

# Joint Policy Advisory Committee on Transportation (JPACT) agenda

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Thursday, December 19, 2024

7:30 AM

<https://zoom.us/j/91720995437> (Webinar  
ID: 917 2099 5437) or 877-853-5257 (Toll  
Free)

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## 1. Call To Order, Declaration of a Quorum & Introductions (7:30AM)

This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/91720995437> or by calling +1 917 2099 5437 or 888 475 4499 (toll free).

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-813-7591 or email at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov).

## 2. Public Communication on Agenda Items (7:35AM)

Written comments should be submitted electronically by mailing [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee 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 item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov).

Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Individuals will have three minutes to testify unless otherwise stated at the meeting.

## 3. Updates From the JPACT Chair (7:40AM)

3.1 28-30 RFFA Step 2 Summary (7:40AM)

[COM 24-0868](#)

Attachments: [28-30 Regional Flexible Fund - Step 2 - Summary of Applications](#)

## 4. Consent Agenda (7:45AM)

4.1 Consideration of the November 21, 2024 JPACT Minutes

[24-6177](#)

Attachments: [112124 JPACT Minutes](#)

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- 4.2 Resolution No. 25-5448 For The Purpose Of Adding Or Amending A Total Of Eleven Projects To The 2024-27 MTIP to Meet Federal Project Delivery Requirements [COM 24-0869](#)

Attachments: [JPACT Worksheet](#)  
[Resolution No. 25-5448](#)  
[Exhibit A](#)  
[Staff Report](#)  
[Attachment 1](#)  
[Attachment 2](#)

**5. Information/Discussion Items (7:50AM)**

- 5.1 RFFA: Step 1A.1 Project evaluation results and building of bond scenarios (7:50AM) [COM 24-0860](#)

Presenter(s): Grace Cho (she/her), Principal Transportation Planner, Metro

Attachments: [JPACT Worksheet](#)  
[JPACT Memo](#)  
[Attachment 1](#)  
[Attachment 2](#)  
[Attachment 3](#)

- 5.2 Safe Streets for All Update (8:35AM) [COM 24-0861](#)

Presenter(s): Lake McTighe (she/they), Principal Transportation Planner, Metro

Attachments: [JPACT Worksheet](#)  
[JPACT Memo](#)  
[SS4A Update JPACT Presentation](#)

**6. Updates From JPACT Members (9:20AM)**

**7. Adjourn (9:30AM)**



# 2024 JPACT Work Program

As of 10/7/24

Items in italics are tentative

<p><b>September 19, 2024</b> (in person)</p> <ul style="list-style-type: none"> <li>• Consideration of the July 18, 2024 JPACT Minutes</li> <li>• <i>Comment from the Chair</i>- Summary of nominated projects for the bond (5 min)</li> <li>• <i>Comment from the Chair</i>- Westside Multimodal Improvements Study (5 min)</li> <li>• <i>Comment from the Chair</i> Transit minute (5 min)</li> <li>• TriMet Safety and Security Presentation (JC Vannatta, other presenters TBD; 30 min)</li> <li>• <b>Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (JPACT Member Discussion)</b> (30 min)</li> </ul>	<p><b>October 17, 2024</b> (online)</p> <ul style="list-style-type: none"> <li>• <i>Comment from the Chair</i>- RFFA Bond eligibility screening update (5 min)</li> <li>• Resolution no. 24-5434 For the purpose of amending, canceling, or adding a total of twelve projects to the 2024-27 MTIP to meet federal project delivery requirements (consent)</li> <li>• Consideration of the September 19, 2024 JPACT Minutes</li> <li>• <b>Regional Transportation Priorities and Funding: Recommendation (Action)</b></li> <li>• <b>IBR SDEIS; Kristin Leonard and Greg Johnson, IBR; 20 min</b></li> <li>• Connecting Communities Transit Study (Ally Holmqvist, Metro; 30 min)</li> <li>• Introduction to the Regional Transportation Demand Management Strategy &amp; Assessment (Ted Leybold, PDR Transportation Policy Director (he/him), Grace Stainback, Associate Transportation Planner (she/her), Noel Mickelberry, Senior Transportation Planner (she/her); 15 minutes)</li> </ul>
<p><b>November 21, 2024 (Online)</b></p> <ul style="list-style-type: none"> <li>• <i>Consideration of the October 17, 2024 JPACT Minutes (consent)</i></li> <li>• Resolution no. 24-5443 For The Purpose Of Adding Or Amending A Total Of Six Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements (<b>Consent</b>)</li> <li>• <i>Regional Emergency Transportation Routes Phase 2 (John Mermin Metro; 20 min)</i></li> <li>• <i>Sunrise Visioning Project Update (Jamie Stasny (she/her), Clackamas County; 15 min)</i></li> </ul>	<p><b>December 19, 2024</b> (online)</p> <ul style="list-style-type: none"> <li>• <del><i>Comment from the Chair- Regional Rail Study Kickoff (5 min)</i></del></li> <li>• <i>Comment from the Chair</i>- RFFA Step 2 application summary (5 min)</li> <li>• High Speed Rail Update- Councilor Simpson (5 min)</li> <li>• <i>Consideration of the November 21, 2024 JPACT Minutes (consent)</i></li> <li>• Resolution no. 25-5448 For The Purpose Of Adding Or Amending A Total Of Eleven Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements. (consent)</li> <li>• RFFA: Step 1A.1 Project evaluation results and building of bond scenarios (Grace Cho (she/her), Metro; 45 min)</li> <li>• Safe Streets for All Annual Report (Lake McTighe (she/they), Metro; 30 min)</li> </ul>

### **3.1 28-30 RFFA Step 2 Summary**

*Comments from the Chair*

Joint Policy Advisory Committee on Transportation  
Thursday, December 19, 2024



# Memo

Date: Thursday, December 12, 2024  
 To: Joint Policy Advisory Committee on Transportation and Interested Parties  
 From: Grace Cho, Principal Transportation Planner  
 Subject: 28-30 Regional Flexible Fund Step 2 – Summary of Applications Received

**Purpose:** To provide a summary of applications received for the Step 2 allocation process.

**Background:**

The application period for the 2028-2030 Regional Flexible Fund Step 2 allocation opened on Friday September 6<sup>th</sup> and closed on Friday November 22<sup>nd</sup> after an extension was granted due to a technical malfunction with the online application. Through a new required pre-application process, jurisdictions submitted a letter of intent to apply with potential Step 2 applications and eleven jurisdictions which requested application assistance received support to develop one Step 2 application for submission.

**Step 2 Application Summary:**

Attachment 1 is a listing of the Step 2 applications for the Regional Flexible Fund allocation process. Attachment 2 is a map of the Step 2 project applications for consideration. In summary:

- Total Requested Regional Flexible Funds: \$139 million
- Total Estimate Cost of Potential Projects: \$198.6 million
- Number of Applications: 24
- Project Development Only Applications: 5

Table 1. breaks down a summary of the sub-regional of the Step 2 applications.

*Table 1. 28-30 Regional Flexible Fund – Step 2 – Sub-Regional Summaries*

	<i>Washington County</i>	<i>East Multnomah County</i>	<i>Clackamas County</i>	<i>City of Portland</i>
Number of Applications	9	3	6	6
Project Development Only Applications	1	1	3	0
Requested Regional Flexible Funds	\$53M	\$14.4M	\$35.5M	\$36.2M
Total Estimate Cost of Candidate Projects	\$102M	\$16M	\$39.5M	\$40.9M

**Observations**

At a total of \$139M request in Regional Flexible Funds, this is between 2-3 times greater than the anticipated available funding (\$47-\$60M) in Step 2. The number of applications received is a little less than the previous cycles, but the total requested funds is greater. More of the applications received for the 28-30 cycle focuses on project construction compared to the previous cycle.

An observation with the Step 2 applications for the 28-30 cycle is the steep increase in the overall costs of local projects, despite those projects largely remaining in similar in scope and scale as compared to previous cycle applications. Several reasons can be attributed to the increased overall costs and funding requests from Regional Flexible Funds Step 2 allocation, including an increased overall cost threshold and efforts to receive better cost estimates as part of the application. But the notable reason is the recent period of rapid inflation, while cooling, has reset the price point for goods and services for delivering infrastructure projects.

**Attachment 1. 28-30 Regional Flexible Fund - Step 2 - Applications Received**

<b>Nominating Agency</b>	<b>Project Title</b>	<b>Description</b>	<b>County</b>	<b>Total Estimated Cost</b>	<b>Requested Regional Flexible Funds</b>
Clackamas County	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Design and construct new multimodal infrastructure to fill in gaps including new sidewalk segments, ADA ramps, and multi-use path. Network gaps will be filled along the northern side of SE Jennifer Street, from SE 106th Avenue to SE 122nd, a small gap along the western edge of SE 122nd Avenue, and a small gap on the southern side of SE Jennifer just west of 120th.	Clackamas	\$8,055,600	\$7,228,290
Gladstone	Gladstone Historic Trolley Trail Bridge Construction	This project rebuilds the historic Trolley Trail Bridge to span the Clackamas River, connecting Gladstone to the north with Oregon City to the south.	Clackamas	\$9,720,196	\$8,721,932
Happy Valley	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Construct bike and pedestrian facilities on south side of OR 212 and construct second southbound vehicle turn lane at intersection of OR 212/224.	Clackamas	\$13,402,561	\$12,026,118
Lake Oswego	Lakeview Blvd - Jean Rd to McEwan Rd	Requested funds to design 3,500 feet long widening of Lakeview Boulevard for two 14-foot shared use lanes with an 8-foot sidewalk on one side separated by stormwater planter and curb.	Clackamas	\$1,095,500	\$983,000
Milwaukie	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Develop buffered pedestrian/bicycle multiuse path adjacent to Railroad Avenue from 37th Avenue to Linwood Avenue in Milwaukie, Oregon. Multiuse path will connect existing sidewalks at 37th Avenue, Linwood/Harmony Avenue, and intersecting side streets.	Clackamas	\$3,017,070	\$2,707,217
Oregon City	OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	Complete a Type, Size, and Location (TS&L) analysis for the construction of an externally supported shared-use path and complete design for streetscape reconfiguration on McLoughlin Boulevard, which will include widened sidewalks, curb extensions, improved crossings, and new green spaces.	Clackamas	\$4,270,970	\$3,832,341
Gresham	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Construct new sidewalks and a cycle track on both sides of the street for pedestrians and bicyclists. Add center turn lane to create a 3-lane configuration and construct an enhanced mid-block crossing.	Multnomah	\$10,499,045	\$9,420,793
Gresham	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdales Avenue	Construct a sidewalk and a cycle track on both sides of the street to improve safety for pedestrians and bicyclists.	Multnomah	\$4,533,038	\$4,067,496
Multnomah County	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	On NE 223rd Ave in Fairview and Wood Village, develop a corridor safety plan that inclusively engages the community in identifying priorities and evaluating design alternatives. Advance readiness for priority construction projects to fill complete street gaps and install safety countermeasures.	Multnomah	\$1,000,000	\$897,300
Portland	Outer Halsey and Outer Foster (ITS Signal Improvements)	The project will add ITS signal improvements along the project area. It will implement speed management timing, freight signal priority, and intelligent transportation system technology. With upgrades to signal interconnect communication and advanced transportation signal controllers, these signals will be ready for implementation of next generation transit signal priority timing.	Multnomah	\$4,922,544	\$4,416,999
Portland	NE MLK Jr Blvd Safety and Access to Transit	New enhanced crossings and signal modifications along NE MLK Jr Blvd (NE Hancock to NE Lombard St) at key locations. In addition to enhanced pedestrian crossings, the project will improve intersection lighting.	Multnomah	\$5,438,000	\$4,879,517
Portland	NE Prescott St: 82nd Ave Multimodal Safety and Access	This project will redesign Prescott Street to increase crossing access, signals, and bike lanes. It implements a priority project from the Building a Better 82nd Ave Plan and supports the future 82nd Avenue FX transit project.	Multnomah	\$8,618,000	\$7,732,932
Portland	Red Electric Trail East of SW Shattuck Rd	Construction of an off-street paved regional trail between SW Shattuck Rd and SW Fairvale Ct, including street crossing at SW Shattuck Rd and safe routes to Hayhurst Elementary School and Pendleton Park in Portland	Multnomah	\$9,176,962	\$7,677,446

**Attachment 1. 28-30 Regional Flexible Fund - Step 2 - Applications Received**

Nominating Agency	Project Title	Description	County	Total Estimated Cost	Requested Regional Flexible Funds
Portland	NE Glisan St: 82nd Avenue Multimodal Safety and Access	The project will reorganize travel lanes from 82nd Avenue to I-205, add new separated bicycle lanes from 80th Avenue to 102nd Avenue, improve bus priority approaching 82nd Avenue, and provide enhanced crossings at key intersections. The project includes enhanced crossings at 84th Avenue, 90th Avenue, and 92nd Avenue, and includes sidewalk widening from 92nd Avenue to I-205. The existing pedestrian and bike crossing at 87th Avenue will be further enhanced, and the signals at both entrances to I-205 will be modified.	Multnomah	\$8,445,000	\$7,577,698
Portland	W Burnside Green Loop Crossing	The project will add a signalized crossing for pedestrians and bicyclists (and serving future Green Loop) on W Burnside Street at Park Ave to connect the North and South Park Blocks, serve food cart pod, and provide access to the Darcelle XV Plaza. Additionally, the project adds a bus and bike lane eastbound from Park Ave to 3rd Ave connecting to the Burnside Bridge, including needed modification at 4th Ave signal to enable retention of protected left turn into Old Town / Chinatown.	Multnomah	\$4,389,000	\$3,938,250
Beaverton	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Design and construct complete street on SW Hall Blvd between 3rd Street and 5th Street with raised cycle track, shared bike/ped or island-style bus stop, new marked crosswalks and curb ramps, upgraded signals and street lighting, new inlets and vegetated stormwater management facilities, and pavement grind and inlay.	Washington	\$5,181,865	\$4,649,687
Hillsboro	Smart SW 185th Avenue ITS and Better Bus Project	Construction of an AI-powered interconnected traffic signal and rail controller system implementing Transit Signal Priority and constructing a Better Bus slip lane on the SW 185th Avenue and W Baseline Road intersection.	Washington	\$5,272,738	\$4,572,738
King City	Westside Trail Segment 1 - King City	The project will construct a new multi-use path along with new street connections, pedestrian crossings, and new roundabout between the Tualatin River and Beef Bend Road. The multi-use trail construction consists of approximately 4,100 linear feet of multi-use trail, adjacent soft-surface/equestrian trail. The street connections includes sidewalks, raised pedestrian crossings for the multi-use trail at SW Capulet Lane, SW Fisher Road, and SW River Lane. Extend and connect roadways between SW Cordelia Terrace and SW 137th Avenue, SW Montague Way and future River Lane. Lastly construct new roundabout at intersection of SW Fischer Road, SW 137th Avenue, and SW Watson. Extend roadway from roundabout to each existing road. Construct new alignment of SW 137th Ave and SW Watson to accommodate roundabout configuration. Install permanent landscaping, signage and striping, and roadway illumination system along/for street connections and utility relocations	Washington	\$9,568,610	\$7,841,343
Sherwood	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Design and construction of a regional trail between SW Pacific Highway, SW Edy Road, and SW Roy Rogers Road	Washington	\$9,960,030	\$8,860,030
Tigard	North Dakota Street (FannoCreek) Bridge Replacement	Replace bridge with bike lanes and sidewalk	Washington	\$26,336,556	\$8,000,000
Tualatin Hills PRD	Bridge Crossing of Hwy. 26 by the Westside Trail	Construct a 12' wide multi-use trail bridge over US-26 eliminating out of direction bicycle and pedestrian routes.	Washington	\$30,334,019	\$6,000,000
Washington County	Beaverton Creek Trail: Merlo Road Improvements	Design and construct a multi-use trail on the south side of Merlo Road between Tualatin Nature Park and 170th Ave. to close a key gap in the Beaverton Creek Trail.	Washington	\$5,814,300	\$5,217,300
Washington County	SW 175th Design: SW Condor Lane to SW Kemmer Road	Project development for SW 175th Avenue will include data collection, environmental studies, preliminary engineering, and ROW identification to realign the roadway between SW Cooper Mountain Ln and SW Siler Ridge Ln.	Washington	\$2,890,000	\$2,593,196

**Attachment 1. 28-30 Regional Flexible Fund - Step 2 - Applications Received**

Nominating Agency	Project Title	Description	County	Total Estimated Cost	Requested Regional Flexible Funds
Washington County	Cedar Mill Better Bus and Access to Transit Enhancements	The Cedar Mill Safe Access to Priority Transit Corridors project scope includes transit signal priority improvements, enhanced pedestrian crossings, and lane reconfigurations along Cornell and Barnes roads within the Cedar Mill Town Center.	Washington	\$6,690,000	\$5,252,300
<b>TOTAL</b>				<b>\$198,631,604</b>	<b>\$139,093,923</b>



Map Label	Project Name	Project Sponsor/ Nominating Agency	Sub-Regional Location	Requested Regional Flexible Funds	Total Project Cost Estimate
1	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	Clackamas County	Clackamas	\$7,228,290.00	\$8,055,600.00
2	Gladstone Historic Trolley Trail Bridge Construction	Gladstone	Clackamas	\$8,721,932.00	\$9,720,196.00
3	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	Happy Valley	Clackamas	\$12,026,120.00	\$13,402,560.00
4	Lakeview Blvd - Jean Rd to McEwan Rd	Lake Oswego	Clackamas	\$983,000.00	\$1,095,500.00
5	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	Milwaukie	Clackamas	\$2,707,217.00	\$3,017,070.00
6	OR99E (McLoughlin Boulevard) 10th Street to Tumwater Village: Shared-Use Path and Streetscape Enhancements Project Development	Oregon City	Clackamas	\$3,832,341.00	\$4,270,970.00
7	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	Gresham	Multnomah	\$9,420,793.00	\$10,499,050.00
8	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsedale Avenue	Gresham	Multnomah	\$4,067,496.00	\$4,533,038.00
9	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	Multnomah County	Multnomah	\$897,300.00	\$1,000,000.00
10	Outer Halsey and Outer Foster (ITS Signal Improvements)	Portland BOT	Multnomah	\$4,416,999.00	\$4,922,544.00
11	NE MLK Jr Blvd Safety and Access to Transit	Portland BOT	Multnomah	\$4,879,517.00	\$5,438,000.00
12	NE Glisan St: 82nd Avenue Multimodal Safety and Access	Portland BOT	Multnomah	\$7,732,932.00	\$8,618,000.00
13	W Burnside Green Loop Crossing	Portland BOT	Multnomah	\$7,677,446.00	\$9,176,962.00
14	NE Prescott St: 82nd Ave Multimodal Safety and Access	Portland BOT	Multnomah	\$7,577,698.00	\$8,445,000.00
15	Red Electric Trail East of SW Shattuck Rd	Portland Parks	Multnomah	\$3,938,250.00	\$4,389,000.00
16	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	Beaverton	Washington	\$4,649,687.00	\$5,181,865.00
17	Smart SW 185th Avenue ITS and Better Bus Project	Hillsboro	Washington	\$4,572,738.00	\$5,272,738.00
18	Westside Trail Segment 1 - King City	King City	Washington	\$7,841,343.00	\$9,568,610.00
19	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	Sherwood	Washington	\$8,860,030.00	\$9,960,030.00
20	North Dakota Street (Fanno Creek) Bridge Replacement	Tigard	Washington	\$8,000,000.00	\$26,336,560.00
21	Bridge Crossing of Hwy. 26 by the Westside Trail	Tualatin Hills PRD	Washington	\$6,000,000.00	\$30,334,020.00
22	Beaverton Creek Trail: Merlo Road Improvements	Washington County	Washington	\$5,217,300.00	\$5,814,300.00
23	SW 175th Design: SW Condor Lane to SW Kemmer Road	Washington County	Washington	\$2,593,196.00	\$2,890,000.00
24	Cedar Mill Better Bus and Access to Transit Enhancements	Washington County	Washington	\$5,252,300.00	\$6,690,000.00

**4.1 Consideration of the November 21, 2024  
JPACT Minutes**

*Consent Agenda*

Joint Policy Advisory Committee on Transportation  
Thursday, December 19, 2024



600 NE Grand Ave.  
Portland, OR 97232-2736  
oregonmetro.gov

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

November 21<sup>st</sup> 2024

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Nafisa Fai  
Paul Savas  
Travis Stovall  
Steve Callaway  
Joe Buck  
Rian Windsheimer  
Sam Desue  
Ali Mirzakhilili  
Carley Francis  
Anne McEnerny-Ogle  
Leann Caver  
Juan Carlos Gonzalez  
Ashton Simpson  
Christine Lewis

AFFILIATION

Washington County  
Clackamas County  
Cities of Multnomah County  
Cities of Washington County  
Cities of Clackamas County  
Oregon Department of Transportation  
TriMet  
Oregon Department of Environmental Quality  
Washington State Department of Transportation  
City of Vancouver  
C-Tran  
Metro Council  
Metro Council  
Metro Council

MEMBERS EXCUSED

Jesse Beason  
Mingus Mapps  
Curtis Robinhold  
Duncan Hwang

AFFILIATION

Multnomah County  
City of Portland  
Port of Portland  
Metro Council

ALTERNATES PRESENT

Lori Stegmann  
Priya Dhanapal  
Jef Dalin  
Chris Ford  
JC Vannatta  
Michael Orman  
Scott Langer  
Scott Patterson

AFFILIATION

Multnomah County  
City of Portland  
Cities of Washington County  
Oregon Department of Transportation  
TriMet  
Oregon Department of Environmental Quality  
Washington State Department of Transportation  
C-Tran

OTHERS PRESENT: Ashley Bryers, Jamie Stasny, Adriana Antelo, Allison Boyd, Anthony Cabadas, Ashley Bryers, Brenda Bartlett, Cindy Pederson, Cody Field, Eric Hesse, Jeff Owen, Katherine Kelly, Lauri Lebowsky-Young, Mark Ottenad, Michael Orman, Mike Southwick, Scott Langer, Shoshana Cohen, Stephen Roberts, Tara O'Brien, Taylor Steenblock, Tiffany Gehrke, Trevor Sleeman, Jeff Gudman, Karen Buehrig, Eric Frank, Mike Hintz, Sarah Iannarone, Kate Hawkins, Alan Lehto

STAFF: Ted Leybold, Georgia Langer, Sam Hart, Michele Bellia, Ramona Perrault, Catherine Ciarlo, John Mermin, Ken Lobeck, Betsy Emery, Victor Sin, Tom Kloster, Ally Holmqvist, Blake Perez, Grace Cho, Jake Lovell, Jaye Cromwell, Lake McTighe, Gerritt Rosenthal, Dan Kaempff, Caleb Winter, Madeline Steele, Malu Wilkinson, Gabriela Lopez, Matt Binh Ina Zucker, Kim Ellis

### **1. CALL TO ORDER AND DECLARATION OF A QUORUM**

JPACT Chair Juan Carlos Gonzalez (he/him) called the meeting to order at 7:30 am.

Chair Gonzalez called the role and declared a quorum.

### **2. PUBLIC COMMUNICATION ON AGENDA ITEMS**

Metro staff Georgia Langer read aloud the instructions for providing public testimony.

There being no testimony, Chair Gonzalez moved onto the next agenda item.

### **3. UPDATES FROM THE CHAIR**

Chair Gonzalez introduced Ted Leybold who shared the fatal traffic accidents that have occurred since the last meeting.

Chair Gonzalez introduced Ally Holmqvist, Senior Transportation Planner, to present the Transit Minute. Holmqvist provided updates on ridership numbers and trends, noting some improvements and changes that TriMet has introduced recently.

Chair Gonzalez also provided an update on RFFA Step 2 applications, noting that there was an error in the online application last week so the deadline has been extended to tomorrow, November 22<sup>nd</sup>, 2024.

### **4. CONSENT AGENDA**

Chair Gonzalez noted that there were two items on the Consent Agenda, Resolution No. 24-5443 For The Purpose Of Adding Or Amending A Total Of Six Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements, and the consideration of the October 17, 2024 JPACT Minutes.

**MOTION:** Mayor Joe Buck moved to approve the consent agenda, seconded by Mayor Steve Callaway.

**ACTION:** With all in favor, the consent agenda passed.

Seeing no further discussion, Chair Gonzalez moved onto the next agenda item.

## **5. INFORMATION/DISCUSSION ITEMS**

### **5.1 Regional Emergency Transportation Routes Phase 2**

Chair Gonzalez introduced John Mermin, Senior Transportation Planner, Metro, to discuss the topic.

Staff pulled up the PowerPoint presentation.

#### *Presentation Summary:*

Mermin shared an overview of the Regional Emergency Transportation Routes Phase 2 project – a jointly led project between the Regional Disaster Preparedness Organization (RDPO) and Metro. He reported that JPACT accepted recommendations from RETR Phase 1 final report in April 2021, which added 89 new routes to the RETR network and made recommendations for future work. Since that time the Regional Disaster Preparedness Organization applied for and received federal Urban Areas Security Initiative (UASI) funding for phase 2, which will prioritize the RETRs.

#### *JPACT Member Discussion:*

There was none.

There being no further discussion, Chair Gonzalez moved onto the next agenda item.

### **5.2 Sunrise Visioning Project Update**

Chair Gonzalez introduced Commissioner Paula Savas, Clackamas County, Councilor Brett Sherman, Happy Valley, Councilor Christine Lewis, Metro, and Jamie Stasny, Regional Transportation and Land Use Policy Manager, Clackamas County, to present on the topic.

Staff pulled up the PowerPoint presentation.

#### *Presentation Summary:*

Presenters outlined progress on the Sunrise Corridor Community Visioning Project, emphasizing its importance as a key east-west freight route and a regionally significant economic and residential hub. They highlighted the corridor's dual role in supporting industrial operations and serving as a residential area with unique challenges, such as congestion, safety, and limited access to open spaces. The project team is engaging deeply with the community, using equitable strategies like multilingual outreach and focus groups to co-create a vision addressing transportation, economic development, public health, and anti-displacement concerns. The collaborative effort includes local governments, ODOT, and community organizations, aiming for a balanced vision that enhances safety, economic vitality, environmental resilience, and community identity while preserving affordability and supporting existing residents and businesses.

Presenters also described the project's key initiatives to address neighborhood identity, environmental health, and transportation access. They emphasized anti-displacement policies for residents and businesses, enhanced truck parking design, and contiguous land development to maintain compatibility between land uses. The plan includes creating safe multimodal transit options, completing gaps in sidewalks and bike networks, and

expanding transit services, such as shuttle routes for underserved areas. A reimagined Highway 212 as a complete street with multimodal improvements was central, alongside the development of a parallel facility to streamline freight traffic. They also discussed integrating feedback to reduce impacts on residential areas, promote community health, and align with regional goals.

*JPACT Member Discussion:*

Councilor Sherman expressed support, emphasizing the sheer number of people that live in this area that many think of as just a pass-through.

Rian Windsheimer expressed the importance of balancing community needs with regional infrastructure demands, emphasizing the opportunity for more thoughtful planning to improve connectivity and address growth, while expressing appreciation for collaborative efforts to refine the project beyond the initial 2020 plan.

Mayor Joe Buck asked for clarification on jurisdiction, and Stasny responded that most of it is in Happy Valley, but portions are in unincorporated Clackamas County, and that the state highway is controlled by ODOT.

Ali Mizrakhalili commented on the importance of integrating broad systems thinking into the design, highlighting considerations such as electrification infrastructure, tree coverage to mitigate heat islands, environmental monitoring, and the proximity of industrial areas to schools. Stasny agreed and confirmed that they are considering electrification and charging stations and a truck stop.

Commissioner Paul Savas expressed support for this project, thanked all the partners, and emphasized the need for more charging stations as well.

Mayor Callaway thanked project partners and staff for their work and asked to be kept in the loop as it moves forward.

Emerald Bogue applauded Clackamas County for consistently prioritizing this project and recognized it's importance.

There being no further discussion, Chair Gonzalez moved onto the next agenda item.

## **6. MEMBER UPDATES**

Priya Dhanapal shared that the 82nd Avenue Plan, set to be formally adopted by Council on December 4th, will serve as a guiding framework for future projects, with near-term improvements already underway and long-term planning in progress, while also noting plans for onboarding new elected officials starting December 7th.

Commissioner Savas brought up some safety concerns with the commute-shed as people are commuting into the region from further and further away, suggesting a commute-shed study going forward with ODOT and Metro. Chair Gonzalez agreed to talk to Metro and ODOT staff to look into this idea.

Carley Francis finished a project adding the first-in-the-region part-time shoulder lane on I-205 for bus use.

Ali Mirzakhali responded to Commissioner Savas' idea for a commute-shed study, pointing out what programs DEQ already has related to this idea. He also invited members to join the Diesel Emission Reduction Strategy forum.

Seeing none, Chair Gonzalez moved onto the next agenda item.

**7.ADJOURN**

Chair Gonzalez adjourned the meeting at 8:57AM.

Respectfully Submitted,

*Sam Hart*

Sam Hart,  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF September 19, 2024**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
3.0	Presentation	11/21/2024	Fatal Crash Slide	112124-01
3.1	Presentation	11/21/2024	Transit Minute	112124-02
5.1	Presentation	11/21/2024	Regional Emergency Transportation Routes Phase 2 Presentation	112124-04
5.2	Presentation	11/21/2024	Sunrise Visioning Project Update Presentation	112124-05

**4.2 Resolution No. 25-5448 For The Purpose Of Adding Or  
Amending A Total Of Eleven Projects To The 2024-27  
MTIP to Meet Federal Project Delivery Requirements**

*Consent Agenda*

Joint Policy Advisory Committee on Transportation  
Thursday, December 19, 2024

# JPACT Worksheet

**Agenda Item Title: December FFY 2025 MTIP Formal Amendment Approval Request - Resolution 25-5448**

**Presenters: None. The item is requested to proceed as a Consent Calendar item. If not, Ken Lobeck, Funding Programs Lead, will be available at JPACT to provide a presentation if required.**

**Contact for this worksheet/presentation: Ken Lobeck, Funding Program Lead.**

**Purpose/Objective:**

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

**Outcome:**

JPACT approval and final approval recommendation to Metro Council. Final action is the inclusion of the amended projects in the 2024-27 MTIP and STIP enabling various federal delivery requirements to then occur.

**What has changed since JPACT last considered this issue/item?**

- Prior TPAC action: TPAC received their official notification on December 6, 2024, and provided an unanimous approval recommendation for JPACT to approve Resolution 25-5448.
- JPACT: Not Applicable. This is the first time the December FFY 2025 MTIP formal amendment has been brought before JPACT for approval.

**What packet material do you plan to include?**

1. Draft Resolution 25-5448 covering the November FFY 2025 MTIP Formal Amendment bundle now with a total six projects.
2. Exhibit A to draft Resolution 25-5448 (also referred to as the MTIP Worksheets) containing the specific changes to the project and required approvals Metro must complete IAW our FHWA delegated MTIP management responsibilities.
3. Staff Report in support of the November FFY 2025 MTIP Formal Amendment providing a summary of the project changes, review processes, and required approval steps. One supporting attachment is also included with the staff report.

## **December FFY 2025 Amendment Overview:**

The amendment includes new discretionary grant awards from the following funding programs:

- Adds three new projects with discretionary awards from the USDOT Safe Streets For All (SS4A) program.
- Adds two new projects with awarded funding from the USDOT Charging and Fueling Infrastructure (CFI) program.
- Adds two new ODOT Public Transportation Division (PTD) awarded funded project for TriMet supporting FTA Section 5310 elderly and disabled persons transit needs. It also includes a third project with a funding correction that adds more State STBG to an existing project.
- Adds one Federal Fiscal Year (FFY) 2024 Congressionally Directed Spending (CDS) awards for Oregon City to modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area plus Installation of RRFB at a high-volume pedestrian crossing area.
- Adds a new Intelligent Transportation System (ITS)/Transportation Systems Management Systems and Operations (TSMO) discretionary awarded for TriMet from the FHWA Advanced Transportation Technology and Innovation (ATTAIN) program.
- Adds the remaining \$5 million of Metro approved Carbon funds to support the ongoing Tualatin Valley Hwy Transit & Development Project.

## **Summary:**

The December FFY 2025 MTIP Formal Amendment bundle continues completing required updates to the 2024-27 MTIP. Nine of the eleven projects in the bundle include new federal funding awards that are required to be included in the STIP an STIP. None of required actions or projects in the bundle appear to be controversial, or contain aspects and should will trigger any significant public comments or processing issues. For this reason, the amendment has been requested to process through JPACT and Metro Council on the Consent Calendar.



BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF ADDING OR** ) RESOLUTION NO. 25-5448  
**AMENDING A TOTAL OF ELEVEN** )  
**PROJECTS TO THE 2024-27 MTIP TO** ) Introduced by: Chief Operating  
**MEET FEDERAL PROJECT DELIVERY** ) Officer Marissa Madrigal in  
**REQUIREMENTS** ) 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, Metro's Tualatin Valley Highway Transit and Development project is committing the remaining \$5 million dollars of prior Metro approved Carbon funds to support ongoing preliminary engineering project development required actions; and

WHEREAS, the December FFY 2025 MTIP formal amendment is adding new Safe Streets For All Planning grant awards for Metro and Milwaukie, plus an Implementation category grant award for the city of Portland allowing all three to complete their required grant agreement with the Federal Highways Administration, obligate the awarded funds, and implement the projects; and

WHEREAS, the Oregon Department of Transportation's (ODOT) Public Transportation Division is correcting their FFY 2025 Federal Transit Administration (FTA) Section 5310 funding award supporting elderly and disabled transit needs to TriMet which increases the funding award to \$3,674,037; and

WHEREAS, the ODOT Public Transportation Division also has awarded FFY 2026 and FFY 2027 funding to TriMet supporting of their FTA Section 5310 program for transit services to the special needs, seniors, and other transit-dependent populations totaling \$7,348,074; and

WHEREAS, the California and Washington Department of Transportations along with ODOT received a three-state \$102.3 million Charging and Fueling Infrastructure (CFI) grant with ODOT's share being \$21,133,653 to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors; and

WHEREAS, the city of Tualatin also receive a \$15,000,00 CFI funding award to deploy and install EV chargers across Oregon's North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions; and

WHEREAS, the formal MTIP amendment is adding Oregon City's new FFY 2024 \$4 million dollar Congressionally Directed Spending award to provide various safety upgrades on Washington Street to meet federal delivery requirements; and

WHEREAS, The MTIP formal amendment adds TriMet's new \$2,360,000 USDOT Advanced Transportation Technology and Innovation discretionary grant award to the MTIP which will deploy and provide connecting technology on Light Rail Vehicles to traffic signals in order to increase driver and passenger safety and reduce traffic delays; and

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

WHEREAS, on December 6, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on December 19, 2024, 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 amend the eleven projects as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2025.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

**Exhibit A**  
**December FFY 2025 Formal/Full MTIP Amendment Summary**  
**Formal Amendment #: DC25-03-DEC**

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

- **Projects Being Canceled from the 2024-27 MTIP and STIP: None.**
- **New and Existing Projects Being Amended to the 2024-27 MTIP and STIP:**
  - **Key 23623 - Tualatin Valley Hwy Transit & Development Project - Continued (Metro)**: The MTIP formal amendment adds the remaining Metro approved \$5 million of Carbon funds to the project's phase to continue transit related project development activities.
  - **Key 23807 (New Project) - Targeted Safe Routes to School Interventions in Portland Area (Metro)**: The MTIP formal amendment adds the "Safe Street For All" (SS4A) discretionary awarded planning project to the MTIP. The project contains a \$1,110,000 FHWA SS4A FFY 2024, Round 3 Planning and Demonstration grant award. Metro is delivering this project as a direct recipient working directly with FHWA to compete delivery requirements. The award will be used to develop a suite of interventions supporting the safe movement of children and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the intervention effectiveness.
  - **Key 23751 - Safety Assessment of Harrison Street Corridor (Milwaukie)**: The formal amendment is a second new SS4A planning grant ward of \$320,000 being added to the MTIP. The project will Identify crash hotspots and contributing factors within the Harrison Street corridor, plus evaluate countermeasures along the corridor to mitigate crashes, promote safety.
  - **Key 23790 - Oregon Transportation Network - TriMet FFY26 (ODOT)**: This is another federal funding award of \$3,674,037 from the OODT Public Transportation Division (PTD) to TriMet for FFY 2026 supporting FTA Section 5310 program areas that address the transit needs of elderly and disabled persons. ODOT will complete the flex transfer to FTA which will then enable TriMet to obligate and expend the funds.

- **Key 23800 – Oregon Transportation Network - TriMet FFY 27 (ODOT)**: The formal amendment adds the ODOT PTD federal funding award of \$3,674,037 for TriMet for FFY 2027 supporting FTA Section 5310 program areas that address the transit needs of elderly and disabled persons. ODOT will complete the flex transfer to FTA which will then enable TriMet to obligate and expend the funds.
- **Key 23727 - Oregon Transportation Network - TriMet FFY25 (ODOT)**: The formal amendment corrects the total federal award to TriMet. The project was originally submitted as part of the October MTIP formal amendment bundle. However, after Metro Council had already approved the bundle, ODOT discovered a mistake in the federal fund allocation. Through this formal amendment, the federal fund award is being corrected to reflect a total award of \$3,674,037 for FFY 2025.
- **Key 23815 - I-5: Truck Charging and Fueling Stations (ODOT)**: The formal amendment adds the new Charging and Fueling Infrastructure (CFI) 3-state (Caltrans, ODOT, and WSDOT) award. The 3-state total grant award is \$102.3 million dollars. ODOT's Oregon share is \$21,133,653. The CFI grant award will support the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington.
- **Key 23759 - Washington Street: Metro South - Abernethy Rd (Oregon City)**: The formal amendment adds the new FFY 2024 Congressionally Directed Spending (CDS) total \$4 million dollar award for Oregon City to modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area plus Installation of RRFB at a high-volume pedestrian crossing area.
- **Key 23813 - 82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)**: The formal amendment adds the new Safe Streets For All FFY 2024 Implementation category award totally \$9,600,000 for Portland to complete various project development actions in the 82<sup>nd</sup> Ave corridor.
- **Key 23811 - Cloud Connectivity for Light Rail Vehicles: 185th Ave (TriMet)**: The formal amendment adds the new Advanced Transportation Technology and Innovation (ATTAIN) discretionary grant totaling \$2,360,000 for TriMet to deploy and provide connecting technology on Light Rail Vehicles to traffic signals to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, help alleviate congestion; and reduce emissions.

- [Key 23787 - Tualatin and Neighbors Charging Up \(TANC-UP\) \(Tualatin\)](#): The formal amendment adds the new CFI discretionary award grant of \$15 million to support Deploy and install EV chargers across Oregon's North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions, and offer access to diverse populations who don't have access to at-home charging systems.

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

2024-2027 Metropolitan Transportation Improvement Program  
**Exhibit A to Resolution 25-5448**

**December FFY 2025 Regular Formal Amendment Bundle Contents**  
**Amendment Type: Formal/Full**  
**Amendment #: DC25-03-DEC**  
**Total Number of Projects: 11**

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

<b>Category: Adding New and Amending Existing Projects to the 2024-2027 MTIP:</b>				
(#1) ODOT Key # <b>23623</b> MTIP ID 71430	Metro	Tualatin Valley Hwy Transit & Development Project - Continued	The funding supports the completion of corridor planning for the Tualatin Valley Hwy Transit & Development Project study to develop a locally preferred alternative (LPA) for a transit project and alternative analysis for a preferred alignment	<b>ADD FUNDING:</b> The formal MTIP amendment adds the remaining Metro authorized \$5 million of Carbon funds to complete project development activities.
(#2) ODOT Key # <b>23807</b> MTIP ID TBD <i>New Project</i>	Metro	<b>Targeted Safe Routes to School Interventions in Portland Area (Metro)</b>	Develop a suite of interventions supporting the safe movement of children and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the intervention effectiveness.	<b>ADD NEW PROJECT:</b> The formal amendment adds the new Safe Streets For All Planning category grant to the MTIP to support safe routes to schools future upgrades.
(#3) ODOT Key # <b>23751</b> MTIP ID TBD <i>New Project</i>	ODOT	<b>Safety Assessment of Harrison Street Corridor</b>	The planning study will Identify crash hotspots and contributing factors within the Harrison Street corridor. Evaluate countermeasures along the corridor to mitigate crashes.	<b>ADD NEW PROJECT:</b> The formal amendment adds the new SS4A \$320,000 grant award to the MTIP. Milwaukie will complete the project under direct recipient delivery rules.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(4) ODOT Key # <b>23790</b> MTIP ID TBD <i>New Project</i>	ODOT Public Transportation Division	<b>Oregon Transportation Network - TriMet FFY26</b>	Transit funding for TriMet <u>in FFY 2026</u> supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the ODOT Public Transportation Division (PTD) award funding for TriMet ion FFY 2026 supporting FTA Section 5310 senior and disabled mobility transit needs.
(#5) ODOT Key # <b>23800</b> MTIP ID TBD <i>New Project</i>	ODOT Public Transportation Division	<b>Oregon Transportation Network - TriMet FFY27</b>	Transit funding for TriMet <u>in FFY 2027</u> supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the ODOT Public Transportation Division (PTD) award funding for TriMet ion FFY 2027 supporting FTA Section 5310 senior and disabled mobility transit needs.
(#6) ODOT Key # <b>23727</b> MTIP ID TBD	ODOT Public Transportation Division	<b>Oregon Transportation Network - TriMet FFY25</b>	TriMet funding for <u>FFY 2025</u> supporting the 5310 enhanced mobility of seniors and individuals with disabilities program for eligible 5310 capital projects (e.g., preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition)	<b><u>ADD FUNDING:</u></b> The project was originally added to the MTIP as part of the October formal amendment. Subsequent to Council approval for the amendment bundle, ODOT discovered an allocation mistake which is being corrected now. The correct FFY 2025 federal funding allocation is \$3,674,037.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#7) ODOT Key # <b>23815</b> MTIP ID TBD <i>New Project</i>	ODOT, Caltrans and WSDOT	<b>I-5: Truck Charging and Fueling Stations</b>	<p>The CFI program is a competitive grant program to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work – urban and rural areas. The funding award lead agency is California’s Department of Transportation (Caltrans), and totals \$102.3 million supporting a three-state project area focus. The name of the CFI grant award is the “West Coast Truck Charging and Fueling Corridor Project”.</p>	<p><b><u>ADD NEW PROJECT:</u></b>            The formal amendment adds the new CFI award. The ODOT grant share is \$21,133,653. The grant award will support the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods connecting major ports, freight centers, and agricultural regions between the U.S. borders with Mexico and Canada.</p>
(#8) ODOT Key # <b>23759</b> MTIP ID TBD <i>New Project</i>	Oregon City	<b>Washington Street: Metro South - Abernethy Rd</b>	<p>In Oregon City on Washington Street from Abernethy Rd to Metro South Transfer Station intersection, modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area. Installation of RRFB at a high-volume pedestrian crossing.</p>	<p><b><u>ADD NEW PROJECT:</u></b>            The formal amendment adds the new FFY 2024 CDS award to the MTIP to Oregon City to provide various safety upgrades on Washington Street. The CDS award totals \$4 million dollars.</p>
(#9) ODOT Key # <b>23813</b> MTIP ID TBD <i>New Project</i>	Portland	<b>82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)</b>	<p>Complete project development scope activities on 82nd Ave to improve safety and equity by installing raised center medians, a pedestrian signal, full traffic signals, etc.</p>	<p><b><u>ADD NEW PROJECT:</u></b>            The formal amendment adds the new Safe Streets For All FFY 2024 award cycle Implementation category award of \$9,600,000 to the MTIP.</p>

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#10) ODOT Key # <b>23811</b> MTIP ID TBD <i>New Project</i>	TriMet	<b>Cloud Connectivity for Light Rail Vehicles: 185th Ave (TriMet)</b>	Deploy and provide connecting technology on Light Rail Vehicles to traffic signals to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, help alleviate congestion; and reduce emissions	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the new ATTAIN grant for TriMet. TriMet will deliver the project as a direct recipient with FHWA oversight.
(#11) ODOT Key # <b>23787</b> MTIP ID TBD <i>New Project</i>	Tualatin	<b>Tualatin and Neighbors Charging Up (TANC-UP)</b>	Deploy and install EV chargers across Oregon's North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions, and offer access to diverse populations who don't have access to at-home charging systems.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds to the MTIP the new Charging and Fueling Infrastructure (CFI) discretionary award of \$15 million dollars to Tualatin to expand the EV charging network across the north Willamette Valley.

Proposed Amendment Review and Approval Steps	
Date	Action
<b>November FFY 2025 (NV25-02-NOV) Formal Ammendment estimated processing and approval timing</b>	
Tuesday, December 3, 2024	Post amendment & begin 30+ day notification/comment period.
Friday, December 6, 2024	December 2024 TPAC Meeting. Provide TPAC members will receive their official notification of the amendment bundle and be requested to provide an approval recommendation for the amendment resolution to JPACT.
Thursday, December 19, 2024	December 2024 JPACT meeting. JPACT will be requested to approve the amendment resolution and provide an approval recommendation to Metro Council. (Proposed to be a Consent Calendar item.)
Friday, January 3, 2025	End the 30-day public comment period.
Thursday, January 9, 2025	Metro Council meeting. Request final Metro approval for the December FFY 2025 MTIP Formal Amendment bundle under amendment DC25-03-DEC. (Proposed to be a Consent Calendar item.)
Wednesday, January 15, 2025	Submit final Metro approved FFY 2025 December Formal amendment bundle to ODOT and FHWA to complete final approval steps.
Late February, 2025	Final approval from FHWA estimated will occur. Added note: Several projects also will require FTA approval.



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

MTIP Formal Amendment  
**ADD FUNDS**  
 Add \$5 million awarded Carbon funds to the project

**Project #1**

Project Details Summary							
<b>ODOT Key #</b>	<b>23623</b>	RFFA ID:	N/A	RTP ID:	11664	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>71430</b>	CDS ID:	N/A	Bridge #:	N/A	<b>FTA Flex &amp; Conversion Code</b>	<b>Yes, 5307</b>
MTIP Amendment ID:		<b>DC25-03-DEC</b>		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**

The formal amendment adds the remaining authorized \$5 million of awarded Carbon funds to the project. The project was originally awarded a total of \$6 million dollars split with \$5 million Metro Approved Carbon funds and \$1 million of STBG-U. \$800k of STBG was reprogrammed and replaced by Carbon funds. The remaining authorized \$5 million of Carbon funds are being added through this amendment. . CRP funds will contribute to Metro and partners advancing the project to final design and completing the NEPA phase of the project. This work includes pre-NEPA scoping, design work, addressing NEPA requirements, development of FTA rating materials, and other activities needed to achieve an FTA CIG Small Starts Grant Agreement. The scope of works has been defined to support required Preliminary Engineering phase requirements.

Project Name:	<b>Tualatin Valley Hwy Transit &amp; Development Project - Continued</b>						
Lead Agency:	<b>Metro</b>	Applicant:	Metro		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	<b>YES</b>	

**Short Description:**

Added funding support to Key 22527 to complete corridor planning for the Tualatin Valley Hwy Transit & Development Project study to develop a locally preferred alternative (LPA) for a transit project and alternative analysis for a preferred alignment

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

A multi-year study through the OR8 corridor in support of Key 22527 between Beaverton and Forest Grove in Washington County, complete various corridor development planning activities including developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project, alternative analysis for a preferred alignment, and evaluate potential street and pedestrian improvements. (FFY 2025 UPWP funding award supporting Key 22527)

**STIP Description:**

OR8 corridor planning including developing an equitable development strategy (EDS), a locally preferred alternative (LPA) for a transit project, an alternative analysis for a preferred alignment for future construction of pedestrian improvements.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Planning ODOT Work Type:	Planning - Corridor/Area Planning PLANNG, OP-Carbon						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									
<del>STBG-U</del>	<del>Y230</del>	<del>2025</del>	<del>\$ 200,000</del>						\$ -
STBG-U	Y230	2025		\$ 200,000					\$ 200,000
<del>Carbon</del>	<del>Y601</del>	<del>2025</del>						<del>\$ 800,000</del>	\$ -
Carbon	Y601	2025		\$ 5,800,000					\$ 5,800,000
Federal Totals:			\$ -	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000
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
<del>Local</del>	<del>Match</del>	<del>2025</del>	<del>\$ 22,891</del>						\$ -
Local	Match	2025		\$ 22,891					\$ 22,891
<del>Local</del>	<del>Match</del>	<del>2025</del>						<del>\$ 91,564</del>	\$ -
Local	Match	2025		\$ 663,836					\$ 663,836
Local Totals:			\$ -	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ 686,727
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			<del>\$ 222,891</del>	<del>\$ -</del>	\$ -	\$ -	\$ -	<del>\$ 891,564</del>	<del>\$ 1,114,455</del>
Amended Programming Totals			\$ -	\$ 6,686,727	\$ -	\$ -	\$ -	\$ -	\$ 6,686,727
Total Estimated Project Cost									\$ 6,686,727
Total Cost in Year of Expenditure:									\$ 6,686,727

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but a small capacity exists with the CDS fund. CDS award is \$4 million					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ (222,891)	\$ 6,686,727	\$ -	\$ -	\$ -	\$ (891,564)	\$ 5,572,272
Phase Change Percent:	100.0%	100.0%	0.0%	0.0%	0.0%	100.0%	500.0%
Amended Phase Matching Funds:	\$ -	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ 686,727
Amended Phase Matching Percent:	0.00%	10.27%	N/A	N/A	N/A	0.00%	10.27%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ 686,727
Total	\$ -	\$ 6,686,727	\$ -	\$ -	\$ -	\$ -	\$ 6,686,727

### Phase Composition Percentages

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

### Phase Programming Percentage

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
					Estimated Project Completion Date:		
Completion Date Notes:							
<b>Are federal funds being flex transferred to FTA?</b>		<b>Yes</b>	<b>If yes, expected FTA conversion code:</b>			<b>5307</b>	

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Metro awarded Carbon funds.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. New Carbon funds are being added to the MTIP,.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the Metro Council June 15, 2023 Carbon awards item.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>Metro Council Approval</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	OR8	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Arterial		Cross Street		Cross Street
	OR 8/Pacific Ave/19th Ave/		B Street (Forest Grove)		Beaverton Transit Center (Beaverton
	Tualatin Valley Highway				

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	2	Project Status	A	A = In approved MTIP moving forward to obligate funds	
Total Prior Amendments	2	Last Amendment	Administrative	Date of Last Amendment	February 2024	Last MTIP Amend Num	AM24-07-FEB3
Last Amendment Action	ADD NEW SPLIT PROJECT: The administrative modification splits \$1 million of STBG-U and match from Key 23239 and commits it to a new child project in support of the existing and ongoing Tualatin Valley Hwy Transit & Development Project in Key 22527						

<b>RTP Air Quality Conformity and Transportation Modeling Designations</b>	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Other - Planning and Technical Studies</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>11664 - Corridor Investment Areas Activities for 2023-2030</b>
RTP Project Description:	<p>The RTP identifies mobility corridors and future high capacity transit capital investments needed to support the 2040 Growth Concept. Corridor investment areas activities focus on aligning investments around specific outcomes to support local and regional goals in locations with multijurisdictional interests. Investment areas activities include completing corridor refinement planning and developing multimodal projects in major transportation corridors identified in the RTP as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. Activities include ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP.</p>
<b>Additional RTP Consistency Check Areas</b>	
1. Is the project designated as a Transportation Control Measure? <b>No.</b>	
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>	
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>	
3a. If yes, is an amendment required to the UPWP? <b>No.</b>	
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>	
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>	

4. Applicable RTP Goals:

**Goal # 1 -Mobility Options:**

Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.

