan.

US30B: (NE Lombard St) NE Lombard Pl - NE 11th Ave (K23090)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2025	\$1,882,000	\$0.00
TOTAL		\$1,882,000	\$0.00

Background:

The *US30B: (NE Lombard St) NE Lombard Pl - NE 11th Ave* project is intended improve the rail crossing on NE 11th Ave by closing the crossing at NE Lombard place, installing new railroad signals and gates, and improving the signalized intersection at NE Lombard St. and 11th Ave. Union Pacific Railroad has



Memo

Date: February 21, 2025
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: February #2, 2025, MTIP Regular Formal Amendment & Resolution 25-5465
Approval Request – FB25-06-FEB2

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

**FOR THE PURPOSE OF CANCELING AN ODOT RAIL HAZARDS SAFETY PROJECT AND
ADDING THREE NEW METRO PLANNING STUDIES TO THE 2024-27 MTIP**

BACKGROUND

What This Is - Amendment Summary:

The February #2, 2025, Regular Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment represents the regular monthly formal amendment submission and contains four projects. Three projects are new planning projects being added to the MTIP for historical monitoring purposes. One ODOT rail crossing hazards mitigation project is being canceled.

What is the requested action?

JPACT approved Resolution 25-5465 and now requests Metro Council provide their final approval for the four projects in the February #2, 2025, Regular MTIP Formal Amendment under Resolution 25-5465.

TPAC February 7, 2025, Meeting Summary:

TPAC received their official formal amendment notification and overview. Ken Lobeck, Metro Funding Programs Lead provided a summary of the project changes that will occur to the MTIP. There was no follow-on discussion among TPAC members. TPAC proceeded to then provide their approval recommendation to JPACT to approve Resolution 25-5465.

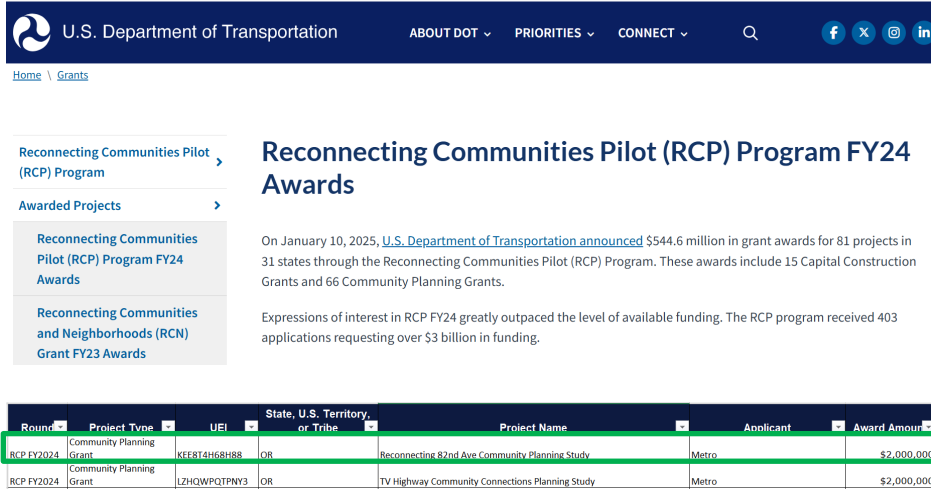
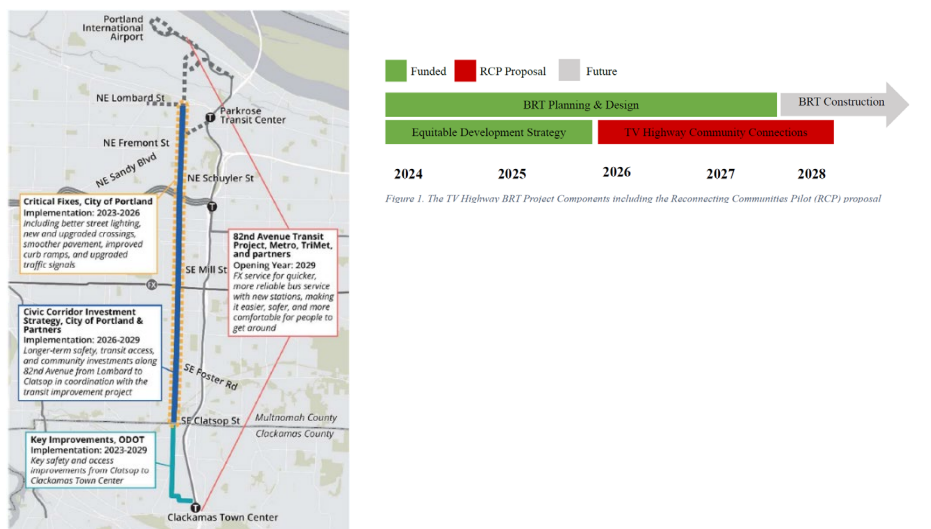
JPACT February 20, 2025, Meeting Summary:

