



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: February 27, 2025

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item K**– 2025 ADA Statewide Transportation Improvement Program (STIP) Adjustment

Requested Action:

Approve the attached list of added and modified projects to the 2024-2027 Statewide Transportation Improvement Program (STIP).

Background:

In 2017, the Oregon Department of Transportation entered into a settlement agreement with the Association of Oregon Centers for Independent Living and implemented a dedicated ADA Program to bring nearly 26,000 curb ramps up to current standards. The 15-year settlement agreement specifies that 30% of the curb ramps are compliant by 2022, 75% of the curb ramps are compliant by 2027, and 100% of the curb ramps are compliant by 2032.

While we have a statewide inventory of curb ramp locations, we have limited preliminary scoping information for each individual ramp. To establish individual ramp construction projects, we initiate projects based on a suite of intersections in a corridor, then initiate design and strategically bundle projects for construction. In the delivery of curb ramp projects, the primary risks are schedule-related, which is most often impacted by right-of-way acquisition, environmental clearances, and utility relocations.

Initially, design funds are used to conduct the required survey and preliminary engineering needed to establish each ramp footprint. Programming cost estimates for ADA Delivery Program projects use a statewide average per ramp cost multiplied by the number of curb ramps in each project. The actual cost of individual curb ramps varies based on the complexity of each location and this is refined as project design progresses, at which time the project funding is adjusted as needed for construction. Standard inflation factors are added based on the scheduled construction year. ADA Delivery Program Funds remaining from the previous STIP cycle have been returned to the Program's bottom line as a result of projects being completed for less than the originally programmed amount. The Program currently has \$33,000,000 remaining from these completed STIP projects, which can now be allocated to other ADA projects.

Funding for the ADA Delivery Program is allocated in the 2024-2027 STIP to funding reserve accounts, with funding still to be approved and distributed to individual projects. This quarterly STIP amendment request follows the same approach as previous ADA project funding requests brought before the commission.

This quarterly amendment moves funds from four of the ADA Delivery Program's right of way and construction funding reserves to three individual projects and reallocates a portion of the bottom line into one project. Funds will also be moved from one of the Sidewalk Improvement Program funding reserves to one individual project. One project will be cancelled as a result of initial scoping, which determined the planned delivery model was not appropriate for the program. Funds from the cancelled project will be added to ADA savings and allocated to other projects in the future.

Outcomes:

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

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

Attachments:

- Attachment 01 – 2025 ADA STIP Amendment Project List