**Goal #2 - Safer System:**

Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.

**Goal #3 - Equitable Transportation:**

Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.

**Goal #4 - Thriving Economy:**

Objective 4.1 - Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region

**Goal #5: Climate Action and Resiliency:**

Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.

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

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

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 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 could be submitted.**
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
Carbon	The Carbon Reduction Program (CRP) to provide funds for projects designed to reduce transportation carbon dioxide (CO2) emissions from on-road highway sources. These are federal funds.

STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

**Exhibit A to Staff Report of Resolution 23-5337  
Project Allocation List and Project Descriptions**

<b>TPAC Recommended Investment Package</b>	
Tualatin Valley Highway Bus Rapid Transit	\$5,000,000
82 <sup>nd</sup> Avenue Bus Rapid Transit	\$5,000,000
Line 33 McLoughlin Transit Signal Priority	\$4,000,000
Climate Smart Implementation Program	\$1,800,000
Transportation System Management & Operations	\$3,000,000
Subtotal:	\$18,800,000

**Description of Package Element Options**

**Tualatin Valley Highway Bus Rapid Transit (BRT):** A \$5 million allocation for BRT project development funding for the TV Highway corridor to be matched by TriMet and with participation by local agencies toward a total of about \$20 million needed to complete the Project Development phase of the Federal Transit Administration’s Capital Investment Grant (FTA CIG) Small Starts program. This work includes design, addressing National Environmental Protection Act (NEPA) requirements, development of FTA rating materials and other activities needed to get to a Small Starts Grant Agreement. The project lead agency will confirm the obligation of these funds or confirm a commitment by JPACT and the Metro Council to pursue an FTA CIG Small Starts application for future spending of these funds, by July 2026. If the region decided to not pursue an FTA CIG Small Starts application, remaining funds could be repurposed to safe access to transit or other transit elements in the corridor.

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	OR8	Other NHS Route
Functional Classification	Yes	OR8	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	OR8	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
	X	X	X	X	X	X	X	





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

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

**Project #2**

**Project Details Summary**

<b>ODOT Key #</b>	<b>23807</b>	RFFA ID:	N/A	RTP ID:	12021	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>DC25-03-DEC</b>		STIP Amendment ID:			

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the new SS4A 2024 Round 3 planning category award to the MTIP. The project will focus on developing SR2S strategies around the Roosevelt High School area. The SS4A planning grant is a \$1,110,000 federal award from the Safe Streets For All Round 3 Planning category. The project will be delivered under direct recipient rules meaning Metro will work directly with FHWA to develop the project agreement, obligate and expend the funds, and delivery the approved scope elements.

<b>Project Name:</b>	<b>Targeted Safe Routes to School Interventions in Portland Area (Metro)</b>						
<b>Lead Agency:</b>	<b>Metro</b>	<b>Applicant:</b>	Metro		<b>Administrator:</b>	FHWA	
<b>Certified Agency Delivery:</b>	No	<b>Non-Certified Agency Delivery:</b>	No		<b>Delivery as Direct Recipient:</b>	<b>YES</b>	

**Short Description:**  
 Develop a suite of interventions supporting the safe movement of children and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the intervention effectiveness.

**MTIP Detailed Description (Internal Metro use only):**  
 SS4A 2024 Planning cycle study funding a suite of interventions to support the safe movement of children to and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the potential effectiveness of each intervention. Targeted schools include five elementary schools (Astor, James John, Sitton, Rosa Parks, César Chávez), one middle school (George), and one high school (Roosevelt).

**STIP Description:**  
 TBD

Project Classification Details									
Project Type	Category			Features				System Investment Type	
Planning ODOT Work Type:	Planning - Corridor Area Planning PLANNG							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									
SS4A24	OTH0	2025	\$ 1,110,000						\$ 1,110,000
									\$ -
Federal Totals:			\$ 1,110,000		\$ -	\$ -		\$ -	\$ 1,110,000
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	\$ 277,500						\$ 277,500
									\$ -
Local Totals:			\$ 277,500	\$ -	\$ -	\$ -		\$ -	\$ 277,500
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			<del>\$ -</del>	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ 1,387,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,387,500
Total Estimated Project Cost									\$ 1,387,500
Total Cost in Year of Expenditure:									\$ 1,387,500

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but a small capacity exists with the CDS fund. CDS award is \$4 million					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 1,387,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,387,500
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 277,500	\$ -	\$ -	\$ -		\$ -	\$ 277,500
Amended Phase Matching Percent:	20.00%	N/A	N/A	0.00%	N/A	0.00%	20.00%

#### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 1,110,000		\$ -	\$ -		\$ -	\$ 1,110,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 277,500	\$ -	\$ -	\$ -		\$ -	\$ 277,500
Total	\$ 1,387,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,387,500

#### 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%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	0.0%	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:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>FFY 2024 Round 3 Safe Streets For All (SS4A) discretionary grant</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. New SS4A awarded funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the November SS4A Round 3 awards notification.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>USDOT/SS4A approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	A	A = In approved MTIP moving forward to obligate funds	
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						

<b>RTP Air Quality Conformity and Transportation Modeling Designations</b>	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Other - Planning and Technical Studies</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>ID 12021: Regional Safe Routes to School Program Activities for 2023-2030</b>
RTP Project Description:	<b>Educational and encouragement activities that help children safely walk and roll to school. Funded through the Regional Travel Options program with programs and services provided directly by Metro staff and by local agency and non-profit organizations through grants and agreements.</b>
<b>Additional RTP Consistency Check Areas</b>	
1. Is the project designated as a Transportation Control Measure?	<b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan?	<b>No.</b>
3. Is the project included as part of the approved: UPWP?	<b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP?	<b>An administrative modification to the UPWP is assumed yes.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment?	<b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)?	<b>Metro funded stand-alone</b>
4. Applicable RTP Goals:	
<b><u>Goal #2 - Safer System:</u></b>	
Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.	
<b><u>Goal #3 - Equitable Transportation:</u></b>	
Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.	
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment?	<b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

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

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 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
SS4A24	Fund type code used to identify the federal funds designated to be used for the SS4A awards.



## Safe Streets and Roads for All FY24 Planning and Demonstration Awards by State

The following tables list all Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.

### Oregon

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City of Ashland	Citywide Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	\$280,000
Clatsop County	Clatsop County Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	\$480,000
Columbia County	Columbia County Comprehensive Safety Action Plan - Prioritizing and addressing safety hotspots	Develop a new Comprehensive Safety Action Plan	Rural	\$180,000
Metro	Targeted Safe Routes to School Interventions in Portland Area	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$1,110,000
Milwaukie	Safety Assessment of Harrison Street Corridor	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$320,000

* a. Applicant	OR-003	* b. Program/Project	OR-003
Attach an additional list of Program/Project Congressional Districts if needed.			
		<a href="#">Add Attachment</a>	<a href="#">Delete Attachment</a>
17. Proposed Project:			
* a. Start Date:	07/01/2025	* b. End Date:	06/30/2028
18. Estimated Funding (\$):			
* a. Federal	1,110,000.00	* b. Applicant	
* c. State		* d. Local	277,500.00
* e. Other		* f. Program Income	
* g. TOTAL	1,387,500.00		

**Modeling Network , NHS, and Performance Measure Designations**

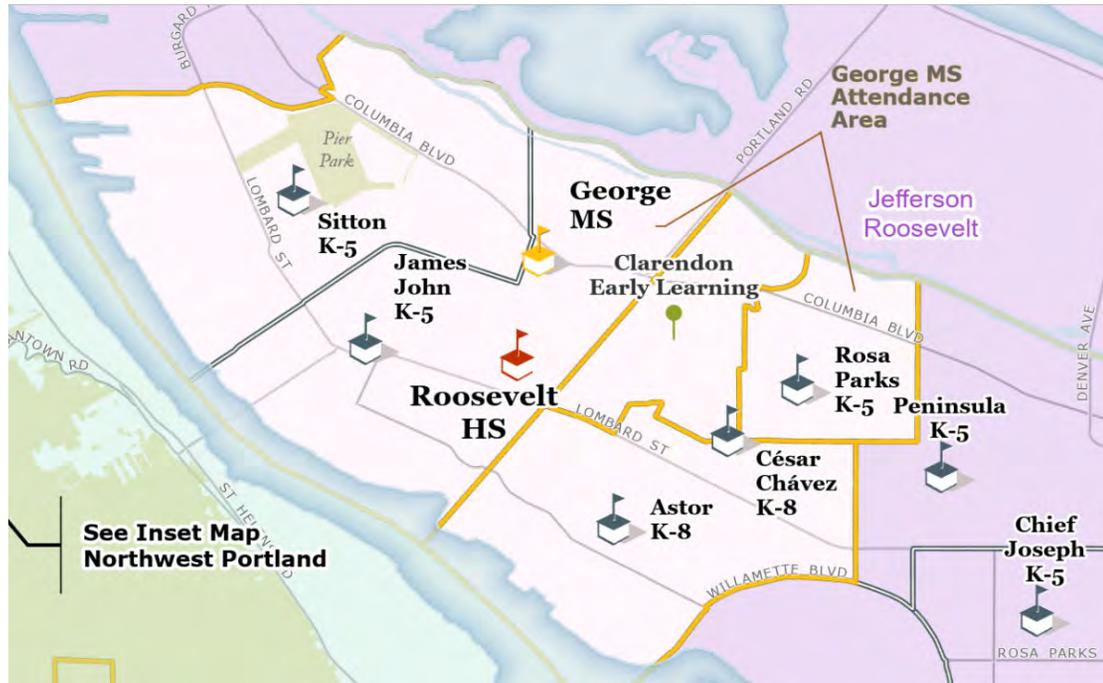
**National Highway System and Functional Classification Designations**

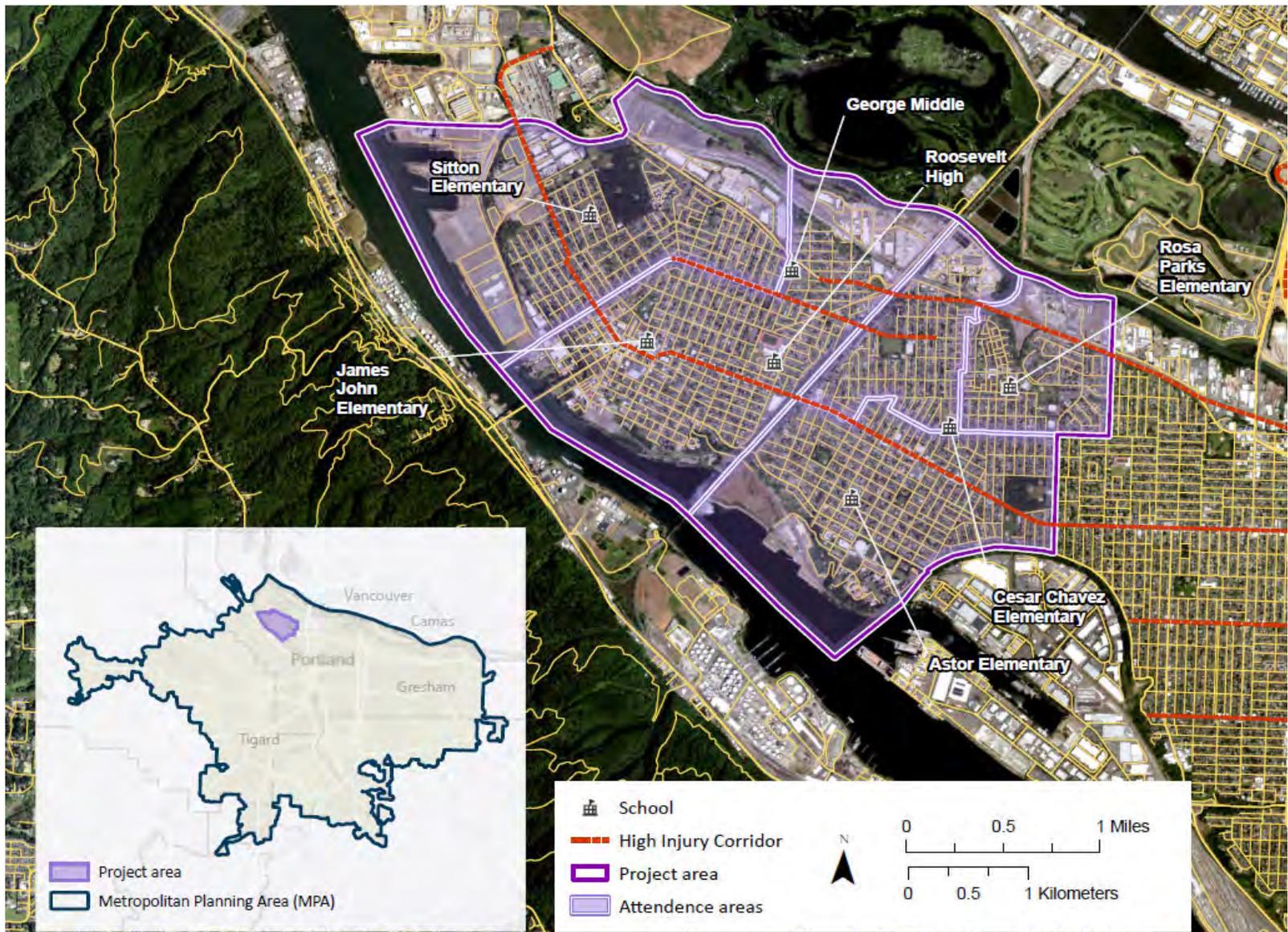
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

**Anticipated Required Performance Measurements Monitoring**

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

Added notes: "Yes" across multiple EFAs







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

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

**Project #3**

Project Details Summary							
ODOT Key #	23751	RFFA ID:	N/A	RTP ID:	11537, 11540, 11542	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC	STIP Amendment ID:		24-27-1888		

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the new SS4A Planning category awarded project to the MTIP.

Project Name:	<b>Safety Assessment of Harrison Street Corridor</b>						
Lead Agency:	Milwaukie	Applicant:	Milwaukie	Administrator:	FHWA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	<b>YES</b>		

**Short Description:**  
 Identify crash hotspots and contributing factors within the Harrison Street corridor. Evaluate countermeasures along the corridor to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

**MTIP Detailed Description (Internal Metro use only):**  
 In Milwaukie FFY 2024 SS4A Planning study award to identify crash hotspots and contributing factors within the Harrison Street corridor. Evaluate countermeasures along the corridor to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

**STIP Description:**  
 This award will be used by Milwaukie to identify crash hotspots and contributing factors within the Harrison Street corridor. The study will evaluate countermeasures along the corridor to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Planning	Corridor/Area Planning						Planning		
ODOT Work Type:	PLANNG								
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
SS4A24	OTH0	2025	\$ 320,000						\$ 320,000
									\$ -
Federal Totals:			\$ 320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320,000
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	\$ 80,000						\$ 80,000
									\$ -
Local Totals:			\$ 80,000	\$ -	\$ -	\$ -		\$ -	\$ 80,000
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			<del>\$ -</del>	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Total Estimated Project Cost									\$ 400,000
Total Cost in Year of Expenditure:									\$ 400,000

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:	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000
Amended Phase Matching Percent:	20.00%	N/A	N/A	N/A	N/A	0.00%	20.00%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 80,000	\$ -	\$ -	\$ -		\$ -	\$ 80,000
Total	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	80.00%	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	20.00%	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:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or Delphi
Known Expenditures:							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? <b>Federal Safe Streets for All (SS4A) planning category discretionary funding.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes, new SS4A awarded funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the SS4A awards notification list.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>USDOT SS4A grant office approval was required,</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	SE Harrison St		OR99E (SE McLoughlin Blvd)	SE 43rd Ave	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	1, NEW	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						

<b>RTP Air Quality Conformity and Transportation Modeling Designations</b>	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Safety - Projects that correct, improve, or eliminate a hazardous location or feature.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
Potentially Impacted RTP Constrained Project IDs and Names:	<b>The planning project relates back to three 2023 RTP constrained projects: ID 11537: Group 4--Pedestrian Improvements at Hwy 224 ID 11540: Group 8--Street Connectivity &amp; Intersection Improvement Projects ID 11542: Harrison St Capacity Improvements</b>
RTP Project Description:	<b>11537: Intersection Improvements at Hwy 224 and 37th Ave Consolidate the two northern legs of 37th Ave and International Way into one leg at Hwy 224. Intersection Improvements at Hwy 224 and Oak St Add left-turn lanes and protected signal phasing on Oak St approaches. 11540: Harrison St and King Rd Connection Enhance connection between King Rd and Harrison St at 42nd Ave. Intersection Improvements at 42nd Ave and King Rd Enhance intersection function. Intersection Improvements at 42nd Ave and Harrison St = Signalize intersection to facilitate dominant traffic flow. 11542: Widen to standard three lane cross section.</b>
<b>Additional RTP Consistency Check Areas</b>	
1. Is the project designated as a Transportation Control Measure? <b>No.</b>	
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>	
3. Is the project included as part of the approved: UPWP? <b>No. An administrative amendment will occur to add the project as an externally led project</b>	
3a. If yes, is an amendment required to the UPWP? <b>No.</b>	
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>	
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Non-Metro funded, externally led regionally significant planning project.</b>	

4. Applicable RTP Goals:
- Goal # 1 -Mobility Options:**  
Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.
- Goal #2 - Safe System:**  
Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
- Goal #3 - Equitable Transportation:**  
Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

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

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 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
SS4A24	Federal Safe Streets For All Planning category awarded discretionary funds that support efforts to prevent roadway deaths and serious injuries

**Fund Codes**

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	OTH0	OTHER THAN STATE OR	100.00%	400,000.00	80.00%	320,000.00	0.00%	0.00	20.00%	80,000.00
	<b>PL Totals</b>		<b>100.00%</b>	<b>400,000.00</b>		<b>320,000.00</b>		<b>0.00</b>		<b>80,000.00</b>
<b>Grand Totals</b>				<b>400,000.00</b>		<b>320,000.00</b>		<b>0.00</b>		<b>80,000.00</b>



## Safe Streets and Roads for All FY24 Planning and Demonstration Awards by State

The following tables list all Round 1 and Round 2 Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.

### Oregon

Lead Applicant	Project Title	Application Type	Round	Funding Award
City of Ashland	Citywide Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 2	\$280,000
Clatsop County	Clatsop County Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 1	\$480,000
Columbia County	Columbia County Comprehensive Safety Action Plan - Prioritizing and addressing safety hotspots	Develop a new Comprehensive Safety Action Plan	Round 1	\$180,000
Milwaukie	Safety Assessment of Harrison Street Corridor	Conduct Demonstration or Other Supplemental Planning Activities (only)	Round 2	\$320,000
Tangent	Linn County Oregon Multijurisdictional Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 2	\$320,308
<b>Oregon Total</b>				<b>\$1,580,308</b>

**Modeling Network , NHS, and Performance Measure Designations**

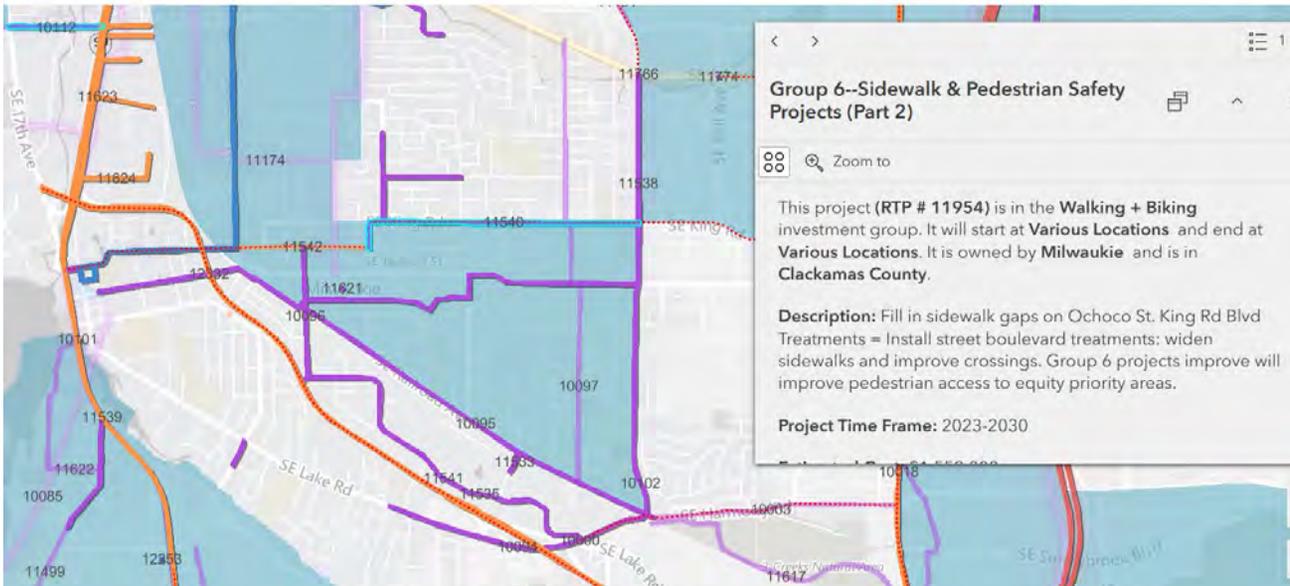
**National Highway System and Functional Classification Designations**

System	Y/N	Route	Designation
NHS Project	No	Harrison Street	No designation
Functional Classification	Yes	Harrison Street	4 = Minor Arterial
Federal Aid Eligible Facility	Yes	Harrison Street	Urban Minor Arterial

RTP Consistency and Performance Measure References:

As a planning project, performance measurements are not applicable. However, the Harrison St Safety Assessment Study may have impacts upon future RTP corridor street improvements projects

RTP ID	RTP Project Name	Applicable Scoping Element
11537	Group 4--Pedestrian Improvements at Hwy 224	Study of Pedestrian Crossings on Hwy 224 = Examine alternatives for improving pedestrian crossings at five intersections along Hwy 224 ( <b>Harrison St</b> , Monroe St, Oak St, 37th Ave, Freeman Way).
11540	Group 8--Street Connectivity & Intersection Improvement Projects	Harrison St and King Rd Connection Enhance connection between King Rd and Harrison St at 42nd Ave. Intersection Improvements at 42nd Ave and King Rd Enhance intersection function. Intersection Improvements at 42nd Ave and Harrison St = Signalize intersection to facilitate dominant traffic flow.
11542	Harrison St Capacity Improvements	Widen to standard three lane cross section.



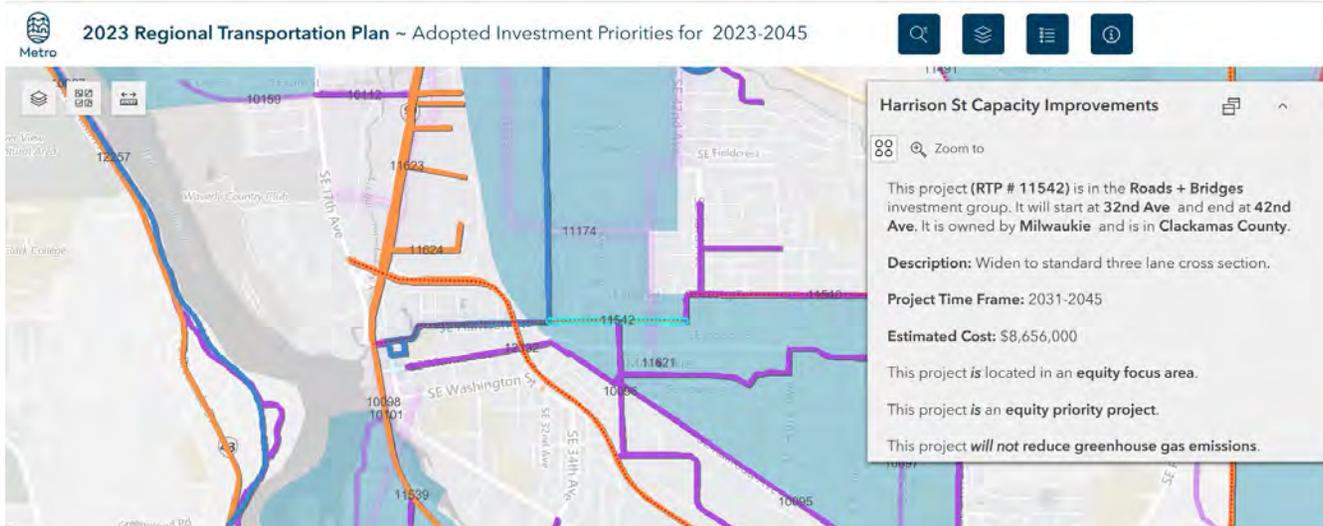
**Group 6--Sidewalk & Pedestrian Safety Projects (Part 2)**

This project (RTP # 11954) is in the **Walking + Biking** investment group. It will start at **Various Locations** and end at **Various Locations**. It is owned by **Milwaukie** and is in **Clackamas County**.

**Description:** Fill in sidewalk gaps on Ochoco St. King Rd Blvd  
**Treatments =** Install street boulevard treatments: widen sidewalks and improve crossings. Group 6 projects improve will improve pedestrian access to equity priority areas.

**Project Time Frame:** 2023-2030

- Estimated Cost: \$1,559,000
- This project *is* located in an **equity focus area**.
- This project *is* an **equity priority project**.
- This project *will* **reduce greenhouse gas emissions**.
- This project *does* have identified **safety benefits**.
- This project *is* located in a **high injury corridor**.
- This project *is not* located on the **regional emergency transportation/state seismic lifeline route**.
- This project *is* located in a **current job center**.
- This project *is* located in a **planned job center**.
- This project *does* include **multimodal (non-motor vehicle) design elements**.
- This project *does* **address a multimodal gap** in the transportation system.



**Harrison St Capacity Improvements**

This project (RTP # 11542) is in the **Roads + Bridges** investment group. It will start at **32nd Ave** and end at **42nd Ave**. It is owned by **Milwaukie** and is in **Clackamas County**.

**Description:** Widen to standard three lane cross section.

**Project Time Frame:** 2031-2045

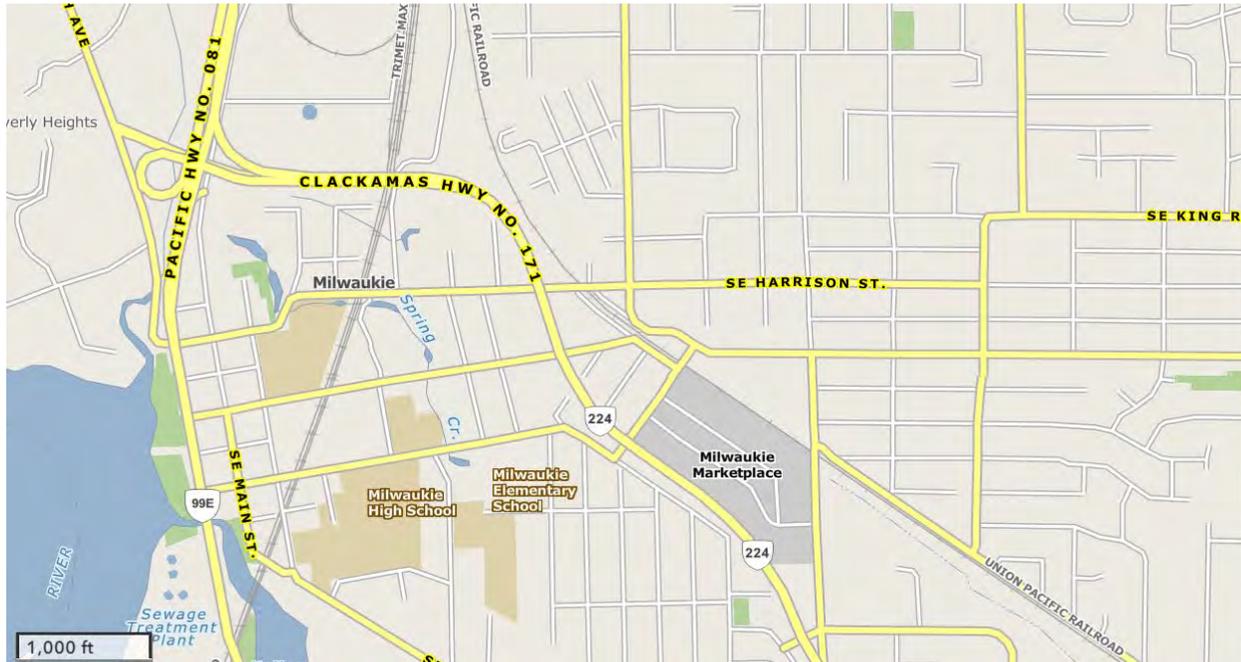
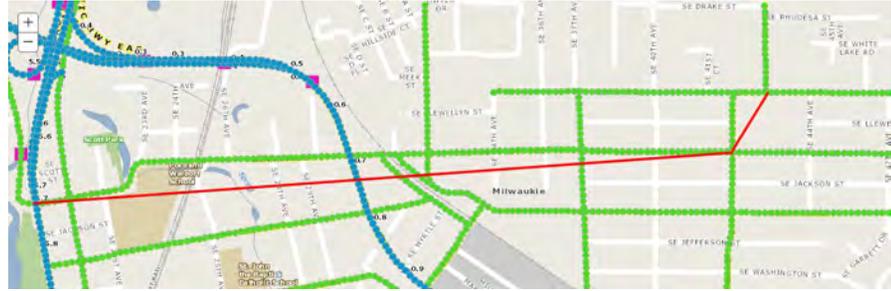
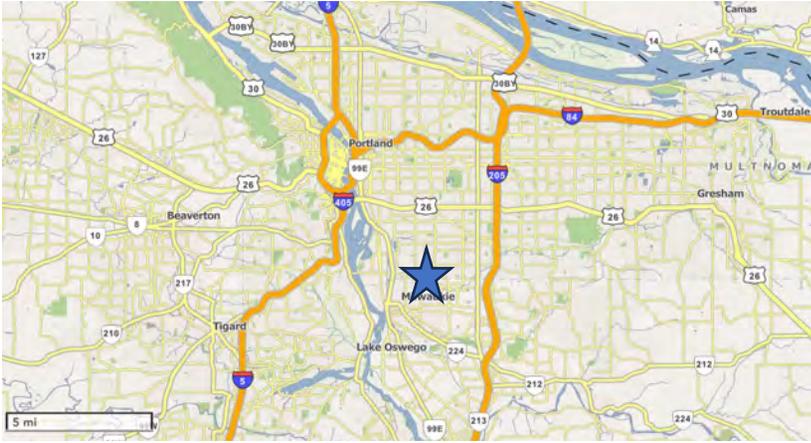
**Estimated Cost:** \$8,656,000

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

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

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

- This project *does not* have identified **safety benefits**.
- This project *is* located in a **high injury corridor**.
- This project *is not* located on the **regional emergency transportation/state seismic lifeline route**.
- This project *is* located in a **current job center**.
- This project *is not* located in a **planned job center**.
- This project *does* include **multimodal (non-motor vehicle) design elements**.





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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new ODOT PTD 5310 project  
 for TriMet in 2026

**Project #4**

Project Details Summary							
ODOT Key #	23790	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:		24-27-2082	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the ODOT Public Transportation Division (PTD) supporting FTA Section 5310 senior and disabled mobility transit needs in FFY 2026. The awarded State STBG will be flex transferred to FTA enabling TriMet to access, obligate, and expend the funds through FTA's TrAMS system

Project Name:	<b>Oregon Transportation Network - TriMet FFY26</b>						
Lead Agency:	ODOT PTD	Applicant:	ODOT		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	<b>YES</b>		

**Short Description:**  
 Transit funding for TriMet supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.

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**MTIP Detailed Description (Internal Metro use only):**  
 Public transit funding for TriMet for federal fiscal year 2027 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

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**STIP Description:**  
 Public transit funding for TriMet for federal fiscal year 2026 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

Project Classification Details										
Project Type	Category		Features				System Investment Type			
Transit ODOT Work Type:	Transit - Capital		Capital Vehicles Operations				Capital Improvement			
	Transit - Vehicles		Vehicle Replacement							
		TRANST								
Phase Funding and Programming										
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total	
<b>Federal Funds</b>										
State STBG	Y240	2026						\$ 3,674,037	\$ 3,674,037	
								\$ -	\$ -	
<b>Federal Totals:</b>			\$ -		\$ -	\$ -		\$ 3,674,037	\$ 3,674,037	
<b>State Funds</b>										
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total	
									\$ -	
									\$ -	
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Local Funds</b>										
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total	
Local	Match	2026						\$ 420,510	\$ 420,510	
								\$ -	\$ -	
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -		\$ 420,510	\$ 420,510	
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total	
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>	<del>\$ -</del>	
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547	
Total Estimated Project Cost									\$ 4,094,547	
Total Cost in Year of Expenditure:									\$ 4,094,547	

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,674,037	\$ 3,674,037
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547

**Phase Composition Percentages**

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

**Phase Programming Percentage**

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Flex Transfer
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
<b>Are federal funds being flex transferred to FTA?</b>		<b>YES</b>	<b>If yes, expected FTA conversion code:</b>			<b>5310</b>	

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>ODOT Public Transportation Division awarded funding.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. New ODOT PTD awarded funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via Region 1 STIP Coordinator confirmation.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>ODOT PTD approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	T21	Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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

**Additional RTP Consistency Check Areas**

1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4. Applicable RTP Goals: <u><b>Goal # 1 -Mobility Options:</b></u> Objective 1.3: Increase household and job access to current and planned frequent transit service.. <u><b>Goal #3 - Equitable Transportation:</b></u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. <u><b>Goal #5 - Climate Action and Resilience:</b></u> Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

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

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 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
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

**Fund Codes**

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA	100.00%	4,094,547.00	89.73%	3,674,037.00	0.00%	0.00	10.27%	420,510.00
	<b>OT Totals</b>		<b>100.00%</b>	<b>4,094,547.00</b>		<b>3,674,037.00</b>		<b>0.00</b>		<b>420,510.00</b>
<b>Grand Totals</b>				<b>4,094,547.00</b>		<b>3,674,037.00</b>		<b>0.00</b>		<b>420,510.00</b>

Modeling Network , NHS, and Performance Measure Designations

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

Regional project not specifically mapped based on investment location. Estimated applicable performance measures stated below



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



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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new ODOT PTD 5310 focused project in FFY 2027 for TriMet

**Project #5**

Project Details Summary							
ODOT Key #	23800	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	<b>FTA Flex &amp; Conversion Code</b>	<b>Yes, 5310</b>
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:		24-27-2097	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the ODOT Public Transportation Division (PTD) supporting FTA Section 5310 senior and disabled mobility transit needs. The awarded State STBG will be flex transferred to FTA enabling TriMet to access, obligate, and expend the funds through FTA's TrAMS system

Project Name:	<b>Oregon Transportation Network - TriMet FFY27</b>						
Lead Agency:	ODOT PTD	Applicant:	ODOT		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	<b>YES</b>		

**Short Description:**  
 Transit funding for TriMet supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.

**MTIP Detailed Description (Internal Metro use only):**  
 Public transit funding for TriMet for federal fiscal year 2027 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

**STIP Description:**  
 Public transit funding for TriMet for federal fiscal year 2027 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

Project Classification Details										
Project Type	Category		Features				System Investment Type			
Transit ODOT Work Type:	Transit - Capital		Capital Vehicles Operations				Capital Improvement			
	Transit - Vehicles		Vehicle Replacement							
		TRANST								
Phase Funding and Programming										
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total	
<b>Federal Funds</b>										
State STBG	Y240	2027						\$ 3,674,037	\$ 3,674,037	
								\$ -	\$ -	
Federal Totals:			\$ -		\$ -	\$ -		\$ 3,674,037	\$ 3,674,037	
<b>State Funds</b>										
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total	
									\$ -	
									\$ -	
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Local Funds</b>										
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total	
Local	Match	2027						\$ 420,510	\$ 420,510	
								\$ -	\$ -	
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ 420,510	\$ 420,510	
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total	
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>	<del>\$ -</del>	
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547	
Total Estimated Project Cost									\$ 4,094,547	
Total Cost in Year of Expenditure:									\$ 4,094,547	

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Amended Phase Matching Percent:	N/A	#DIV/0!	#DIV/0!	0.00%	0.00%	10.27%	10.27%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,674,037	\$ 3,674,037
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547

**Phase Composition Percentages**

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

**Phase Programming Percentage**

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Flex
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2029
Completion Date Notes:							
<b>Are federal funds being flex transferred to FTA?</b>		<b>YES</b>	<b>If yes, expected FTA conversion code:</b>			<b>5310</b>	

Fiscal Constraint Consistency Review
1. What is the source of funding? ODOT Public Transportation Division awarded funding.
2. Does the amendment include changes or updates to the project funding? <b>Yes. New ODOT PTD awarded funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via Region 1 STIP Coordinator confirmation.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>ODOT PTD approval.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2027	Years Active	0	Project Status	T21	Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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

**Additional RTP Consistency Check Areas**

1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4. Applicable RTP Goals: <u><b>Goal # 1 -Mobility Options:</b></u> Objective 1.3: Increase household and job access to current and planned frequent transit service.. <u><b>Goal #3 - Equitable Transportation:</b></u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. <u><b>Goal #5 - Climate Action and Resilience:</b></u> Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

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

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 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
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

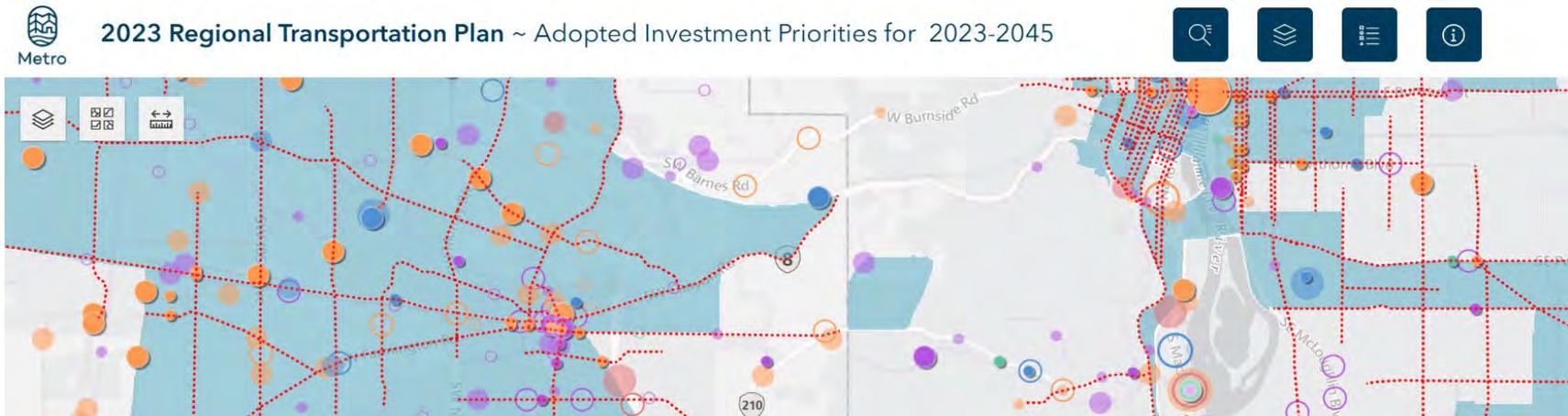
**Fund Codes**

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	100.00%	4,094,547.00	89.73%	3,674,037.00	0.00%	0.00	10.27%	420,510.00
	<b>OT Totals</b>		<b>100.00%</b>	<b>4,094,547.00</b>		<b>3,674,037.00</b>		<b>0.00</b>		<b>420,510.00</b>
	<b>Grand Totals</b>			<b>4,094,547.00</b>		<b>3,674,037.00</b>		<b>0.00</b>		<b>420,510.00</b>

Modeling Network , NHS, and Performance Measure Designations

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

Regional project not specifically mapped based on investment location. Estimated applicable performance measures stated below



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



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

MTIP Formal Amendment  
**ADD FUNDS**  
 Correct initial programming  
 mistake by adding funds

**Project #6**

Project Details Summary							
ODOT Key #	23727	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	New TBD	CDS ID:	N/A	Bridge #:	N/A	<b>FTA Flex &amp; Conversion Code</b>	<b>Yes, 5310</b>
MTIP Amendment ID:		DC25-03-DEC	STIP Amendment ID:		24-27-1494		

**Summary of Amendment Changes Occurring:**  
 In the October FFY 2025 MTIP Formal Amendment bundle, Key 23727 was added based on an awarded STBG amount of \$1,700,000. The initial programming provided funding supporting 5310 program focus project grouping bucket (PGB) to the 2024-27 MTIP. The 5310 program is a FTA funded area that supports the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Upon further review of the funding ODOT PTD discovered they had inadvertently entered the wrong Stated STBG amount for the project. The actual authorized State STBG for the project is \$3,674,037. As part of the December FFY 2025 MTIP formal amendment bundle, the funding correction is occurring.

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

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

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

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

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

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

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
<del>State STBG</del>	<del>Y240</del>	<del>2025</del>						<del>\$ 1,700,000</del>	\$ -
State STBG	Y240	2025						\$ 3,674,037	\$ 3,674,037
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,674,037	\$ 3,674,037

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2025</del>						<del>\$ 194,572</del>	\$ -
Local	March	2025						\$ 420,510	\$ 420,510
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 1,894,572</del>	<del>\$ 1,894,572</del>
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Total Estimated Project Cost							\$ 4,094,547
Total Cost in Year of Expenditure:							\$ 4,094,547

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,199,975	\$ 2,199,975
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	116.1%	116.1%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	10.27%	10.27%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,674,037	\$ 3,674,037
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547

**Phase Composition Percentages**

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

**Phase Programming Percentage**

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Grant ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:		12/31/2028	
Completion Date Notes:							
<b>Are federal funds being flex transferred to FTA?</b>		<b>YES</b>		<b>If yes, expected FTA conversion code:</b>		<b>5310</b>	

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>ODOT Public Transit Division.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. The amendment corrects the authorized State STBG that will be flex transferred to FTA supporting FTA Section 5310 program areas for TriMet.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, confirmation via an informal PTD allocation audit by Region 1.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>ODOT Public Transit Division approval and confirmation by the Region 1 STIP Coordinator and State STIP Coordinator.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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

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

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

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

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

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

**Additional RTP Consistency Check Areas**

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

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

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 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
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
5310	Federal Transit Administration (FTA) funded program supporting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The 5310 fund type code is included as a reference since the State STBG will flex transferred to FTA and converted to 5310 funding.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	4,094,547.00	89.73%	3,674,037.00	0.00%	0.00	10.27%	420,510.00
	<b>OT Totals</b>		<b>100.00%</b>	<b>4,094,547.00</b>		<b>3,674,037.00</b>		<b>0.00</b>		<b>420,510.00</b>
<b>Grand Totals</b>				<b>4,094,547.00</b>		<b>3,674,037.00</b>		<b>0.00</b>		<b>420,510.00</b>



**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 CFI awarded project  
 for ODOT to the MTIP

**Project #7**

Project Details Summary							
ODOT Key #	23815	RFFA ID:	N/A	RTP ID:	12351	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:		24-27-2148	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the new Charging and Fueling Infrastructure (CFI) grant project to the MTIP. The grant is a 3-state award and was awarded to Caltrans with ODOT and WSDOT as partners. The totals CFI grant award is \$102.3 million dollars. ODOT's federal portion is \$21,133,653. The funding will support the efforts to deploy and Install electric charging and hydrogen refueling stations along the I-5 corridor in Oregon. Note: Specific site locations have not yet been identified and finalized.

Project Name:	<b>I-5: Truck Charging and Fueling Stations</b>						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	FHWA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	<b>YES</b>	

Added Note: This project is part of a 3-state CFI award totaling \$102 million. The award totals \$102.3 million and is to Caltrans with ODOT and WSDOT also partnering in the grant award.

**Short Description:**  
 Install electric charging and hydrogen refueling stations along the I-5 corridor in Oregon. This project will utilize federal grant funding from the FHWA award for the West Coast Truck Charging and Fueling Corridor Project.

**MTIP Detailed Description (Internal Metro use only):**  
 In Oregon along the I-5 corridor, deploy and Install electric charging and hydrogen refueling stations along the I-5 corridor in Oregon. This project will utilize federal grant funding from the FHWA award for the West Coast Truck Charging and Fueling Corridor Project.(

**STIP Description:**  
 Install electric charging and hydrogen refueling stations along the I-5 corridor in Oregon. This project will utilize federal grant funding from the FHWA award for the West Coast Truck Charging and Fueling Corridor Project.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Systems Management and Operations	Systems Management, ITS, and Operations
ODOT Work Type:	SPPROG		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
AC-CFI24	ACPO	2025		\$ 3,163,821					\$ 3,163,821
AC-CFI24	ACPO	2026					\$ 17,969,832		\$ 17,969,832
									\$ -
<b>Federal Totals:</b>			\$ -	\$ 3,163,821	\$ -	\$ -	\$ 17,969,832	\$ -	\$ 21,133,653

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025		\$ 800,112					\$ 800,112
Local	Match	2026					\$ 4,492,458		\$ 4,492,458
									\$ -
<b>Local Totals:</b>			\$ -	\$ 800,112	\$ -	\$ -	\$ 4,492,458	\$ -	\$ 5,292,570

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ -</del>	\$ -	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ 3,963,933	\$ -	\$ -	\$ 22,462,290	\$ -	\$ 26,426,223

Total Estimated Project Cost \$ 26,426,223

Total Cost in Year of Expenditure: \$ 26,426,223

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 3,963,933	\$ -	\$ -	\$ 22,462,290	\$ -	\$ 26,426,223
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 800,112	\$ -	\$ -	\$ 4,492,458	\$ -	\$ 5,292,570
Amended Phase Matching Percent:	N/A	20.18%	N/A	N/A	20.00%	0.00%	20.03%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 3,163,821	\$ -	\$ -	\$ 17,969,832	\$ -	\$ 21,133,653
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 800,112	\$ -	\$ -	\$ 4,492,458	\$ -	\$ 5,292,570
Total	\$ -	\$ 3,963,933	\$ -	\$ -	\$ 22,462,290	\$ -	\$ 26,426,223

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	79.82%	0.00%	0.0%	80.00%	0.0%	79.97%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	20.18%	0.00%	0.0%	20.00%	0.0%	20.03%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%

**Phase Programming Percentage**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	12.0%	0.0%	0.0%	68.0%	0.0%	79.97%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	3.0%	0.0%	0.0%	17.0%	0.0%	20.03%
Total	0.0%	15.0%	0.0%	0.0%	85.0%	0.0%	100.0%

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

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>FFY 2024 USDOT Charging and Fueling Infrastructure (CFI) funding award.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. New CFI awarded funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the CFI grant awards notification.</b>
4. What level did the funding award and approval require? <b>USDOT CFI program office approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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

Added Notes: No specific locations have yet to be identified. The target limits are along I-5 in Oregon from border to border.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2025	Years Active	0	Project Status	1, NEW	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
Last Amendment Action	Not Applicable					

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>12351 - ODOT Carbon Reduction &amp; Electric Vehicle Infrastructure Programs: 2024-2030</b>
RTP Project Description:	<b>Projects to reduce carbon emissions and to support electrification of vehicles, consistent with the federal Carbon Reduction funding program, the federal National Electric Vehicle Infrastructure funding program, the Statewide Transportation Strategy, and Climate Smart Strategy.</b>

<b>Additional RTP Consistency Check Areas</b>
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1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>Yes</b>
3.	Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a.	If yes, is an amendment required to the UPWP? <b>No.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4.	<p>Applicable RTP Goals:</p> <p><b><u>Goal #2 - Safer System:</u></b> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.</p> <p><b><u>Goal #3 - Equitable Transportation:</u></b> 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.</p> <p><b><u>Goal #5 - Climate Action and Resilience:</u></b> Objective .1 Climate Change Mitigation: Meet adopted targets for reducing transportation-related greenhouse gas emissions and vehicle miles traveled per capita in order to slow climate change.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

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

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 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-CFI24	Advance Construction funds with the expected conversion fund code to be from the USDOT Charging and Fueling Infrastructure program
Charging and Fueling Infrastructure reference	Funding to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure.

**Key Number:**

**23815**

**2024-2027 STIP**

**Project Name:**

**I-5: Truck Charging and Fueling Stations**

**(DRAFT AMENDMENT DD)**

Fund Codes											
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount	
PE	ACPO	ADVANCE CONSTRUCT PR	100.00%	3,963,933.59	79.81%	3,163,821.52	0.00%	0.00	20.19%	800,112.07	
	<b>PE Totals</b>		<b>100.00%</b>	<b>3,963,933.59</b>		<b>3,163,821.52</b>		<b>0.00</b>		<b>800,112.07</b>	
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	22,462,290.34	80.00%	17,969,832.27	0.00%	0.00	20.00%	4,492,458.07	
	<b>CN Totals</b>		<b>100.00%</b>	<b>22,462,290.34</b>		<b>17,969,832.27</b>		<b>0.00</b>		<b>4,492,458.07</b>	
<b>Grand Totals</b>						<b>26,426,223.93</b>		<b>21,133,653.79</b>		<b>0.00</b>	<b>5,292,570.14</b>

Charging and Fueling Infrastructure Program Grant Recipients  
Round 1B Grant Award Recipients

Lead Applicant State	Project Name	Lead Applicant	Amount	Fuel Type	CFI Program	Project Description
CA	West Coast Truck Charging and Fueling Corridor Project	California Department of Transportation	\$102,389,046.00	EV Charging & Hydrogen	Corridor	The <b>California Department of Transportation</b> will receive \$102 million for the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods connecting major ports, freight centers, and agricultural regions between the U.S. borders with Mexico and Canada.