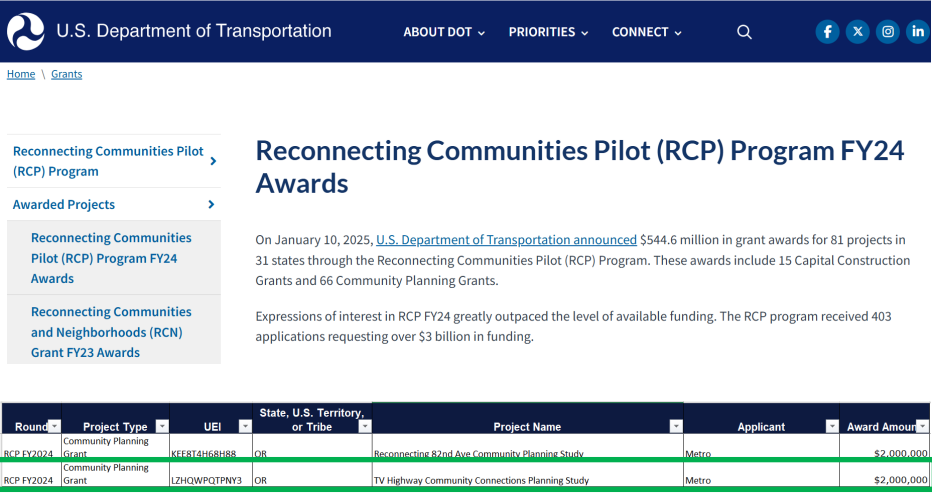
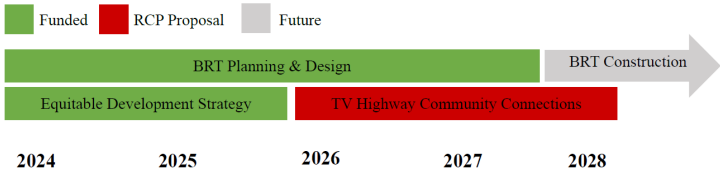
JPACT met on February 20, 2025. The February #2, 2025, Regular MTIP Formal Amendment was included as part of the agenda Consent Calendar. JPACT approved the Consent Calendar without discussion.

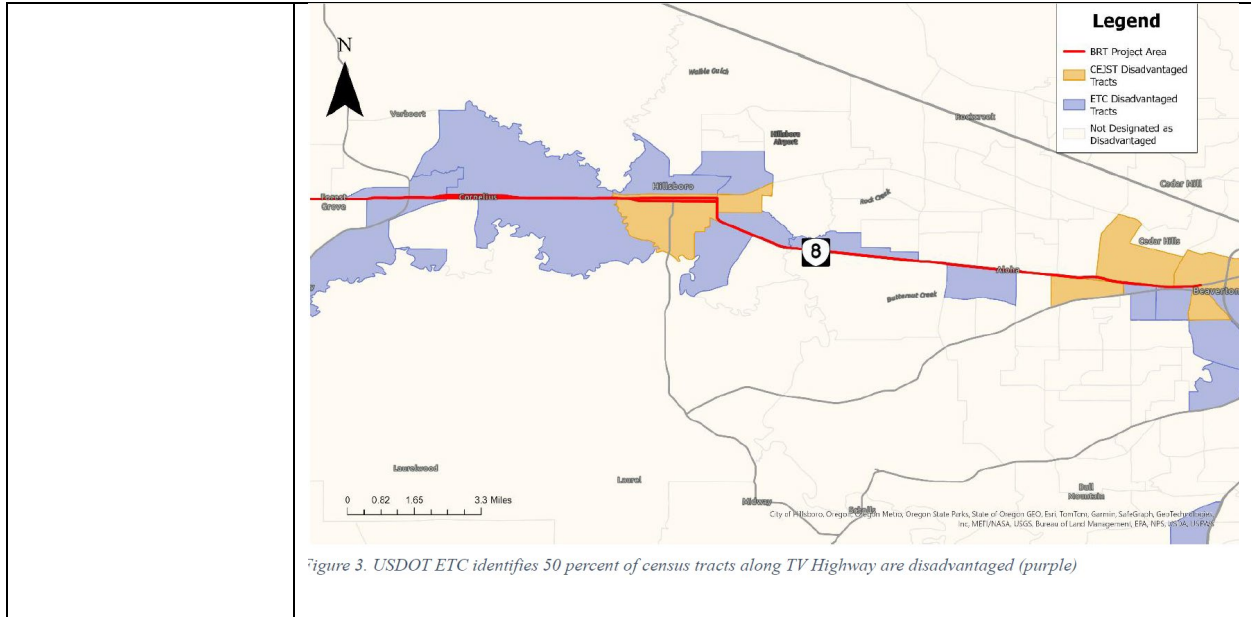
The following pages contain additional details about the project changes occurring as part of the formal MTIP amendment under Resolution 25-5465.