**Modeling Network , NHS, and Performance Measure Designations**

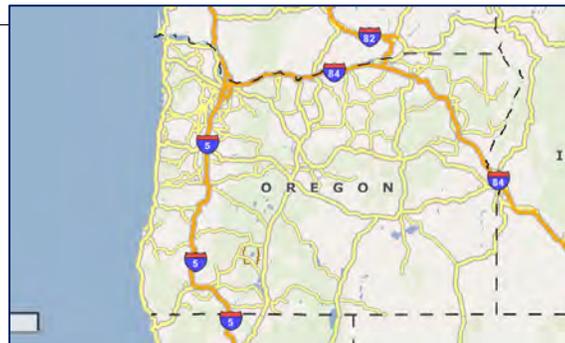
**National Highway System and Functional Classification Designations**

System	Y/N	Route	Designation
NHS Project	No	I-5	Interstate
Functional Classification	Yes	I-5	1 = Interstate
Federal Aid Eligible Facility	Yes	I-5	Interstate

**Anticipated Required Performance Measurements Monitoring**

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

Added notes: PM target identification only.





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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the FFY 2024 CDS award to  
 the MTIP

**Project #8**

Project Details Summary							
ODOT Key #	23759	RFFA ID:	N/A	RTP ID:	10120	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	OR 226	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC	STIP Amendment ID:		24-27-1917		

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the new FFY 2024 Congressionally Directed Spending (CDS) award for Oregon City to the MTIP.

Project Name:	<b>Washington Street: Metro South - Abernethy Rd</b>						
Lead Agency:	Oregon City	Applicant:	Oregon City		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

**Short Description:**  
 Modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area, plus installation of RRFB at a high volume pedestrian crossing area.

**MTIP Detailed Description (Internal Metro use only):**  
 In Oregon City on Washington Street from Abernethy Rd to Metro South Transfer Station intersection, modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area. Installation of RRFB at a high volume pedestrian crossing area (FFY 2024 CDS #226)

**STIP Description:**  
 Project to modernize road systems and provide easier, safer access to community, retail, and entertainment facilities. Construction of center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area. Installation of RRFB at high volume pedestrian crossing area.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	New Capacity - General Purpose	Capital Improvement
		Lane Modification or Reconfiguration	
	Roadway - Pedestrian	Sidewalks - New	
		Crossing Treatments	
ODOT Work Type:	MODERN		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
CDS24	Y603	2025		\$ 655,926					\$ 655,926
CDS24	Y603	2026			\$ 116,649				\$ 116,649
CDS24	Y603	2027					\$ 3,226,691		\$ 3,226,691
<b>Federal Totals:</b>			\$ -	\$ 655,926	\$ 116,649	\$ -	\$ 3,226,691	\$ -	\$ 3,999,266

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025		\$ 75,074					\$ 75,074
Local	Match	2026			\$ 13,351				\$ 13,351
Local	Match	2027					\$ 369,309		\$ -
<b>Local Totals:</b>			\$ -	\$ 75,074	\$ 13,351	\$ -	\$ 369,309	\$ -	\$ 88,425

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ -</del>	<del>\$ -</del>	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ 731,000	\$ 130,000	\$ -	\$ 3,596,000	\$ -	\$ 4,457,000

Total Estimated Project Cost							\$ 4,457,000
Total Cost in Year of Expenditure:							\$ 4,457,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but a small capacity exists with the CDS fund. CDS award is \$4 million					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 731,000	\$ 130,000	\$ -	\$ 3,596,000	\$ -	\$ 4,457,000
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 75,074	\$ 13,351	\$ -	\$ 369,309	\$ -	\$ 457,734
Amended Phase Matching Percent:	N/A	10.27%	10.27%	0.00%	10.27%	0.00%	10.27%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 655,926	\$ 116,649	\$ -	\$ 3,226,691	\$ -	\$ 3,999,266
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 75,074	\$ 13,351	\$ -	\$ 369,309	\$ -	\$ 457,734
Total	\$ -	\$ 731,000	\$ 130,000	\$ -	\$ 3,596,000	\$ -	\$ 4,457,000

**Phase Composition Percentages**

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

**Phase Programming Percentage**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	14.7%	2.6%	0.0%	72.4%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	1.7%	0.3%	0.0%	8.3%	0.0%	10.27%
Total	0.0%	16.4%	2.9%	0.0%	80.7%	0.0%	100.0%

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

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>FFY 2024 Congressionally Directed Spending (CDS) award (earmark)</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. New CDS awarded funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the May 10, 2024 CDS awards guidance memo.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>Congressional approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Washington Street		Abernethy Rd	Metro South Transfer Station intersection	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	1, NEW	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?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Safety - Projects that correct, improve, or eliminate a hazardous location or feature.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>10120 - Washington Street Bike &amp; Pedestrian Improvements (South)</b>
RTP Project Description:	<b>Complete the Boulevard project including stormwater low impact development design improvements, sidewalks, landscaping and street lighting. (TSP W5)</b>

**Additional RTP Consistency Check Areas**

1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4. Applicable RTP Goals: <u><b>Goal # 1 -Mobility Options:</b></u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u><b>Goal #2 - Safer System:</b></u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

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

1. Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>
2. What are the start and end dates for the comment period? <b>Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025</b>
3. Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>
4. Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>
5. Did the project amendment result in a significant number of comments? <b>Comments are not expected</b>
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.</b>

**Fund Codes References**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CDS24	A Congressionally Directed Spending (CDS) (or earmark) federally funded award. CDS24 refers to the award occurring from the FFY 2024 year.

**Project Name:** Washington Street: Metro South - Abernethy Rd (DRAFT AMENDMENT RR

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y603	FHWA Congressionally Directed Spending	100.00%	731,000.00	89.73%	655,926.30	0.00%	0.00	10.27%	75,073.70
	<b>PE Totals</b>		<b>100.00%</b>	<b>731,000.00</b>		<b>655,926.30</b>		<b>0.00</b>		<b>75,073.70</b>
RW	Y603	FHWA Congressionally Directed Spending	100.00%	130,000.00	89.73%	116,649.00	0.00%	0.00	10.27%	13,351.00
	<b>RW Totals</b>		<b>100.00%</b>	<b>130,000.00</b>		<b>116,649.00</b>		<b>0.00</b>		<b>13,351.00</b>
CN	Y603	FHWA Congressionally Directed Spending	100.00%	3,596,000.00	89.73%	3,226,690.80	0.00%	0.00	10.27%	369,309.20
	<b>CN Totals</b>		<b>100.00%</b>	<b>3,596,000.00</b>		<b>3,226,690.80</b>		<b>0.00</b>		<b>369,309.20</b>
<b>Grand Totals</b>				<b>4,457,000.00</b>		<b>3,999,266.10</b>		<b>0.00</b>		<b>457,733.90</b>



# Memorandum

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

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

**To:** Brian R. Bezio, Chief Financial Officer  
Division Administrators

The Transportation, Housing and Urban Development, and related Agencies Appropriations Act, 2024 (Division F of the Consolidated Appropriations Act, 2024 (Public Law 118-42)) appropriates a total of \$2,224,676,687 for Highway Infrastructure Programs (HIP) from the

State	Demo ID	Project	Amount available under P.L. 118-42		Allocation of Y603 Funds This Memorandum		Obligation Authority This Memorandum DELPHI Code 1570661B50.2024.050	
			Project	State Total	Project	State Total	Project	State Total
OR	OR221	SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)	2,349,600		2,349,600		2,349,600	
OR	OR222	Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek	850,000		850,000		850,000	
OR	OR223	Hood River/White Salmon Interstate Bridge Replacement Project	4,000,000		4,000,000		4,000,000	
OR	OR224	Beaverton Downtown Loop	1,616,279		1,616,279		1,616,279	
OR	OR225	East Forest Grove Safety Improvement Project	850,000		850,000		850,000	
OR	OR226	Abernethy Green Access Project	4,000,000		4,000,000		4,000,000	
OR	OR227	OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)	2,800,000		2,800,000		2,800,000	
OR	OR228	Hawthorne Avenue Pedestrian and Bicyclist Overcrossing	5,700,000		5,700,000		5,700,000	
OR	OR229	Mill Street Reconstruction, Springfield, OR	1,116,279		1,116,279		1,116,279	
OR	OR230	OR99W: Salmon River Highway (OR18) Intersection Improvement	3,589,200		3,589,200		3,589,200	
OR	OR231	Marion County Safety Corridor	1,577,079		1,577,079		1,577,079	

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	Washington Street	No designation
Functional Classification	Yes	Washington Street	4 = Minor Arterial
Federal Aid Eligible Facility	Yes	Washington Street	Urban Minor Arterial

Metro RTP Model Network Link Viewer v2.0 (beta)

Search for a project using name or RTP ID

**Regional Center Road Extension**

This project (RTP # 11543) is in the **Roads + Bridges** investment group. It will start at **Washington Street/Home Depot Driveway** and end at **Abernethy Road**. It is owned by **Oregon City** and is in **Clackamas County**.

**Description:** Construct new 3 lane roadway, sidewalks, bike lanes, turn lanes to serve a Regional Center. (TSP D63, S5)

**Project Time Frame:** 2031-2045

**Estimated Cost:** \$29,620,000

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

This project an **equity priority project**.

This project **reduce greenhouse gas emissions**.

This project have identified **safety benefits**.

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

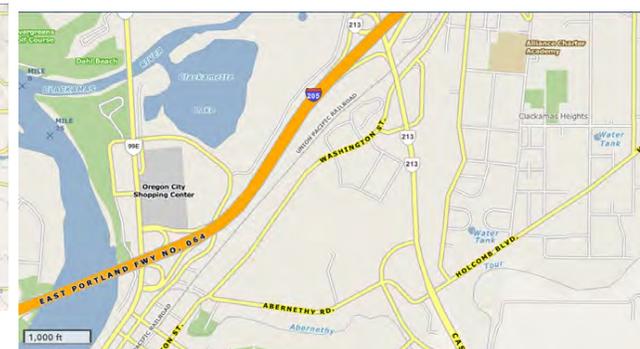
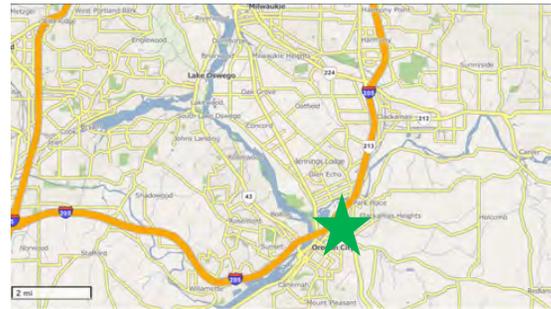
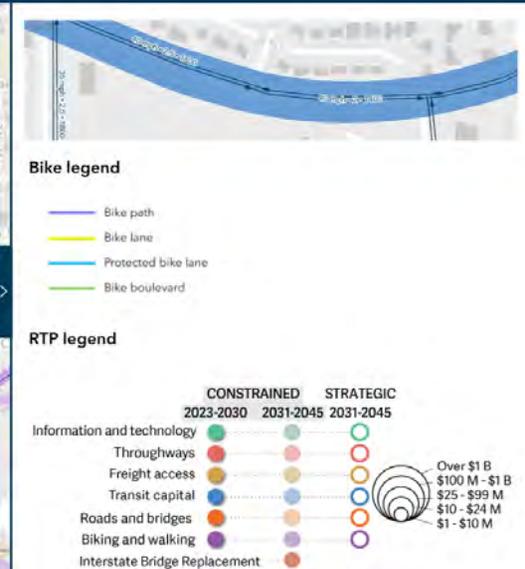
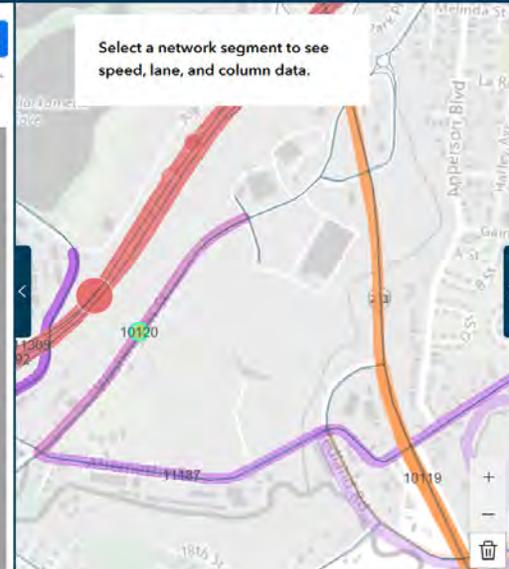
This project **is not** located on the **regional emergency transportation/state seismic lifeline route**.

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

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

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

This project **address a multimodal gap** in the transportation system.







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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the new SS4A  
 Implementation award to PE

**Project #9**

Project Details Summary							
ODOT Key #	23813	RFFA ID:	N/A	RTP ID:	11844	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**

The formal amendment adds the new FFY 2024 Safe Streets For All Implementation category grant award for Portland into the MTIP

Project Name:	<b>82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)</b>						
Lead Agency:	Portland	Applicant:	Portland	Administrator:	FHWA		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	<b>YES</b>		

**Short Description:**

Complete project development scope activities on 82nd Ave to improve safety and equity by installing raised center medians, a pedestrian signal, full traffic signals, “no turn on red” at major traffic signal intersections and updating signal timing.

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

Complete project development actions on 82nd Ave from US30BY/Lombard St south to SE Clatsop to close critical crossing gaps, deploy proven tools to address high-crash locations, and improve safety and equity for one of Portland’s most important high-crash corridors. Project components include installing raised center medians, a pedestrian signal, full traffic signals, “no turn on red” at major traffic signal intersections, and updating signal timing (SS4A FFY 24 Implementation)

**STIP Description:**

TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
		System Management and Operations	
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
SSFA24	OTH0	2025	\$ 1,600,000						\$ 1,600,000
SSFA24	OTH0	2025		\$ 2,921,248					\$ 2,921,248
SSFA24	OTH0	2027			\$ 80,000				\$ 80,000
SSFA24	OTH0	2027				\$ 80,000			\$ 80,000
SSFA24	OTH0	2028					\$ 4,918,752		\$ 4,918,752
<b>Federal Totals:</b>			\$ 1,600,000	\$ 2,921,248	\$ 80,000	\$ 80,000	\$ 4,918,752	\$ -	\$ 9,600,000
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025	\$ 400,000						\$ 400,000
Local	Match	2025		\$ 730,312					\$ 730,312
Local	Match	2027			\$ 20,000				\$ 20,000
Local	Match	2027				\$ 20,000			\$ 20,000
Local	Match	2028					\$ 1,229,688		\$ 1,229,688
<b>Local Totals:</b>			\$ 400,000	\$ 730,312	\$ 20,000	\$ 20,000	\$ 1,229,688	\$ -	\$ 2,400,000
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ 2,000,000	\$ 3,651,560	\$ 100,000	\$ 100,000	\$ 6,148,440	\$ -	\$ 12,000,000
Total Estimated Project Cost									\$ 155,000,000
Total Cost in Year of Expenditure:									\$ 155,000,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	Programming represents 82nd Ave safety upgrades. It does not include the BRT upgrade which is being completed by TriMet in Key 23580.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 2,000,000	\$ 3,651,560	\$ 100,000	\$ 100,000	\$ 6,148,440	\$ -	\$ 12,000,000
Phase Change Percent:	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 400,000	\$ 730,312	\$ 20,000	\$ 20,000	\$ 1,229,688	\$ -	\$ 2,400,000
Amended Phase Matching Percent:	20.00%	20.00%	20.00%	20.00%	20.00%	N/A	20.00%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 1,600,000	\$ 2,921,248	\$ 80,000	\$ 80,000	\$ 4,918,752	\$ -	\$ 9,600,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 400,000	\$ 730,312	\$ 20,000	\$ 20,000	\$ 1,229,688	\$ -	\$ 2,400,000
Total	\$ 2,000,000	\$ 3,651,560	\$ 100,000	\$ 100,000	\$ 6,148,440	\$ -	\$ 12,000,000

**Phase Composition Percentages**

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

**Phase Programming Percentage**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	13.3%	24.3%	0.7%	0.7%	41.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	3.3%	6.1%	0.2%	0.2%	10.2%	0.0%	20.00%
Total	16.7%	30.4%	0.8%	0.8%	51.2%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or Delphi
Known Expenditures:							DELPHI
						Estimated Project Completion Date:	12/31/2031
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>USDOT Safe Streets For All FFY 2024 Implementation Cycle</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. New SSFA funding is being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the SSFA FFY 2024 awards notification.</b>
4. Did the funding change require federal, OTC, ODOT Director, or ODOT program manager approval? <b>USDOT approval from the SS4A grant program office was required,</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	82nd Ave		US30BY/Lombard St		SE Clatsop St

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2025	Years Active	0	Project Status	1, NEW	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?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Safety - Projects that correct, improve, or eliminate a hazardous location or feature.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>ID 11844 - 82nd Ave Corridor Improvements</b>
RTP Project Description:	<b>Design and implement multimodal improvements to sidewalks, crossings, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Address major asset needs including pavement, ADA ramps, and traffic signals.</b>

**Additional RTP Consistency Check Areas**

1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>Yes.</b>
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4. Applicable RTP Goals: <u><b>Goal # 1 -Mobility Options:</b></u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u><b>Goal #2 - Safer System:</b></u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u><b>Goal #3 - Equitable Transportation:</b></u> Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The total project with an estimate of \$155 million does exceed the \$100 million threshold. However, it is not capacity enhancing, but a non-capacity safety type improvement project. Because it is a non-capacity enhancing project, the performance evaluation assessment does not apply to this project. Applicable safety improvements consistent with the RTP goals and strategies will be collected through the regular performance measurements monitoring process.</b>

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

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 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 could be submitted.**
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
SS4A	Federal awarded funds supporting the Safe Streets for All (SS4A) funding program. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The number at the end of the fund type code will usually represents the funding year cycle. Example (SS4A24 = awarded funds from the FFY 2024 cycle).



**Safe Streets and Roads for All  
(SS4A) Grants**



**U.S. Department  
of Transportation**

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**Rural**

**Safe Systems on 82nd Ave: State Highway to Civic Corridor**

**Applicant: City of Portland**  
*Portland, Oregon*

**SS4A Award: \$9,600,000**

**Project Description**

The City of Portland is awarded \$9.6 million in funding for safety improvements on an approximately 7-mile segment of 82nd Avenue, a 5-lane arterial on the regional high-injury network. The roadway has an open 2-way left-turn lane, a high number of driveways, 2 motor vehicle travel lanes in each direction, narrow sidewalks, and a design that generally encourages high speeds, especially at night. Most fatalities in the project area occurred when pedestrians and bicyclists crossed at unsignalized intersections or mid-block locations.



Figure 1: City of Portland Context Map

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	82nd Ave	82nd Ave/OR 213 has no designation per the FHWA HEPGIS NHS System Map
Functional Classification	Yes	82nd Ave	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	82nd Ave	Urban Other Principal Arterial



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



### 82nd Ave Corridor Improvements

Zoom to

This project (RTP # 11844) is in the **Roads + Bridges** investment group. It will start at **NE Lombard St** and end at **SE Clatsop St**. It is owned by **Portland** and is in **Multnomah County**.

**Description:** Design and implement multimodal improvements to sidewalks, crossings, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Address major asset needs including pavement, ADA ramps, and traffic signals.

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

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

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

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

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

**Estimated Cost:** \$150,000,000

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

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

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

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

From NE Lombard Street to the southern city limit at SE Clatsop Street, 82nd Avenue can generally be classified into four districts:

- **Cully/Roseway/Madison South:** The northern end of the corridor, between NE Lombard Street and I-84, is primarily lower-density residential with a collection of smaller-scale commercial areas and major sites such as the Grotto, Glenhaven Park, and McDaniel High School.
- **Greater Montavilla:** South of I-84 to SE Division Street, the corridor includes a mix of auto-oriented uses, including drive-throughs and car dealerships, as well as grocery stores and the Montavilla Community Center.
- **Greater Jade District:** The Jade District, identified as stretching from SE Division Street to SE Holgate Boulevard for the purposes of this plan, includes major educational and commercial anchors, including the Portland Community College and Eastport Plaza, along with many small businesses.
- **Lents:** From SE Holgate Boulevard to the southern city limit at SE Clatsop Street, the corridor transitions from higher-intensity commercial development near SE Foster Road in the Lents Town Center to small-scale commercial, light industrial, and lower-intensity residential uses.

## 82ND AVENUE DISTRICTS





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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new USDOT ATTAIN funded project to MTIP

**Project #10**

Project Details Summary							
<b>ODOT Key #</b>	<b>23811</b>	RFFA ID:	N/A	RTP ID:	10927 (11104)	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>New TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>DC25-03-DEC</b>	STIP Amendment ID:		TBD		

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds TriMet new Advanced Transportation Technology and Innovation (ATTAIN) discretionary grant award to the MTIP. The project will deploy and provide connecting technology on Light Rail Vehicles (LRVs) to traffic signals in order to increase driver and passenger safety and reduce traffic delays. The primary site location is at the MAX light rail crossing at 185th Ave in Washington County. The total federal grant award is \$2,360,000.

Project Name:	<b>Cloud Connectivity for Light Rail Vehicles: 185th Ave (TriMet)</b>						
Lead Agency:	<b>TriMet</b>	Applicant:	TriMet		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	<b>Yes</b>	

**Short Description (255 character limitation):**  
 Deploy and provide connecting technology on Light Rail Vehicles to traffic signals to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, help alleviate congestion; and reduce emissions

**MTIP Detailed Description (Internal Metro use only):**  
 In Washington County at 185th Ave and the MAX line crossing, deploy and provide connecting technology on Light Rail Vehicles (LRVs) to traffic signals in order to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, demonstrate, quantify and evaluate the impact of the technology; protect the environment by alleviating congestion, reduce emissions, streamline traffic flow, and integrate advanced technologies into the transportation system to provide dynamic and responsive transit services

**STIP Description:**  
 TBD

Project Classification Details										
Project Type	Category		Features				System Investment Type			
Transit	Transit Capital		Capital - Vehicle Operations				Systems Management, ITS, and Operations			
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										
ATTAIN24	OTH0	2025						\$ 2,360,000	\$ 2,360,000	
									\$ -	
Federal Totals:			\$ -	\$ -	\$ -	\$ -		\$ 2,360,000	\$ 2,360,000	
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						\$ 590,000	\$ 590,000	
									\$ -	
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ 590,000	\$ 590,000	
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total	
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>	<del>\$ -</del>	
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,950,000	\$ 2,950,000	
Total Estimated Project Cost									\$ 2,950,000	
Total Cost in Year of Expenditure:									\$ 2,950,000	

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,950,000	\$ 2,950,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 590,000	\$ 590,000
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	20.00%	20.00%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -		\$ 2,360,000	\$ 2,360,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -		\$ 590,000	\$ 590,000
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,950,000	\$ 2,950,000

**Phase Composition Percentages**

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							Delphi
						Estimated Project Completion Date:	12/31/2026
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			No	

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>USDOT discretionary ATTAIN grant funding.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. New discretionary federal funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the FY 2023-34 ATTAIN awards document.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>USDOT approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial	Cross Street	Cross Street	Cross Street	
	185th Ave	MAX Light Rail Crossing		(just north of W Baseline Rd)	

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

<b>RTP Air Quality Conformity and Transportation Modeling Designations</b>	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Table 2 - Safety: Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>ID 10927: Operating Capital: Information Technology: Phase 1 Indirect tie-in to ID 11104 - Regional TSMO Program Investments for 2023-2030</b>
RTP Project Description:	<p><b>10927: Communication systems, information technology, cyber security and improvements to Hop.</b></p> <p><b>11104: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.</b></p>

<b>Additional RTP Consistency Check Areas</b>	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3.	Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a.	If yes, is an amendment required to the UPWP? <b>No.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>

4. Applicable RTP Goals:

**Goal # 1 -Mobility Options:**

Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.

**Goal #2 - Safer System:**

Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.

**Goal #3 - Equitable transportation:**

Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.

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

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

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**

2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 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-ATTN24	Federal Advance Construction funding with an expected conversion code to the Advanced Transportation Technology and Innovation (ATTAIN) Program



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## FY 2023-2024 Advanced Transportation Technology and Innovation (ATTAIN)

[Bipartisan Infrastructure Law \(BIL\) Key Programs under the Federal Highway Office of Operations](#)

[Awards - FHWA press release](#)

[FY23-24 ATTAIN Applicant States](#)

[FY23-24 ATTAIN Applicants by State](#)

### Smart Signals in Our Communities

North Carolina Department of Transportation

\$11,945,832

### EZData and NEOTech

NEORide, OH

\$1,600,000

### Regional Mobility-Enabling Service Hub (Regional MESH)

Lane Transit District, OR

\$5,215,123

### Cloud Connectivity for TriMet's Light Rail Vehicles

Tri-County Metropolitan Transportation District of Oregon, OR

\$2,360,000

### PATH-TN: Partnership for AI-driven Multimodal Transportation Services Integration in Tennessee Cities

Vanderbilt University, TN

\$8,666,053

## Modeling Network , NHS, and Performance Measure Designations

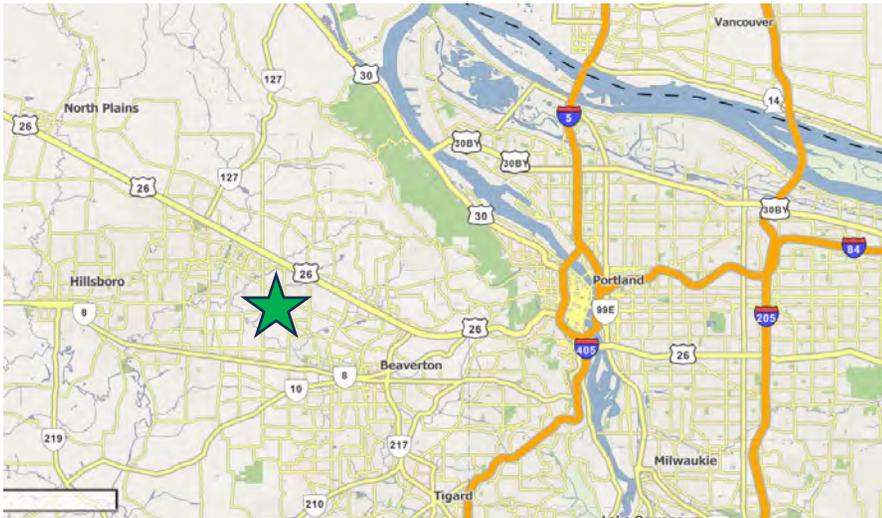
### National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	185th Ave	Map 21 Principal Arterial
Functional Classification	Yes	185th Ave	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	185th Ave	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
				X	X	X	X	

Added notes: Located in HIC corridor = Yes. EFAs = Yes



The Project site is along one of the limited number of corridors that run northward and southward in the high-growth area of Washington County. The 2020 Census recorded the county population as 600,372, making it the second most populous county in the state. Hillsboro is its county seat and largest city.



While all of Washington County's north-south arteries shown at left are well traveled, 185th Avenue's Average Daily Traffic (ADT) count of 31,881 combines with Baseline Road ADT of 26,200 (east/west traffic averaged) just south of the MAX light rail line, causing significant delays on this roadway.



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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new CFI awarded project to  
 the MTIP

**Project #11**

Project Details Summary							
ODOT Key #	23787	RFFA ID:	N/A	RTP ID:	12351	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:		24-27-2079	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the new FHWA discretionary awarded Charging and Fueling Infrastructure \$15 million dollar grant to implement and deploy up to 125 EV Charging stations across the region to the MTIP.

Project Name:	<b>Tualatin and Neighbors Charging Up (TANC-UP)</b>						
Lead Agency:	Tualatin	Applicant:	Tualatin	Administrator:	FHWA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES		

**Short Description:**  
 Deploy and install EV chargers across Oregon’s North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions, and offer access to diverse populations who don’t have access to at-home charging systems.

**MTIP Detailed Description (Internal Metro use only):**  
 In and across Oregon's North Willamette Valley, deploy and install Electric Vehicle (EV) charging stations to scale and expand the nation's charging network, reduce greenhouse gas emissions, and address gaps in access providing and supporting multi-family housing properties and various public facilities enabling populations that normally do not have access to at-home charging systems. The project will increase electric vehicle (EV) adoption, and create demand for the new chargers, through extensive engagement and education to ensure the benefits of electric transportation go to those who have the most to gain. Up to 125 unique sites across 17 cities are proposed for the EV charges. (FFY 2024 Round 1B -CFI discretionary grant)

**STIP Description:**  
 This project will bring chargers to people with low- and moderate-incomes across Oregon's North Willamette Valley. In doing so, it will help scale the nation’s charging network, reduce greenhouse gas emissions, and address gaps in access. Chargers will primarily serve residents who do not currently have access to at-home charging with a focus on publicly accessible chargers at affordable multifamily housing properties and public facilities, such as libraries, parks, and community centers. The project will increase electric vehicle (EV) adoption, and create demand for the new chargers, through extensive engagement and education to ensure the benefits of electric transportation go to those who have the most to gain.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	Systems Management and Operations	Systems Management, ITS and Operations
ODOT Work Type:	SPPROG		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
AC-CF124	ACPO	2025	\$ 6,142,721						\$ 6,142,721
AC-CF124	ACPO	2025					\$ 7,688,000		\$ 7,688,000
<b>Federal Totals:</b>			\$ 6,142,721	\$ -	\$ -	\$ -	\$ 7,688,000	\$ 1,169,279	\$ 15,000,000

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2025	\$ 1,535,680						\$ 1,535,680
Other	OTH0	2025					\$ 1,972,000		\$ 1,972,000
Other	OTH0	2025						\$ 292,320	\$ 292,320
<b>Local Totals:</b>			\$ 1,535,680	\$ -	\$ -	\$ -	\$ 1,972,000	\$ 292,320	\$ 3,800,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	<del>\$ -</del>	\$ -	\$ -	\$ -	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>
Amended Programming Totals	\$ 7,678,401	\$ -	\$ -	\$ -	\$ 9,660,000	\$ 1,461,599	\$ 18,800,000
Total Estimated Project Cost							\$ 18,800,000
Total Cost in Year of Expenditure:							\$ 18,800,000

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:	\$ 7,678,401	\$ -	\$ -	\$ -	\$ 9,660,000	\$ 1,461,599	\$ 18,800,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ 1,535,680	\$ -	\$ -	\$ -	\$ 1,972,000	\$ 292,320	\$ 3,800,000
Amended Phase Matching Percent:	20.00%	N/A	0.00%	0.00%	20.41%	20.00%	20.21%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 6,142,721	\$ -	\$ -	\$ -	\$ 7,688,000	\$ 1,169,279	\$ 15,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 1,535,680	\$ -	\$ -	\$ -	\$ 1,972,000	\$ 292,320	\$ 3,800,000
Total	\$ 7,678,401	\$ -	\$ -	\$ -	\$ 9,660,000	\$ 1,461,599	\$ 18,800,000

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	79.59%	0.0%	79.79%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	20.41%	0.0%	20.21%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

**Phase Programming Percentage**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	32.7%	0.0%	0.0%	0.0%	40.9%	6.2%	79.79%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	8.2%	0.0%	0.0%	0.0%	10.5%	1.6%	20.21%
Total	40.8%	0.0%	0.0%	0.0%	51.4%	7.8%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or Delphi
Known Expenditures:							Delphi
						Estimated Project Completion Date:	12/31/2029
Completion Date Notes:		All funds to obligate together during FFY 2025.					
Are federal funds being flex transferred to FTA?	No	If yes, expected FTA conversion code:			N/A		

Fiscal Constraint Consistency Review	
1. What is the source of funding?	<b>FHWA FFY 2024 Round 1B Charging and Fueling Infrastructure discretionary grant program.</b>
2. Does the amendment include changes or updates to the project funding?	<b>Yes. New CFI awarded funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change?	<b>Yes, via the FHWA Round 1B awards announcement.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	<b>FHWA approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	<b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Regional at this time		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	1, NEW	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						

<b>RTP Air Quality Conformity and Transportation Modeling Designations</b>	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>12351 - ODOT Carbon Reduction &amp; Electric Vehicle Infrastructure Programs: 2024-2030</b>
RTP Project Description:	<b>Projects to reduce carbon emissions and to support electrification of vehicles, consistent with the federal Carbon Reduction funding program, the federal National Electric Vehicle Infrastructure funding program, the Statewide Transportation Strategy, and Climate Smart Strategy.</b>

**Additional RTP Consistency Check Areas**

1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4. Applicable RTP Goals: <u><b>Goal # 1 -Mobility Options:</b></u> Objective 1.4 - Regional Mobility: Maintain reliable person-trip and freight mobility for all modes in the region’s mobility corridors, consistent with the designated modal functions of each facility and planned transit service within each corridor <u><b>Goal #3 - Equitable Transportation:</b></u> Objective 3.2 -Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.. <u><b>Goal #5 - Climate Action and Resilience:</b></u> Objective 5.1 - Climate Change Mitigation: Meet adopted targets for reducing transportation-related greenhouse gas emissions and vehicle miles traveled per capita in order to slow climate change.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

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

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 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 may occur.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

**Fund Codes References**

Other	General Local funds committed by the lead agency that can act as the required match to the federal funds, or cover additional phase costs beyond the m
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-CFI24 Advance Construction with the expected fund conversion code to be Charging in and Fueling Infrastructure (CFI) funds from the FFY 2024 award cycle.

**Key Number: 23787**

**2024-2027 STIP**

**Project Name: Tualatin and Neighbors Charging Up (TANC-UP)**

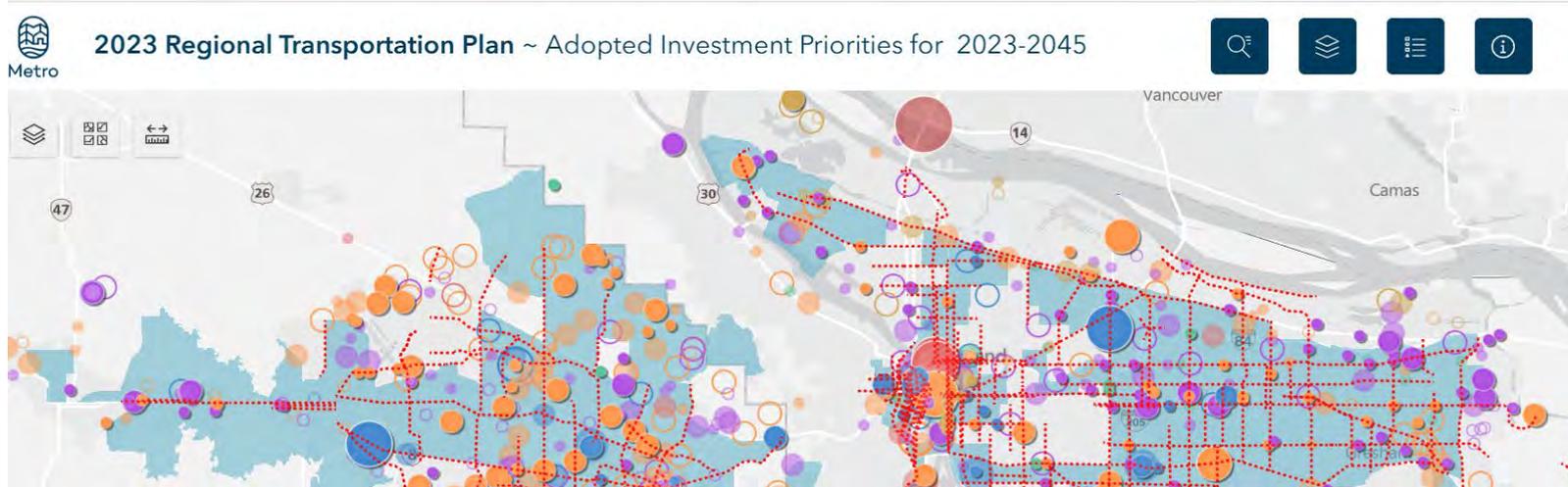
**(DRAFT AMENDMENT**

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	ACPO	ADVANCE CONSTRUCT PR	80.00%	6,142,720.80	100.00%	6,142,720.80	0.00%	0.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR	20.00%	1,535,680.20	0.00%	0.00	0.00%	0.00	100.00%	1,535,680.20
	<b>PL Totals</b>			<b>100.00%</b>	<b>7,678,401.00</b>		<b>6,142,720.80</b>		<b>0.00</b>	
CN	ACPO	ADVANCE CONSTRUCT PR	79.59%	7,688,000.00	100.00%	7,688,000.00	0.00%	0.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR	20.41%	1,972,000.00	0.00%	0.00	0.00%	0.00	100.00%	1,972,000.00
	<b>CN Totals</b>			<b>100.00%</b>	<b>9,660,000.00</b>		<b>7,688,000.00</b>		<b>0.00</b>	
OT	ACPO	ADVANCE CONSTRUCT PR	80.00%	1,169,279.20	100.00%	1,169,279.20	0.00%	0.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR	20.00%	292,319.80	0.00%	0.00	0.00%	0.00	100.00%	292,319.80
	<b>OT Totals</b>			<b>100.00%</b>	<b>1,461,599.00</b>		<b>1,169,279.20</b>		<b>0.00</b>	
<b>Grand Totals</b>					<b>18,800,000.00</b>	<b>15,000,000.00</b>		<b>0.00</b>		<b>3,800,000.00</b>

**Modeling Network , NHS, and Performance Measure Designations**

<b>National Highway System and Functional Classification Designations</b>			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	No designation
Functional Classification	N/A	Regional	Specific site locations not yet finalized
Federal Aid Eligible Facility	N/A	Regional	Specific site locations not yet finalized

Note: The EV charging stations can be linked to the larger RTP project ID 12351, Carbon Reduction & Electric Vehicle Infrastructure Programs: 2024-2030 for consistency purposes. However, specific locations for the potential 125 EV charging stations are not finalized and are identified in general areas across the region. General performance measure applications are identified below at this time.



<b>Anticipated Required Performance Measurements Monitoring</b>								
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
		<b>X</b>		<b>X</b>	<b>X</b>	<b>X</b>		

Added notes: Initial estimations for later performance measure assessments.

https://www.fhwa.dot.gov/environment/cfi/

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## Charging and Fueling Infrastructure Discretionary Grant Program

CFI Grant Recipients

- Round 1A
- Round 1B

Grant Resources

Contacts

For more information, please contact:

- Neelam Patel

FHWA → Environment

### Charging and Fueling Infrastructure Discretionary Grant Program

**New: 8/27/2024** The Charging and Fueling Infrastructure (CFI) **Grant Round 1B recipients are announced!**

CFI Grant Program Information

- The CFI Round 2 NOFO is open at [Grants.gov](https://www.grants.gov)
- The [CFI Round 2 Question and Answer Document](#) is available here.
- Register for [Grants.gov](https://www.grants.gov)
- View, Apply and Subscribe to the CFI NOFO in [Grants.gov](https://www.grants.gov)

8/24, 3:12 PM

Round 1b - Grant Recipients - CFI - Environment - FHWA

Lead Applicant State	Project Name	Lead Applicant	Amount	Fuel Type	CFI Program
OK	Choctaw Nation of Oklahoma's EV Charging Deployment Project	Choctaw Nation of Oklahoma	\$5,179,880.00	EV Charging	Community
OR	Albany, Oregon 2024 Charging and Fueling Infrastructure Program	City of Albany	\$1,848,960.00	EV Charging	Community
OR	Tualatin and Neighbors Charging Up (TANC-UP)	City of Tualatin	\$15,000,000.00	EV Charging	Community
PA	Philadelphia Interconnected Solutions to Accelerate Alternative Fuel Transportation - Corridor	City of Philadelphia	\$2,224,800.00	EV Charging	Corridor

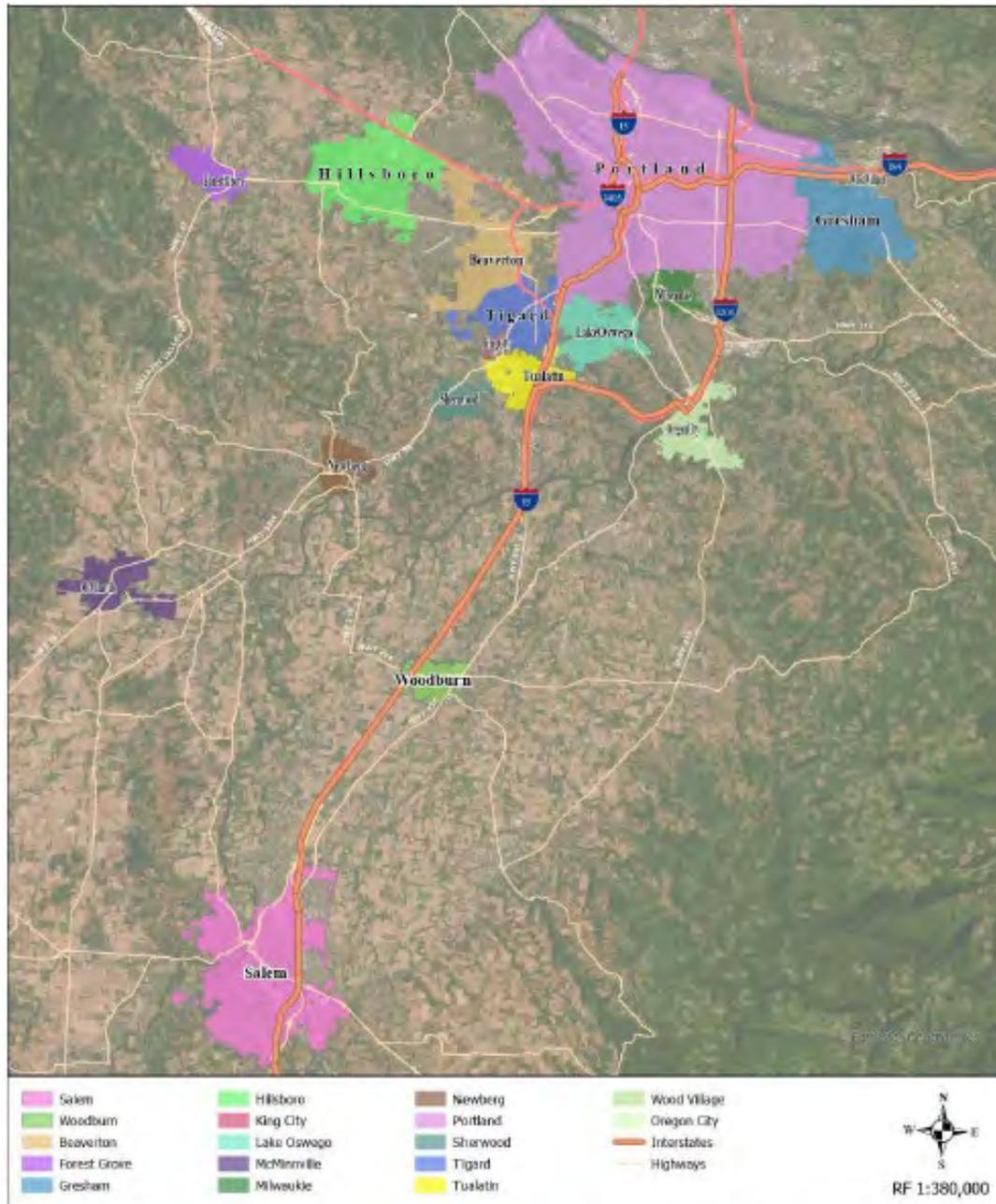


Figure 2: Oregon's Northern Willamette Valley with participating cities highlighted.



# Memo

Date: December 6, 2024  
To: JPACT and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: December FFY 2025 MTIP Formal Amendment & Resolution 25-5448 Approval Request – DC25-03-DEC

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## **FORMAL MTIP AMENDMENT STAFF REPORT**

### **Amendment Purpose Statement**

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

### **BACKGROUND**

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

The December 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment contains nine new projects being added to the MTIP and two existing projects being amended to add increases authorized funding. The formal amendment will be under Resolution 25-5448. The amendment contains a total of eleven projects.

The amendment includes new discretionary grant awards from the following funding programs:

- Adding three new projects with discretionary awards from the USDOT Safe Streets For All (SS4A) program.
- Adding two new projects with awarded funding from the USDOT Charging and Fueling Infrastructure (CFI) program.
- Adding two new ODOT Public Transportation Division (PTD) awarded funded project for TriMet supporting FTA Section 5310 elderly and disabled persons transit needs.
- Adding one Federal Fiscal Year (FFY) 2024 Congressionally Directed Spending (CDS) awards for Oregon City to modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area plus Installation of RRFB at a high-volume pedestrian crossing area.
- Adding a new Intelligent Transportation System (ITS)/Transportation Systems Management Systems and Operations (TSMO) discretionary awarded for TriMet from the FHWA Advanced Transportation Technology and Innovation (ATTAIN) program.
- Adding the remaining \$5 million of Metro approved Carbon funds to support the ongoing Tualatin Valley Hwy Transit & Development Project.

- Completing a required funding correction to a previously awarded ODOT PTD project supporting FTA section 5310 elderly and disabled persons which increases the authorized funding to TriMet to \$3,674,037 for FFY 2025.

Added Note: No projects are being canceled through the December FFY 2025 MTIP Formal Amendment bundle.

**What is the requested action?**

**TPAC received their official notification and amendment overview on December 6, 2024. TPAC is now providing their approval recommendation to JPACT to approve Resolution 25-5448 enabling all required MTIP programming actions for the eleven projects in the December FFY 2025 MTIP Formal Amendment to be completed.**

**TPAC Meeting Summary:**

TPAC met on December 6, 2024. TPAC members receive their official amendment notification and overview of the project. Ken Lobeck provide a short overview of each project highlighting the required project changes. After the presentation, Eric Hesse, city of Portland, inquired about the possible changes to projects that could occur during the public comment process. Ken reassured TPAC members that the potential changes would involve only minor tweaks to the project name, description, or other programming areas. Ken added that several new projects are being added to the MTIP and STIP based on limited available project details. This is known as programming by “placeholder logic”. However, to help them be ready to obligate in a timely fashion, the projects are added with the best information available at the time. We understand that as the grant agreement is developed, some minor changes may then be needed. Ken finished by assuring TPAC that the type of minor changes that may occur are eligible as part of the public comment process. He added that we are not changing the intent of the project grant award, only clarifying the project details to ensure we are consistent with the final approved grant agreement. With no further discussion, TPAC unanimously provided their approval recommendation to JPACT to approve the eleven projects contained under Resolution 25-5448.

A more details summary of the individual projects follows:

Project Number: 1	<b>Key Number: 23623</b>	<b>Status: Existing Project</b>
Project Name:	<b>Tualatin Valley Hwy Transit &amp; Development Project - Continued</b>	
Lead Agency:	Metro	
Description:	The project is a multi-year study through the OR8 corridor(in support of Key 22527) between Beaverton and Forest Grove in Washington County, and will complete various corridor development planning activities including developing an equitable development strategy (EDS) plus a locally preferred alternative (LPA) for a transit project, alternative analysis for a preferred alignment, and evaluate potential street and pedestrian improvements.	

<p>Funding Summary:</p>	<p>The total Metro approved amount is \$6 million dollars. One million of Metro awarded Surface Transportation Block Grant (STBG) funds plus \$5 million of prior Metro approved Carbon funds. One million has already been programmed but not obligated or expended. The remaining \$5 million of Metro approved Carbon funds are now being added to the project through the amendment. The total programmed amount (including required matching funds) for the project increases to \$6,686,727. The estimated total cost to complete preliminary engineering is \$25 million dollars. The estimate total project cost to complete the transit corridor upgrades is approximately \$300 million dollars.</p> <p>Exhibit A to Staff Report of Resolution 23-5337 Project Allocation List and Project Descriptions</p> <table border="1" data-bbox="521 758 1287 947"> <thead> <tr> <th colspan="2">TPAC Recommended Investment Package</th> </tr> </thead> <tbody> <tr> <td>Tualatin Valley Highway Bus Rapid Transit</td> <td>\$5,000,000</td> </tr> <tr> <td>82<sup>nd</sup> Avenue Bus Rapid Transit</td> <td>\$5,000,000</td> </tr> <tr> <td>Line 33 McLoughlin Transit Signal Priority</td> <td>\$4,000,000</td> </tr> <tr> <td>Climate Smart Implementation Program</td> <td>\$1,800,000</td> </tr> <tr> <td>Transportation System Management &amp; Operations</td> <td>\$3,000,000</td> </tr> <tr> <td>Subtotal:</td> <td>\$18,800,000</td> </tr> </tbody> </table>	TPAC Recommended Investment Package		Tualatin Valley Highway Bus Rapid Transit	\$5,000,000	82 <sup>nd</sup> Avenue Bus Rapid Transit	\$5,000,000	Line 33 McLoughlin Transit Signal Priority	\$4,000,000	Climate Smart Implementation Program	\$1,800,000	Transportation System Management & Operations	\$3,000,000	Subtotal:	\$18,800,000
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<p>Amendment Action:</p>	<p>The programming change reflects a 500% increase to the project which is a bit above the 30% cost change threshold for this project. The formal amendment adds the \$5 million of Metro prior approved Carbon funds to the preliminary engineering phase (PE) and shifts the earlier programming to the PE phase as well. All funds will complete a flex transfer process during FFY 2025 to FTA.</p>														
<p>Added Notes:</p>	<p>The purpose of the TV Highway Safety and Transit Project is to improve speed, reliability, accessibility and safety for transit riders on TV Highway, particularly for communities of color and low-income communities. The project is expected to improve pedestrian safety accessing transit and to enhance the transit rider experience through improved bus speed and amenities like bus shelters and lighting. This would result in a new Frequent Express (FX) bus line between Beaverton and Forest Grove, replacing the Line 57. The FX line would come every 12 minutes most of the day, have ADA-accessible stations with shelters, lighting and seating, and have safer access to all stations with a signal or enhanced crosswalk.</p> 														



Also reference Attachment 1 – TV Hwy Safety and Transit Project Flyer for additional project details

**Project Number: 2**      **Key Number: 23807**      **Status: Add New Project**

**Project Name:** Targeted Safe Routes to School Interventions in Portland Area (Metro)

**Lead Agency:** Metro

**Description:** SS4A 2024 Planning cycle study funding a suite of interventions to support the safe movement of children to and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the potential effectiveness of each intervention. Targeted schools include five elementary schools (Astor, James John, Sitton, Rosa Parks, César Chávez), one middle school (George), and one high school (Roosevelt).

**Funding Summary:** The awarded SS4A federal funds total \$1,110,000, With required match, the total programmed amount is \$1,387,500.

S   S 4   A	Safe Streets and Roads for All FY24 Planning and Demonstration Awards by State
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The following tables list all Round 1 and Round 2 Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.

Oregon				
Lead Applicant	Project Title	Application Type	Urban/Rural	Funding Award
City of Ashland	Citywide Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	\$280,000
Clatsop County	Clatsop County Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	\$480,000
Columbia County	Columbia County Comprehensive Safety Action Plan - Prioritizing and addressing safety hotspots	Develop a new Comprehensive Safety Action Plan	Rural	\$180,000
Metro	Targeted Safe Routes to School Interventions in Portland Area	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$1,110,000
Milwaukie	Safety Assessment of Harrison Street Corridor	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$320,000

**Amendment Action:** The formal amendment adds the new SS4A project award to the 2024-27 MTIP.

<p>Added Notes:</p>	<p>This is a direct recipient delivery type grant award. Metro will work directly with FHWA to develop and execute the required project grant agreement. The fund obligation will occur through the USDOT Delphi system and not FHWA’s Financial Management Information System (FMIS).</p> <p>The project location is in northern Portland in and around the Roosevelt High School area.</p> 
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Project Number: 3	<b>Key Number: 23751</b>	<b>Status: Add New Project</b>								
Project Name:	<b>Safety Assessment of Harrison Street Corridor</b>									
Lead Agency:	Milwaukie									
Description:	In Milwaukie FFY 2024 SS4A Planning study award to identify crash hotspots and contributing factors within the Harrison Street corridor. Evaluate countermeasures along the corridor to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.									
Funding Summary:	<p>This is another SS4A discretionary Planning grant award. The total federal grant award is \$320,000. With required match, the total programming is \$400,000. Fund obligation will occur through the USDOT Delphi system and not FHWA’s FMIS system.</p> <div data-bbox="954 1583 1377 1709" style="border: 1px solid black; padding: 5px;"> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; border-right: 1px solid black; border-bottom: 1px solid black;">S</td> <td style="text-align: center; border-bottom: 1px solid black;">S</td> <td rowspan="2" style="padding-left: 10px; vertical-align: middle;">Safe Streets and Roads for All FY24 Planning and Demonstration Awards by State</td> </tr> <tr> <td style="text-align: center; border-right: 1px solid black;">4</td> <td style="text-align: center;">A</td> </tr> <tr> <td colspan="3" style="font-size: small; padding-top: 5px;">The following tables list all Round 1 and Round 2 Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.</td> </tr> </table> </div>		S	S	Safe Streets and Roads for All FY24 Planning and Demonstration Awards by State	4	A	The following tables list all Round 1 and Round 2 Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.		
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<p style="text-align: center;"><b>Amendment Action:</b></p>	<p>The formal amendment adds the new SS4A planning grant to the 2024-27 MTIP. As with the Metro SS4A planning grant award, Milwaukie will be a direct recipient and work directly with FHWA to develop the required grant agreement, plus obligate and expend the federal funds.</p>																																			
<p style="text-align: center;"><b>Added Notes:</b></p>	<p>The project is located in the city of Milwaukie in the Harrison Street corridor .</p>  																																			

Project Number: 4	<b>Key Number: 23790</b>	<b>Status: Add New Project</b>
Project Name:	<b>Oregon Transportation Network - TriMet FFY26</b>	
Lead Agency:	ODOT Public Transportation Division (PTD)	
Description:	Public transit funding for TriMet for federal fiscal year 2026 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.	
Funding Summary:	The PTD award federal funding is \$3,674,037. With required match, the total programmed amount is \$4,094,047. The State STBG being programmed will be flex transferred to FTA.	
Amendment Action:	The formal amendment adds the project to the MTIP and STIP.	
Added Notes:	Once the flex transfer is complete, TriMet will be able to obligate and expend the funds through FTA's Transit Award Management System (TrAMS) in support of their elderly and disabled persons transit needs program.	

Project Number: 5	<b>Key Number: 23800</b>	<b>Status: Add New Project</b>
Project Name:	<b>Oregon Transportation Network - TriMet FFY27</b>	
Lead Agency:	ODOT Public Transportation Division (PTD)	
Description:	As with Key 23790, the project provides transit funding for TriMet supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.	
Funding Summary:	The PTD award federal funding is \$3,674,037. With required match, the total programmed amount is \$4,094,047. The State STBG being programmed will be flex transferred to FTA.	
Amendment Action:	The formal amendment adds the FFY 2027 PTD award (for TriMet) to the MTIP and STIP	
Added Notes:	Once the flex transfer is complete, TriMet will be able to obligate and expend the funds through FTA's Transit Award Management System (TrAMS) in support of their elderly and disabled persons transit needs program.	

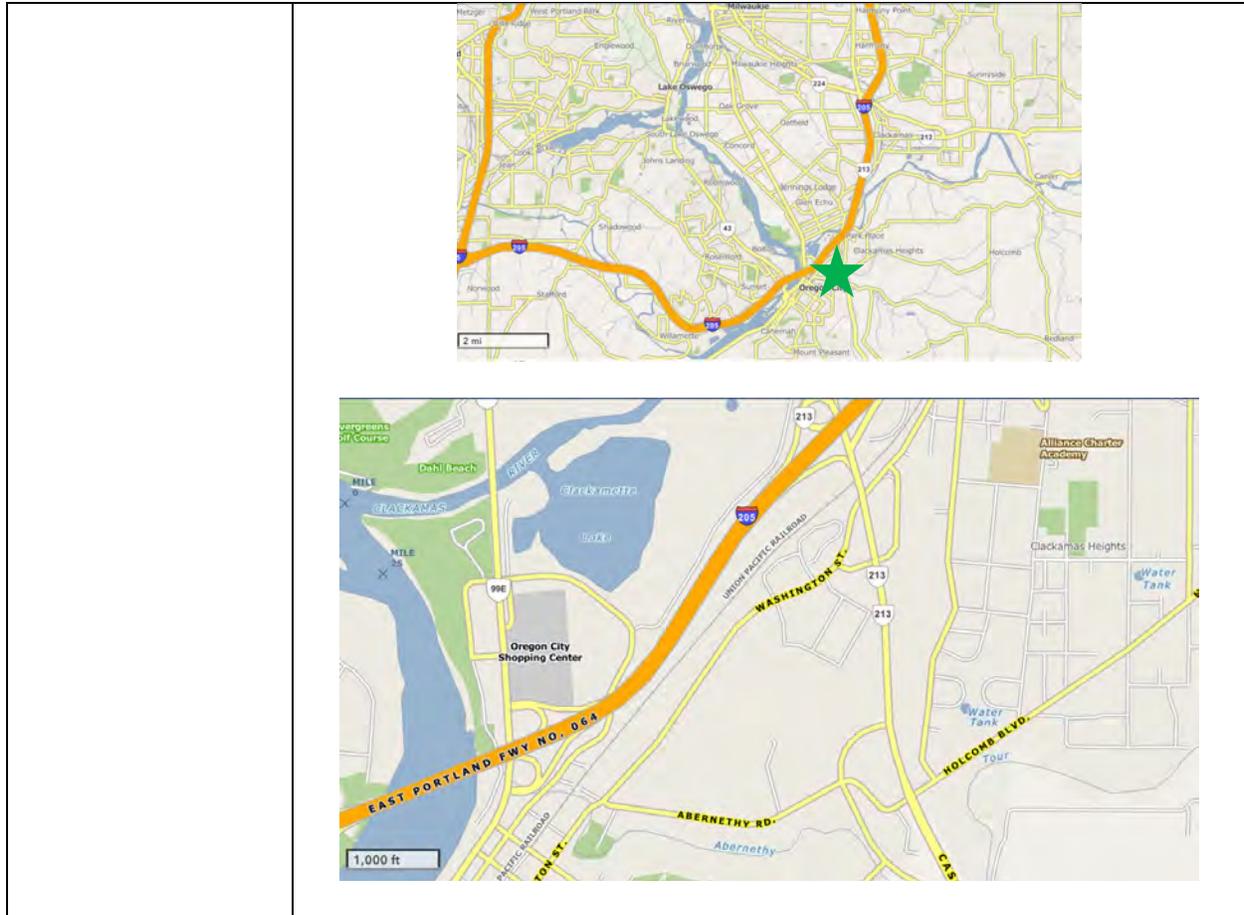
Project Number: 6	<b>Key Number: 23727</b>	<b>Status: Existing Project</b>
Project Name:	<b>Oregon Transportation Network - TriMet FFY25</b>	
Lead Agency:	ODOT Public Transportation Division (PTD)	
Description:	Public transit funding for TriMet for federal fiscal year 2025 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition (ODOT Public Transit Division grantor)	

Funding Summary:	The project completed a formal amendment as part of the October MTIP Formal Amendment bundle. The authorized federal funding was reduced to \$1,700,000. A follow-on review determined the reduction was incorrect and the real authorized federal funding totaled \$3,674,037.
Amendment Action:	The formal amendment corrects the federal funding authorized to the project for FFY 2025 to be \$3,674,037. The net programming changes exceeds the 20% cost change threshold which triggers the need for a formal amendment.
Added Notes:	Once the flex transfer is complete, TriMet will be able to obligate and expend the funds through FTA’s Transit Award Management System (TrAMS) in support of their elderly and disabled persons transit needs program.

Project Number: 7	<b>Key Number: 23815</b>	<b>Status: Add New Project</b>
Project Name:	<b>I-5: Truck Charging and Fueling Stations</b>	
Lead Agency:	ODOT (for Oregon) This is a 3-state CFI award to Caltrans with ODOT and WSDOT partnering as part of the grant.	
Description:	Deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods connecting major ports, freight centers, and agricultural regions between the U.S. borders with Mexico and Canada.	
Funding Summary:	The CFI funding award totals \$102 million and was awarded to the California Department of Transportation (Caltrans). The grant award name is the <b>Tri-State Charging and Fueling Infrastructure (CFI) grant for the West Coast Truck Charging and Fueling Corridor Project</b> . The ODOT grant share is \$21,133,653. The CFI grant award covers three states: California, Oregon and Washington. ODOT and WSDOT are partners with Caltrans in the grant award. ODOT’s federal programming portion is \$21,133,654. Applying the required 20% match, the total programming amount is \$26,426,224.	
Amendment Action:	The formal amendment adds the FFY 2027 PTD award (for TriMet) to the MTIP and STIP	
Added Notes:	The Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) is a competitive grant program that will strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work – urban and rural areas alike – in addition to along designated Alternative Fuel Corridors (AFCs). CFI Program investments will make modern and sustainable infrastructure accessible to all drivers of electric, hydrogen, propane, and natural gas vehicles. This program provides two funding categories of grants:	

	<ul style="list-style-type: none"> <li>• Community Charging and Alternative Fueling Grants (Community Program)</li> <li>• Charging and Alternative Fuel Corridor Grants (Corridor Program).</li> </ul>														
<p>Charging and Fueling Infrastructure Program Grant Recipients Round 1B Grant Award Recipients</p> <table border="1"> <thead> <tr> <th>Lead Applicant State</th> <th>Project Name</th> <th>Lead Applicant</th> <th>Amount</th> <th>Fuel Type</th> <th>CFI Program</th> <th>Project Description</th> </tr> </thead> <tbody> <tr> <td>CA</td> <td>West Coast Truck Charging and Fueling Corridor Project</td> <td>California Department of Transportation</td> <td>\$102,389,046.00</td> <td>EV Charging &amp; Hydrogen</td> <td>Corridor</td> <td>The California Department of Transportation will receive \$102 million for the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods connecting major ports, freight centers, and agricultural regions between the U.S. borders with Mexico and Canada.</td> </tr> </tbody> </table>		Lead Applicant State	Project Name	Lead Applicant	Amount	Fuel Type	CFI Program	Project Description	CA	West Coast Truck Charging and Fueling Corridor Project	California Department of Transportation	\$102,389,046.00	EV Charging & Hydrogen	Corridor	The California Department of Transportation will receive \$102 million for the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods connecting major ports, freight centers, and agricultural regions between the U.S. borders with Mexico and Canada.
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Project Number: 8	<b>Key Number: 23759</b>	<b>Status: Add New Project</b>																																																							
Project Name:	<b>Washington Street: Metro South - Abernethy Rd</b>																																																								
Lead Agency:	Oregon City																																																								
Description:	In Oregon City on Washington Street from Abernethy Rd to Metro South Transfer Station intersection, modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area. Installation of RRFB at a high-volume pedestrian crossing area (FFY 2024 CDS #226)																																																								
Funding Summary:	<p>The funding is a FFY 2024 Congressionally Directed Spending (CDS) (or earmark) award to Oregon City. The total federal funding award is \$4 million dollars. With required match the total programming amount is \$4,457,000.</p> <table border="1"> <tbody> <tr> <td>OR</td> <td>OR221</td> <td>SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)</td> <td>2,349,600</td> <td>2,349,600</td> </tr> <tr> <td>OR</td> <td>OR222</td> <td>Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek</td> <td>850,000</td> <td>850,000</td> </tr> <tr> <td>OR</td> <td>OR223</td> <td>Hood River/White Salmon Interstate Bridge Replacement Project</td> <td>4,000,000</td> <td>4,000,000</td> </tr> <tr> <td>OR</td> <td>OR224</td> <td>Beaverton Downtown Loop</td> <td>1,616,279</td> <td>1,616,279</td> </tr> <tr> <td>OR</td> <td>OR225</td> <td>East Forest Grove Safety Improvement Project</td> <td>850,000</td> <td>850,000</td> </tr> <tr style="border: 2px solid green;"> <td>OR</td> <td>OR226</td> <td>Abernethy Green Access Project</td> <td>4,000,000</td> <td>4,000,000</td> </tr> <tr> <td>OR</td> <td>OR227</td> <td>OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)</td> <td>2,800,000</td> <td>2,800,000</td> </tr> <tr> <td>OR</td> <td>OR228</td> <td>Hawthorne Avenue Pedestrian and Bicyclist Overcrossing</td> <td>5,700,000</td> <td>5,700,000</td> </tr> <tr> <td>OR</td> <td>OR229</td> <td>Mill Street Reconstruction, Springfield, OR</td> <td>1,116,279</td> <td>1,116,279</td> </tr> <tr> <td>OR</td> <td>OR230</td> <td>OR99W: Salmon River Highway (OR18) Intersection Improvement</td> <td>3,589,200</td> <td>3,589,200</td> </tr> <tr> <td>OR</td> <td>OR231</td> <td>Marion County Safety Corridor</td> <td>1,577,079</td> <td>1,577,079</td> </tr> </tbody> </table>		OR	OR221	SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)	2,349,600	2,349,600	OR	OR222	Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek	850,000	850,000	OR	OR223	Hood River/White Salmon Interstate Bridge Replacement Project	4,000,000	4,000,000	OR	OR224	Beaverton Downtown Loop	1,616,279	1,616,279	OR	OR225	East Forest Grove Safety Improvement Project	850,000	850,000	OR	OR226	Abernethy Green Access Project	4,000,000	4,000,000	OR	OR227	OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)	2,800,000	2,800,000	OR	OR228	Hawthorne Avenue Pedestrian and Bicyclist Overcrossing	5,700,000	5,700,000	OR	OR229	Mill Street Reconstruction, Springfield, OR	1,116,279	1,116,279	OR	OR230	OR99W: Salmon River Highway (OR18) Intersection Improvement	3,589,200	3,589,200	OR	OR231	Marion County Safety Corridor	1,577,079	1,577,079
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Amendment Action:	The formal amendment adds the new CDS award to the MTIP and STIP.																																																								
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Project Number: 9	<b>Key Number: 23813</b>	<b>Status: Add New Project</b>
Project Name:	<b>82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)</b>	
Lead Agency:	Portland	
Description:	Complete project development actions on 82nd Ave from US30BY/Lombard St south to SE Clatsop to close critical crossing gaps, deploy proven tools to address high-crash locations, and improve safety and equity for one of Portland’s most important high-crash corridors. Project components include installing raised center medians, a pedestrian signal, full traffic signals, “no turn on red” at major traffic signal intersections, and updating signal timing (SS4A FFY 24 Implementation)	
Funding Summary:	The Safe Streets For All Implementation Category federal grant award is \$9,600,000. With match, the total programmed amount is \$12,000,000.	

	<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="font-size: 2em; font-weight: bold; letter-spacing: 0.5em;">S   S 4   A</div> <div style="text-align: center;"> <p><b>Safe Streets and Roads for All</b> (SS4A) Grants</p> </div> <div style="text-align: right;">  <p><b>U.S. Department of Transportation</b></p> </div> </div>
	Rural
	<p style="text-align: center;"><b>Safe Systems on 82nd Ave: State Highway to Civic Corridor</b></p> <p><b>Applicant: City of Portland</b> <i>Portland, Oregon</i></p> <p><b>SS4A Award: \$9,600,000</b></p>

<b>Amendment Action:</b>	The formal amendment adds the SS4A award for Portland to the MTIP and STIP
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<b>Added Notes:</b>	<p>Portland will implement the project under the “Direct Recipient” delivery approach. Portland will work directly with FHWA to develop their required grant agreement plus obligate and expend the funds. Fund obligation will be through the USDOT Delphi system.</p> <div style="border: 1px solid black; padding: 10px; margin-top: 10px;"> <p><b>82ND AVENUE DISTRICTS</b></p> <p>From NE Lombard Street to the southern city limit at SE Clatsop Street, 82nd Avenue can generally be classified into four districts:</p> <ul style="list-style-type: none"> <li>• <b>Cully/Roseway/Madison South:</b> The northern end of the corridor, between NE Lombard Street and I-84, is primarily lower-density residential with a collection of smaller-scale commercial areas and major sites such as the Grotto, Glenhaven Park, and McDaniel High School.</li> <li>• <b>Greater Montavilla:</b> South of I-84 to SE Division Street, the corridor includes a mix of auto-oriented uses, including drive-throughs and car dealerships, as well as grocery stores and the Montavilla Community Center.</li> <li>• <b>Greater Jade District:</b> The Jade District, identified as stretching from SE Division Street to SE Holgate Boulevard for the purposes of this plan, includes major educational and commercial anchors, including the Portland Community College and Eastport Plaza, along with many small businesses.</li> <li>• <b>Lents:</b> From SE Holgate Boulevard to the southern city limit at SE Clatsop Street, the corridor transitions from higher-intensity commercial development near SE Foster Road in the Lents Town Center to small-scale commercial, light industrial, and lower-intensity residential uses.</li> </ul>  </div>
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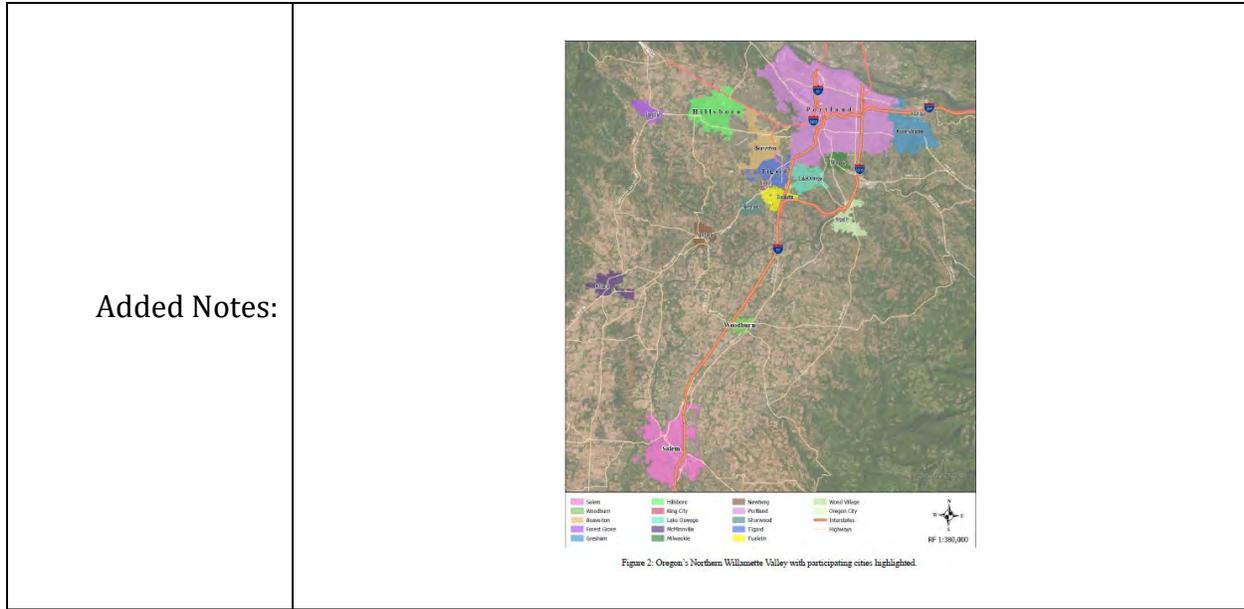
Project Number: 10	<b>Key Number: 23811</b>	<b>Status: Add New Project</b>
Project Name:	<b>Cloud Connectivity for Light Rail Vehicles: 185th Ave (TriMet)</b>	
Lead Agency:	TriMet	
Description:	In Washington County at 185th Ave and the MAX line crossing, deploy and provide connecting technology on Light Rail Vehicles	

	<p>(LRVs) to traffic signals in order to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, demonstrate, quantify and evaluate the impact of the technology; protect the environment by alleviating congestion, reduce emissions, streamline traffic flow, and integrate advanced technologies into the transportation system to provide dynamic and responsive transit services</p>
<p>Funding Summary:</p>	<p>The funding source for this project is a \$2,360,000 grant from the Advanced Transportation Technology and Innovation (ATTAIN) discretionary funding program. With required match the total programmed amount is \$2,950,000.</p>  <p><b>Smart Signals in Our Communities</b> North Carolina Department of Transportation \$11,945,832</p> <p><b>EZData and NEOTech</b> NEORide, OH \$1,600,000</p> <p><b>Regional Mobility-Enabling Service Hub (Regional MESH)</b> Lane Transit District, OR \$5,215,123</p> <p><b>Cloud Connectivity for TriMet's Light Rail Vehicles</b> Tri-County Metropolitan Transportation District of Oregon, OR \$2,360,000</p> <p><b>PATH-TN: Partnership for AI-driven Multimodal Transportation Services Integration in Tennessee Cities</b> Vanderbilt University, TN \$8,666,053</p>
<p>Amendment Action:</p>	<p>The formal amendment adds the FFY 2023-24 ATTAIN award for TriMet to the MTIP and STIP.</p>
<p>Added Notes:</p>	<p>This is another grant award program that will occur under the “direct recipient” delivery rules. TriMet will work directly with FHWA (and not FTA) to develop and execute their required grant agreement, plus obligate and expend the grant funds. The fund obligation will be through the USDOT Delphi system and not FHWA’s Financial Management Information System (FMIS) or FTA’s Transit Award Management System (TrAMS).</p>

The Project site is along one of the limited number of corridors that run northward and southward in the high-growth area of Washington County. The 2020 Census recorded the county population as 600,372, making it the second most populous county in the state. Hillsboro is its county seat and largest city.

While all of Washington County's north-south arteries shown at left are well traveled, 185th Avenue's Average Daily Traffic (ADT) count of 31,881 combines with Baseline Road ADT of 26,200 (east/west traffic averaged) just south of the MAX light rail line, causing significant delays on this roadway.

Project Number: 11	<b>Key Number: 23787</b>	<b>Status: Add New Project</b>																														
Project Name:	<b>Tualatin and Neighbors Charging Up (TANC-UP)</b>																															
Lead Agency:	Tualatin																															
Description:	Deploy and install EV chargers across Oregon's North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions, and offer access to diverse populations who don't have access to at-home charging systems. Up to 125 unique sites across 17 cities are proposed for the EV charges. (FFY 2024 Round 1B -CFI discretionary grant)																															
Funding Summary:	<p>The funding award source is from the Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program). The federal award totals \$15,000,000. With required match the total programming is \$18,800,000.</p> <table border="1"> <thead> <tr> <th>State</th> <th>Project Name</th> <th>City</th> <th>Federal Award</th> <th>Match</th> <th>Category</th> </tr> </thead> <tbody> <tr> <td>OK</td> <td>Choctaw Nation of Oklahoma's EV Charging Deployment Project</td> <td>Choctaw Nation of Oklahoma</td> <td>\$5,179,880.00</td> <td>EV Charging</td> <td>Community</td> </tr> <tr> <td>OR</td> <td>Albany, Oregon 2024 Charging and Fueling Infrastructure Program</td> <td>City of Albany</td> <td>\$1,848,960.00</td> <td>EV Charging</td> <td>Community</td> </tr> <tr style="border: 2px solid green;"> <td>OR</td> <td>Tualatin and Neighbors Charging Up (TANC-UP)</td> <td>City of Tualatin</td> <td>\$15,000,000.00</td> <td>EV Charging</td> <td>Community</td> </tr> <tr> <td>PA</td> <td>Philadelphia Interconnected Solutions to Accelerate Alternative Fuel Transportation - Corridor</td> <td>City of Philadelphia</td> <td>\$2,224,800.00</td> <td>EV Charging</td> <td>Corridor</td> </tr> </tbody> </table>		State	Project Name	City	Federal Award	Match	Category	OK	Choctaw Nation of Oklahoma's EV Charging Deployment Project	Choctaw Nation of Oklahoma	\$5,179,880.00	EV Charging	Community	OR	Albany, Oregon 2024 Charging and Fueling Infrastructure Program	City of Albany	\$1,848,960.00	EV Charging	Community	OR	Tualatin and Neighbors Charging Up (TANC-UP)	City of Tualatin	\$15,000,000.00	EV Charging	Community	PA	Philadelphia Interconnected Solutions to Accelerate Alternative Fuel Transportation - Corridor	City of Philadelphia	\$2,224,800.00	EV Charging	Corridor
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Amendment Action:	The formal amendment adds the new CFI awarded grant to the MTIP and STIP.																															



**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 December FFY 2025 Formal MTIP amendment (DC25-03-DEC) will include the following actions:

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

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

Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mail-out.....	November 27, 2024
• Initiate the required public notification/comment process.....	December 3, 2024
• TPAC approval recommendation to JPACT.....	December 6, 2024
• <b>JPACT approval and recommendation to Council.....</b>	<b>December 19, 2024</b>
• Completion of public notification/comment process.....	January 3, 2025
• Metro Council approval.....	January 9, 2024

Notes:

- \* The above dates are estimates. JPACT and Council meeting dates could change.
- \*\* Due to the holidays timeframe, the possibility of JPACT or Council meeting date changes is fairly significant.
- \*\*\* 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.....	January 15, 2025
• USDOT clarification and final amendment approval.....	Late February 2025

**ANALYSIS/INFORMATION**

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

ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)

- b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
  - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new and amended projects to be added and updated into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
  4. **Metro Budget Impacts:** The approval of the two Metro projects in the amendment bundle will impact the budget as follows:
    - a. Key 23623 - Tualatin Valley Hwy Transit & Development Project - Continued:  
The amendment approval will commit the remaining authorized \$5 million of Metro approved Carbon funds to be committed to the project. A budget adjustment appears will be needed to the UPWP to add the Carbon funding.
    - b. Key 23807 - Targeted Safe Routes to School Interventions in Portland Area (Metro):  
The amendment adds the new SS4A federal grant funds of \$1,110,000 to the Resource Development Regional Travel Option's budget to develop the Safe Routes to Schools intervention strategies. The required local match of \$277,500 is required by Metro to obligate the federal funds. A UPWP budget amendment appears will be needed to address the new SS4A federal grant.

**RECOMMENDED ACTION:**

**TPAC received their official notification and amendment overview on December 6, 2024. TPAC is now providing their approval recommendation to JPACT to approve Resolution 25-5448 enabling all required MTIP programming actions for the eleven projects in the December FFY 2025 MTIP Formal Amendment to be completed.**

Attachments:

1. Key 23623 – TV Hwy Safety and Transit Project Flyer
2. Safe Streets For All Overview Flyer



# TV Highway Safety and Transit Project

*Metro, TriMet, the Oregon Department of Transportation, corridor cities and the county are studying how to bring safety and transit investments to TV Highway.*

The goal of the TV Highway Safety and Transit Project is to **improve pedestrian safety** accessing transit and to **enhance the transit rider experience** through improved bus speed and amenities like bus shelters and lighting. This would result in a new Frequent Express (FX) bus line to replace the Line 57. The FX line would come every 12 minutes most of the day, have ADA-accessible stations with shelters, lighting and seating, and have safer access to all stations with a signal or enhanced crosswalk.

Project partners are pursuing a path to bring federal funding to the corridor. To do that, they need to identify the general locations of FX stations along TV Highway.

Metro is seeking public feedback on the location of stations for the proposed bus rapid transit project. Get notified of the results of this engagement by signing up for the project newsletter at [oregonmetro.gov/tvhighwaytransit](https://oregonmetro.gov/tvhighwaytransit).



## Safety on the Corridor



**1,845 crashes resulted in injuries** between 2017 and 2021



**21 crashes resulted in fatalities** between 2017 and 2021

## TV Highway Residents



**One third** of the corridor population lives below 200% of the Federal Poverty Level



About **half** of corridor residents are people of color - higher than both the region and the county

## Traveling TV Highway



The #57 bus line has an average of **6,390** weekday boardings



Approximately **24,000 - 35,000** vehicles travel on TV Highway every day



Approximately **\$4 million** of goods travel by freight on TV Highway every day

### Questions?

Jess Zdeb  
971-940-3091  
jessica.zdeb@oregonmetro.gov

[oregonmetro.gov/tvhighwaytransit](https://oregonmetro.gov/tvhighwaytransit)



Octubre de 2023

# Proyecto de Seguridad y Transporte Público de la Autopista TV

*Metro, TriMet, el Departamento de Transporte de Oregon, las ciudades corredor y el condado, están estudiando cómo traer inversiones para la seguridad y el transporte público a la Autopista TV (Tualatin Valley).*

La meta del proyecto es **incrementar la seguridad de los peatones** que acceden al transporte público para **mejorar la experiencia de los pasajeros del transporte público** a través de una velocidad optima en los autobuses y a través de servicios como cobertizos e iluminación en las paradas de autobús.

Esto daría lugar a una nueva línea de autobús Frequent Express (FX) que sustituiría a la línea 57. La línea FX pasaría cada 12 minutos la mayor parte del día, tendría estaciones accesibles para la ADA con marquesinas, iluminación y asientos, y dispondría de un acceso más seguro a todas las estaciones con una señal o un paso de peatones mejorado.

**empresas mantengan su lugar** frente a la inversión pública en el corredor. La coalición esta ahora buscando financiamiento para implementar la estrategia de desarrollo equitativo con socios gubernamentales.

Metro le pedirá al público comentarios y opiniones sobre la ubicación de las estaciones para el propuesto proyecto de autobuses rápidos para el transporte. Obtenga notificaciones de oportunidades de participación al registrarse para el boletín de noticias del proyecto en [oregonmetro.gov/tvhighwaytransit](https://oregonmetro.gov/tvhighwaytransit).



## Seguridad en el corredor



**1,845 choques resultaron en lesiones** entre 2017 y 2021



**21 choques resultaron en muertes** entre 2017 y 2021

## Residente en el Área de la Autopista TV



**Un tercio** de la población del corredor, vive por debajo del 200 % del Nivel de Pobreza Federal



Alrededor de **la mitad** de los residentes del corredor son personas de color — una proporción más alta que en la región y en el condado

## Viajar en la Autopista TV



La línea de Autobús #57 tiene un promedio de **6,390** abordajes en un día entre semana



Aproximadamente **de 24,000 a 35,000** vehículos viajan en la Autopista TV cada día



Aproximadamente **4 millones de dólares** en mercancía se transporta en contenedores en la Autopista TV al día

### ¿Tiene preguntas?

Jess Zdeb  
971-940-3091  
jessica.zdeb@oregonmetro.gov

[oregonmetro.gov/tvhighwaytransit](https://oregonmetro.gov/tvhighwaytransit)

# S | S Safe Streets and Roads for All

## 4 | A (SS4A) Program Facts



The U.S. Department of Transportation (USDOT) **Safe Streets and Roads for All (SS4A)** program provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation's roadways.

This roadway safety program was created by the **Biden-Harris Administration's Bipartisan Infrastructure Law**. It provides \$5 billion over 5 years to fund community-led projects that address the preventable crisis of deaths on our nation's roads, streets, and highways through safer people, roads, and vehicles; appropriate vehicle speeds; and improved post-crash care.

The SS4A program funds two types of grants:

- **Planning and Demonstration Grants** for Comprehensive Safety Action Plans, including supplemental safety planning and demonstration activities to inform an Action Plan. These can help build a pipeline of projects for future funding.
- **Implementation Grants** to implement strategies or projects identified in an existing Action Plan.

**SS4A is exclusively designed to help local communities.** DOT offers extensive technical assistance to potential applicants, especially first-time federal funding applicants.

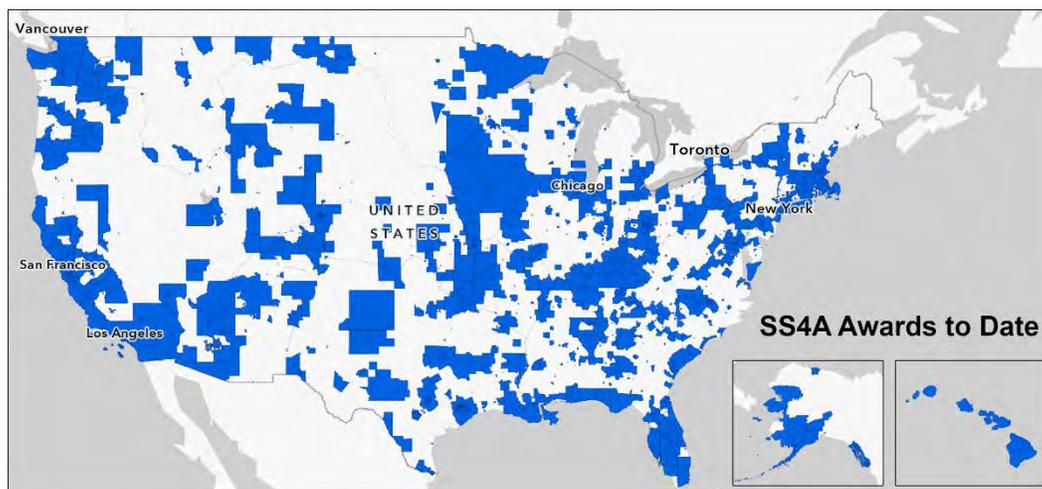
For more information, use the QR code above or visit the [SS4A website](#).

## SS4A grants are already making an impact nationwide

- In the first three years of funding, USDOT awarded **\$2.9 billion** to over **1,600 communities** across **all 50 states and Puerto Rico**.
- SS4A funds to improve roadway safety planning have been awarded to communities that comprise about **77% of the nation's population**.
- Awarded funds go to localities that make up **70% of all roadway fatalities**.
- Projects and activities will significantly **improve safety for all people using the road** in those communities, including drivers, passengers, pedestrians, bicyclists, people using transit, and people with disabilities.

Awards reach communities of all different sizes and safety needs:

- **Rural communities** comprise around half of all grant award recipients to date.
- 816 communities (44% of award recipients) have **populations under 50,000**.
- **64 Tribal communities** were awarded SS4A funding.
- About 50% of award recipients are **new direct Federal funding recipients to USDOT**.
- Around 60% of funds will **benefit underserved communities**, providing equitable investment to places that need funding the most.



## SS4A amplifies our impact by working across government and with external partners

The SS4A program collaborates within USDOT, and with outside organizations that are committed to roadway safety, to disseminate program information and build capacity to help communities apply for grants and successfully implement grant activities.

- Coordinated technical assistance and promotion efforts focus on advancing roadway safety in rural areas, Tribal communities, and places in the Thriving Communities network. **In the past three years, USDOT staff directly reached communities in every state.**
- USDOT works with **trusted non-governmental organizations and partners** that understand communities' roadway safety challenges and needs. These partners include organizations such as the Local Infrastructure Hub, National Complete Streets Coalition, National League of Cities, National Association of County Engineers, National Safety Council, League of American Bicyclists, Vision Zero Network, Rural Partners Network, Smart Growth America, Urban Sustainability Directors Network, and Emergency Medical Services groups, and events like the National Transportation in Indian Country Conference.

## SS4A helps applicants compete for funding based on merits, not technical capacity

Applying for Federal discretionary grants is new for some communities—many of which may not have a team of grant writers on their staff. The SS4A program works with applicants throughout the evaluation process to ensure that they have complete and accurate information and are not disqualified due to an administrative error during the submission process.

- In preparation for the third funding year (FY24), **SS4A provided a courtesy pre-application screen to 111 Action Plans** to help them determine whether they were eligible to apply for an Implementation Grant. Many that found out they were ineligible for Implementation Grants applied to develop an Action Plan instead.
- In the second and third funding years (FY23 and FY24), SS4A conducted **follow-up outreach to over 1,200 communities** to provide opportunities to address missing application elements and program requirements. As a result, **nearly all eligible applications are complete and fully evaluated.**
- For those who are unsuccessful, SS4A offers a detailed debrief to help applicants develop more successful applications in future rounds. SS4A has conducted hundreds of **debriefs with applicants**, and many have re-applied and received awards in subsequent years.

After awards are made, the SS4A program continues to help communities be successful in developing, executing, and administering grant agreements.

- A streamlined grant process was developed to help finalize and sign grant agreements as quickly as possible, even for communities that have never received grant funding from USDOT. Approximately **97% of the 511 FY22 award recipients and 57% of the 620 FY23 award recipients have executed grant agreements** in place and initial **funding amounts obligated.**
- A **Technical Assistance Center** was established to support grant recipients with training and technical assistance, including how to comply with Federal requirements and how to develop Comprehensive Safety Action Plans. Visit the [Technical Assistance Center website](#) for more information.
- A **Community of Practice** was created to help grant recipients learn from each other across the 1,000+ communities that have received awards to date. [Learn more about the Community of Practice.](#)

## Future funding opportunities

The FY25 SS4A Notice of Funding Opportunity (NOFO) is expected to be announced before the end of March 2025. Approximately \$2 billion will be made available in future funding rounds (FY25 and FY26).



**5.1 RFFA: Step 1A.1 Project evaluation results  
and building of bond scenarios**

*Information/Discussion Items*

Joint Policy Advisory Committee on Transportation  
Thursday, December 19, 2024

# JPACT Worksheet

**Agenda Item Title:** 28-30 Regional Flexible Fund Bond Development – Candidate Project Evaluation Results and Bond Scenarios Concept Input

**Presenters:** Grace Cho & Noel Mickelberry

**Contact for this worksheet/presentation:** Grace Cho (grace.cho@oregonmetro.gov)

## **Purpose/Objective**

Purpose is to provide and gather input from JPACT on the following:

- Provide an overview of the technical evaluation results for the candidate projects in consideration for the 28-30 Regional Flexible Fund bond.
- Begin gathering input on different concepts or themes to serve as the building blocks for developing bond scenarios.
- Outline the next steps in the Regional Flexible Fund bond development process (Step 1A.1).

## **Outcome**

JPACT members feel informed about the next steps of the process, understand the technical analysis, and provided input to inform the development of bond scenarios.

## **What has changed since JPACT last considered this issue/item?**

Metro staff are returning to JPACT to present the results of the three technical evaluations undertaken as part of the candidate bond project evaluations. With the information from the technical evaluation, help kick off a discussion and gather input on concepts or themes to build different bond scenarios for taking through the financial assessment. An update on the next steps are to be provided.

## **What packet material do you plan to include?**

- Cover memo
- Attachments
  - Attachment 1 - Bond candidate projects map and one page summaries of bond candidate projects
  - Attachment 2 – Individual candidate project comments and take aways
  - Attachment 3 – Project delivery assessment



# Memo

Date: Thursday, December 12, 2024  
To: Joint Policy Advisory Committee on Transportation and Interested Parties  
From: Grace Cho, Principal Transportation Planner  
Noel Mickelberry, Senior Transportation Planner  
Subject: 2028-2030 Regional Flexible Fund – Step 1A.1 – Bond Evaluation Results, Concepts Input, and Next Steps

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**Purpose:** Three parts:

- Provide an overview of the performance evaluation & project delivery assessment results for the candidate projects in consideration.
- Gather JPACT input on concepts/themes to build potential bond scenarios,
- To provide an overview of the next steps in the 28-30 Regional Flexible Fund Allocation new project bond development process (Step 1A.1).

**Background & Current Place in Development:**

As part of the adoption of the 2028-2030 Regional Flexible Fund Program Direction, regional leadership agreed to move forward in the development of a new project bond proposal (also referred to as Step 1A.1) for consideration by the region. After a project nomination period was held a total of nine (9) bond nominations moved forward to undergo the candidate project evaluation, in which the results are being shared with JPACT. With the resulting information JPACT members are also asked to give input towards concepts/themes as direction to Metro staff in developing bond scenarios for financial assessment. The input will get utilized to shape the next part of the new project bond development process as described below.

**2028-2030 RFFA Step 1A.1: Getting to a Preferred Bond Scenario**

The three technical pieces shared today (highlighted) as well as the input on the concepts/themes (highlighted) for the bond scenarios are among several pieces of information to inform and shape bond scenarios and an eventual preferred bond scenario/proposal for consideration by TPAC, JPACT, and Metro Council. These are:

- Technical Information
  - Performance evaluation
    - Bond purpose and principles
    - Regional Transportation Plan (RTP) goals and outcomes
  - Project delivery assessment
    - Financial assessment of bond scenarios
- Financial, Administrative, and Regulatory
  - Bond mechanism selection and requirements (e.g. restrictions, reporting, costs)
  - Regulatory and economic outlook
- Policy Direction
  - Objectives of the 28-30 RFFA Program Direction are met
- Partner and Public Input
  - TPAC, JPACT, and Metro Council input bond scenario themes/concepts
  - Public comment
  - TPAC, JPACT, and Metro Council input on local priorities

### Candidate Project Evaluation Overview

The candidate project consists of three separate evaluations which assesses 1) the consistency towards the bond purpose and principles; 2) the performance towards advancing Regional Transportation Plan (RTP) goals and outcomes; and 3) project delivery challenges outstanding. The purpose of the first two evaluations – comprising the performance evaluation – is not to rank projects, but to instead assess the relative performance by measure and to use the information as one input within the larger discussion of the candidate projects for the bond scenario phase.

Each project was evaluated based on the associated measures for each evaluation shown in Table 1. For the performance evaluation methodology, each measure was weighted equally and each received five (5) total points. Each measure had a quantitative or geospatial analysis element assessed using the specific project characteristics as well as a qualitative element assessed based on application and supplemental materials. The RTP goal advancement assessment applied the RTP goals and outcomes in relation to transit, given the program direction focus on transit. A map and summary of the candidate project applications can be found in Attachment 1.

Metro staff conducted the first two evaluations and utilized an external firm to conduct a project delivery assessment. The candidate project evaluation was conducted from late October through November 2024. Specifically in the bond purpose and principles consistency evaluation, the results are based on historic precedence of federal surface transportation programs. As new information emerges through the development process, the aim is to incorporate it into the bond development considerations.

*Table 1. Evaluation Measures for the Three Part Candidate Project Evaluation*

<b>Technical Evaluation Component</b>	<b>Measure</b>	<b>Evaluation Results</b>
Bond Purpose & Principles	Regional/Corridor scale project	Rating + brief narrative
	Leverage significant discretionary funding	
	Advance ability to construct projects early	
	Consideration of funding strategy and request relative to other available funding sources	
RTP Goal Advancement	Improves transit service for residents in an Equity Focus Area	Rating + brief narrative
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	
Project Delivery Assessment	Planning	One qualitative rating for overall project delivery assessment
	Partnerships and Support	
	Environmental Considerations	
	Preliminary Engineering and Design	
	Construction	

### Candidate Project Evaluation Results and Draft Findings

Table 2. is a summary of the evaluation results by the individual measures for performance evaluation and project delivery assessment organized by the category the project was nominated. Table 3. is a summary of all projects and their ratings on each measure for the three evaluations and by nomination categories. Included as Attachment 2 are individual rating sheets for each project with qualitative comments on each evaluation component. Lastly, the analysis and details of the project delivery assessment of the bond nominations are included as Attachment 3.

The following are findings from the technical evaluation.

- Candidates which included elements from more than one transit project category (e.g. major transit capital infrastructure, pedestrian transit access, and signal priority) performed best in the performance evaluation. The comprehensive packaging and scale better advance regional goals.
- Inversely, singularly focused candidate projects (i.e. candidates with their scopes elements primarily in one transit project category) do not perform as well as in the performance evaluation. There is recognition these candidate projects address an identified regional need for the system and a part of the region's transportation strategy, but being more tightly focused and/or smaller in scale even when compiled together programmatically is less impactful in advancing regional goals. For some candidates the consideration of other funding opportunities to advance those projects was also a factor in the performance evaluation ratings.
- Candidates which have a funding strategy that matches the program direction performed best in the bond purpose and principles consistency assessment.
  - Articulation specifically on the role the bond proceeds play in leveraging other funding and targeting different discretionary opportunities and local commitment of funding effected the different ratings for the candidate projects.
- While each project is in different stages of development, the project delivery assessment identified at least one or more areas of project delivery challenges for each candidate, with mitigations needed for project delivery.
  - The nominating agencies demonstrated an awareness of the project delivery challenges the candidate project faces and seek to address those challenges through their development processes. This led to no one candidate project receiving a high mitigation effort rating.
  - For some candidates, the project delivery agency demonstrated through the proposed scope, schedule, and budget are adequate to address needed mitigations.
  - Project development only candidates tend to show ability to deliver the project development work as proposed with the bond proceeds, but additional project delivery mitigations will be needed in progressing the project into construction.
  - The major transit capital candidates were assessed under additional criteria specific to the Federal Transit Administration (FTA) Capital Investment Grant (CIG) process. The results highlight the additional rigor required of those candidate projects to meet project delivery milestones in efforts to meet the CIG program requirements.

Based on the draft fundings, some nominations tended to perform better than others, but also maintain project delivery matters in need of resolution. As expressed, the technical evaluation is not to rank projects, but to instead assess the relative performance and flag for implementation challenges. This information is to help shape the next stage of the bond development process, which will introduce additional technical information – in particular the financial analysis of the bond scenarios. These are expected to roll out in the following months to continue to inform the discussion. (See the Next Steps section of this memorandum.)

*Table 2. Summary of Results by Individual Measures for the Performance Evaluation According to Bond Project Category*

2028-3030 Regional Flexible Fund Allocation: Step 1A.1 Candidate Project Performance Evaluation Results Summary												
Evaluation Section	Measure	Capital Investment Grant (CIG)/Large Transit Projects			First/Last Mile & Access to Transit Projects				Transit Vehicle Priority			
		Montgomery Park	82nd Ave	TV Highway	Sunrise	Burnside Bridge	OR99E	72nd Ave	185th Overcross	Better Bus	Burnside Bridge	
<b>Bond Purpose &amp; Principles Consistency</b>	Use regional revenues on regional or corridor scale projects											
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.											
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro											
	Leverage significant discretionary federal, state and/or local funding											
<b>RTP Goals &amp; Outcomes Advancement</b>	Improves transit service for residents in an Equity Focus Area											
	Increases speed, frequency and reliability of high capacity transit											
	Provides safer and more convenient access to transit											
	Improves access to jobs and essential services by transit											
	Identified by communities who face disparities in the transportation system as a priority											
<b>Project Delivery Assessment</b>	Number of mitigations	3	2	2	3	1	1	1	2	2	1	
	Level of mitigation effort	Med/Med/Low	Low/Low	Low/Med	Low/Low/Med	Low	Med	Low	Low/Low	Low/Low	Low	

Key: Darker shades of blue indicate higher scoring/rating, while lighter shades blue indicates lesser scoring/rating. For the Project Delivery Assessment, the number of mitigations reflect areas of identified project delivery challenges within the project delivery agency's scope of control. The level of mitigation effort reflects by mitigation area the efforts needed to address the project delivery challenge.

*Table 3. Summary of Candidate Evaluation Ratings*

Evaluation Component/Category	Sunrise	185th	Better Bus	Burnside Bridge	OR99E	Montgomery Park	72nd Ave	82nd Ave	TV Highway
<b>Overall score</b>									
<b>Capital Investment Grant (CIG)/Large Transit</b>									
<b>First/Last &amp; Access to Transit</b>									
<b>Transit Vehicle Priority</b>									
<b>Bond Purpose &amp; Principles Consistency</b>									
<b>RTP Goals &amp; Outcomes Advancement</b>									
<b>Project Delivery Assessment (see attachment 3 for details)</b>	Number of Mitigations								
	3	2	2	1	1	3	1	2	2
	Level of Mitigation Effort								
	Low/Low/Med	Low/Low	Low/Low	Low	Med	Med/Med/Low	Low	Low/Low	Low/Med

Key: Darker shades of blue indicate higher scoring/rating, while lighter shades blue indicates lesser scoring/rating.

### **Input on Bond Scenario Concepts/Themes**

The input on the bond scenarios concepts and themes is the first of three areas of input to help guide and shape development of the new project bond. The bond scenarios concepts or themes are intended to shape different potential investment packages (also known as scenarios) to undergo a financial assessment which will look at answering critical questions on debt servicing, schedule, proceeds availability and whether the scenarios meet Program Direction objectives.