Project Number: 1	Key Number: 23834	Status: Add New Project
Project Name:	Regional Rail Futures Study (Metro)	
Lead Agency:	Metro	
Description:	SB 5701 funded study to evaluate the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes.	
Funding Summary:	<p>The project received a \$500,000 planning award from SB5701, Section 503. The funds are state funds.</p> <p style="text-align: center;">Enrolled Senate Bill 5701</p> <p style="text-align: center;">Sponsored by JOINT COMMITTEE ON WAYS AND MEANS</p> <p style="text-align: center;">CHAPTER</p> <p style="text-align: center;">AN ACT</p> <p>Relating to state financial administration; creating new provisions; amending section 3, chapter 452, Oregon Laws 2023, section 2, chapter 475, Oregon Laws 2023, sections 87, 159, 232, 248 and 318, chapter 605, Oregon Laws 2023, and section 40, chapter ___, Oregon Laws 2024 (Enrolled House Bill 5204); repealing section 275, chapter 605, Oregon Laws 2023; and declaring an emergency.</p> <p>Be It Enacted by the People of the State of Oregon:</p> <p>for Medicare and Medicaid Services of the use of Federal Medical Assistance matching funds by the Oregon Health Authority for this purpose.</p> <p>(2) If any of the moneys appropriated under subsection (1) of this section are not allocated by the Emergency Board prior to December 1, 2024, the moneys remaining on that date become available for any purpose for which the Emergency Board lawfully may allocate funds.</p> <p>SECTION 502. In addition to and not in lieu of any other appropriation, there is appropriated to the Water Resources Department, for the biennium ending June 30, 2025, out of the General Fund, the amount of \$60,000, for distribution to the City of Sodaville for water hauling.</p> <p>SECTION 503. In addition to and not in lieu of any other appropriation, there is appropriated to the Department of Transportation, for the biennium ending June 30, 2025, out of the General Fund, the amount of \$500,000, for distribution to the metropolitan service district organized under ORS chapter 268 to study the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to existing transportation modes.</p> <p>SECTION 504. Notwithstanding any other law limiting expenditures, the limitation on expenditures established by section 4 (3), chapter 475, Oregon Laws 2023, for the biennium ending June 30, 2025, as the maximum limit for payment of expenses from fees, moneys or other revenues, including Miscellaneous Receipts, but excluding lottery funds and federal</p>	
Amendment Action:	The formal amendment adds the new Metro Rail planning study to the 2024-27 MTIP for historical monitoring purposes. Inclusion in the Metro Unified Planning Work Program also will occur.	
Added Notes:	Project Location: NA: Regional application	

Project Number: 2	Key Number: New - TBD	Status: Add New Project
Project Name:	Reconnecting 82nd Ave Community Planning Study	
Lead Agency:	Metro	
Description:	A study to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.	

<p>Funding Summary:</p>	<p>The project received a \$2,000,000 planning grant from the USDOT Reconnecting Communities Pilot (RCP) program. The grant requires a 20% match (or \$500,000). The total programming amount for the study is \$2,500,000.</p>  <table border="1"> <thead> <tr> <th>Round</th> <th>Project Type</th> <th>UJEI</th> <th>State, U.S. Territory, or Tribe</th> <th>Project Name</th> <th>Applicant</th> <th>Award Amount</th> </tr> </thead> <tbody> <tr> <td>RCP FY2024</td> <td>Community Planning Grant</td> <td>KEF8T4H68H88</td> <td>OR</td> <td>Reconnecting 82nd Ave Community Planning Study</td> <td>Metro</td> <td>\$2,000,000</td> </tr> <tr> <td>RCP FY2024</td> <td>Community Planning Grant</td> <td>LZHQWQPTFNYS</td> <td>OR</td> <td>TV Highway Community Connections Planning Study</td> <td>Metro</td> <td>\$2,000,000</td> </tr> </tbody> </table>	Round	Project Type	UJEI	State, U.S. Territory, or Tribe	Project Name	Applicant	Award Amount	RCP FY2024	Community Planning Grant	KEF8T4H68H88	OR	Reconnecting 82nd Ave Community Planning Study	Metro	\$2,000,000	RCP FY2024	Community Planning Grant	LZHQWQPTFNYS	OR	TV Highway Community Connections Planning Study	Metro	\$2,000,000
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<p>Amendment Action:</p>	<p>The formal amendment adds the new RCP federally funded planning grant for Metro to the 2024-27 MTIP.</p>																					
<p>Added Notes:</p>	<p>Project Location: On 82nd Ave from approximately PDX in the north and then south to Clackamas Town Center.</p>  <p>Legend: ■ Funded ■ RCP Proposal ■ Future</p> <p>Timeline: 2024-2027: BRT Planning & Design 2024-2026: Equitable Development Strategy 2024-2026: TV Highway Community Connections 2027-2028: BRT Construction</p> <p><i>Figure 1. The TV Highway BRT Project Components including the Reconnecting Communities Pilot (RCP) proposal</i></p>																					