The aim is to have a maximum of five bond scenarios taken through the financial assessment to understand the overall commitment and costs for advancing revenues and the financial tradeoffs. In addition to the bond scenarios, Metro will assess a set of reference book ends scenarios (i.e. a no bond scenario and a max bond scenario) to set context. Regardless of the bond scenario concept, all bond scenarios taken through the financial assessment will need to meet the policy direction adopted in the 2028-30 RFFA Program Direction.

At the December 6<sup>th</sup> TPAC meeting, members had the opportunity to weigh in on initial concepts and themes for the bond scenarios. What was heard included the following:

- Have bond scenarios continue to remain true to the bond purpose and principles adopted as part of the 28-30 Regional Flexible Fund Program Direction.
  - The input on the bond scenarios should not “game the system” by introducing a new factor outside of program direction objectives.
  - Prioritize implementation readiness and leverage of discretionary dollars knowing the trade-off of future investment
  - Maximize advancing the RTP goals, with particular emphasis on equity, safety, and climate. Advancing the outcomes of the RTP goals are critical.
- Have bond scenarios comprise of candidates from the three transit project categories.
  - Honor the deliberation by JPACT to expand bonding for other types of transit projects beyond high capacity transit.
- Have bond scenarios which represent regional-scale projects meeting regional needs and are representational of the Portland metropolitan area.
  - In effort to have public support and lobbying power federal discretionary dollars.
- Consider a bond scenario which advances the region’s land use strategy.

With TPAC members input on the bond scenarios and the results of the first three technical components as starting points to kick off discussion, what main themes or concepts do JPACT members support in shaping bond scenarios? To help generate ideas, examples may include:

- Maximum Leverage – those candidate projects that demonstrate the greatest ability to draw in federal and/or state discretionary funding
- Emphasized RTP Outcomes – a mix of candidate projects that emphasizes performance across one or a few priority RTP priority outcomes (e.g. Climate and Equity)
- Diversified Infrastructure & Balanced RTP Outcomes – a mix of candidate projects represented across the three transit project categories (i.e. CIG, Transit Vehicle Priority, Access to Transit) that maximizes performance across all five RTP priority outcomes.
- Implementation Readiness & Emphasized RTP Outcomes – a mix of candidate projects which demonstrate least risk towards completion and emphasizes performance across one or a few priority RTP priority outcomes (e.g. Mobility and Thriving Economy)

#### Discussion Questions

1. What central themes should inform the building blocks of a bond scenario?
2. Are there preferred theme combinations for consideration?

### 2028-2030 RFFA – New Project Bond Development Process – Next Steps

Between December 2024 through March 2025, Metro staff will continue analysis and provide information to support the discussion of shaping bond scenarios and ultimately taking action on a preferred bond scenario to carry through public comment. Tables 4. and 5. both summarize upcoming bond development activities and key dates. Short descriptions of the activities follow.

JPACT will continue to play a key role in new project bond, where regional partners will have the opportunity to weigh in each month on information which continues to get rolled out. Additionally, JPACT will specifically be asked to take action at two key points in the development. These are:

- March 2025 – Approve the release the New Project Bond proposal for public comment
- July 2025 – Approve and recommend adoption of the 2028-2030 Regional Flexible Fund Allocation – including the New Project Bond (Step 1A.1) and Step 2 – to the Metro Council.

*Table 4. Upcoming Activities, Timeframe, and Audiences*

<b>Timeframe</b>	<b>Activities</b>	<b>Audiences</b>
December 2024	Technical Information <ul style="list-style-type: none"> <li>• Performance evaluation               <ul style="list-style-type: none"> <li>○ Bond purpose and principles consistency</li> <li>○ Regional Transportation Plan (RTP) goals and outcomes advancement</li> </ul> </li> <li>• Project delivery assessment</li> </ul> Partner and Public Input <ul style="list-style-type: none"> <li>• TPAC and JPACT input bond scenario themes/concepts</li> </ul>	TPAC JPACT
January 2025	Technical Information <ul style="list-style-type: none"> <li>• Financial assessment of bond scenarios (draft)</li> </ul> Financial, Administrative, and Regulatory <ul style="list-style-type: none"> <li>• Bond mechanism selection and requirements (e.g. restrictions, reporting, costs)</li> </ul> Partner and Public Input <ul style="list-style-type: none"> <li>• Metro Council input bond scenario themes/concepts</li> </ul>	TPAC JPACT* Metro Council
February 2025	Technical Information <ul style="list-style-type: none"> <li>• Financial assessment of bond scenarios (revised)</li> </ul> Policy Direction <ul style="list-style-type: none"> <li>• 28-30 RFFA Program Direction objectives met</li> </ul> Partner and Public Input <ul style="list-style-type: none"> <li>• TPAC, JPACT, and Metro Council input on local priorities</li> </ul>	TPAC JPACT
March 2025	Technical Information <ul style="list-style-type: none"> <li>• Financial assessment of bond scenarios (for preferred scenario)</li> </ul> Policy Direction <ul style="list-style-type: none"> <li>• 28-30 RFFA Program Direction objectives met</li> </ul> Partner and Public Input <ul style="list-style-type: none"> <li>• TPAC, JPACT, and Metro Council input on local priorities</li> <li>• Open public comment</li> </ul>	TPAC JPACT Metro Council*
April 2025	Public comment	Public

\*Indicates tentative date. Unconfirmed on committee or Metro Council calendars.

### Project Evaluation and Bond Scenarios Assessment (December 2024 – February 2025)

Following the candidate project evaluations, Metro staff seeks to gather regional partner input concepts/themes build different scenarios for financial evaluation. With the candidate evaluation results as a starting point for the discussion, this input is primarily being sought in December 2024 in efforts to maintain the schedule for completing the financial analysis of the scenarios.

With the combination of the concepts/themes input and the candidate evaluation results, Metro staff will develop scenarios to go through a financial analysis to understand additional information regarding costs, revenues advances, future revenues committed to debt service, and implications for Step 2. Scenarios will be assessed under the selected bond mechanism, which may add new considerations or complexity towards the incurred costs for bonding. The financial analysis will convey the different funding tradeoffs relative of each composed scenario while adhering to the bond principles in the Program Direction.

Metro staff will engage with community members on potential bond scenarios during this time frame through outlets such as Metro news. A first look at the draft financial analysis of the bond scenario analysis is anticipated for January 2025 with revised updates in February and March as input and further information on the regulatory and economic outlook comes into focus. The bond scenario analysis results will be shared with TPAC, JPACT, and Metro Council. The committees will have the opportunity to provide input and/or recommendations as they deliberate composing the preferred bond scenario/proposal.

#### Preferred Bond Scenario/Proposal Selection and Public Comment (February – May 2025)

The results of the bond scenarios assessment will be presented at TPAC and JPACT. At the committee meetings regional partners will have the opportunity to express their preferred bond scenario or local priorities, or components of different scenarios to create a preferred bond scenario/proposal. The preferred bond scenario will be assessed one last time to assure the size, schedule of repayment, and funding availability meet the bond purpose and principles. At the following meeting, Metro staff will request TPAC recommendation for JPACT to consider releasing the preferred bond scenario/proposal for public comment.

Step 1A.1 and Step 2 will converge at the public comment period, where the public comment will solicit whether there is general support for the preferred bond scenario, gather input on the Step 2 candidates. Following the public comment period, a summary and public comment report with responses and, as appropriate, recommendations in response to comments will be available for TPAC and JPACT deliberations.

#### Deliberations and Adoption (June – July 2025)

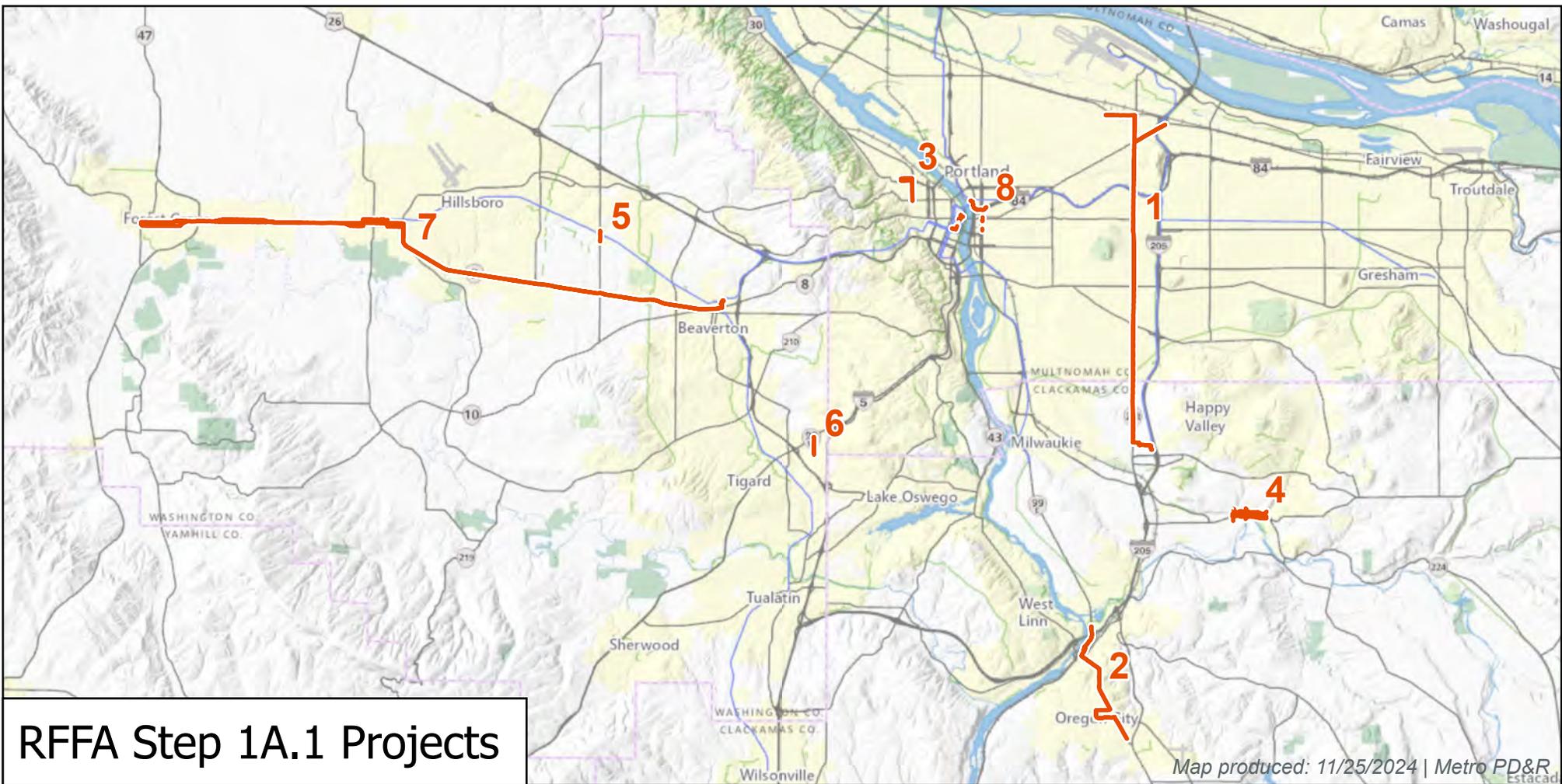
Following the public comment period and public comment report, the regional committees will have until July to deliberate on the preferred bond scenario/proposal. Any additions or significant changes via an amendment to the preferred bond scenario at this stage will be subject to re-evaluation for meeting policy objectives and financial analysis. Metro staff will request TPAC and JPACT for recommendation to approve the full 2028-2030 Regional Flexible Fund Allocation at their July 2025 meetings.

*Table 5. 2028-2030 RFFA – New Project Bond Development – Key Dates*

<b>Activity</b>	<b>Date</b>
Candidate project evaluation	October – December 2024
Candidate project evaluation results and summary <ul style="list-style-type: none"> <li>• TPAC first look of draft results; final results at JPACT</li> </ul> Bond scenario concepts and themes input	December 6* & 19, 2024

<b>Activity</b>	<b>Date</b>
Bond scenarios development and assessment <ul style="list-style-type: none"> <li>Utilizing concept and themes input</li> <li>Gather Metro Council input</li> </ul>	December 2024 – January 2025
First draft bond scenarios with assessments released	January 10 & 16*, 2025
Second draft bond scenarios assessment <ul style="list-style-type: none"> <li>Gather TPAC input on preferred bond scenario</li> </ul>	February 7 & 20, 2025
Request action to release recommended preferred bond scenario/proposal (TPAC and JPACT)	March 7 & 20, 2025
2028-2030 RFFA public comment opens	March 24, 2025
2028-2030 RFFA public hearing/testimony	April 17, 2025*
2028-2030 RFFA public comment closes	April 28, 2025
Summary of 2028-2030 RFFA public comments with responses and draft/tentative staff recommendations for refinements to TPAC & JPACT	May 2 & 15, 2025*
TPAC and JPACT opportunity to deliberate input received on preferred bond scenario and finalize the preferred bond proposal	June 2025
TPAC and JPACT action on 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2	July 2025

\*Indicates tentative date. Unconfirmed on committee or Metro Council calendars or delivery date project work is on the aggressive side and may change.



## RFFA Step 1A.1 Projects

Map produced: 11/25/2024 | Metro PD&R

Map Label	Project Name	Applicant	Application Category	Funding Request
-	Better Bus Program [Programmatic, does not appear on map]	Metro	Transit Vehicle Priority	\$11,000,000.00
1	82nd Avenue Transit Project	TriMet	CIG	\$30,000,000.00
2	OR99E First and Last Mile and Safe Access to Transit Streetscape Enhancements	City of Oregon City	First-Last Mile/Safe Access	\$9,000,000.00
3	Portland Streetcar: Montgomery Park Extension	City of Portland	CIG	\$20,000,000.00
4	Sunrise Gateway Corridor/Hwy 212	Clackamas County	First-Last Mile/Safe Access	\$15,000,000.00
5	SW 185th Avenue MAX Overcrossing Project	City of Hillsboro	Transit Vehicle Priority	\$12,618,499.00
6	72nd Ave. Phase 1 Tigard Triangle Corridor Improvements	City of Tigard	First-Last Mile/Safe Access	\$15,904,000.00
7	Tualatin Valley Highway Transit Project	TriMet	CIG	\$30,000,000.00
8	Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project	Multnomah County	Combined First-Last Mile and Transit	\$25,000,000.00



# 2028-30 Regional Flexible Funds Allocation

## Step 1A.1 – New Project Bond Nominations

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1. **City of Portland** - Portland Streetcar: Montgomery Park Extension
2. **Clackamas County** - Sunrise Gateway Corridor/ Hwy 212
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4. **Metro** - Better Bus Program
5. **Multnomah County** - Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project
6. **Oregon City** - OR99E (McLoughlin Boulevard) First and Last Mile and Safe Access to Transit Streetscape Enhancements
7. **Tigard** - 72nd Ave. Phase 1 Tigard Triangle Corridor Improvements
8. **TriMet** - Tualatin Valley Highway Transit Project
9. **TriMet** - 82nd Avenue Transit Project

DRAFT

# Portland Streetcar: Montgomery Park Extension

## City of Portland - PBOT



### Application Category

- Capital Investment Grant

### Draft Cost Estimate

- \$120 Million

### Funding Request

- \$20 Million

### Timeline

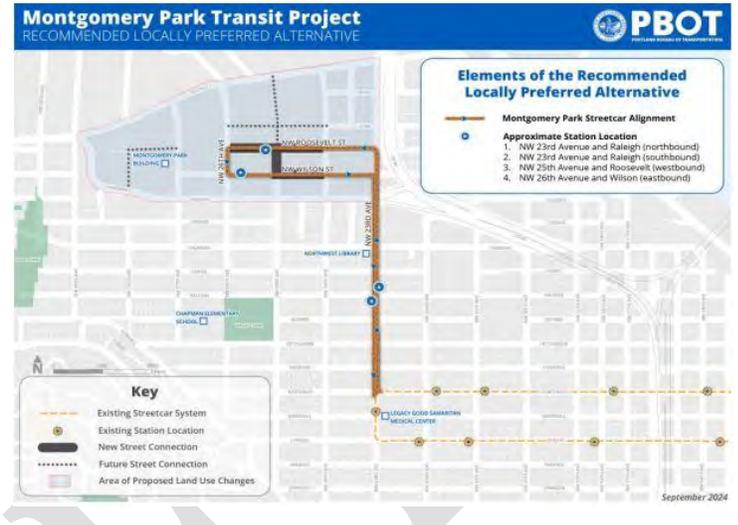
Construction from 2028 - 2030

### Description and Purpose

The Portland Streetcar Montgomery Park Extension will extend the Portland Streetcar North-South Line from its existing terminus at NW 23<sup>rd</sup> Avenue and NW Northrup Street to a new terminus at NW 26<sup>th</sup> Avenue and NW Wilson Street near Montgomery Park in Northwest Portland. The Project will support a new transit-oriented mixed-use district west of Highway 30 between NW Nicolai and NW Vaughn streets, where underutilized industrial land is proposed to undergo land use changes to employment- and housing-supportive mixed uses.

### Project Components

- Construct two-way streetcar tracks on NW 23<sup>rd</sup> Avenue (NW Wilson to NW Northrup) for future transit demand.
- Build one-way couplet tracks on NW Roosevelt St. (westbound) and NW Wilson St. (eastbound) and connect NW 26<sup>th</sup> Avenue (southbound).
- Extend NW Roosevelt and NW Wilson Streets to improve streetcar access, safety, and local connectivity.
- Add protected/buffered bike lanes on NW Roosevelt and NW Wilson Streets for safer cycling.
- Install four new streetcar stops, including a charging station at NW Wilson for off-wire streetcars.
- Rehabilitate NW 23<sup>rd</sup> Avenue (NW Vaughn to NW Lovejoy) with utility, stormwater, and accessibility upgrades.
- Repair/add sidewalks and ramps to enhance pedestrian safety and ADA compliance.
- Introduce wide furnishing zones with large trees to boost canopy and resilience.
- Upgrade or add signalized intersections for improved transit and multimodal safety.



Montgomery Street: Vicinity Map 1

### Project Outcomes Advancing Regional Goals

#### Mobility Options

- Enhance multimodal travel and transit-oriented development to reduce vehicle miles traveled and improve connectivity.

#### Safe System

- Implement complete streets for safety and repair NW 23<sup>rd</sup> Avenue to improve conditions.

#### Equitable Transportation

- Expand equitable access to transit, jobs, and housing, supporting middle-wage job creation and industrial job access.

#### Thriving Economy

- Promote economic growth with neighborhood investment, freight connectivity, and integrated housing and job opportunities.

#### Climate Action and Resilience

- Support climate goals with green infrastructure, reduced urban heat, and a walkable, transit-focused community.



# Sunrise Gateway Corridor / Hwy 212

## Clackamas County

### Application Category

- First-Last Mile and/or Safe Access to Transit

### Draft Cost Estimate

- \$142.7-162.3 Million

### Funding Request

- \$15 Million

### Timeline

- Construction from 2029-2031

### Description and Purpose

The project will complete the next critical steps of project development necessary to make significant progress toward supporting overall transit access and first/last mile connections to the Clackamas Industrial area. The future improvements will provide key regional connections to support the implementation of the Clackamas to Columbia (C2C) corridor, design solutions to address the gaps in the pedestrian and bikeway facilities along Highway 212/224, and complete 100% design for the supporting infrastructure needed to address the safety and congestion problems created by the existing intersections along Hwy 212/224 between 135th and 152<sup>nd</sup> Ave.

### Project Components

- Complete NEPA re-evaluation for the Sunrise Gateway Concept.
- Complete 100% design (PS&E) for the Safety and Local Connections elements of the Sunrise Gateway Corridor/Hwy 212 Phase 2, including LIDAR data collection. Key components:
  - Add urban arterials with Complete Streets elements on Hwy 212/224
  - Construct a roundabout, mobile home park access upgrades, and a south-side multi-use path.
  - Design transit readiness features, including a mobility hub for connections to TriMet and ClackCo Industrial Shuttle.
  - Add a grade-separated intersection at 142nd for congestion relief and safer pedestrian/bike crossings, simplifying 135th signal operations.
  - Develop 10% concept plans for Phase 2 for future ROW needs and project completion.
  - Initiate the right-of-way acquisition process.



Vicinity Map: Sunrise Gateway Corridor

### Project Outcomes Advancing Regional Goals

#### Mobility Options

- Expand travel options by improving walking, biking, and transit access, filling network gaps, and increasing the efficiency of transit lines, boosting regional mobility as part of the Sunrise Community Vision.

#### Safe System

- Supports Vision Zero by addressing high-crash areas on Highway 212, incorporating safety measures, redesigning the corridor as a Complete Street, and enhancing pedestrian, bike, and transit facilities to reduce crashes.

#### Equitable Transportation

- Will improve access for underserved communities, create safer connections, provide alternative travel options like a multi-use path, and connect residents to jobs, schools, transit, and essential services.

#### Thriving Economy

- Improving regional connectivity, enhancing freight movement, increasing access to jobs, and promoting transportation and housing affordability through multimodal improvements and better access to key employment centers.

#### Climate Action and Resilience

- Promote a climate-friendly community, reduce drive-alone trips, enhance multimodal transit connections, and improve transportation infrastructure to withstand weather events and disasters while strengthening key seismic routes for emergency access.



# SW 185th Avenue MAX Overcrossing Project Hillsboro

## Application Category

- Transit Vehicle Priority

## Draft Cost Estimate

- \$15,012,722

## Funding Request

- \$12,618,499

## Timeline

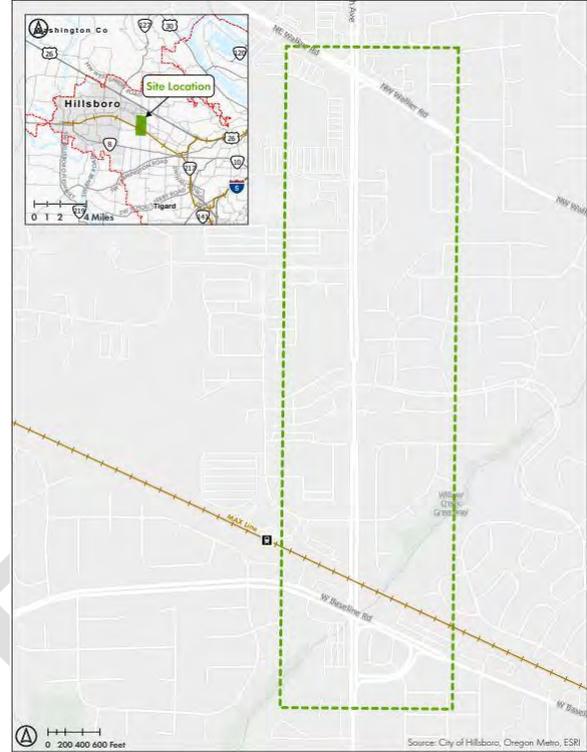
- Construction from 20XX-20XX

## Description and Purpose

The SW 185th Avenue MAX Overcrossing project will elevate MAX light rail trains over SW 185th Avenue to eliminate conflicts with vehicles, pedestrians, and bicyclists at this busy intersection. Identified in the 1994 Environmental Impact Statement and reaffirmed through updates in 2019 and 2022, the project addresses long-standing traffic challenges since the Westside MAX line opened. Led by the City of Hillsboro with Washington County and TriMet, the design is 15% complete, featuring a cost-effective solution included in regional transportation plans and supported by detailed risk assessments.

## Project Components

- Will raise the MAX light rail trains above SW 185th Avenue to prevent conflicts with vehicles, pedestrians, and cyclists at this busy intersection.
- The project development phase consists of completing environmental work related to the National Environmental Policy Act (NEPA), preliminary engineering to 30% design, cost estimating and risk assessment, procurement strategy, and stakeholder agreements.
- The final design phase is engineering to 100%, final budget and schedule documents, refined project management plan, right-of-way preparations, and the final procurement plan.



SW 185th Avenue MAX Overcrossing: Vicinity Map

## Project Outcomes Advancing Regional Goals

### Mobility Options

- Eliminating delays and conflicts caused by train preemption, improving travel time reliability, and reducing delays by up to 75% for bicyclists and 67% for trucks, buses, and transit passengers by 2040

### Safe System

- Reduce overall delays in the system, which would address behaviors such as jaywalking, bike lane violations, and gate-strike incidents.

### Equitable Transportation

- Improves mobility for all modes of transportation, benefits the transit network, and addresses equity barriers in a historically disadvantaged community, enhancing access and reducing delays for underserved populations.

### Thriving Economy

- Will enhance economic growth by improving reliable transportation for Hillsboro's industrial and technology hubs, saving \$5.7 million in rush-hour delays and \$65.5 million annually across all transportation modes.

### Climate Action and Resilience

- Grade-separating the MAX tracks will reduce greenhouse gas emissions in the corridor by 41% during peak periods, cutting daily rush-hour pollutants by 18 kg of CO<sub>2</sub>, 4 kg of NO<sub>x</sub>, and 4 kg of VOCs, as calculated using VISSIM travel simulation software and MOVES2014a.



# Better Bus Program

Metro

**Application Category**

- Transit Vehicle Priority

**Draft Cost Estimate**

- Program

**Funding Request**

- \$11 Million

**Timeline**

- Construction from 2026-2029

**Description and Purpose**

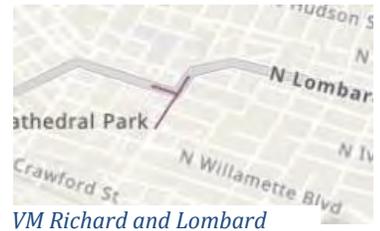
The program consists of initial planning work, program administration, project development, and design and delivery of a select number of Better Bus projects. Investment will be focused on projects that help transit services operate more quickly and reliably. Projects that would advance through this grant could include those identified through the Better Bus program, FX planning, or other efforts.

**Project Components**

- 185th/Baseline
  - Convert a southbound right-turn lane into a Business Access Transit (BAT) lane to reduce bus delays by up to 44 seconds per trip while reconstructing a pedestrian island and upgrading ADA ramps for improved safety and mobility.
- Richmond and Lombard
  - Add a northbound bus-only left turn lane and adjust pavement markings and signal configurations to streamline bus access, saving up to 10 seconds per trip with minimal impact on vehicle traffic.
- Sunnyside Road
  - Implement transit signal priority at SE 101st St and SE 169th Ave, relocate bus stops to far-side locations, and improve efficiency at intersections including SE 105th, 117th, 132nd, 140th, 147th, 157th, 162nd, and Sunnybrook, reducing bus travel and wait times.
- Gresham Transit Center Circulation
  - Add a northbound left-turn lane, reconfigure traffic signals at Powell Blvd intersections, and explore rerouting Line 20, reducing bus delays by up to two minutes per trip with minimal vehicle impact.



VM: 185th/Baseline



VM Richard and Lombard



VM: Sunnyside Road



VM: Gresham Transit Center Circulation

**Project Outcomes Advancing Regional Goals**

**Mobility Options**

- Reduce transit delays and save time for riders while enhancing access through improved crossings and bike facilities.

**Safe System**

- Enhances transit safety and accessibility by improving speed, adding crosswalks, bike lanes, safer intersections, and features like right-turn restrictions and dedicated bike signals.

**Equitable Transportation**

- Focuses on Metro Equity Focus Areas, with 82% of initial projects benefiting 23% people of color and 28% low-income while improving travel times and reliability for all riders.

**Thriving Economy**

- Improving job access, reducing transit delays, and ensuring timely arrivals for workers reliant on transit.

**Climate Action and Resilience**

- Cut emissions by speeding transit, encouraging mode shift, and supporting CO2 reductions with improved biking and walking options.



# Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project

## Multnomah County

### Application Category

- Combined First-Last Mile and Transit Vehicle Priority

### Draft Cost Estimate

- \$447 Million

### Funding Request

- \$25 Million

### Timeline

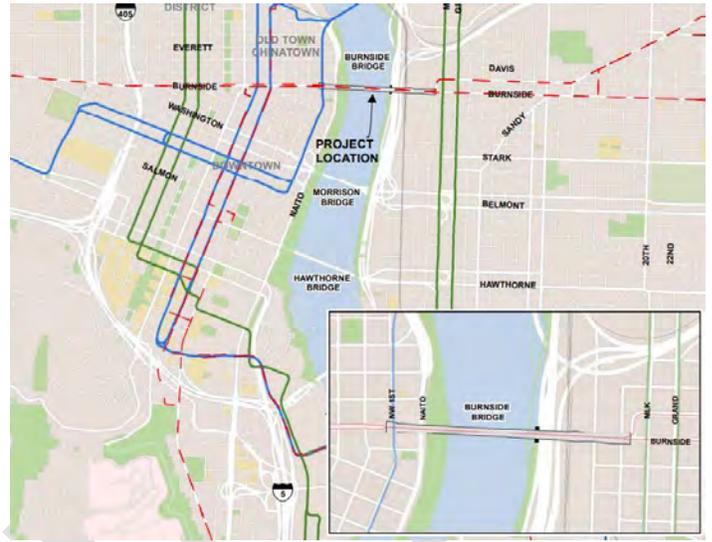
- Construction 2026-2031

### Description and Purpose

The project will replace the existing Burnside Bridge with a seismically resilient structure, enhancing transit, pedestrian, and bicycle access. The project includes permanent transit improvements, such as new bus stops, protected bike lanes, and traffic calming measures. Future phases will accommodate high-capacity transit, including provisions for an eastbound bus-only lane, future streetcar alignment, and upgraded streetscapes around bus stops. These upgrades align with regional transportation plans and ensure the long-term functionality of Burnside Street as a key emergency route and transportation corridor.

### Project Components

- Safe access to transit
  - Will reconstruct sidewalks and transit stops, install protected bike lanes, modify traffic signals, add pedestrian refuge islands, replace inaccessible infrastructure with ramps, and upgrade safety features on key routes and detour pathways to improve accessibility, safety, and reliability for pedestrians, cyclists, and transit users.
- Transit Vehicle Priority
  - Widening the Burnside Bridge for an eastbound bus-only lane, creating new bus-only lanes on key streets with signage and striping, modifying signals to prioritize bus turns, reconstructing a bus dwell area near NW 2nd Ave, and redesigning the NE Couch St curve to support future streetcar operations and improve cyclist safety



Vicinity Map: Burnside Bridge

### Project Outcomes Advancing Regional Goals

#### Mobility Options

- Upgrade walking, biking, and transit access, complete regional networks, support future transit expansions, and ensure reliable mobility for people and goods, benefiting disadvantaged communities.

#### Safe System

- Improve safety by reducing crashes, enhancing pedestrian and bike access, speeding emergency responses, and replacing the aging bridge with a seismically resilient structure for the next 100 years.

#### Equitable Transportation

- Increase access, safety, and reliability for underserved communities by enhancing walking, biking, and transit facilities while supporting future transit expansions.

#### Thriving Economy

- Improves economic connectivity, job access, and resilience by enhancing transportation infrastructure, supporting workforce diversity, and ensuring disaster preparedness.

#### Climate Action and Resilience

- Reduces emissions, enhances transit, and improves resilience by replacing the aging Bridge with a seismically resilient structure.



# OR99E (McLoughlin Boulevard) First and Last Mile and Safe Access to Transit Streetscape Enhancements

## Oregon City

### Application Category

- Combined First-Last Mile and Transit Vehicle Priority

### Draft Cost Estimate

- TBD

### Funding Request

- \$9 Million

### Timeline

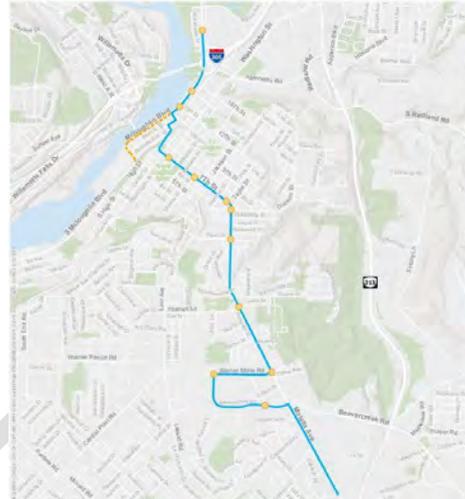
- Construction 2027-2028

### Description and Purpose

This project aims to develop a shared-use path along McLoughlin Boulevard (OR99E), completing the third and final phase of the McLoughlin Boulevard Enhancement Plan. To provide safe and accessible connections for people walking, biking, and rolling, closing a critical gap in the region's active transportation network. The path will improve access to key destinations such as the future Willamette Falls Riverwalk and Tumwata Village, eliminating the need to mix with traffic. Additionally, the project includes streetscape enhancements along OR99E to encourage waterfront activity, support travel to downtown Oregon City, and strengthen the area's sense of place and community identity.

### Project Components

- Transit Access:
  - It will enhance the new Line 33 route by reconstructing sidewalks and curb ramps, upgrading pedestrian crossings, and adding transit amenities like benches, lighting, and shelters to improve safety, accessibility, and user comfort.
- Streetscape enhancements:
  - It will improve pedestrian comfort and safety by reconstructing sidewalks, upgrading pedestrian crossings with better visibility and signal timing, constructing curb extensions, and improving sight distance at key driveway accesses along OR99E.
- Streetscape Enhancements (Refinement Stage)
  - It will transform parking areas into open spaces for pedestrian comfort and placemaking hubs along OR99E, including areas between 6th and 8th Streets and under the Historic Arch Bridge at 7th Street. These improvements may include landscaping, trees, and stormwater systems.



*Vicinity Map: OR99E (McLoughlin Boulevard) First and Last Mile and Safe Access to Transit Streetscape Enhancements*

### Project Outcomes Advancing Regional Goals

#### Oregon City Transportation System Plan (2013)

- Links to the Oregon Transportation Plan through the improvements and transit signal priority on OR99E.

#### Clackamas County Transit Development Plan (2021)

- This plan outlines 20-year transit needs and recommends expanding service with upgrades to line 33 supporting this expansion

#### Metro Regional Transit Strategy (2023)

- Enhance transit access, frequency, and affordability through Oregon City High-Capacity Transit extension and OR99E streetscapes improvements, enhancing first/last-mile connectivity and supporting TriMet service upgrades.

#### Metro High-Capacity Transit (HCT) Strategy

- OR99E is a priority corridor in the Metro HCT Strategy, backed by strong community support.

#### Metro Get Moving 2020

- Three projects in this investment package aligned with First and Last Mile and Safe Access to Transit Streetscape Enhancements.

#### Metro Regional Transportation Safety Strategy (2018)

- OR99E enhancements improving safety on a high-injury corridor and prioritizing vulnerable users and safe speeds

#### Oregon Safety Action Plan (2021)

- This plan is aligned to the OR99E First and Last Mile and Safe Access to Transit Streetscape Enhancements package Policy 2.3



# 72nd Ave. Phase 1 Tigard Triangle Corridor Improvements

## Tigard

### Application Category

- First-Last Mile/ Safe Access

### Draft Cost Estimate

- \$19.88 Million

### Funding Request

- \$15.904 Million

### Timeline

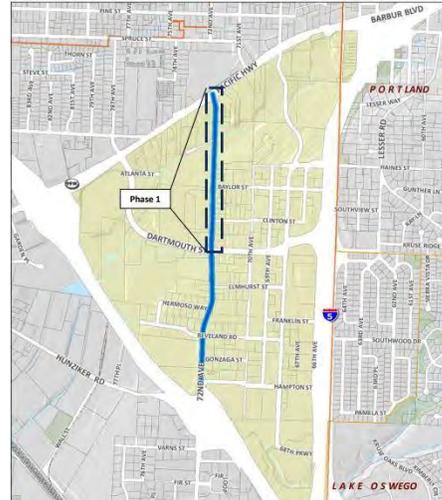
- Construction 2028-2029

### Description and Purpose

This project will upgrade Tigard's 72nd Avenue into a complete street with separated cycle tracks, sidewalks, landscaped buffers, enhanced pedestrian crossings, integrated transit stops, and a new bridge over Red Rock Creek. Key features include protected intersections, on-street parking doubling as bus pull-outs, and stormwater management using Low Impact Design. These improvements enhance multimodal safety, connectivity, and accessibility while supporting active transportation and sustainable urban infrastructure.

### Project Components

- Build a complete street on 72nd Avenue with separated cycle tracks, sidewalks, on-street parking, pedestrian crossings, curb extensions, and transit stops
- Construct a new bridge/culvert over Red Rock Creek and an enhanced crossing for the future Red Rock Creek Trail.
- Coordinate transit stops with pedestrian crossings for safe, continuous routes.
- Add a center turn lane, cycle tracks, sidewalks, street lighting, and on-street parking between Dartmouth and Baylor Streets.
- Widen the road from Red Rock Creek to Pacific Highway to continue cycle tracks, sidewalks, and pedestrian amenities.
- Install landscaping with street trees and stormwater management facilities (LIDA planters)
- Create a protected intersection at SW Dartmouth and SW 72nd Avenue for improved safety



VM: 72nd Ave. Phase 1 Tigard Triangle Corridor Improvements

### Project Outcomes Alignment to RTP Goals

#### Mobility Options

- Improve pedestrian and bike facilities, better transit access, and transit priority tools for enhanced reliability.

#### Safe System

- Enhances safety for pedestrians and cyclists by implementing protected bike lanes, sidewalks, and crossings, aligning with Tigard's Complete Streets and Safe Systems initiatives to reduce traffic-related injuries and fatalities.

#### Equitable Transportation

- Improving mobility, access, and safety in Tigard's Historically Disadvantaged Community and reducing transportation-related pollution.

#### Thriving Economy

- Improves infrastructure, enhances walkability, and promotes affordable housing while leveraging urban renewal and development incentives to attract investment and create job opportunities.

#### Climate Action and Resilience

- Reduce pollution, support active transportation, and incorporate sustainable stormwater management to benefit underserved communities



# Tualatin Valley Highway Transit Project

## TriMet

### Application Category

- Capital Investment Grant

### Draft Cost Estimate

- \$300 Million

### Funding Request

- \$30 Million

### Timeline

- Construction 2028-2031



Vicinity Map: Tualatin Valley Highway Transit Project

### Description and Purpose

The TV Highway Safety and Transit Project aims to improve speed, reliability, accessibility, and safety for transit riders on TV Highway, particularly for communities of color and low-income communities. The project is expected to improve pedestrian safety when accessing transit and enhance the transit rider experience through improved bus speed and amenities like bus shelters and lighting. This would result in a new Frequent Express (FX) bus line between Beaverton and Forest Grove, replacing Line 57. The FX line would come every 12 minutes most of the day, have ADA-accessible stations with shelters, lighting, and seating, and have safer access to all stations with a signal or enhanced crosswalk.

### Project Components

- Introduce a new Frequent Express (FX) bus line replacing Line 57 between Beaverton and Forest Grove.
- Construct ADA-accessible stations equipped with:
  - Shelters for weather protection.
  - Lighting for safety and visibility
  - Seating for rider comfort
- Improve pedestrian safety with enhanced crosswalks or traffic signals at all station access points.
- Enhance transit rider experience by:
  - Increasing bus speed and reliability.
  - Improving amenities at stops, including better access and safer waiting areas.
- Focus improvements on benefiting communities of color and low-income populations along the TV Highway corridor.

### Project Outcomes Advancing Regional Goals

Tualatin Valley Highway Transit Project was identified as a priority corridor for high-capacity transit (HCT) in the 2010 HCT System Plan. It was further emphasized in the 2018 Regional Transit Strategy and 2018 Regional Transportation Plan (RTP), which included an “enhanced transit concept” for the corridor. This approach focuses on improving transit speed and reliability through cost-effective, context-sensitive improvements. Subsequent planning was completed through Washington County’s 2019 Moving Forward TV Highway Enhanced Transit and Access Plan and the 2020 regional transportation funding measure, with current efforts building on these previous analyses.



# 82nd Avenue Transit Project

## TriMet

### Application Category

- Capital Investment Grant

### Draft Cost Estimate

- \$300 Million

### Funding Request

- \$30 Million

### Timeline

- Construction 2027-2029

### Description and Purpose

The 82nd Avenue Transit Project aims to improve transit service and access along the corridor, enhancing the movement of people and goods between key destinations in Clackamas County and Portland. The corridor, which serves TriMet's highest ridership bus line (Line 72), is vital for many residents, particularly those from BIPOC, limited English proficiency, low-income communities, zero-car households, or those with disabilities.

### Project Components

- A 10-mile BRT route along 82nd Avenue between Clackamas Town Center and a northern terminus at Cully Triangle (preferred) or Parkrose Transit Center.
- About 65 new stations, spaced roughly every 1/3 mile, featuring shelters, real-time info, and FX branding.
- Purchase up to 15 FX-branded articulated vehicles, potentially with hydrogen propulsion.
- Transit signal priority, including fiber, signal, and intersection upgrades.
- Possible lane conversions or widening for transit priority, with specifics to be determined.
- Potential bicycle and pedestrian improvements, coordinated with Portland's 82nd Avenue Critical Fixes project, including street trees.
- Split of route 72, with local service extending to Parkrose and BRT service potentially upgraded to 10-minute frequencies.



Vicinity Map: 82nd Avenue Transit Project

### Project Outcomes Advancing Regional Goals

The 82nd Corridor project supports regional goals from the High-Capacity Transit (HCT) System Plan, 2023 Regional Transportation Plan (RTP), and 2018 Regional Transit Strategy, prioritizing Bus Rapid Transit (BRT) and significant transit investments. It addresses long-standing transit challenges, improves access for underserved communities, and enhances efficiency with solutions like queue bypasses, BAT lanes, and transit signal priority. The project also promotes active transportation, safety, and equitable mobility, contributing to sustainability, reduced congestion, and improved quality of life.

## Attachment 2 – Individual Candidate Project Evaluations – Summary of Main Comments

**Project Name:** Sunrise Corridor

**Applicant:** Clackamas County

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	This is a regional corridor, without high ridership transit lines. Requested RFFA Step 1A.1 is for project development funds only for the environmental reassessment of Sunrise Highway and complete streets retrofit with bike/pedestrian and transit hub elements on Highway 212. There are other sources of funds in the region that could support project development for the project. The project also necessitates agreement from ODOT to complete the parallel new Sunrise facility and the jurisdictional transfer and/or agreed upon design for Highway 212. At this point does not have a pipeline for construction funding at state or federal level. Project delivery agency intends to seek state legislative and federal discretionary grants.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Primary focus is improved bike/pedestrian facilities to improve access to existing transit. This corridor does not currently have high capacity transit or frequent transit lines, through there are plans to add two local routes and more County operated shuttle service. Extensive outreach has been conducted with general need for better safety and pedestrian/bicycle facilities in the corridor. Feedback has also been received about the new roadway facility planned.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

## Attachment 2 – Individual Candidate Project Evaluations – Summary of Main Comments

**Project Name:** 185<sup>th</sup> Max Overcrossing

**Applicant:** City of Hillsboro

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	Locally specific project on a high ridership line, funding request is for project development and not construction. While eligible for federal funding sources, unclear on competitiveness. Local sources could support project development funding request. While this project was submitted under CIG category, CIG not identified as a funding source for construction in application materials but rather potential Federal Rail Administration (FRA) grant funds.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Directly serves an equity focus area, however there has not been extensive engagement on this specific project with impacted communities. Separation at one location has the ability to decrease conflicts (e.g. pedestrian-vehicle) and provide some speed and reliability to TriMet’s Line 52 frequent bus.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

## Attachment 2 – Individual Candidate Project Evaluations – Summary of Main Comments

**Project Name:** Better Bus Program

**Applicant:** Metro

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	Regional impact via many smaller scale improvements for local transit lines. Program has a good history of delivering projects, but that may be impacted if it switches to federal aid process. Historically has leveraged significant local funds, but those funds are not yet committed.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Location can vary across the region, using equity focus area or safety concerns as an eligibility criterion. Purpose of the program is to increase speed, frequency and reliability of transit. Community input can also be a relevant criterion for advancement of projects.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

## Attachment 2 – Individual Candidate Project Evaluations – Summary of Main Comments

**Project Name:** Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project  
**Applicant:** Multnomah County

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	Regionally significant as the bridge serves many high ridership lines and is the surface lifeline route across the Willamette River. Eligible and reliant on many other sources of funding to construct and has raised significant local revenue.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Application focused on the pedestrian and transit elements near the bridge as well as the transit prioritization on the bridge itself. Significant equity-focused efforts have shaped various components of the project and it serves an equity focus area directly with many social and human service providers. Transit reliability anticipated and resilience of transit lines through a highly utilized corridor.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

## Attachment 2 – Individual Candidate Project Evaluations – Summary of Main Comments

**Project Name:** McLoughlin Boulevard (OR99E) First and Last Mile and Safe Access to Transit Streetscape Enhancements

**Applicant:** City of Oregon City

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	Regional impact on a corridor serving high ridership lines. Aggressive schedule with reliance on discretionary sources. Other regional sources available (e.g. Step 2) and necessitates future agreement from ODOT to implement agreed upon design.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Supports equity focus area with extensive engagement. Focuses on improving pedestrian environment on a high crash corridor to enhance access to transit. Designed to be implemented with prior funded transit signal priority for a frequent service bus line and accessing the Oregon City transit center. No further transit reliability or frequency upgrades identified beyond those being coordinated with Line 33 transit signal priority project.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

## Attachment 2 – Individual Candidate Project Evaluations – Summary of Main Comments

**Project Name:** Montgomery Park Streetcar Extension

**Applicant:** City of Portland

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	This is a Tier 1 High-Capacity Transit corridor in the 2023 RTP and is well suited for federal discretionary grants for a project type and entity that has had success previously (CIG). Some level of risk in funding strategy that is reliant on local development.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Not located in an equity focus area. The project has conducted significant engagement and plans to include culturally specific art into project scope. This project will add new high capacity transit service where it does not currently exist and will upgrade the pedestrian and bike connections in the project area.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

## Attachment 2 – Individual Candidate Project Evaluations – Summary of Main Comments

**Project Name:** 72<sup>nd</sup> Ave. Phase 1 Tigard Triangle Corridor Improvements (Pacific Highway to Dartmouth St.)

**Applicant:** City of Tigard

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles:	Use regional revenues on regional or corridor scale projects	This is a locally specific project. Well-articulated schedule and potential funding sources, but may not be taking into account the federal aid process for construction timeline. There are other potential sources of regional funds for this project (e.g. Step 2).
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Does not serve an equity focus area and while community engagement was noted the impact that input has had on the project was unclear. Application includes extensive pedestrian and bicycle upgraded facilities for accessing transit. This project is not on a high crash corridor and does not have a high capacity transit line but will serve a realigned frequent service Line 76 and is in the corridor area of the suspended Southwest Corridor project. Line 76 is a Tier 3 high capacity transit corridor, but not currently prioritized for short-term implementation, though it is one of several routes under consideration for FX service. The 72 <sup>nd</sup> Ave bridge itself does not include significant improvements for transit speed, frequency or reliability.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

## Attachment 2 – Individual Candidate Project Evaluations – Summary of Main Comments

**Project Name:** 82<sup>nd</sup> Avenue Transit Project

**Applicant:** TriMet

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	This is a tier 1 high capacity transit project in the 2023 RTP and is well suited for federal discretionary grants for a project type and entity that has had success previously (CIG). Is consistent with prior use of RFFA bond funding to support transit capital projects that have limited sources of local funds to leverage significant federal discretionary funding.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	A majority (80%) of the project corridor runs through equity focus areas and project has conducted extensive community engagement that continues through 82 <sup>nd</sup> Ave. Coalition. Project is specifically designed to increase speed, frequency and reliability on the busiest transit line in TriMet’s network. Extensive improvements to pedestrian environment and access included in this project, located on a high crash corridor. Part of the project area necessitates future agreement from ODOT to implement agreed upon design.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

## Attachment 2 – Individual Candidate Project Evaluations – Summary of Main Comments

**Project Name:** Tualatin-Valley (TV) Highway Transit Project

**Applicant:** TriMet

Evaluation Framework components & measures		Comments
Bond Purpose/ Principles	Use regional revenues on regional or corridor scale projects	This is a tier 1 high capacity transit corridor in the 2023 RTP and is well suited for federal discretionary grants for a project type and entity that has had success previously (CIG). Is consistent with prior use of RFFA bond funding to support transit capital projects that have limited sources of local funds to leverage significant federal discretionary funding.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.	
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro	
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Investment Grant projects.	
RTP Goals	Improves transit service for residents in an Equity Focus Area	Over 80% of the project corridor is in equity focus areas with extensive engagement through steering committee and equitable development strategy. Specific improvements are not as detailed, but this project focuses on transit reliability, frequency and speed. Pedestrian safety upgrades noted, the project is on a high crash corridor The project necessitates future agreement from ODOT to implement agreed upon design.
	Increases speed, frequency and reliability of high-capacity transit	
	Provides safer and more convenient access to transit	
	Improves access to jobs and essential services by transit	
	Identified by communities who face disparities in the transportation system as a priority	

# TECHNICAL MEMORANDUM

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December 2, 2024

Project# 29295.003

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

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

## Background

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

Kittelson is evaluating project delivery aspects of the applications received by Metro including the scope, schedule, and budgets to determine if: 1) the scope of work sufficiently covers all work anticipated to be necessary for project success; 2) the budget and schedule are appropriate to the scope of work outlined in the application; and 3) the scope of work and expenditure of funds can be underway or completed in the federal fiscal year 2026 through 2029 timeframe.

## Project Delivery Assessment

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

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

## Attachment 3. 28-30 RFFA Step 1A.1 - Project Delivery Assessment

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

- Planning
- Partnerships and Support
- Environmental Considerations
- Preliminary Engineering and Design
- Construction
- FTA Considerations\*

\*Only applicable to nominations in the CIG project category

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

For each criterion, the assessment team identified whether the project 1) completed the step and/or sufficiently addressed the need in the scope, budget, and schedule, 2) insufficiently addressed the need in the scope, budget, and schedule, or 3) did not address the need. The assessment team performed the assessment based on materials provided by the applicant. If information was not provided or not provided in sufficient detail to indicate that a criterion is addressed, the project team assumed it is not addressed. At the request of Kittelson and Metro, applicants provided additional information to aid in assessing their projects.

Some projects are only requesting funds for planning, while others are requesting funding through construction. The project team primarily assessed the risk of each project to be completed through the project phase for which Step 1A.1 funding would be provided. Because of this, the project team is primarily applying criteria relevant to the level of project development for which the project is requesting funding. Therefore, projects not requesting construction funding will not be assessed against criteria relevant to construction; however, we have requested the applicant provide information on their plan for funding future construction of the project. This is provided alongside the results of the project delivery assessment, as it is relevant to understanding the likelihood of a project receiving future funding for construction.

### Assessment Summaries

Kittelson developed a summary of each project requesting funding through the RFFA process. The summary includes a project description, funding overview, project phases, and project applicant. The summary also includes Kittelson's assessment of the likely adequacy of the proposed project scope, schedule and budget. Recommended actions to address project delivery considerations are organized according to project delivery assessment categories: Planning (PL), Partnerships and Support (PS), Environmental Considerations (EC), Design (DE), Construction (CN), and FTA Considerations (FTA).

To aid in the review process, a short glossary of terms is provided below, followed by the nine project summaries.

## Attachment 3. 28-30 RFFA Step 1A.1 - Project Delivery Assessment

**Federal Transit Administration (FTA):** The government agency responsible for funding and regulating public transportation systems in the United States.

**Federal Highway Administration (FHWA):** The government agency responsible for funding and regulating ground transportation in the public right of way in the United States.

**Capital Improvement Grant (CIG):** A discretionary grant program within the Federal Transit Administration's Section 5309 that focuses on Fixed Guideway (i.e. rail or similar) systems. Large transit agencies commonly use it as a source of capital construction funding. The CIG program is divided into three subprograms: New Starts, Small Starts, and Core Capacity.

**New Starts:** CIG funding for design and construction of new fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transport or include a rail or catenary system. For projects over \$400 million in total costs, seeking more than \$150 million in grants.

**Small Starts:** CIG funding for design and construction of corridor-based bus rapid transit projects operating in mixed traffic that represents a substantial investment in the corridor and emulate the features of rail. Total project cost less than \$400 million, seeking less than \$150 million in grants.

**Planning:** A term for the initial planning and scoping phase of a project, up to 30% conceptual design. The Oregon Department of Transportation refers to this phase as Program Development, while the Federal Transit Administration refers to it as Project Development.

**Design:** A term for the predominant design phase of a project, when Plans, Specifications and Estimates (PS&E) are further developed from 30% to 100%. The Oregon Department of Transportation refers to this as Project Development, while the Federal Transit Administration refers to it as Engineering.

**Construction:** A term for the phase of a project after 100% Plans, Specifications and Estimates are complete and the project is put out to bid. Includes all work until the improvement is open and operational.

**Certified Agency:** An organization that has been qualified to deliver federally funded projects by the Oregon Department of Transportation. The Federal Highway Administration allows states to determine appropriate oversight methods for delivering federally funded projects and ODOT uses a certification process. Once approved, they are known as a Certified Agency and can deliver projects as opposed to working with ODOT to deliver the project.

## Attachment 3. 28-30 RFFA Step 1A.1 - Project Delivery Assessment

### Capital Investment Grant Projects

Project Name	Montgomery Park Streetcar Extension	
<b>Project Description:</b>	<p>The Portland Streetcar Montgomery Park Extension Project will extend the Portland Streetcar North-South (NS) Line 0.65 miles one-way (1.3 miles round trip) from its existing terminus at NW 23rd Avenue and NW Northrup Street to a new terminus at NW 26th Avenue and NW Wilson Street near Montgomery Park in Northwest Portland. The Project will support a new transit-oriented mixed use district west of Highway 30 between NW Nicolai and NW Vaughn streets, where underutilized industrial land is proposed to undergo land use changes to employment- and housing-supportive mixed uses</p>	
<b>Project Funding:</b>	<p><i>Requested from RFFA:</i> \$20 million for match to a larger grant</p>	<p><i>Total Project Cost:</i> \$119 million in design and construction anticipated from FTA Small Starts or \$178 million in design, construction and vehicle purchases anticipated from FTA Small Starts.</p>
<b>Project Phase(s):</b>	Design, Construction	
<b>Applicant and Project Delivery:</b>	Portland Bureau of Transportation, Certified Agency	
<b>Project Delivery Considerations for Scope, Schedule and Budget:</b>	<p>Permitting and right-of-way may not be sufficiently addressed in the budget and schedule. The project budget and ridership estimates, key pieces of FTA grants, are contingent on development of the Montgomery Park area.</p>	
<b>Recommended Action:</b>	<p>(DE) Project budget and schedule may require some extension to account for unknowns. (CN) Project schedule may require some extension to account for development timeline which affects ridership estimates and project match.</p> <p><b>FTA Considerations:</b> Project schedule may require some extension to account for development timeline which affects ridership estimates and project match.</p>	

## Attachment 3. 28-30 RFFA Step 1A.1 - Project Delivery Assessment

December 2, 2024

Page 5

2028-30 Regional Flexible Fund Step 1A.1 Project Delivery Assessment

Project Name	82 <sup>nd</sup> Ave Transit Project	
<b>Project Description:</b>	<p>The purpose of the 82nd Avenue Transit Project is to improve transit speed, reliability, capacity, safety, comfort, and access for Line 72 through development of a corridor-based bus rapid transit (BRT) route that will include enhanced crossings or traffic signal at all stations; platforms with curbs and waiting areas, shelters, lighting, seating, real-time arrival info. The project seeks to address the needs of people who live, work, learn, shop, and travel within the corridor both today and in the future – in particular, BIPOC and low-income individuals – through context-sensitive transit improvements in a constrained corridor.</p>	
<b>Project Funding:</b>	<p><i>Requested from RFFA:</i> \$30 million to use as match for a larger grant</p>	<p><i>Total Project Cost:</i> \$300 million total anticipated from FTA CIG Small Starts</p>
<b>Project Phase(s):</b>	Design, Construction	
<b>Applicant and Project Delivery:</b>	TriMet, Certified Agency	
<b>Project Delivery Considerations for Scope, Schedule and Budget:</b>	<p>There are unknowns regarding the project scope and schedule due to the fact that the project terminus is currently undecided. The project team expects a terminus decision to be finalized in January. Additional time may be needed in the schedule to account for coordination with and design requirements for multiple jurisdictions, including both PBOT and ODOT. The lack of local match commitments presents a concern to the budget, however the schedule accommodates time to get agreements in place, and potential sources for funding have been identified. The decision for whether Portland Clean Energy Funds may be used as match funding is anticipated to be made in December 2024.</p>	
<b>Recommended Action:</b>	<p>(DE) Project schedule may require some extension to account for multi-jurisdictional coordination, as the project crosses multi-jurisdictional boundaries. (CN) The project team should also focus on securing local match to support project success.</p> <p><b>FTA Considerations:</b> No additional considerations.</p>	

### Attachment 3. 28-30 RFFA Step 1A.1 - Project Delivery Assessment

<b>Project Name</b>	<b>TV Highway Transit Project</b>	
<b>Project Description:</b>	The purpose of the TV Highway Safety and Transit Project is to improve speed, reliability, accessibility and safety for transit riders on TV Highway, particularly for communities of color and low-income communities. The project replaces TriMet Rote 57 with a new Frequent Express (FX) Route and includes improved rider amenities, intersection improvements, and signal enhancements to improve bus speeds.	
<b>Project Funding:</b>	<i>Requested from RFFA:</i> \$30 million	<i>Total Project Cost:</i> \$300 million total anticipated from FTA CIG Small Starts
<b>Project Phase(s):</b>	Design, Construction	
<b>Applicant and Project Delivery:</b>	TriMet, Certified Agency	
<b>Project Delivery Considerations for Scope, Schedule and Budget:</b>	While the project team has begun coordination with the railroad, railroad right-of-way requirements and rail orders, if necessary, may significantly impact the project schedule. Only a small percentage of the required project match has been secured.	
<b>Recommended Action:</b>	<p>(DE) Although the project team has already engaged the railroad, project schedule may require some extension to account for coordination with the adjacent railroad, including potential rail crossing orders or minor rail right of way acquisition. (CN) The project team should also focus on securing local match to support project success.</p> <p><b>FTA Considerations:</b> No additional considerations.</p>	

## Attachment 3. 28-30 RFFA Step 1A.1 - Project Delivery Assessment

### Transit Vehicle Priority Projects

Project Name	SW 185 <sup>th</sup> MAX Overcrossing	
<b>Project Description:</b>	The purpose of the SW 185th Avenue MAX Overcrossing project is to grade separate MAX light rail vehicles up and over SW 185th Avenue.	
<b>Project Funding:</b>	<i>Requested from RFFA:</i> \$20-\$30 million to be used as match	<i>Total Project Cost:</i> \$108 million total anticipated through Federal Rail Administration crossing elimination program
<b>Project Phase(s):</b>	Design	
<b>Applicant and Project Delivery:</b>	TriMet, Certified Agency	
<b>Project Delivery Considerations for Scope, Schedule and Budget:</b>	<p><b>Project Planning (as requested from RFFA):</b> The schedule may have little flexibility to accommodate any additional complexities that may arise, and the time anticipated for right-of-way acquisition in the schedule may be optimistic.</p> <p><b>Project Construction/Completion:</b> As construction funding is sought, there are limited examples of previous FRA grant funded projects in Oregon, which could result in some unknowns to the overall completion of the project.</p>	
<b>Recommended Action:</b>	<p>(PE) This project is anticipated to include all steps required to accomplish project development, as is the focus for the funding request. Consider extending the schedule to account for uncertainties.</p> <p>(CN) Construction is not part of the funding request, however consider exploring additional or secondary grant/funding sources.</p>	

### Attachment 3. 28-30 RFFA Step 1A.1 - Project Delivery Assessment

Project Name	Better Bus Program	
<b>Project Description:</b>	The program consists of initial planning work and program administration, project development, and design and delivery of a select number of Better Bus projects. Projects will be focused on those that help transit service operate more quickly and reliably. Projects that would advance through this grant could include those identified through the Better Bus program, FX planning, or other efforts depending on evaluation and analysis.	
<b>Project Funding:</b>	<i>Requested from RFFA:</i> \$11 million total project cost	<i>Local Match:</i> \$1,129,700 cash match from Metro local funds
<b>Project Phase(s):</b>	Design, Construction	
<b>Applicant and Project Delivery:</b>	Metro (applicant), TriMet (partner), local jurisdictions (project delivery agencies)	
<b>Project Delivery Considerations for Scope, Schedule and Budget:</b>	If federal funds are used, the scope of each project within the program is expected to grow to address federal requirements. This may impact local partnerships and the number of projects that can be delivered under the requested funding.	
<b>Recommended Action:</b>	(PS, CN). No cost risk mitigation anticipated, however keeping the project funding non-federal is expected to allow for more scope to be completed with requested funding. Project team should also have regular conversations with project partners to update partners on the anticipated scope.	

## Attachment 3. 28-30 RFFA Step 1A.1 - Project Delivery Assessment

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2028-30 Regional Flexible Fund Step 1A.1 Project Delivery Assessment

Project Name	Transit and Access-to-Transit Components to Earthquake Ready Burnside Bridge	
<b>Project Description:</b>	<p>The Earthquake Ready Burnside Bridge (EQRB) Project will replace the existing Burnside Bridge with one that is seismically resilient, and has improved transit, pedestrian, and bicycle access to serve our community for decades to come. Multnomah County will be adding permanent transit improvements to the new bridge and the surrounding area to improve safe access to transit and transit vehicle priority. In 2026, the County will construct permanent improvements along transit, pedestrian, and bicycle detour routes that will be utilized during the construction of the new bridge Improvements such as new bus stops, protected bike lanes, signing and striping, pedestrian refuge islands, traffic diverters and other traffic calming measures, sidewalk reconstruction, and modifications to traffic signals will provide safer access to transit.</p>	
<b>Project Funding:</b>	<p><i>Requested from RFFA:</i> \$25 million for match to a larger grant</p>	<p><i>Total Project Cost:</i> \$897 million total via a mix of local and federal funds</p>
<b>Project Phase(s):</b>	Design, Construction	
<b>Applicant and Project Delivery:</b>	Multnomah County, Certified Agency	
<b>Project Delivery Considerations for Scope, Schedule and Budget:</b>	There is a possibility of minor schedule and budget impacts from the extent of planned right-of-way acquisition.	
<b>Recommended Action:</b>	(CN) No cost risk mitigation anticipated, however reserve project funding should be considered in the case that there are complexities with the right-of-way process.	

## Attachment 3. 28-30 RFFA Step 1A.1 - Project Delivery Assessment

### FIRST-LAST MILE AND SAFE ACCESS TO TRASIT PROJECTS

<b>Project Name</b>	Sunrise Gateway Corridor/Highway 212	
<b>Project Description:</b>	The project will focus on improving transit access and the first/last mile connections to and through the North Clackamas Industrial Area. The future improvements will provide key regional connections to support the implementation of the Clackamas to Columbia (C2C) corridor, design solutions to address the gaps in the pedestrian and bikeway facilities along Highway 212/224, first last mile transit access solutions including improved safety of bus stops and seamless transit transfers.	
<b>Project Funding:</b>	<i>Requested from RFFA:</i> \$15 million for design only	<i>Local Match:</i> \$1,540,500 cash match from the Road Fund
<b>Project Phase(s):</b>	Design	
<b>Applicant and Project Delivery:</b>	Clackamas County, Certified Agency	
<b>Project Delivery Considerations for Scope, Schedule and Budget:</b>	<p><b>Project Planning (as requested from RFFA):</b> The project schedule may be underdeveloped, and therefore may not currently anticipate all project complexities that may arise.</p> <p><b>Project Construction/Completion:</b> Project construction is contingent upon securing the extensive required right-of-way, for which funding may not have been considered for relocations; developing a funding plan; and securing grants.</p>	
<b>Recommended Action:</b>	<p>(EC, DE) This project is anticipated to include all steps required to accomplish project development, as is the focus for the funding request. Project schedule may require some extension if complexities arise in environmental permitting or preliminary engineering.</p> <p>(CN) Construction is not part of the funding request, however for project construction, relocation fees should be added to right-of-way costs.</p> <p>After the FEIS is complete, it is only valid for a 3-year period, so it will be important for the project team to secure final design and construction funding though the project development period to keep from needing to perform an additional FEIS update in the future.</p>	

### Attachment 3. 28-30 RFFA Step 1A.1 - Project Delivery Assessment

December 2, 2024

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2028-30 Regional Flexible Fund Step 1A.1 Project Delivery Assessment

<b>Project Name</b>	<b>McLoughlin Boulevard (OR-99E) First and Last Mile and Safe Access to Transit Streetscape Enhancements</b>	
<b>Project Description:</b>	The project includes first/last mile bicycle and pedestrian connection will work in tandem with recently-funded TriMet improvements to Line 33, including transit signal priority on McLoughlin Boulevard for Line 33 (east of 10th Street), to activate McLoughlin Boulevard as a transit corridor with safe and comfortable active transportation connections.	
<b>Project Funding:</b>	<i>Requested from RFFA:</i> \$9 million for design and construction	<i>Local Match:</i> \$924,300 in cash match from Transportation System Development Charges
<b>Project Phase(s):</b>	Design, Construction	
<b>Applicant and Project Delivery:</b>	City of Oregon City. Delivery by ODOT	
<b>Project Delivery Considerations for Scope, Schedule and Budget:</b>	The project schedule may not appropriately account for the ODOT project delivery process or collaboration required with ODOT staff due to the project location within ODOT's right-of-way.	
<b>Recommended Action:</b>	(DE) Project schedule may require some extension to account for multi-jurisdictional coordination, and to account for the ODOT federal aid delivery process.	

### Attachment 3. 28-30 RFFA Step 1A.1 - Project Delivery Assessment

Project Name	72 <sup>nd</sup> Ave Phase I Tigard Triangle Corridor Improvements	
<b>Project Description:</b>	This project will transform 72nd Avenue into a complete street featuring separated cycle tracks, sidewalks, enhanced pedestrian crossings, and improved transit stops, providing safer and more sustainable transit options.	
<b>Project Funding:</b>	<i>Requested from RFFA:</i> \$15,904,000 total project cost	<i>Local Match:</i> \$3,976,000 in cash match from tax increment financing
<b>Project Phase(s):</b>	Planning, Design, Construction	
<b>Applicant and Project Delivery:</b>	City of Tigard. Delivered by ODOT	
<b>Project Delivery Considerations for Scope, Schedule and Budget:</b>	The project has a well defined scope and identifies mitigations for possible complexities. A funding gap exists between the updated cost estimate and the proposed funding sources in the initial application.	
<b>Recommended Action:</b>	(PL) Project's funding strategy may need to be expanded to account for full project cost estimates.	

### Assessment Summary Table

A table summarizing the assessment information follows on the next page and contains the following headings:

- **Project Applicant**
- **Project Name and Description**
- **Overview of Project Delivery Considerations**  
This information matches the project summaries in this memorandum and allows for consolidated project review
- **Cost Risk Mitigation Needs**  
Mitigation needs are identified according to the project delivery assessment categories Kittelson reviewed and include Planning, Partnerships and Support, Environmental Considerations, Design, Construction and FTA Considerations. Recommended actions are matched with mitigation needs.
- **Recommended Action**  
Actions that can be taken to address anticipated cost risk mitigation needs.

For each project, if cost risk mitigation is suggested the appropriate project delivery assessment category is identified along with a level of mitigation effort. The level of mitigation effort is sorted into low, medium and high, which corresponds to the impact an unaddressed consideration could have on the project.

# PROJECT DELIVERY ASSESSMENT - SUMMARY

The table below provides an overview of project delivery considerations, mitigation needs to reduce cost risk, and the recommended actions.

**Project Delivery Assessment Categories**

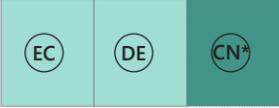
- PL Planning
- PS Partnerships & Support
- EC Environmental Considerations
- DE Design
- CN Construction
- FTA FTA Considerations

**Mitigation Effort**

- Low
- Medium
- High

Project Applicant	Project Name & Description	Overview of Project Delivery Considerations	Cost Mitigation Risk	Recommended Action
<b>CAPITAL INVESTMENT GRANT PROJECTS</b>				
PBOT	<p><b>Montgomery Park Streetcar Extension</b> This project is part of the Montgomery Park Area Plan, and this extension will bring streetcar service to Montgomery Park, enhancing transit access and supporting planned development in the area.</p>	Permitting and right-of-way may not be sufficiently addressed in the budget and schedule. The project budget and ridership estimates, key pieces of FTA grants, are contingent on development of the Montgomery Park area.		<ul style="list-style-type: none"> <li><span style="border: 1px solid black; border-radius: 50%; padding: 2px;">DE</span> Project budget and schedule may require some extension to account for unknowns.</li> <li><span style="border: 1px solid black; border-radius: 50%; padding: 2px;">CN</span> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">FTA</span> Project schedule may require some extension to account for development timeline, which affects ridership estimates and project match.</li> </ul>
TriMet	<p><b>82<sup>nd</sup> Ave Transit Project</b> The purpose of the project is to improve transit speed, reliability, capacity, safety, comfort, and access for Line 72 through the development of a Frequent Express (FX) route that will include enhanced crossings or traffic signals at all stations; platforms with curbs and waiting areas, shelters, lighting, seating, real-time arrival info</p>	There are unknowns regarding the project scope and schedule due to the fact that the project terminus is currently undecided. The project team expects a terminus decision to be finalized in January. Additional time may be needed in the schedule to account for coordination with and design requirements for multiple jurisdictions, including both PBOT and ODOT. The lack of local match commitments presents a concern to the budget, however the schedule accommodates time to get agreements in place, and potential sources for funding have been identified. The decision for whether Portland Clean Energy Funds may be used as match funding is anticipated to be made in December 2024.		<ul style="list-style-type: none"> <li><span style="border: 1px solid black; border-radius: 50%; padding: 2px;">DE</span> Project schedule may require some extension to account for multi-jurisdictional coordination, as the project crosses multi-jurisdictional boundaries.</li> <li><span style="border: 1px solid black; border-radius: 50%; padding: 2px;">CN</span> The project team should also focus on securing local match to support project success.</li> </ul>
TriMet	<p><b>TV Highway Transit Project</b> The project replaces TriMet Route 57 with a new Frequent Express (FX) Route and includes improved rider amenities, intersection improvements, and signal enhancements to improve bus speeds.</p>	While the project team has begun coordination with the railroad, railroad right-of-way requirements and rail orders, if necessary, may significantly impact the project schedule. Only a small percentage of the required project match has been secured.		<ul style="list-style-type: none"> <li><span style="border: 1px solid black; border-radius: 50%; padding: 2px;">DE</span> Although the project team has already engaged the railroad, project schedule may require some extension to account for coordination with the adjacent railroad, including potential rail crossing orders or minor rail right of way acquisition.</li> <li><span style="border: 1px solid black; border-radius: 50%; padding: 2px;">CN</span> The project team should also focus on securing local match to support project success.</li> </ul>
<b>TRANSIT VEHICLE PRIORITY PROJECTS</b>				
Hillsboro	<p><b>185<sup>th</sup> Max Overcrossing</b> The project intends to grade separate MAX light rail vehicles up and over SW 185th Avenue.</p>	The schedule may have little flexibility to accommodate any additional complexities that may arise, and the time anticipated for right-of-way acquisition in the schedule may be optimistic. As construction funding is sought, there are limited examples of previous FRA grant funded projects in Oregon, which could result in some unknowns to the overall completion of the project.		<ul style="list-style-type: none"> <li><span style="border: 1px solid black; border-radius: 50%; padding: 2px;">DE</span> This project is anticipated to include all steps required to accomplish project development, as is the focus for the funding request. Consider extending the schedule to account for uncertainties.</li> <li><span style="border: 1px solid black; border-radius: 50%; padding: 2px;">CN</span> Construction is not part of the funding request, however for project construction, the project team should consider exploring additional or secondary grant/funding sources.</li> </ul>

\*Not included in project funding request

Project Applicant	Project Name & Description	Overview of Project Delivery Considerations	Cost Mitigation Risk	Recommended Action
Metro	<p><b>Better Bus</b> Projects will be focused on those that help transit service operate more quickly and reliably. Projects that would advance through this grant could include those identified through the Better Bus program, FX planning, or other efforts depending on evaluation and analysis.</p>	<p>If federal funds are used, the scope of each project within the program is expected to grow to address federal requirements. This may impact local partnerships and the number of projects that can be delivered under the requested funding.</p>		<p><b>PS</b> <b>CN</b> No cost risk mitigation anticipated, however keeping the project funding non-federal is expected to allow for more scope to be completed with requested funding. Project team should also have regular conversations with project partners to update partners on the anticipated scope.</p>
Multnomah County	<p><b>Burnside Bridge</b> This project will replace the existing Burnside Bridge with a new structure designed to withstand seismic activity. The new bridge will improve transit, pedestrian, and bicycle access, offering a more resilient and accessible crossing point.</p>	<p>There is a possibility of minor schedule and budget impacts from the extent of planned right-of-way acquisition.</p>		<p><b>CN</b> No cost risk mitigation anticipated, however reserve project funding should be considered in the case that there are complexities with the right-of-way process.</p>
<b>FIRST-LAST MILE AND SAFE ACCESS TO TRANSIT PROJECTS</b>				
Clackamas County	<p><b>Sunrise Corridor</b> The project will focus on improving transit access and the first/last mile connections to and through the North Clackamas Industrial Area. The future improvements will provide key regional connections to support the implementation of the Clackamas to Columbia (C2C) corridor, design solutions to address the gaps in the pedestrian and bikeway facilities along Highway 212/224, first last mile transit access solutions including improved safety of bus stops and seamless transit transfers.</p>	<p>The project schedule may be underdeveloped, and therefore may not currently anticipate all project complexities that may arise. Project construction is contingent upon securing the extensive required right-of-way, for which funding may not have been considered for relocations; developing a funding plan; and securing grants.</p>		<p><b>EC</b> <b>DE</b> (EC, DE) This project is anticipated to include all steps required to accomplish project development, as is the focus for the funding request. Project schedule may require some extension if complexities arise in environmental permitting or preliminary engineering.</p> <p><b>CN</b> Construction is not part of the funding request, however for project construction, relocation fees should be added to right-of-way costs.</p> <p>After the FEIS is complete, it is only valid for a 3-year period, so it will be important for the project team to secure final design and construction funding though the project development period to keep from needing to perform an additional FEIS update in the future.</p>
Oregon City	<p><b>McLoughlin Blvd OR-99E</b> The project includes first/last mile bicycle and pedestrian connection that will work in tandem with recently-funded TriMet improvements to Line 33, including transit signal priority on McLoughlin Boulevard for Line 33 (east of 10th Street), to activate McLoughlin Boulevard as a transit corridor with safe and comfortable active transportation connections.</p>	<p>The project schedule may not appropriately account for the ODOT project delivery process or collaboration required with ODOT staff due to the project location within ODOT's right-of-way.</p>		<p><b>DE</b> Project schedule may require some extension to account for multi-jurisdictional coordination, including the ODOT federal aid delivery process.</p>
Tigard	<p><b>72<sup>nd</sup> Ave - Phase 1 Tigard Triangle Corridor Improvements</b> This project will transform 72nd Avenue from Pacific Highway to Dartmouth St into a complete street featuring separated cycle tracks, sidewalks, enhanced pedestrian crossings, and improved transit stops, providing safer and more sustainable transit options.</p>	<p>The project has a well defined scope and identifies mitigations for possible complexities. A funding gap exists between the updated cost estimate and the proposed funding sources in the initial application.</p>		<p><b>PL</b> Project's funding strategy may need to be expanded to account for full project cost estimates.</p>

\*Not included in project funding request

## **5.2 Safe Streets for All Update**

*Information/Discussion Items*

Joint Policy Advisory Committee on Transportation  
Thursday, December 19, 2024

# JPACT Worksheet

**Agenda Item Title:** Safe Streets for All update

**Presenters:** Lake McTighe, Principal Transportation Planner, Metro

**Contact for this worksheet/presentation:** Lake McTighe, lake.mctighe@oregonmetro.gov

**Purpose/Objective:** Provide an update on the Metro Safe Streets for All project and serious traffic crash trends in the region to regional transportation policymakers.

**Outcome:**

An understanding of work underway in the Safe Streets for All project and what will be happening in 2025 and an update on serious crash trends in the region including preliminary systemic safety analysis.

**What has changed since JPACT last considered this issue/item?** JPACT considered this issue in depth at the December 2023 meeting. Since JPACT last considered this issue staff have completed the first two phases of the Safe Streets for All project, including updated data and analysis, identifying and assessing new strategies and solutions and ongoing communication and coordination. The attached memo provides a list of key deliverables completed and planned efforts underway for next year.

**What packet material do you plan to include?**

- 12/3/24 memo to JPACT: Safe Streets for All (SS4A) Update
- Presentation slides: Safe Streets for All Transportation Safety Update to JPACT, including SS4A TSAP updates from Multnomah County and the City of Tigard



# Memo

Date: December 3, 2024  
To: Joint Policy Advisory Committee on Transportation (JPACT)  
From: Lake McTighe, Principal Planner  
Subject: Safe Streets for All (SS4A) Update

## Purpose

Provide an update on the Metro Safe Streets for All project and serious traffic crash trends in the region to regional transportation policymakers.

## Background

The Metro Council and JPACT adopted the 2018 [Regional Transportation Safety Strategy \(RTSS\)](#) with a goal of eliminating traffic deaths and life changing injuries by 2035 using the [Safe System approach](#). Safety policies, the Vision Zero goal, safety projects and programs, and performance measures were adopted again in the 2023 Regional Transportation Plan (RTP). Metro and regional partners support using the Safe System approach to systematically and systemically reduce serious roadway crashes.

Since adoption of the 2018 RTSS, regional policymakers and jurisdictional and community partners have continued to work collaboratively towards safer streets. While trends such as larger and faster vehicles, limited funding for decades of backlogged safety projects on urban arterials, lack of affordable housing, and gaps in mental health services continue to contribute to rising traffic deaths, the focus on safety in the region continues to result in [lower fatality rates compared to other regions in the US](#).<sup>1</sup> More communities and agencies are developing Transportation Safety Action Plans (TSAP) to meet these trends with coordinated strategies at the local level.

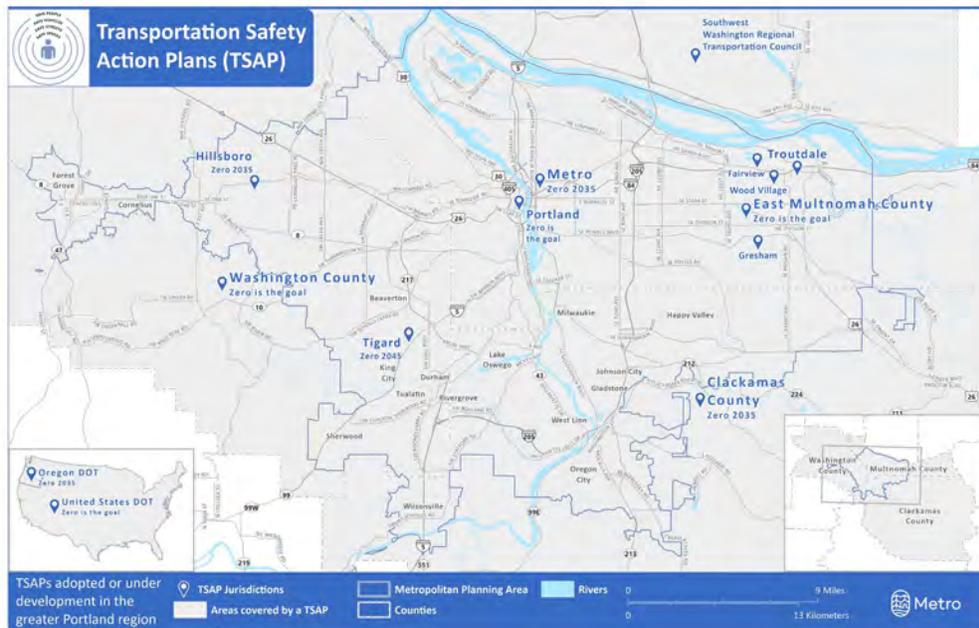


Figure 1: Transportation Safety Action Plans informing roadway safety in the greater Portland region

<sup>1</sup> US DOT StoryMap, Our Nation’s Roadway Safety Crisis, Fatality Rate vs. Population  
<https://storymaps.arcgis.com/stories/9e0e6b7397734c1387172bbc0001f29b>

In 2023, Metro was awarded a federal Safe Streets for All grant for supplemental planning activities. Multnomah County, Washington County and the City of Tigard were co-applicants on the grant to develop Transportation Safety Action Plans (TSAP).<sup>2</sup>

**SS4A project update**

At the end of December 2023, Metro kicked-off the SS4A project with a safety report [Safe Streets for All: Regional Transportation Safety Update to JPACT and the Metro Council](#) presented to TPAC, MTAC, JPACT and the Metro Council.

In December 2023 [JPACT had a substantive discussion](#) on the state of safety in the region and areas to focus on, including: the intersection of public health and traffic safety, including the disproportionate impact on people experiencing houselessness; speed, vehicle weight and vehicle size contributing to the seriousness of crashes; prioritizing investments in areas with more traffic deaths; expanding funding and access to transit as a safety strategy; the importance of countermeasures such as roundabouts; ideas such as revenue sharing to mitigate the impacts to safety on streets and arterials cause by diversion; the need for safety education; and the importance of prioritizing safety in legislative funding discussions.

Metro staff has referred to this feedback as well as feedback from [MTAC](#), [TPAC](#) and the [Metro Council](#) in the implementation of the Safe Streets for All project. The Safe Streets for All project kicked-off Phase 1 and 2 of the federally funded Safe Streets for All (SS4A) project, shown below.

PHASE 1: PROJECT FOUNDATION January - June 2024	PHASE 2: DATA, ANALYSIS, & ACTIVITIES July - December 2024	PHASE 3: STRATEGIC COLLABORATION January - December 2025
Put foundational project elements and processes in place for effective rollout, sharing and communication.  Communication Goal: Jurisdictional and community partners understand project objectives and activities.	Develop and share data, analysis, information, and tools, and prioritize solutions and activities for data driven strategies and plans.  Communication Goal: Deeper understanding of the factors contributing to serious and pedestrian crashes and opportunities to advance systemic solutions.	Collaborate with jurisdictional and community partners on advancing solutions and strategies.  Communication Goal: Shared agreement and understanding of the most effective systemic solutions to advance and how to advance them.
DELIVERABLES		
Subrecipient contracts HIC StoryMap HIC Explorer & data layers for cities/counties HIC workshop Communication Plan Safety data warehouse Scripted safety data outputs Updated crash data package Social media posts pilot Committee and Council updates	Data analysis spreadsheets Data sharing platform SS4A webpage Prioritized strategic actions workshop SS4A grant: ped safety quick-build projects Annual safety report Committee and Council updates Monthly Safety Planning Roundtable	RTP projects SS4A alignment assessment Crash prediction model Updated draft safety strategy elements Annual safety report Committee and Council updates Monthly Safety Planning Roundtable

Figure 2: Metro Safe Streets for All project phases at-a-glance

<sup>2</sup> Metro was recently awarded a second SS4A grant to invest in walking school buses and bike bus programs. The project will develop a pilot in North Portland. Project partners include Oregon Walks, Community Cycling Center, Portland State University, and Portland Bureau of Transportation (PBOT). Additionally, Milwaukie, Clackamas County and PBOT have also been awarded SS4A grants in the past two funding cycles.

Phase 1 and Phase 2 of the project focused on establishing foundational data management processes and data deliverables that can be maintained and carried forward past the life of the grant, developing a communication plan, and finalizing TSAP work plans and agreements with SS4A co-applicants Multnomah County, Washington County and Tigard, and developing data and analysis. Phase 3 of the project will focus on strategies and solutions. Refer to the attached slides for a brief update from Multnomah County and the City of Tigard.

### **SS4A co-applicant TSAPs**

Co-applicants for the SS4A project are developing Transportation Safety Action Plans.

- Multnomah County has completed Engagement Phase 1: Listen and Learn, and System Safety Analysis
- City of Tigard has completed visioning, draft goals, initial safety analysis and public involvement.
- Washington County has selected a consultant and will kick-off the plan in early 2025.

### Phase 1 & 2 key deliverables

#### *Data and Analysis*

Safety and crash data analysis can be found on the Regional Safety Plan webpage at

<https://www.oregonmetro.gov/regional-transportation-safety-plan>

- [High Injury Corridors StoryMap](#) and [Explorer](#) with regional, city, county, pedestrian and bicycle high injury corridors, including [downloadable feature layers of the data](#) for GIS analysis.
- Data warehouse for crash and other data to support analysis and data management in data visualization and processing tools, simplify integration of data from multiple sources, and streamline computing time.
- Crash analysis spreadsheets for cities and counties, [available for download on Metro's webpage](#) (scroll to "Crash Data"). The analysis queries are scripted, allowing for annual updates. Additional crash analysis queries will be added over time to meet the needs of Metro and community and jurisdictional partners.
- Updated the Metro [Crash Map of fatal and serious crashes](#). The map is sortable by mode and year, using crash data from 2012 to 2022. Information on each crash is available by clicking on the crash.
- Semantic model of crash data to support queries and visualization of data with such tools as Power Bi.
- [Traffic Deaths by Race and Ethnicity](#) data dashboard using data from the Fatal and Injury Reporting System Tool (FIRST) provided by the National Highway Traffic Safety Administration (NHTSA). See SS4A Dashboard tab on the Regional Safety Plan webpage.

#### *Strategies and Solutions*

- Draft assessment of regional safety policies using FHWA's [Safe System Policy-Based Alignment Framework](#), a tool to help agencies assess policies, plans, processes, programs, and documents in a holistic manner through a Safe System lens. Metro staff are developing recommendations in response to the assessment to be shared in the Phase 3 of the project. The assessment will provide the foundation for recommended updates for the Regional Transportation Safety Strategy and 2028 update of the RTP.

- Pilot assessment of projects using FHWA's [Safe System Project-Based Alignment Framework](#), for possible application in the RTP. The framework provides practitioners with a means of contrasting potential roadway improvements, relative to one another through a quantitative scoring matrix and qualitative safety prompts. Metro is testing the tool to evaluate outcomes and level of effort.

#### *Communication and Coordination*

- [Communication Plan for Safe Streets for All](#) to support internal and external messaging and coordination with partners.
- High Injury Corridors workshop and presentation to demonstrate how to use the HIC StoryMap and Explorer tool.
- [2023 RTP HIC Profiles](#) to provide additional information on the top 25 HICs adopted as a policy map in the 2023 RTP.
- Safety messages on social media pilot.
- Transportation Safety Action Plan - TSAP Practitioners Roundtable: periodic meetings of jurisdictional staff working on safety plans and projects to share best practices and collaborate.

#### Phase 3 key deliverables

##### *Data and Analysis*

- Safety data analysis dashboard through Power Bi.
- Updated crash data products with 2023 crash data.
- Macro crash prediction model pilot for the RTP.
- Systemic safety analysis report tied to countermeasures and strategies.

##### *Strategies and Solutions*

- *Demonstration and Quick-Build Safety Projects* and workshop to support development of 2025 SS4A grant application.
- Recommended updates to regional safety policies to address outcomes of Safe System Policy-based Alignment Framework assessment.
- Recommended approach to assessing RTP projects using FHWA's Safe System Project-Based Alignment Framework.
- Recommendations for updated and tiered strategic safety actions consistent with the Safe System approach.

##### *Communication and Coordination*

- HIC Profiles for 2018-2022 corridors.
- Coordination and collaboration with regional community and jurisdictional partners through ad hoc workgroups and the TSAP Practitioners Roundtable.
- Regional SS4A grant application for planning and demonstration/quick build projects in coordination with interested cities and counties.
- SS4A Multnomah County, Washington County, and Tigard and other jurisdictions developing and implementing Transportation Safety Action Plans or updating the safety elements of Transportation System Plans (TSPs).
- Safe Streets for All tools and guides webpage for easy access to data, strategies, and other resources to support implementation of safety action plans.

### 2024 safety trends update

In December 2023, Metro provided an update to JPACT on regional safety trends based on preliminary data from 2022 with the [Safe Streets for All: Regional Transportation Safety Update to JPACT and the Metro Council](#). Preliminary numbers of traffic deaths for 2023 and 2024 suggests that trends identified in that report are continuing and the average number of traffic deaths in the metropolitan planning area (MPA) continued to increase in 2023 and will likely in 2024, as shown below.

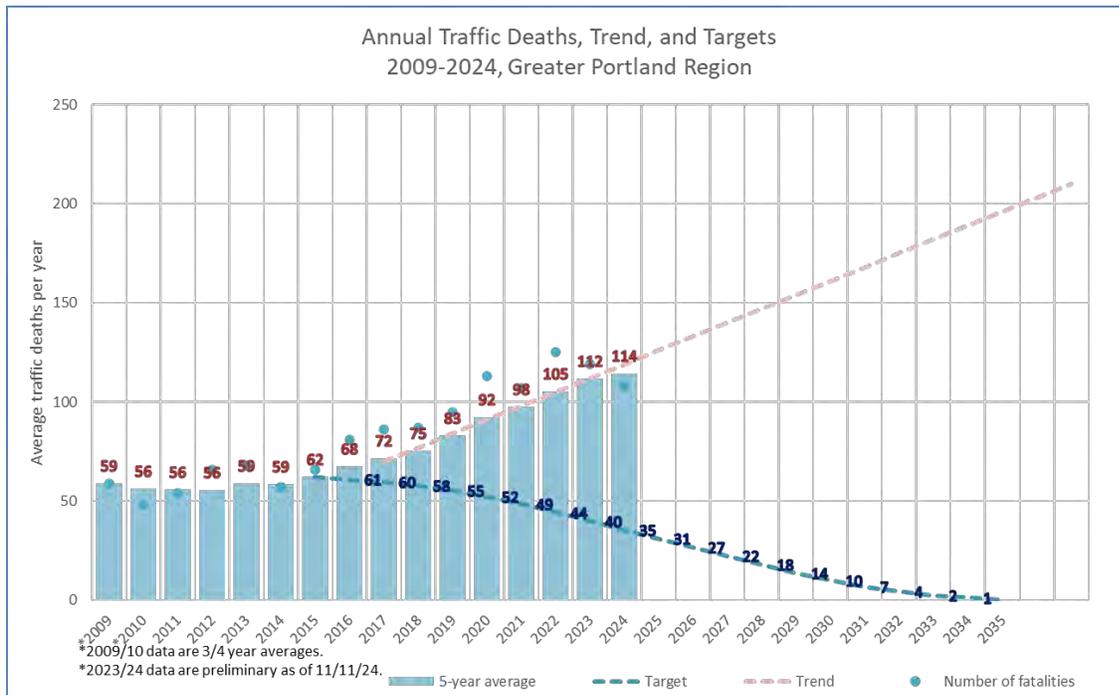


Figure 3: Annual Traffic Fatalities, Trend, and Targets

Source: ODOT, Metro. Data for 2023 and 2024 is preliminary and subject to change, and data for 2024 is as of 11/11/24.

### Safety trend highlights

- The region’s traffic fatality rate is half that of Oregon. Washington County has the lowest fatality rate. Lower traffic fatality rates in the region are supported by land use and access to transit contributing to lower vehicle miles traveled per capita.

	Traffic deaths per 100,000 people (2017-2022)
State of Oregon	12
Region (MPA)	6
Clackamas County	9
Multnomah County	9
Washington County	4
City of Portland	8

- Within the MPA, the average number of people killed each year while walking has doubled, and the average number of people killed while riding a motorcycle has doubled, over the past 16 years.

- The growing number of larger, taller vehicles is likely a contributing factor in the increase in pedestrian deaths and other serious crashes. Nationally, more pedestrians are now killed in traffic crashes with people driving light trucks (SUVs, pickup trucks, and vans) instead of passenger cars. People riding in light trucks are also more likely to die in a crash. Light trucks make up a greater share of vehicles registered in the US.
- Alcohol, drug and speeding related crashes are increasing. Within the MPA, 37% of all traffic deaths involved speeding, 41% involved alcohol, 34% involved drugs.

#### Pedestrian Crash Profile Discussion Draft

Metro staff prepared a series of crash tree diagrams to identify a pedestrian crash profile. Crash tree diagrams can be used as part of the systemic safety analysis process to help identify and select facility types, types of crashes and risk factors – creating a crash profile. A systemic approach involves the installation of low- to moderate-cost countermeasures at locations with the highest risk of severe crashes.

Metro staff identified a crash profile of pedestrian fatal crashes on straight sections of arterial roadways (not intersections), without medians, and in dark/dim conditions, illustrated in the attached slides.

Using the systemic safety analysis, Metro found that between 2007 and 2022 an average of 8 people a year, reflecting 29% of pedestrian traffic deaths, were hit and killed on an arterial roadway not at an intersection and without a median, in dark/dim conditions.

Effective countermeasures for reducing or eliminating these types of crashes include adding and widening walkways, medians, pedestrian refuge islands, pedestrian scale lighting and crossing visibility, fixed speed safety cameras, pedestrian hybrid beacons, lowering posted speeds, signal timing, and road diets. Using multiple countermeasures is more effective.

#### **Feedback requested**

- Feedback or questions on the SS4A project and deliverables.
- Feedback or questions on highlighted safety trends.
- Feedback on the crash profile example and developing additional crash profiles.

#### **Up next**

Early Spring 2025 – SS4A grant workshop for demonstration/ quick build projects (please reach out if your jurisdiction are interested in being a co-applicant [lake.mctighe@oregonmetro.gov](mailto:lake.mctighe@oregonmetro.gov))

#### **Attachments**

- Presentation slides: Safe Streets for All Transportation Safety Update to JPACT, including SS4A TSAP updates from Multnomah County and the City of Tigard

Materials following this page were distributed at the meeting.