Project Number: 3	Key Number: New - TBD	Status: Add New Project																					
Project Name:	TV Highway Community Connections Planning Study																						
Lead Agency:	Metro																						
Description:	A study on TV Hwy/OR8 to develop equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.																						
Funding Summary:	<p>The project received a \$2,000,000 planning grant from the USDOT Reconnecting Communities Pilot (RCP) program. The grant requires a 20% match (or \$500,000). The total programming amount for the study is \$2,500,000.</p>  <table border="1" data-bbox="493 1050 1419 1136"> <thead> <tr> <th>Round</th> <th>Project Type</th> <th>UEI</th> <th>State, U.S. Territory, or Tribe</th> <th>Project Name</th> <th>Applicant</th> <th>Award Amount</th> </tr> </thead> <tbody> <tr> <td>RCP FY2024</td> <td>Community Planning Grant</td> <td>KEERT4H6H888</td> <td>OR</td> <td>Reconnecting \$2nd Ave Community Planning Study</td> <td>Metro</td> <td>\$2,000,000</td> </tr> <tr> <td>RCP FY2024</td> <td>Community Planning Grant</td> <td>LZHQPQTPNY3</td> <td>OR</td> <td>TV Highway Community Connections Planning Study</td> <td>Metro</td> <td>\$2,000,000</td> </tr> </tbody> </table>		Round	Project Type	UEI	State, U.S. Territory, or Tribe	Project Name	Applicant	Award Amount	RCP FY2024	Community Planning Grant	KEERT4H6H888	OR	Reconnecting \$2nd Ave Community Planning Study	Metro	\$2,000,000	RCP FY2024	Community Planning Grant	LZHQPQTPNY3	OR	TV Highway Community Connections Planning Study	Metro	\$2,000,000
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Amendment Action:	The formal amendment adds the new RCP federally funded planning grant for Metro to the 2024-27 MTIP.																						
Added Notes:	<p>Project Timing and approximate Location</p>  <p>Legend: ■ Funded ■ RCP Proposal ■ Future</p> <p>Timeline: 2024, 2025, 2026, 2027, 2028</p> <p>Figure 1. The TV Highway BRT Project Components including the Reconnecting Communities Pilot (RCP) proposal</p>																						



Project Number: 4	Key Number: 23090	Status: Cancel Phase/Project
Project Name:	US30B: (NE Lombard St) NE Lombard Pl - NE 11th	
Lead Agency:	ODOT	
Description:	Design and right-of-way to improve the rail crossing on NE 11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave. Construct sidewalk infill west from NE 11th Ave to existing sidewalk. This project aims to improve safety at this location.	
Funding Summary:	The project currently has \$1,882,000 of federal Rail Crossing Hazard mitigation funds programmed in the PE phase. The federal funds are 100% federal. There is no required match. ODOT's most recent project review indicates insufficient funding is available to complete the construction phase. The funding will be returned to the Rail program.	
Amendment Action:	The formal MTIP amendment cancels the PE phase. This effectively cancels the project.	
Added Notes:	<p>Project location:</p>	

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the February #2 2025 Formal MTIP amendment (FB25-06-FEB2) will include the following actions:

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

Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mail-out.....	January 31, 2025
• Initiate the required public notification/comment process.....	February 5, 2025
• TPAC approval recommendation to JPACT.....	February 7, 2025
• JPACT approval and recommendation to Council.....	February 20, 2025
• Completion of public notification/comment process.....	March 6, 2025
• Metro Council approval.....	March 13, 2025

Notes:

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

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	March 19, 2025
• USDOT clarification and final amendment approval.....	April-May 2025

Note: As of February 21, 2025, all formal/full MTIP/STIP amendments will require final approvals by the Oregon FHWA Office and from Headquarters FHWA in Washington, DC.

ANALYSIS/INFORMATION

1. **Known Opposition:** No opposition known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new and amended projects to be added and updated into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** Metro’s UPWP budget will be adjusted accordingly to incorporate the new state and federal grant awards.

RECOMMENDED ACTION:

JPACT approved Resolution 25-5465 and now requests Metro Council provide their final approval for the four projects in the February #2, 2025, Regular MTIP Formal Amendment under Resolution 25-5465.

No Attachments.