Metro

# Safe Streets for All

Transportation safety update to JPACT

Lake McTighe, Metro

December 19, 2024



# Today's presentation

- Highlights of safety activities this year
- Update on serious traffic crashes
  - Systemic safety analysis example
- Looking ahead to 2025

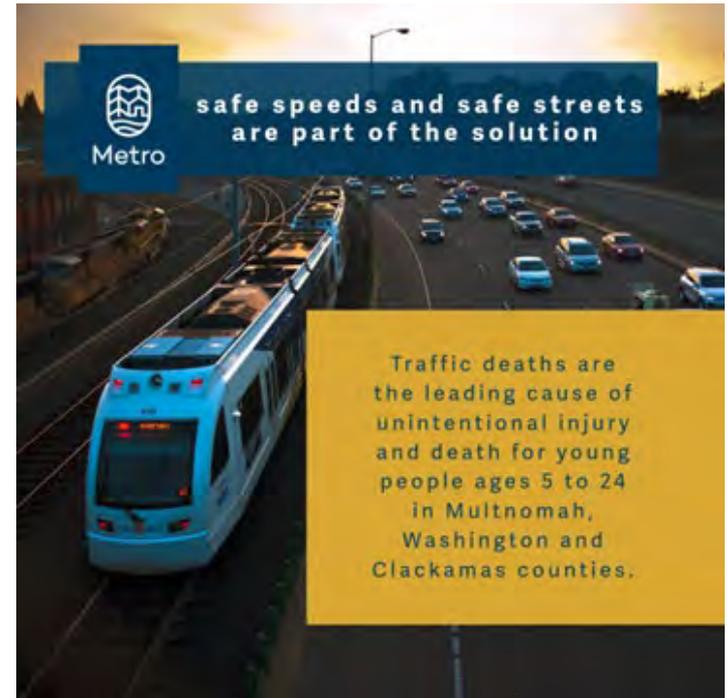
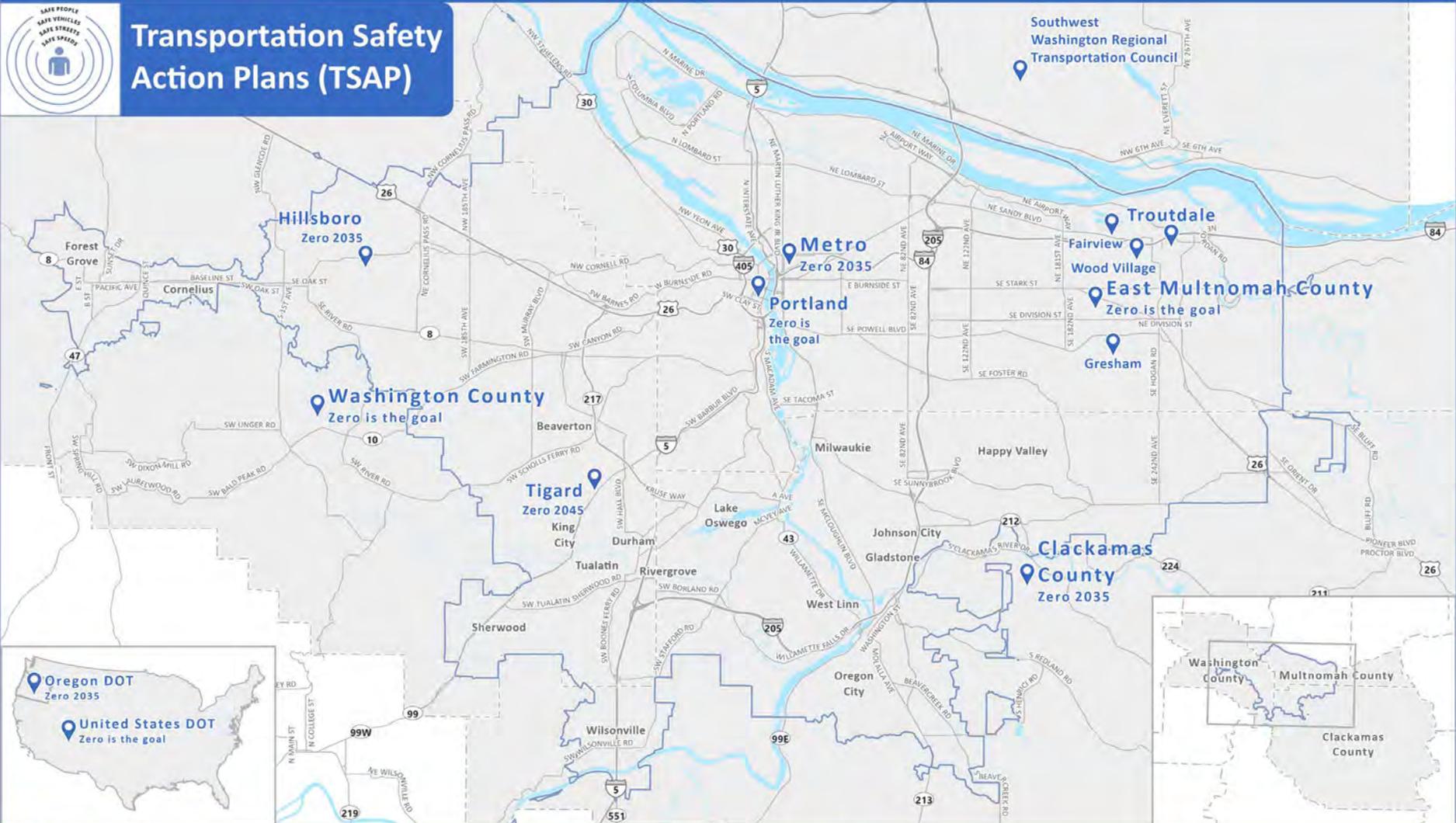


Image from Metro SS4A social media pilot

# 2024 Safe Streets for All Regional Partners Advancing Safety



TSAPs adopted or under development in the greater Portland region
📍 TSAP Jurisdictions
🗺️ Areas covered by a TSAP
🏠 Metropolitan Planning Area
🌊 Rivers
0 9 Miles
0 13 Kilometers
 Metro



# 2024 Safe Streets for All Year in Review Highlights Regional Partners Advancing Safety

Vision  
Zero  
2035

**Tigard** kicks off TSAP

**Multnomah County** kicks off TSAP

**PBOT** Vision Zero update to City Council

**PBOT** awarded SS4A grant for safety corridor planning and 82nd Ave construction

**Metro** identifies city and county HICs

**Clackamas County** kicks off SS4A supplemental planning project

**Milwaukie** awarded SS4A grant for Safety Assessment of Harrison Street

**Metro** awarded SS4A grant for SRTS pilot project

**Multnomah County** TSAP engagement and systemic safety analysis completed



**Metro** safety update to Council, JPACT, TPAC, MTAC –SS4A project kick-off

**Metro** completes SS4A Communication Plan

**Gresham** kicks-off TSP update with robust safety element

**Beaverton** kicks-off TSP update with robust safety analysis element

**Tigard** drafts TSAP goals, vision and safety analysis

**Hillsboro** adopts TSAP

**PBOT** sees promising results in safety project evaluations

**Metro** safety update to JPACT, TPAC, MTAC

**Washington County** TSAP kick-off

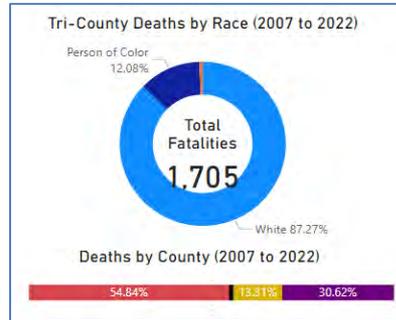
Ongoing state and local community engagement, safety committees, safety behavioral programs, emergency, police and fire response, street maintenance, capital projects



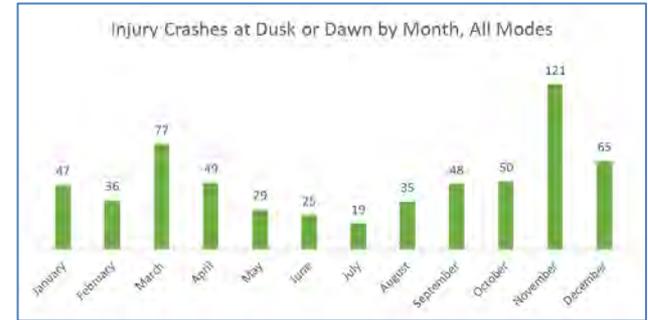
# Looking Back at 2024 Regional Safe Streets for All Project



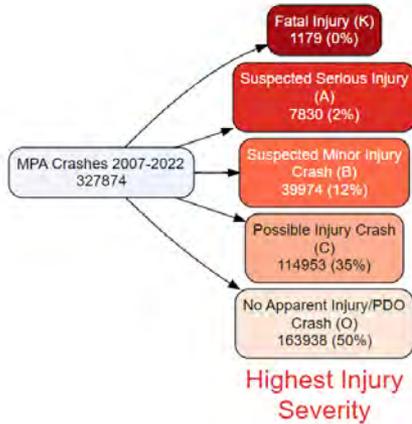
High Injury Corridors + Profiles



Race and Ethnicity  
Data Dashboard



City and County Crash Data Products



Systemic Safety Analysis  
Proven Safety Countermeasures



Local TSAPs, TSP Updates

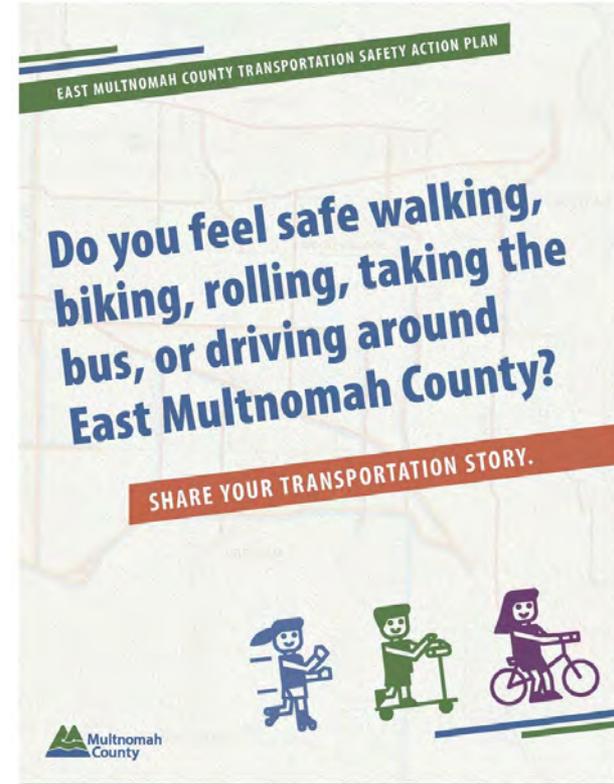


Project and System  
Assessment Framework

Communication and Coordination

# East Multnomah County Transportation Safety Action Plan

- Urban East Multnomah County has some of the highest density of disadvantaged communities and High Injury Corridors in the region.
- Developing the TSAP is a joint project between Multnomah County, Fairview, Gresham, Troutdale, and Wood Village. The East Multnomah County Transportation Committee (EMCTC) is overseeing the planning process.
- Milestones reached:
  - Engagement Phase 1: Listen and Learn
  - System Safety Analysis



# East Multnomah County Engagement

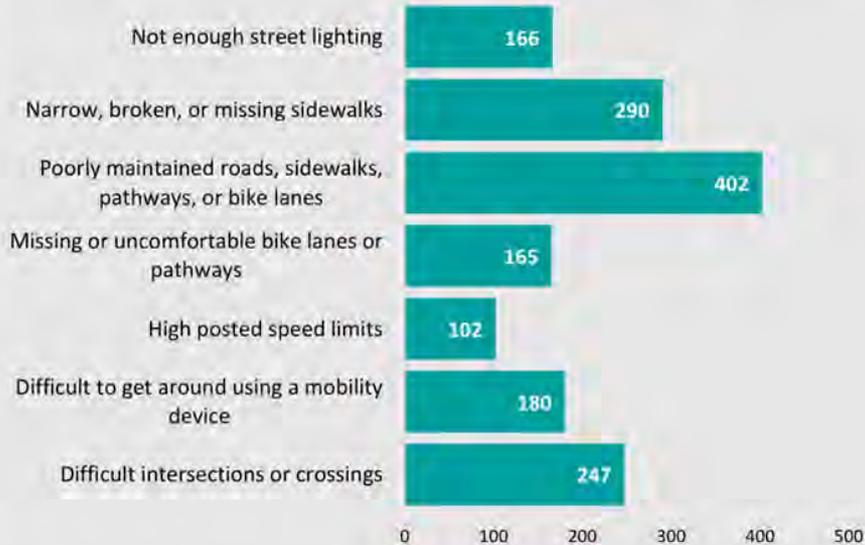
## Equity Focused engagement:

- In-person summer events
  - 5 area events
- Survey and interactive map
  - 977 survey responses
- Community Listening Sessions
  - Spanish, Vietnamese, Chinese, Russian/Ukrainian, English (focus on transit riders)
- East County CBO interviews
  - 8 partner organizations



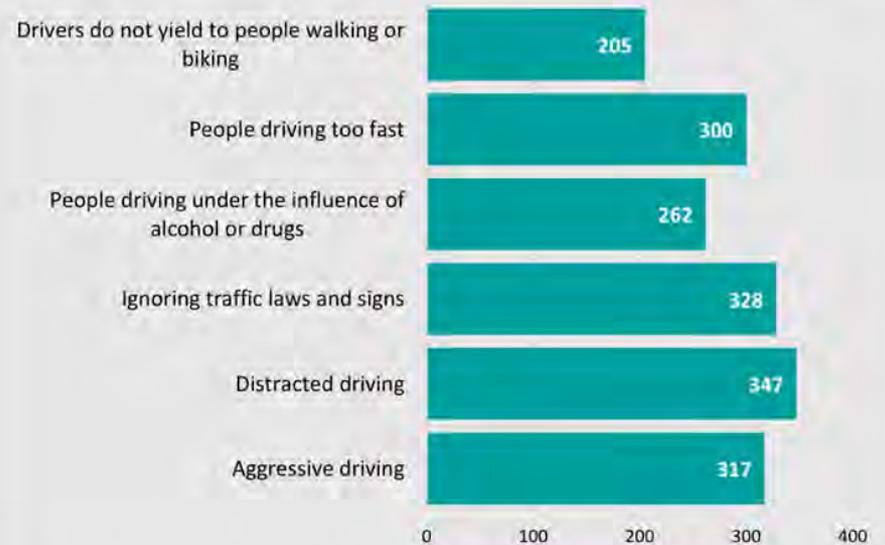
# East Multnomah County Engagement Results

## What are your top safety concerns?



Other responses not listed above: *bicyclist and pedestrian behaviors, crime/drug use, homelessness, potholes or inadequate roadway maintenance, traffic calming measures, traffic enforcement, trash in roadways*

## What are your top behavior concerns?

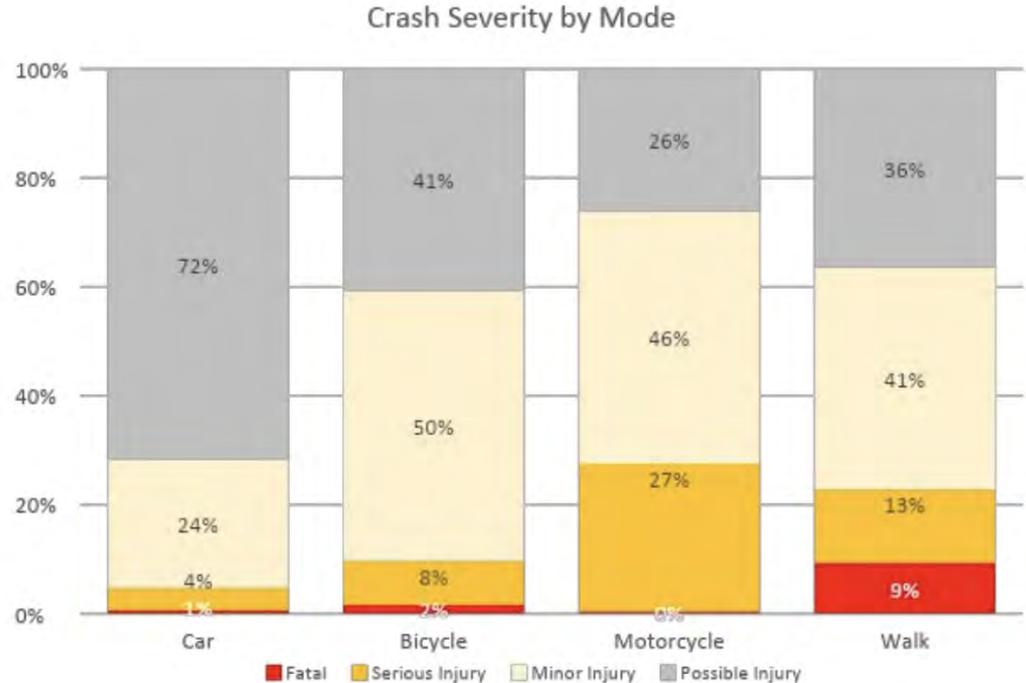


Other responses not listed above: *impaired bicyclists/pedestrians, jaywalking, parking violations, street racing*

# East Multnomah County Systemic Safety Analysis

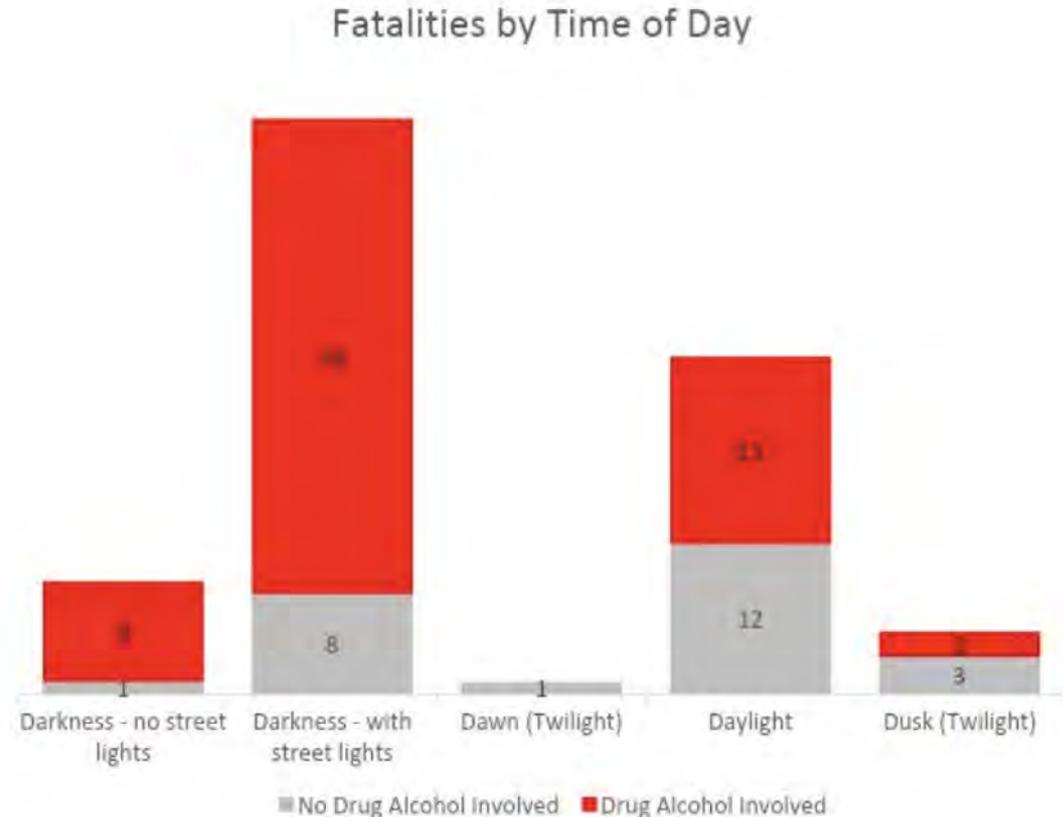
A few key findings:

- People walking, biking and using a motorcycle were more likely to be involved in a serious injury or fatal crash
- Of all modes, crashes involving pedestrians were most likely to occur after dark (46% of pedestrian fatal and serious injury crashes)



# East Multnomah County Systemic Safety Analysis

- The majority of all fatalities happen after dark, and of those after-dark fatalities, drug or alcohol impairment is involved in 83% of crashes.



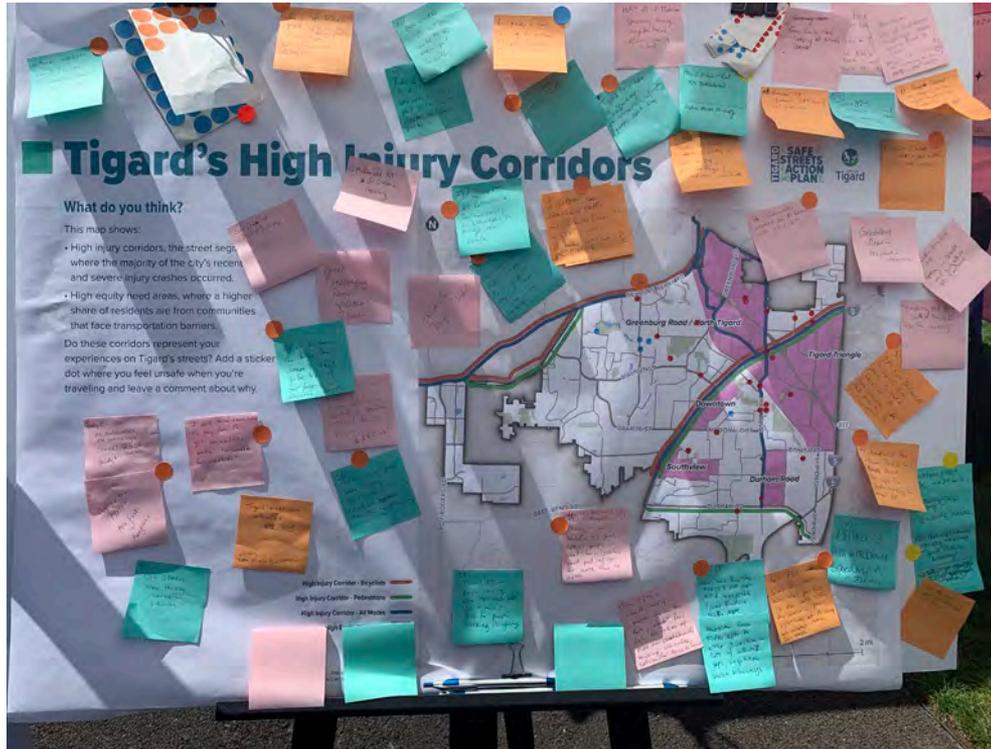
# City of Tigard Safe Streets Action Plan

A plan that will guide the city in reaching vision of no future traffic deaths or serious injuries.

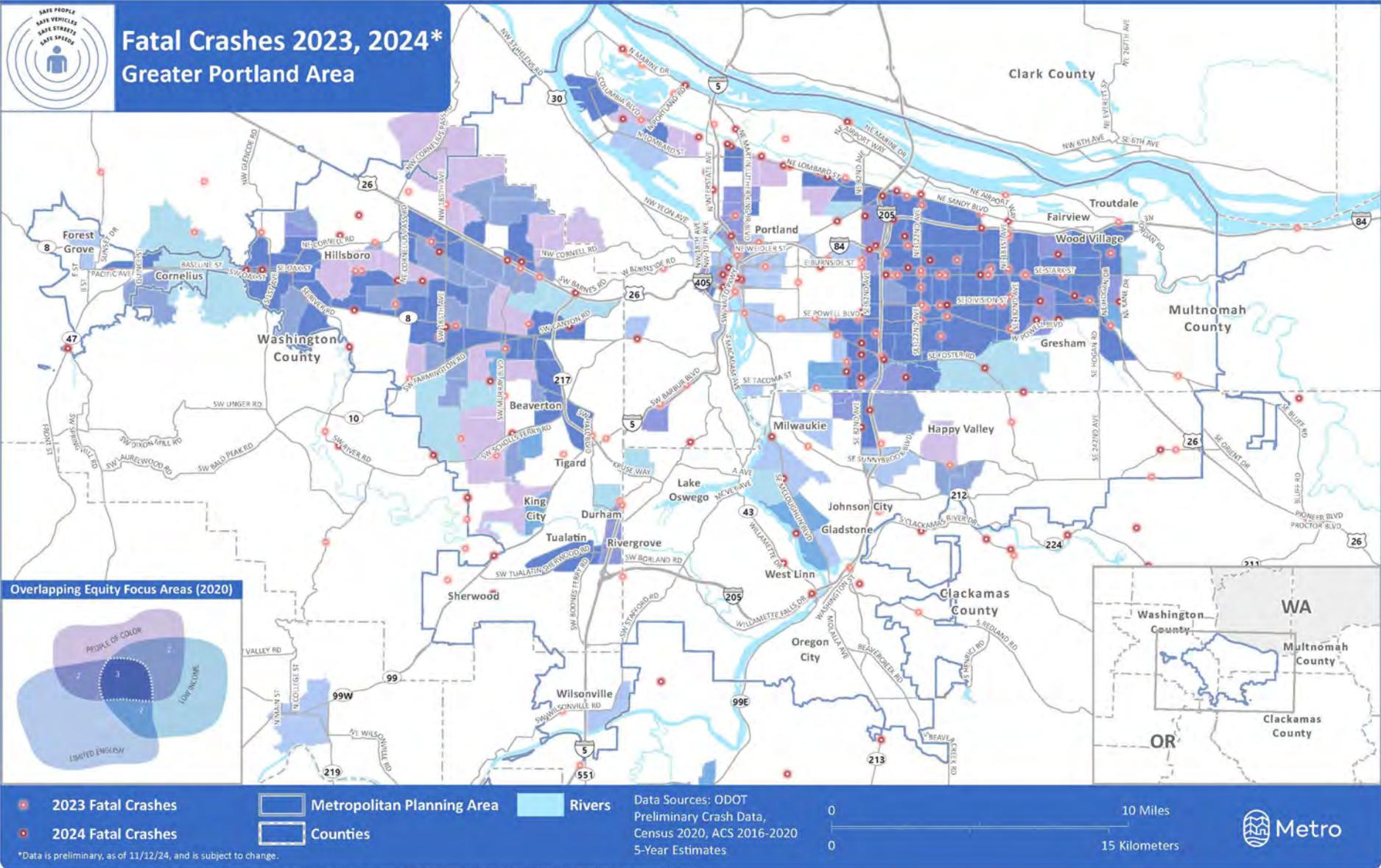
- Following the Safe Systems Approach
- Robust public involvement process
- Focus on Equity
- Detailed Safety Analysis using Data
- Wholistic strategies addressing design, behavior, and policies
- Identification of intersections and corridors for prioritization and recommended improvements
- Methods for tracking progress



# City of Tigard Robust Public Involvement Guides Development of the Safe Streets Action Plan



# 2024 Safe Streets for All Safety Trends



**Fatal Crashes 2023, 2024\***  
Greater Portland Area

**Overlapping Equity Focus Areas (2020)**

PEOPLE OF COLOR  
LOW INCOME  
LIMITED ENGLISH

● 2023 Fatal Crashes  
● 2024 Fatal Crashes

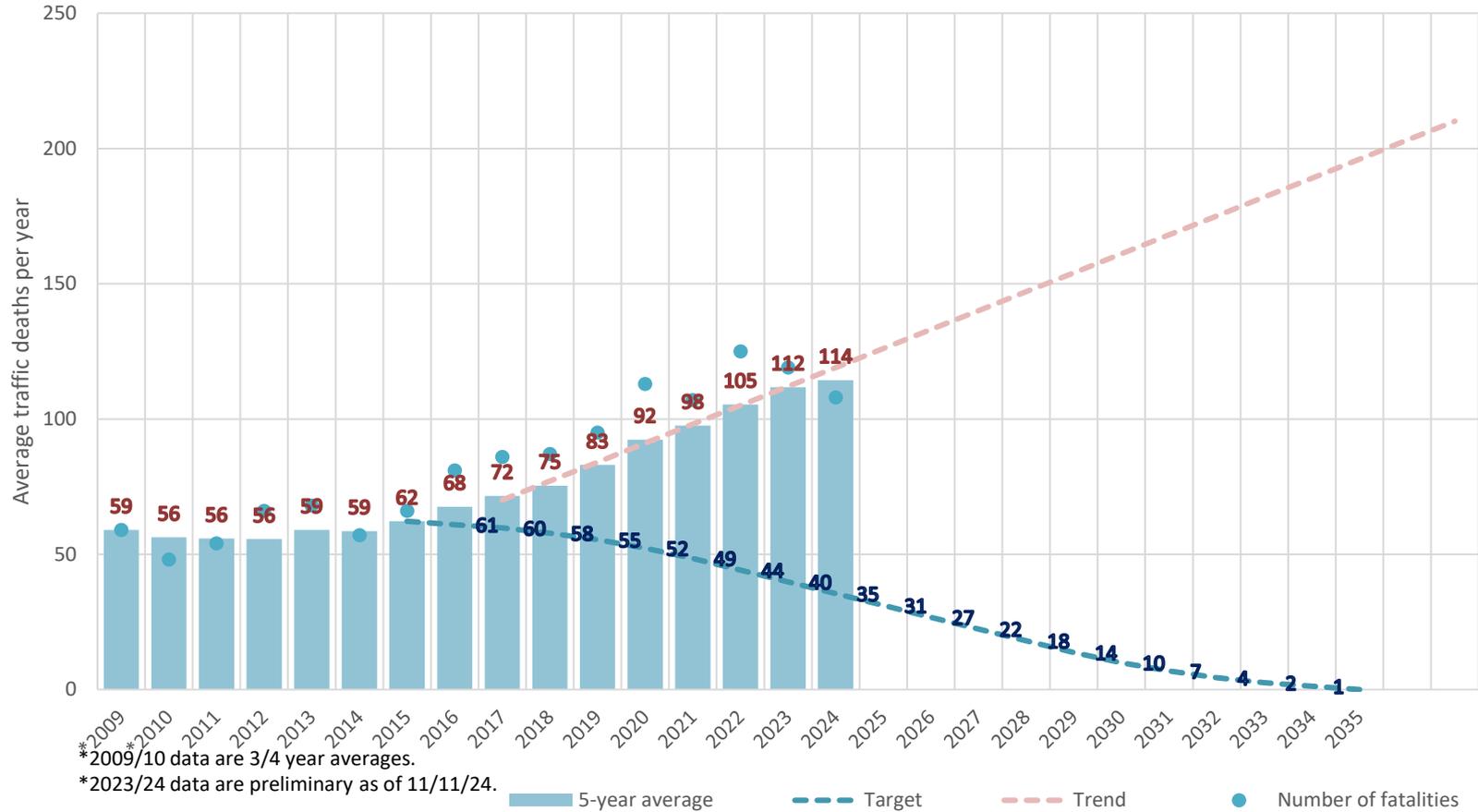
Metropolitan Planning Area  
Counties  
Rivers

Data Sources: ODOT  
Preliminary Crash Data,  
Census 2020, ACS 2016-2020  
5-Year Estimates

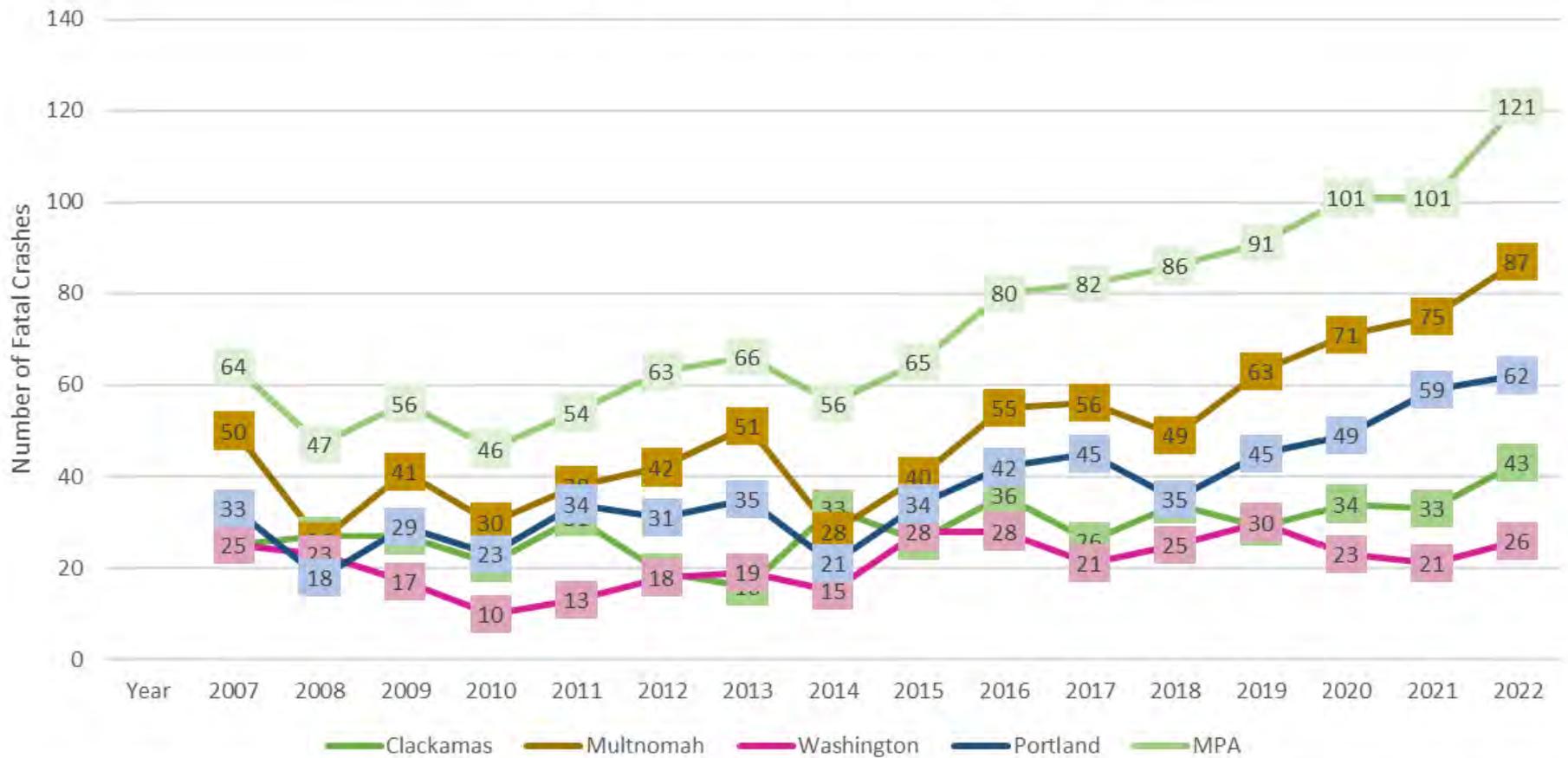
0 10 Miles  
0 15 Kilometers



## Annual Traffic Deaths, Trend, and Targets 2009-2024, Greater Portland Region

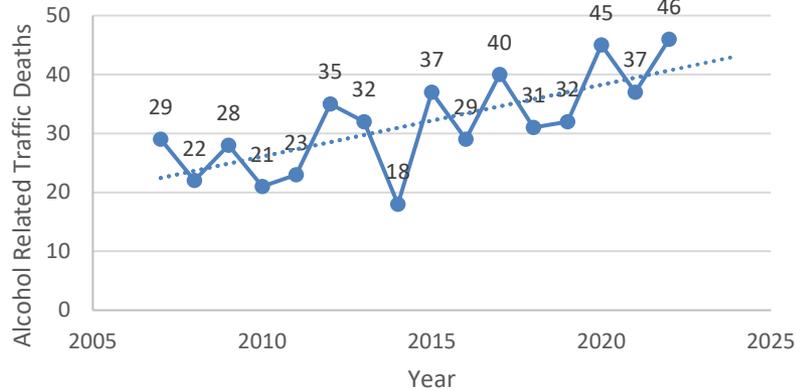


## 10 Years of Fatal Crashes, 2013-2022 Clackamas, Multnomah, and Washington Counties the City of Portland and within the MPA

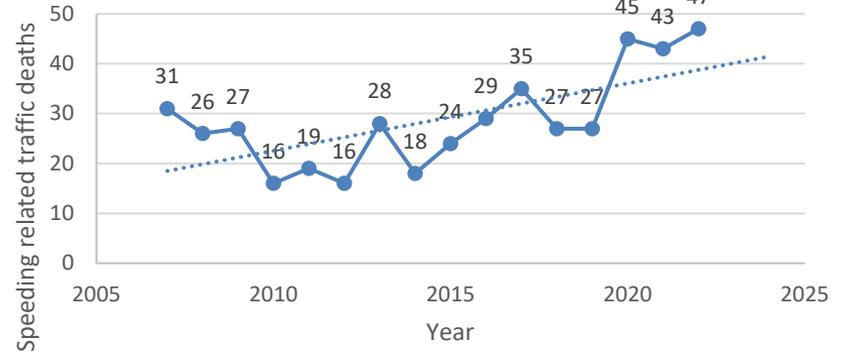


Note: Multnomah County includes Portland crashes

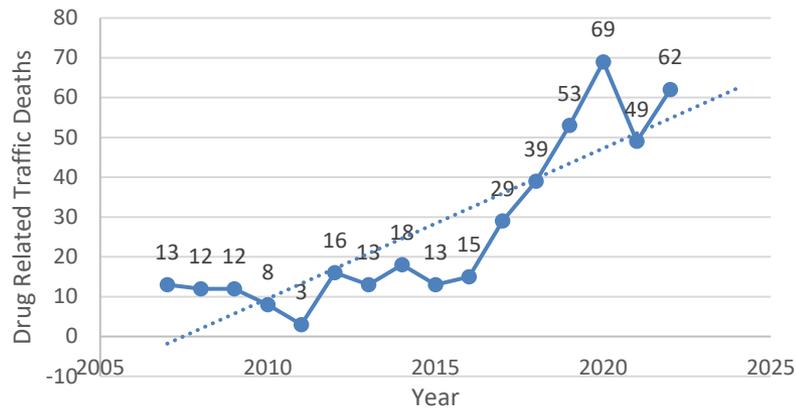
Alcohol Related Traffic Deaths  
2007-2022, Greater Portland Region



Speeding Related Traffic Deaths  
2007-2022, Greater Portland Region



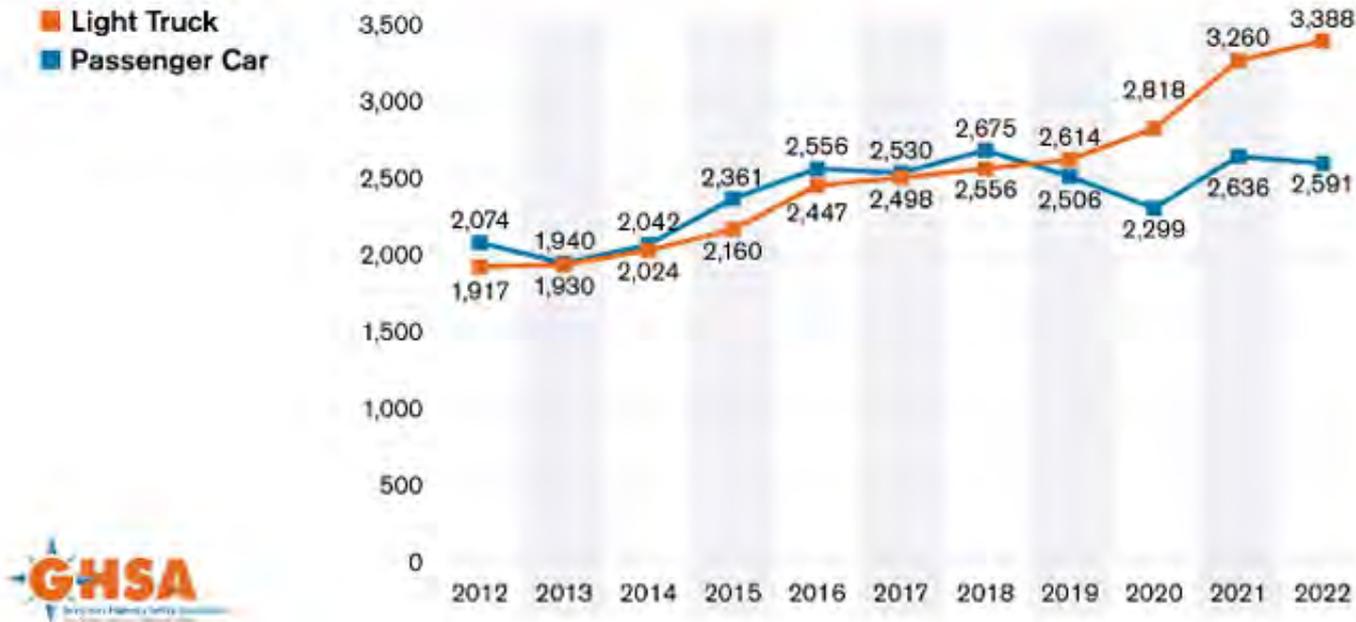
Drug Related Traffic Deaths  
2007-2022, Greater Portland Region



Alcohol, drug and speeding related traffic deaths are increasing.

37% of all traffic deaths involved speeding, 41% involved alcohol, 34% involved drugs.

## U.S. Pedestrians Killed in Crashes Where the Striking Vehicle Was a Passenger Car or Light Truck, 2012-2022



Source: Governors Highway Safety Association; data from NHTSA Fatality Analysis Reporting System (FARS)

Nationally, more pedestrians are now killed in traffic crashes with people driving light trucks (SUVs, pickup trucks, and vans) instead of passenger cars. People riding in light trucks are also more likely to die in a crash. Light trucks make up a greater share of vehicles registered in the US.

# Systemic Safety Analysis - Crash Trees Pedestrian Crash Profile - Discussion Draft

Safe Streets for All

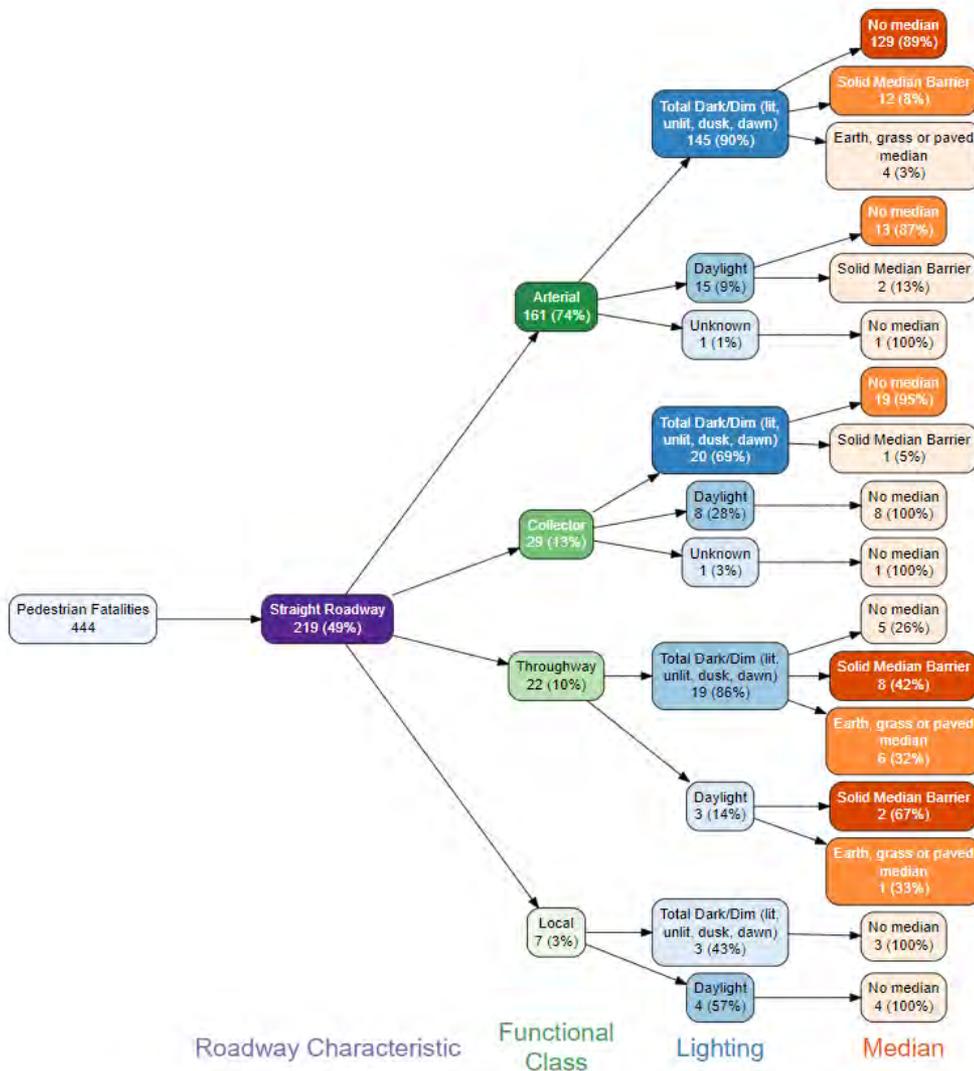
November 2024

# Steps in systemic safety approach



		Site-Specific	Systematic	Systemic
	Goals	Address a severe crash issue at a specific location.	Implement safety improvements at all sites that meet specific criteria.	Reduce severe crash probability across the system based on risk.
	Benefits	Addressing a specific safety issue through improvements tailored to the location.	Proactively addressing safety through widespread implementation of safety improvements.	Proactively reducing severe crash likelihood through safety improvements at higher-risk locations.
	Drawbacks	Tends to be higher cost, allowing for fewer improvements elsewhere. May miss locations with the highest overall risk. Subject to regression-to-the-mean bias depending on the network screening methodology.	May not be the most efficient distribution of safety improvements because there is no prioritization process. May need to wait for capital projects to implement safety improvements.	There may be concern around installing safety features at locations with no severe crash history.

# Crash Profile: Pedestrian, straight arterial roadways (not intersection), without medians, and in dark/dim conditions



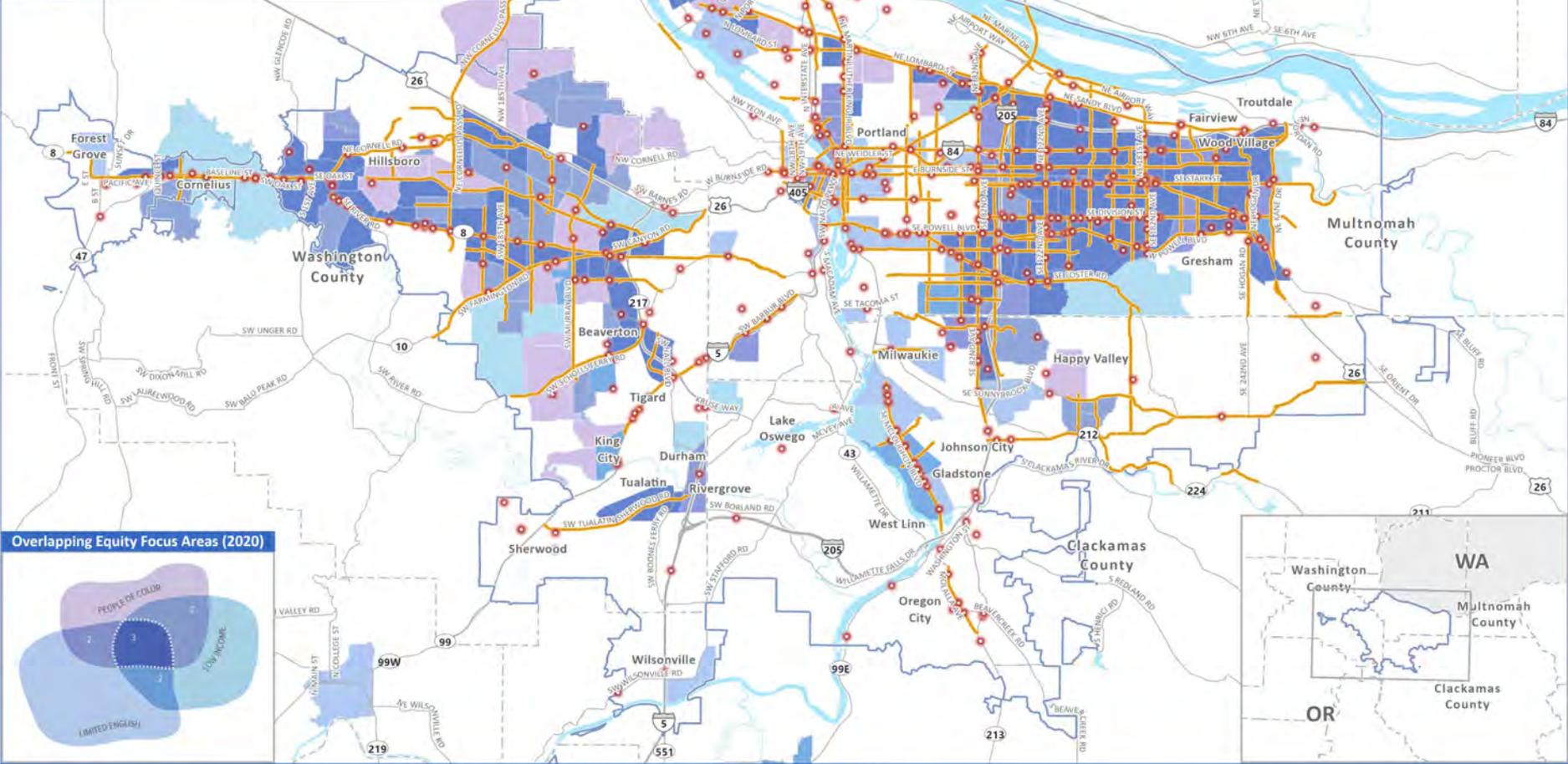
Between 2007 and 2022, an average of **8 people a year**, reflecting **29%** of pedestrian traffic deaths, were hit and killed on an arterial roadway not at an intersection and without a median, in dark/dim conditions.

These 129 people represent 10% of all traffic deaths in the region.

Systemically addressing these crash factors in the region would dramatically decrease the number of people hit and killed while walking each year.



# Fatal Pedestrian Crashes Greater Portland Area 2007 - 2022



● Fatal Pedestrian Crashes 2007 - 2022    
   Metropolitan Planning Area    
   Rivers

High Injury Corridors 2018 - 2022    
   Counties

Data Sources: ODOT Crash Data, Census 2020, ACS 2016-2020 5-Year Estimates

0 10 Miles  
 0 15 Kilometers

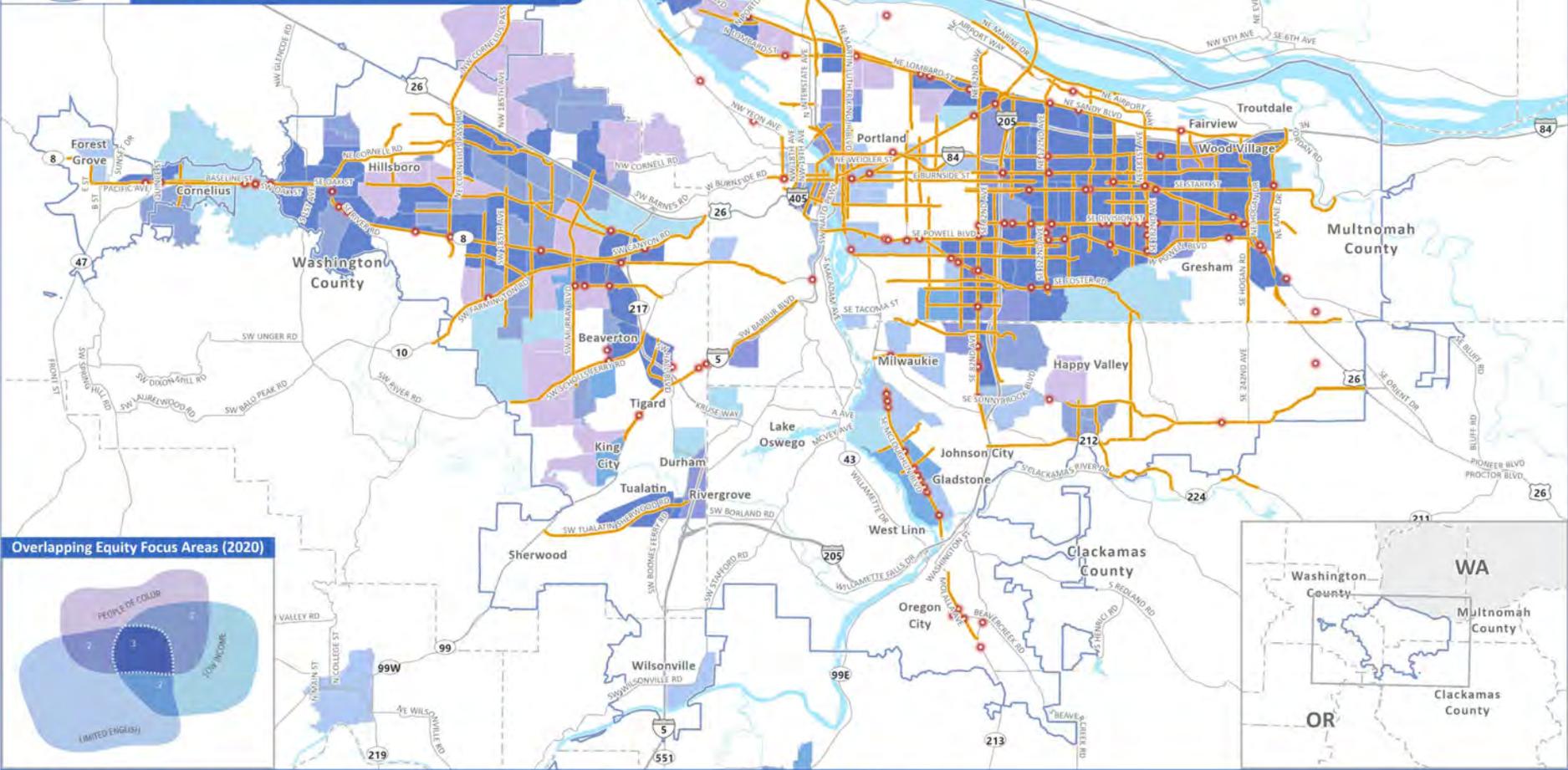
Date produced: 11/22/2024 | Path: M:\plan\vt\projects\Safety Program\SS4A Program\Data\Crash Trees\Crash\_Tree\_Mapping\Crash\_Tree\_Mapping.aprx | Map credits: Kate Gregory, Metro DRC

Looking at all pedestrian deaths: **67% are in regional equity focus areas, and 65% are on high injury corridors.**

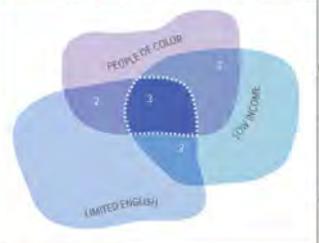


# Systemic Analysis Crash Profile

Fatal Pedestrian Crashes on Straight Roadway, Arterials, In Dark/Dim Conditions, No Median  
Greater Portland Area 2007 - 2022



### Overlapping Equity Focus Areas (2020)



Fatal Pedestrian Crashes on Straight Roadway, Arterials, In Dark/Dim Conditions, No Median 2007 - 2022

- High Injury Corridors 2018 - 2022
- Metropolitan Planning Area
- Counties
- Rivers

Data Sources: ODOT Crash Data, Census 2020, ACS 2016-2020 5-Year Estimates

0 10 Miles  
0 15 Kilometers

Date produced: 11/22/2024 | Path: M:\plan\vt\projects\Safety Program\SS4A Program\Data\Crash Trees\Crash\_Tree\_Mapping\Crash\_Tree\_Mapping.aprx | Map credits: Kate Gregory, Metro DRC

Looking at pedestrian deaths in the crash profile: **78% are in regional equity focus areas, and 84% are on high injury corridors.**

# Effective Countermeasures for This Crash Profile

Installing these countermeasures at high risk locations, along with complimentary behavioral programs and vehicle technologies, would dramatically reduce deaths of people walking on or crossing arterial roadways without a median (not at an intersection), at night or in dim lighting conditions. The Safe System approach uses multiple, complementary safety interventions to prevent crashes from occurring and reduce harm if a crash occurs.



Walkways -  
up to 89%  
reduction



Improved signal timing  
- up to 63% reduction



Strategic road diets -  
up to 81% reduction



Medians/ refuge  
islands - up to  
75% reduction



Crossing visibility/  
pedestrian scale lighting  
Up to 77% reduction



Fixed Speed Safety  
Cameras - up to 54%  
reduction

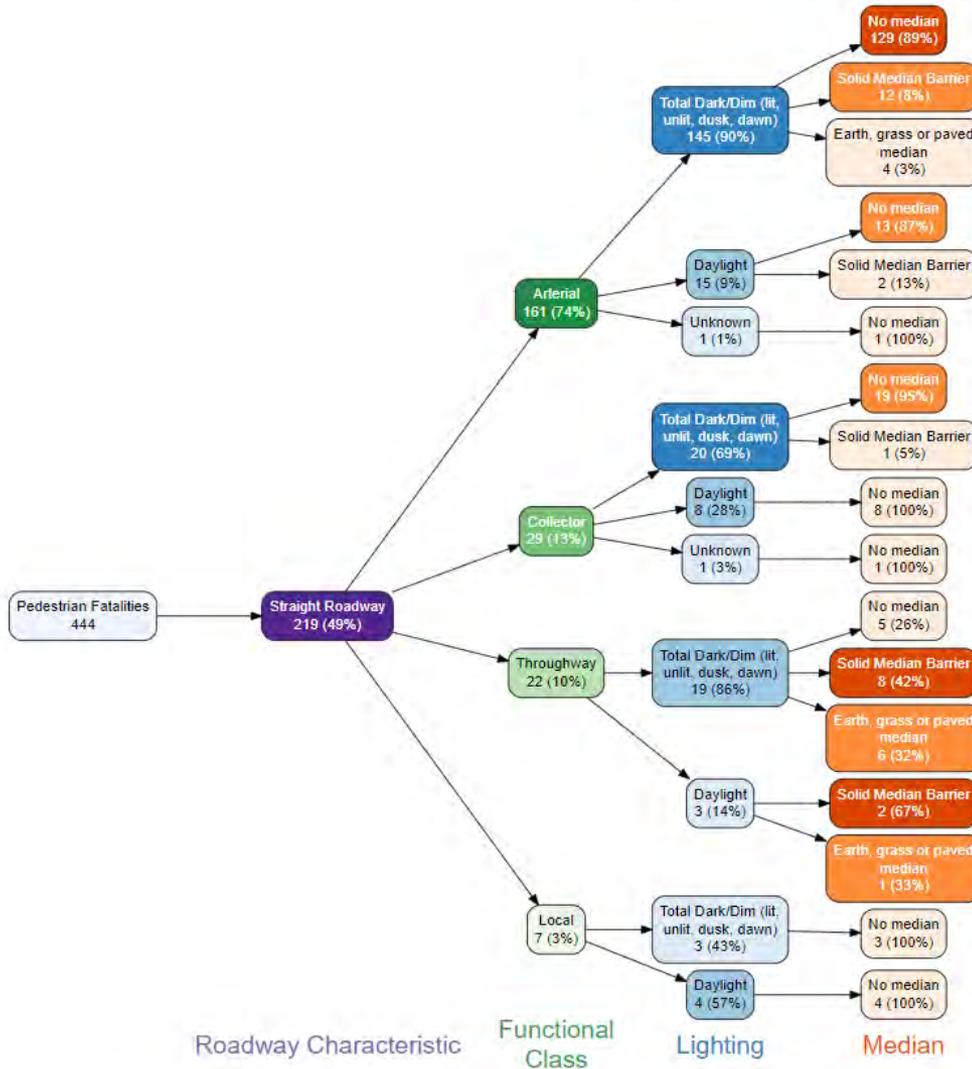


Pedestrian hybrid  
beacon at mid-block -  
up to 55% reduction



Survivable speed limits -  
variable results, 26%  
reduction in Seattle  
study

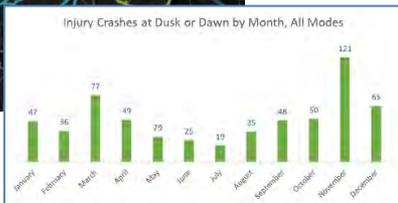
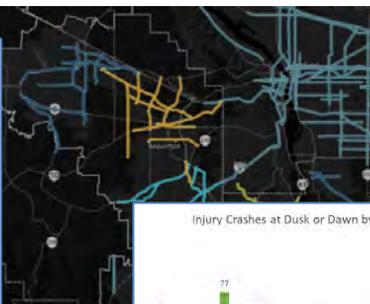
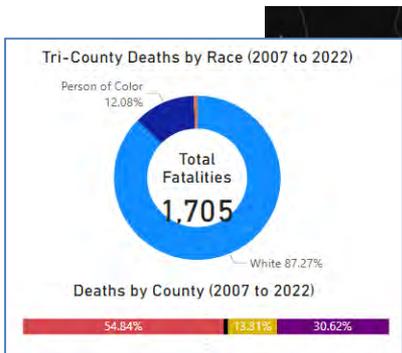
# Crash Profile: Pedestrian, straight arterial roadways (not intersection), without medians, and in dark/dim conditions



## Additional risk factors for pedestrian deaths on arterials to investigate:

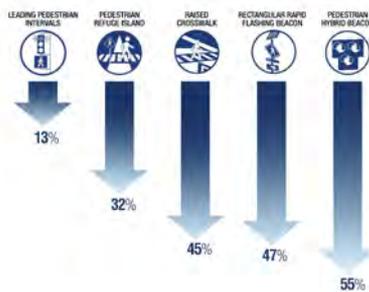
- Intersections
- Posted speed/ average speed
- Distance between pedestrian crossings
- Presence of transit stops
- Vehicle size
- Demographics
- Alcohol and drug involved
- Vehicle movements
- Number of lanes
- Land use

# Looking Ahead to 2025 Regional Safe Streets for All Project



Updated/ New Data Products

## Potential Reduction in Pedestrian Crashes



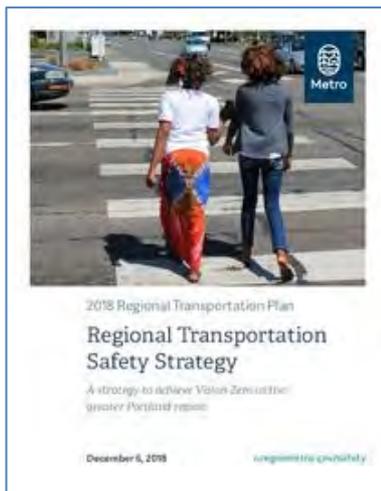
Systemic Safety Analysis and Countermeasures



Local TSAPs



Regional SS4A Grant Application: Demonstration & Quick Build Projects, Planning



New Safety Strategy Recommendations



2023 RTP Projects and System Assessment  
Crash Prediction Model/ Project Assessments

# Feedback? Questions?

- Feedback or questions on the SS4A project and deliverables.
- Feedback or questions on highlighted safety trends.
- Feedback or questions on the pedestrian crash profile example and developing additional crash profiles.

**[oregonmetro.gov/safety](https://oregonmetro.gov/safety)**

**[lake.mctighe@oregonmetro.gov](mailto:lake.mctighe@oregonmetro.gov)**



Additional slides illustrating the use of crash trees in Systemic Safety Analysis

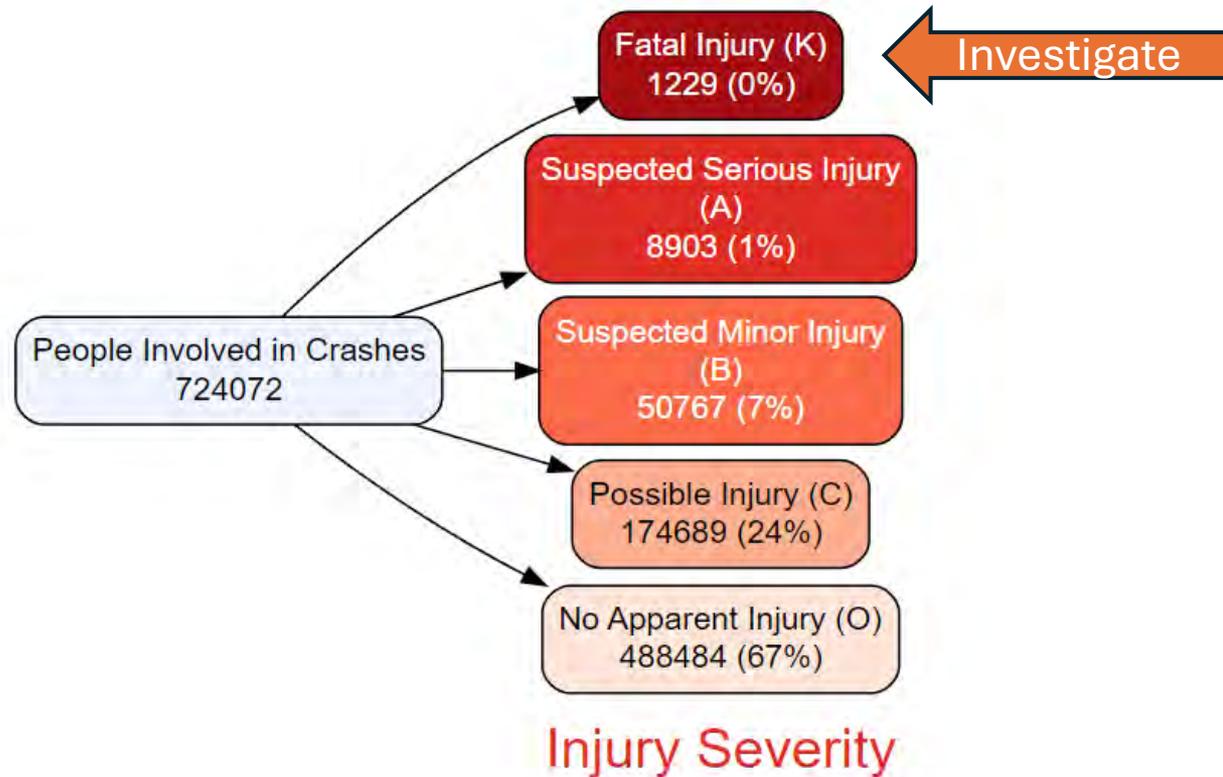
# Injuries by Highest Injury Severity

2007-2022, Metropolitan Planning Area

Between 2007 and 2022 there were over 327,000 traffic crashes involving over 700,000 people in the greater Portland region. Over 200,000 of those crashes resulted in injury.

While traffic deaths and life changing injuries make up a small number of overall crashes, the impact of these crashes huge. We focus our systemic analysis on these types of crashes.

Let's investigate traffic deaths further.

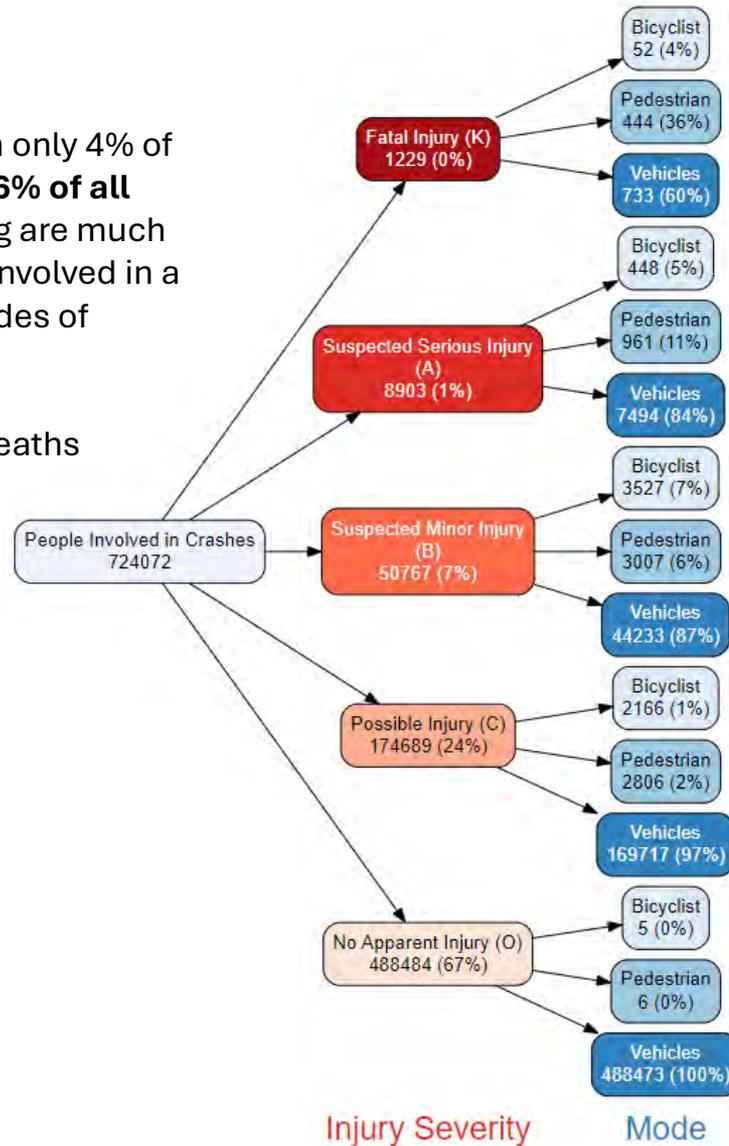


# Injuries by Highest Injury Severity and Mode

2007-2022, Metropolitan Planning Area

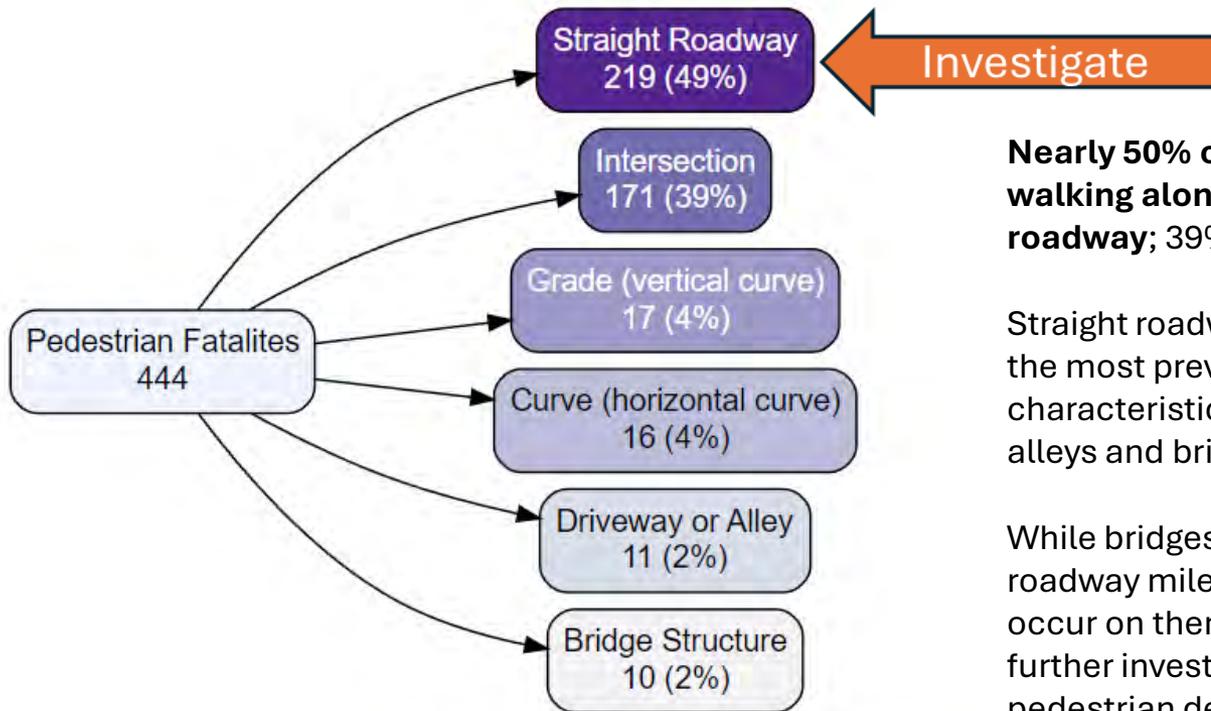
People walking are involved in only 4% of all crashes but **account for 36% of all traffic deaths**. People walking are much more likely to be killed when involved in a crash, compared to other modes of travel.

Let's investigate pedestrian deaths further.



# Pedestrian Fatalities by Roadway Characteristic

2007-2022, Metropolitan Planning Area



Roadway Characteristic

**Nearly 50% of pedestrian deaths occur walking along or crossing a straight roadway; 39% occur at an intersection.**

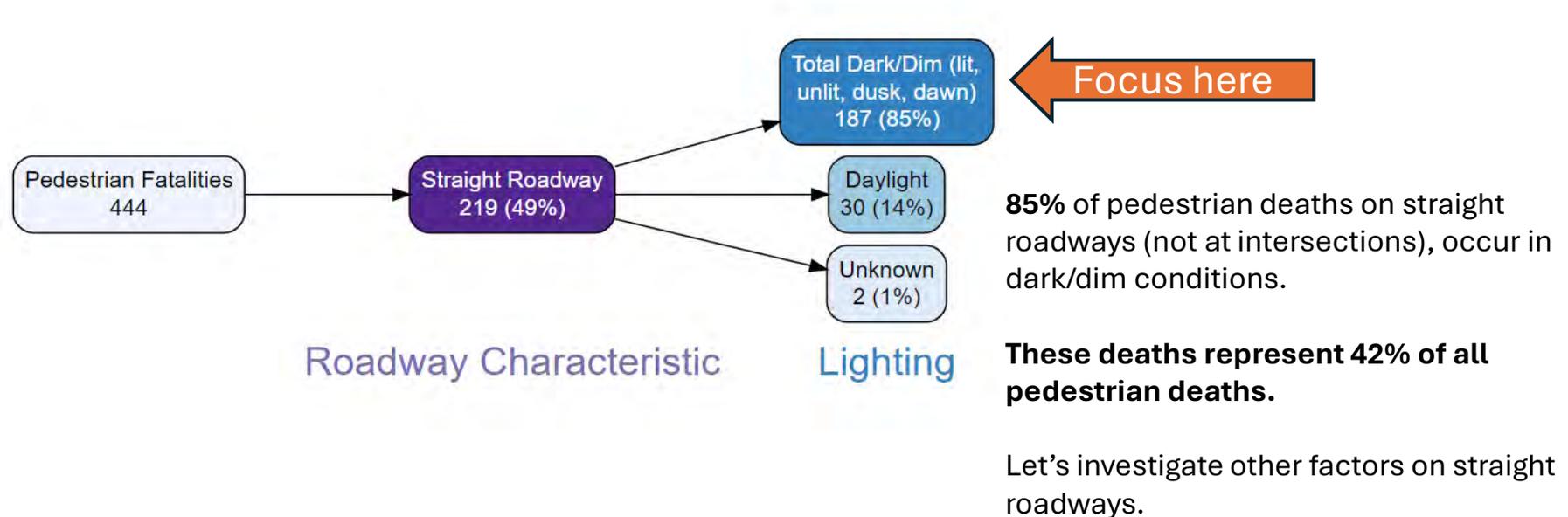
Straight roadways and intersections are the most prevalent roadway characteristics. Curves, driveways or alleys and bridges are less prevalent.

While bridges make up a small number of roadway miles, 2% of pedestrian deaths occur on them – this could be an area of further investigation. Identifying pedestrian deaths on freeway on/off ramps is another area.

Let's investigate pedestrian deaths on straight roadways further.

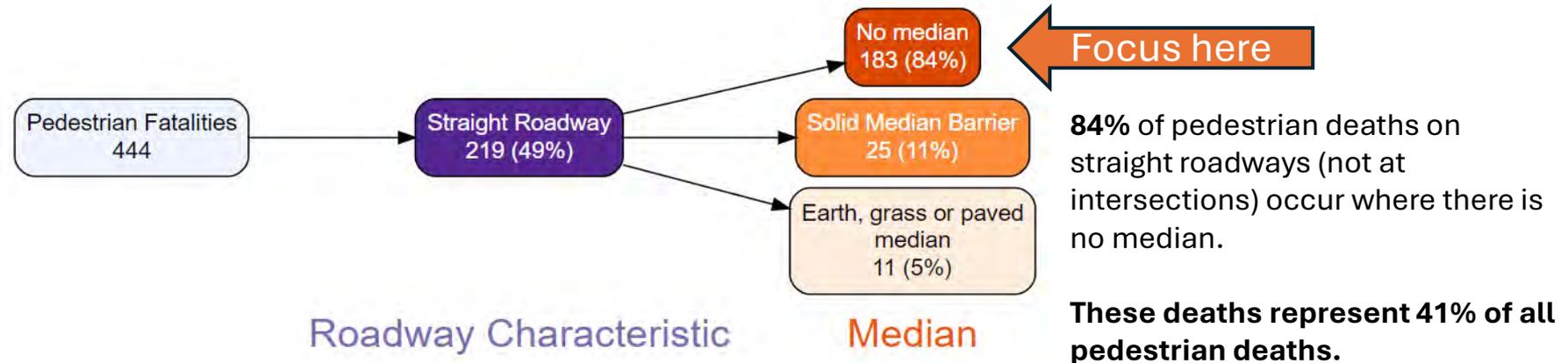
# Pedestrian Fatalities on Straight Roadway by Lighting

2007-2022, Metropolitan Planning Area



# Pedestrian Fatalities on Straight Roadway by Median

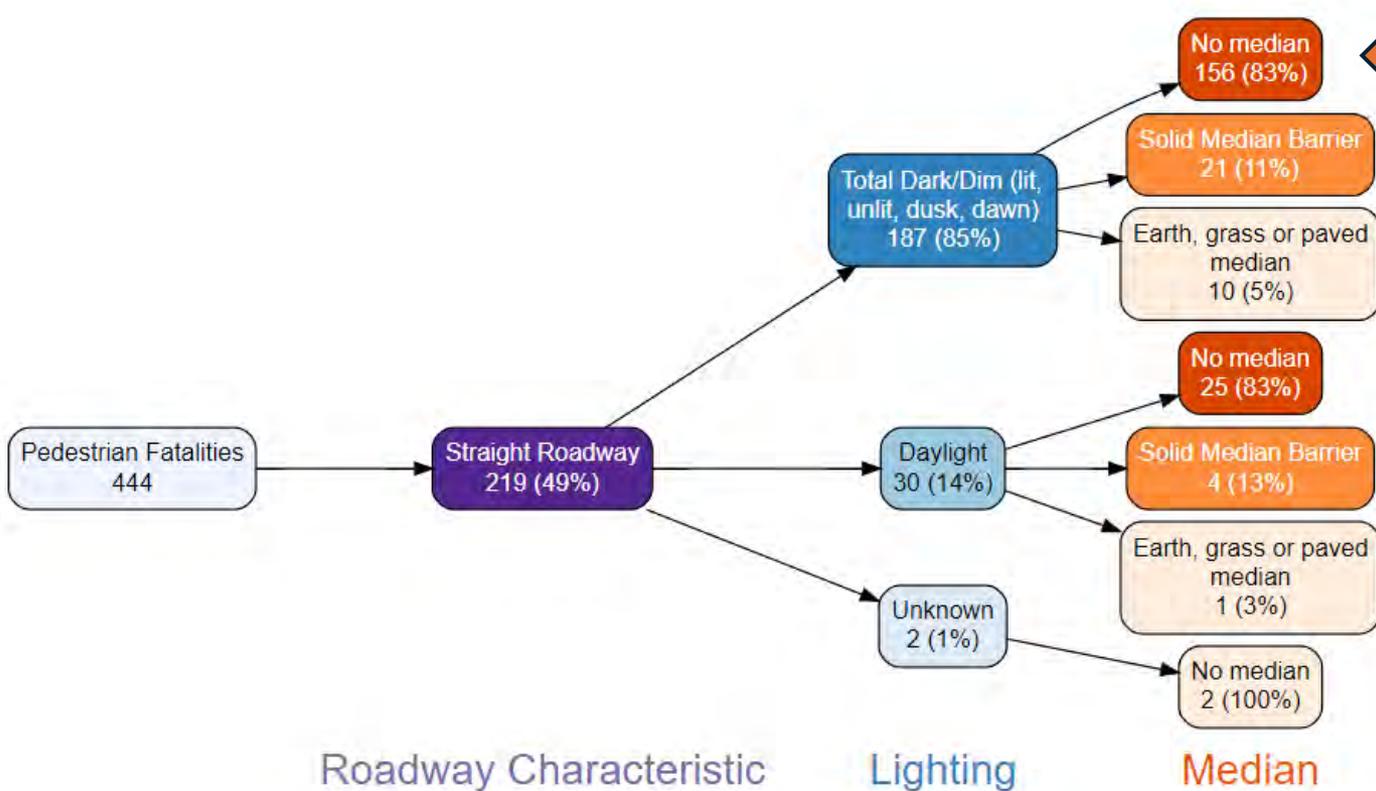
2007-2022, Metropolitan Planning Area



Let's look at both lighting and presence of median on straight roadways.

# Pedestrian Fatalities on Straight Roadway by Lighting and by Median

2007-2022, Metropolitan Planning Area



**Focus here** ←

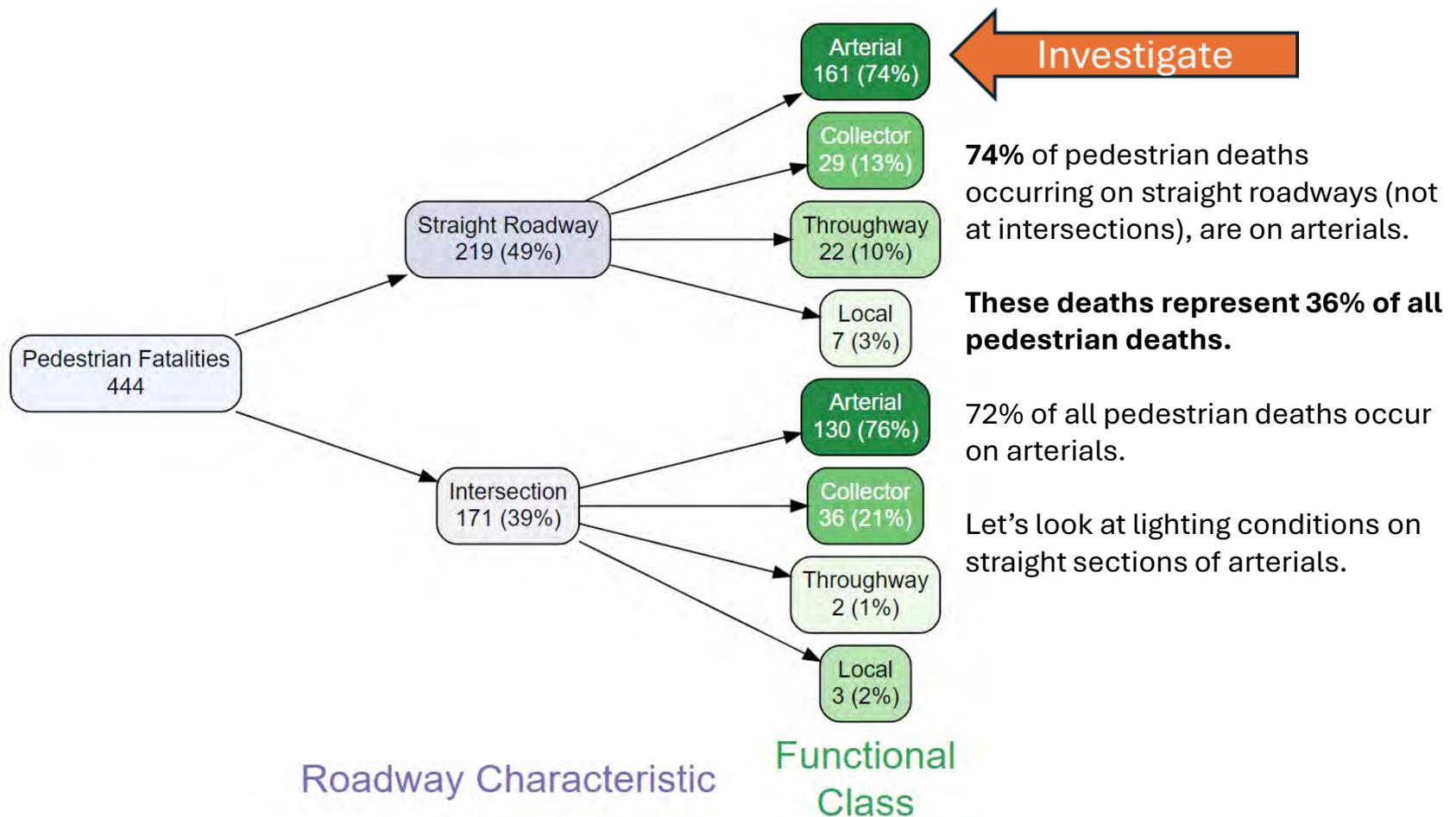
**83%** of pedestrian deaths on straight roadways (not at intersections), under dark or dim conditions, occur where there is no median.

**These deaths represent 35% of all pedestrian deaths.**

Let's look at the functional classification of the straight roadways where the pedestrian deaths are occurring.

# Pedestrian Fatalities at Intersections and Straight Roadway by Functional Classification

2007-2022, Metropolitan Planning Area



# Pedestrian Fatalities on Straight Roadway by Functional Classification by Lighting

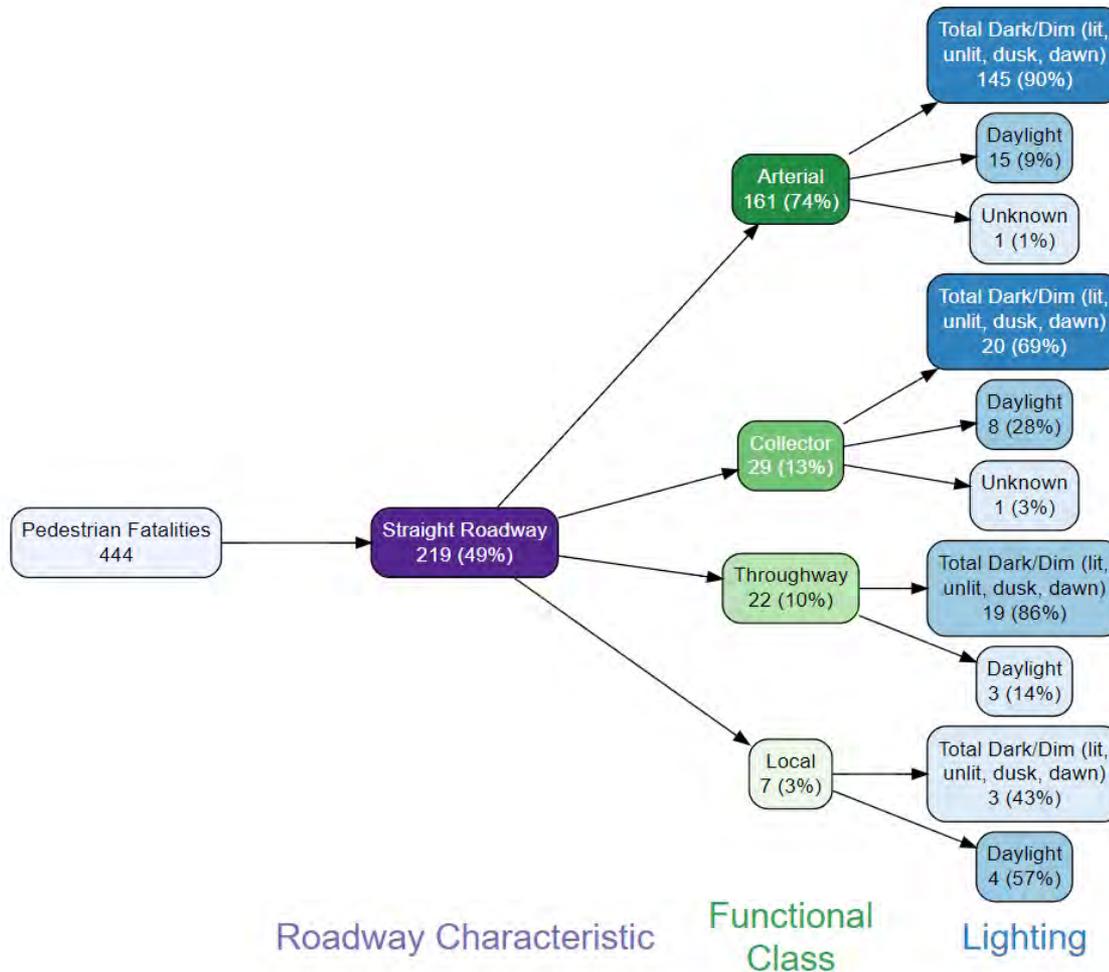
2007-2022, Metropolitan Planning Area



**90%** of pedestrian deaths straight roadways that are arterials occur under dim/dark conditions.

**These deaths represent 32% of all pedestrian deaths.**

Let's look at these factors together.



## November traffic deaths in Clackamas, Multnomah and Washington counties\*

Rochelle H. Davis, 64, driving, I-205, West Linn, Clackamas, 11/1

Ryan Edward Bloomster, 22, driving , S. Springwater Rd., south of Carver, Clackamas, 11/1

Sean A. Kehr, 43, scooter (moped), SE 72nd Ave., Portland, Multnomah, 11/1

Tyler James Soultaire, 29, walking, SW Farmington Rd. & SW 153rd., Washington, 11/5

Andres Mendez, 30, walking, N Columbia Blvd. & N Kerby, Portland, Multnomah, 11/6

Richard Martin Wiitanen, 82, walking, 4100 Blk Glen Terrace, West Linn, Clackamas, 11/7

Martin V. Cumpton, 64, driving , Clackamas Hwy. (Hwy 224), Clackamas, 11/10

Jaime Andres Navarro, 34, driving , NE 238th Dr., Troutdale, Multnomah, 11/12

Miriam D. Morales-Luna, 42, driving, NE Airport Way & NE Mason St., Portland, Multnomah, 11/13

Tammera A. Whisman, 51, motorized scooter/walking, Tualatin Valley Hwy (Baseline), Cornelius, Washington, 11/19

Cedric D. Willis, 42, driving , NE Airport Way, Portland, Multnomah, 11/20

Delfino Palacios Navarro, 54, driving , Hwy 213, near Mulino, Clackamas, 11/27

David Hadlock, 32, and Evan Hadlock, 31, driving, SW Barbur Blvd., Portland, Multnomah, 11/28

Andrea J. Doering, 46, driving , NE 13th & Lombard, Portland, Multnomah, 11/28

Unidentified, driving , N Marine Dr. & N Leadbetter, Portland, Multnomah, 11/30

*\*Traffic deaths as of 11/26/24 ODOT initial fatal crash report, and police and news reports –information is preliminary and subject to change. May include names not included in the previous months report.*



# *Continually committing to systemic change to prevent future traffic deaths*

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

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

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

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



# Monthly highlights

## Some of the actions regional partners are taking for safer streets

- **Milwaukie:** Awarded SS4A funding to study Harrison Street Corridor from 43rd and King intersection through 42nd to Harrison then along Harrison to 99E to improve safety conditions for all users and including transit.
- **Portland Bureau of Transportation:** Installing a new traffic signal, curb ramps, crosswalks, enhanced street lighting, and sidewalks at NE Columbia Boulevard & 42nd Avenue – two high injury corridors.
- **Metro:** Published an update to the Fatal and Serious Crash map with 2012-2022 data for the three-county area and profiles of each of the 2023 Regional Transportation Plan top 25 regional high injury corridors.



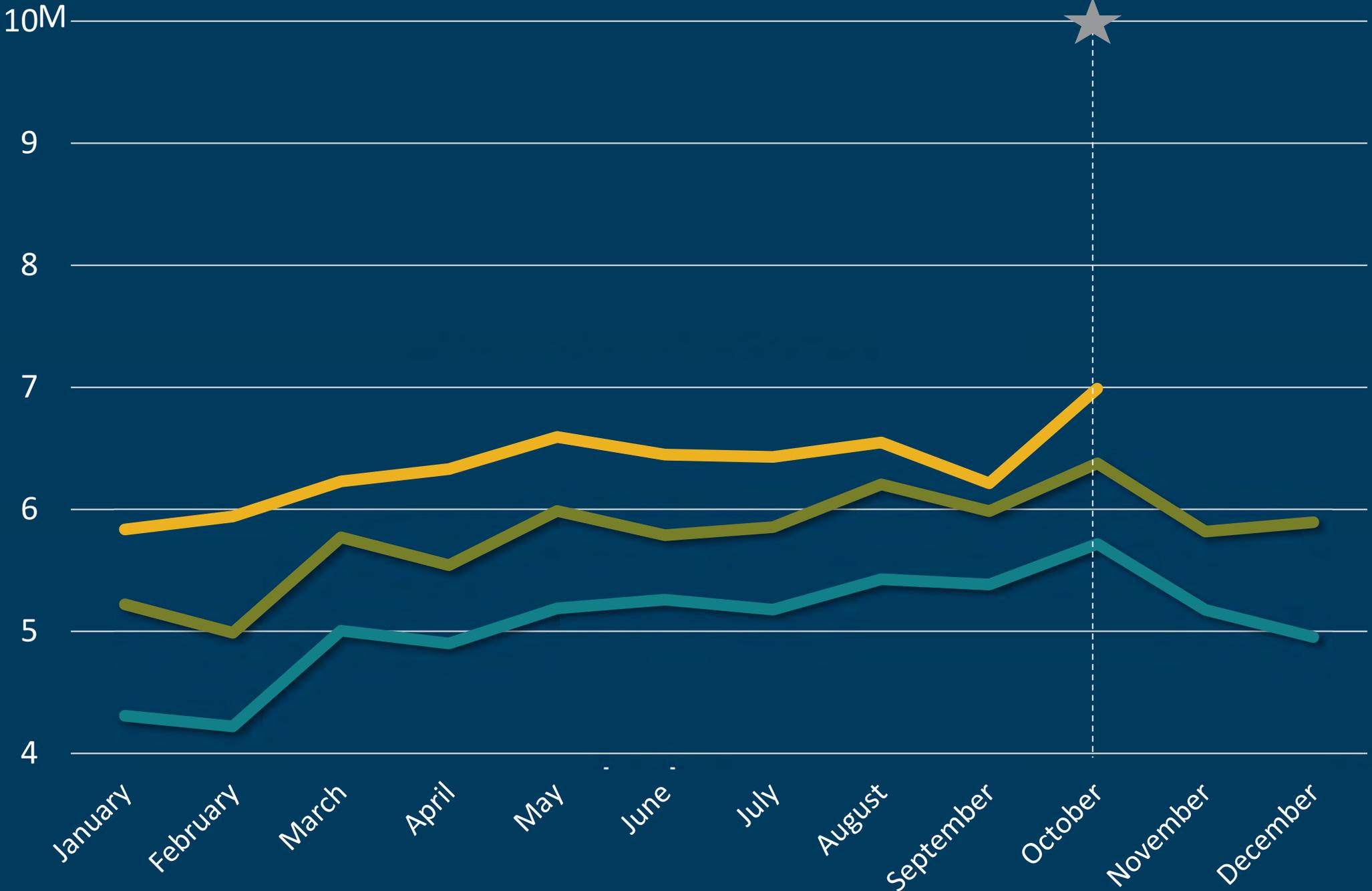
# Today in the transit minute...

60  
SECONDS



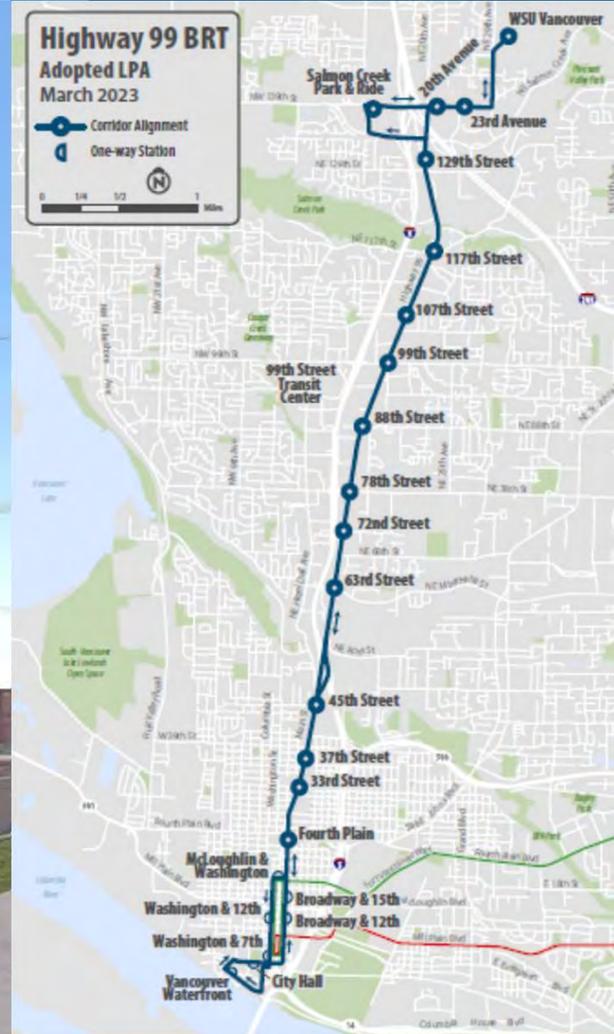
# Monthly Transit Ridership (October)

2022 2023 2024



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

# November Transit News Highlight



# 2028-30 Regional Flexible Funds Allocation (RFFA) – Step 1A.1 Candidate Project Technical Evaluation Results, Bond Concepts Input, and Next Steps

JPACT

December 19, 2024



## Overview

# 28-30 Regional Flexible Fund Step 1A.1 – New Project Bond Proposal Development

Exhibit A to Resolution 24-5415



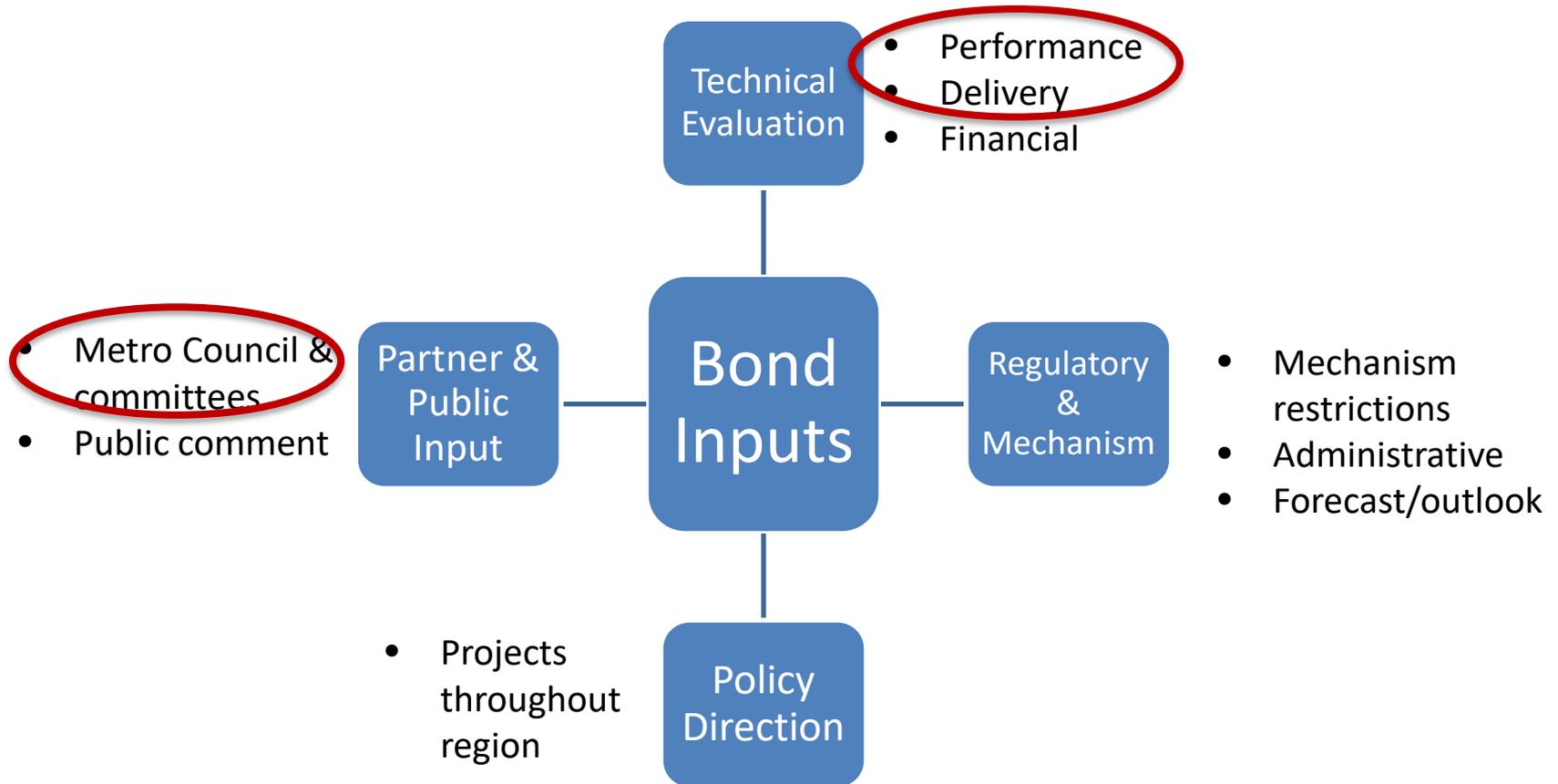
Resolution 24-5415

2028-2030 Regional Flexible  
Fund Allocation program  
direction

June 2024

- Region's intent on how to expend federal Flexible Funds to advance regional policy objectives
- Allocation categories
  - Step 1A – bond repayment
  - **Step 1A.1 – develop new project bond proposal (focused on transit)**
  - Step 1B – regionwide programs & planning
  - Step 2 – local projects

# Step 1A.1 – Bond Development Process





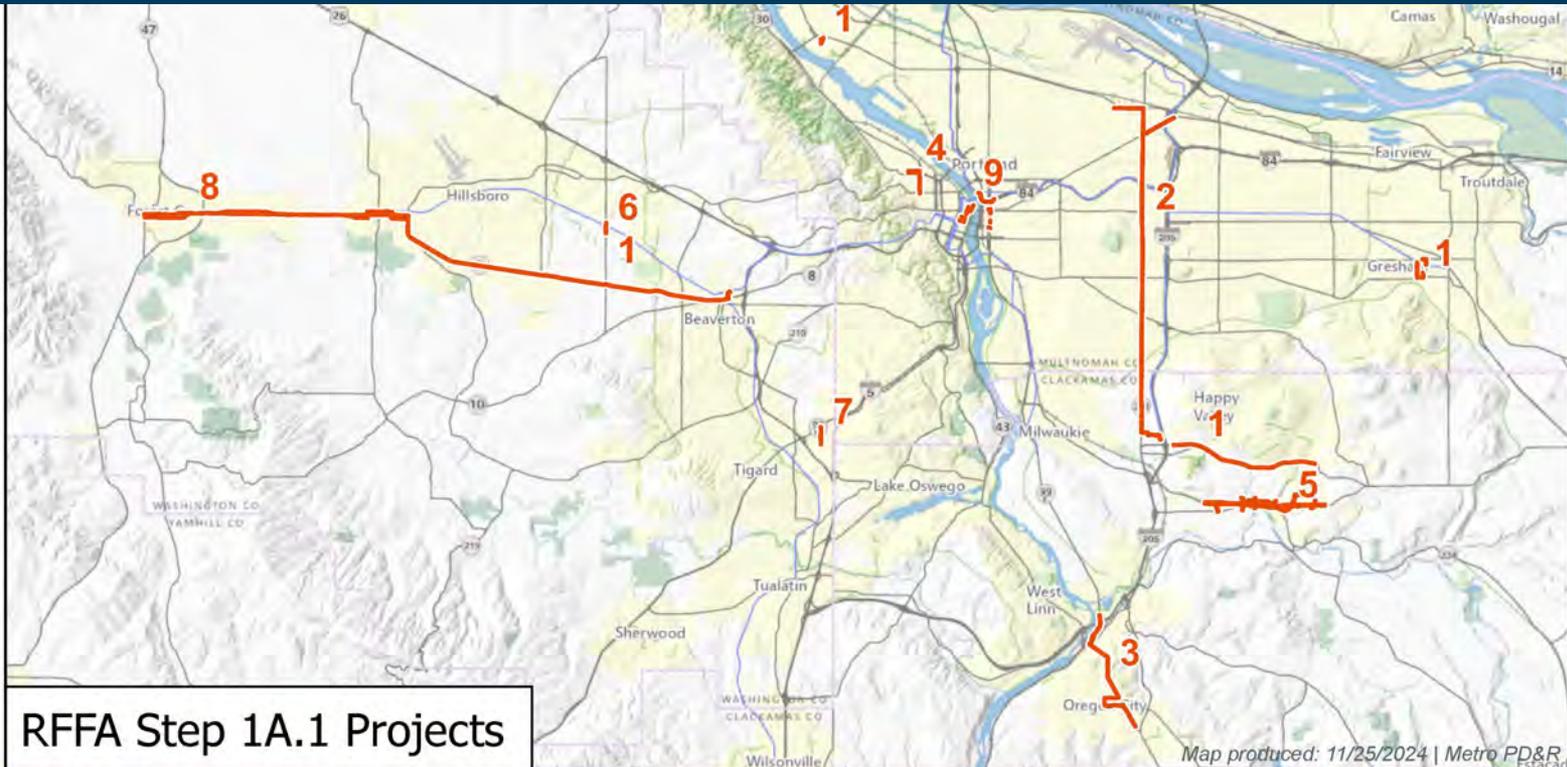
Metro

# **Step 1A.1 – Technical Evaluation Results**

# Step 1A.1 Evaluation: Three Components & Measures

RFFA Program Direction Component		Measure	Evaluation Results
Performance Evaluation	Bond Purpose & Principles	Regional/Corridor scale project	Rating + brief narrative
		Advance ability to construct projects early (construction projects)	
		Consideration of other transportation funding sources in the region by other agencies and Metro*	
		Leverage significant discretionary funding	
	RTP Goal Advancement	Improves transit service for residents in an Equity Focus Area	Rating + brief narrative
		Increases speed, frequency and reliability of high-capacity transit	
		Provides safer and more convenient access to transit*	
		Improves access to jobs and essential services by transit	
		Identified by communities who face disparities in the transportation system as a priority	
	Project Delivery Assessment*		Planning
Partnerships and Support			
Environmental Considerations			
Design			
Construction			

# Step 1A.1 – Candidate Projects



RFFA Step 1A.1 Projects

Map Label	Project Name	Applicant	Application Category	Funding Request
1	Better Bus Program [Representative projects]	Metro	Transit Vehicle Priority	\$11,000,000.00
2	82nd Avenue Transit Project	TriMet	CIG	\$30,000,000.00
3	OR99E First and Last Mile and Safe Access to Transit Streetscape Enhancements	City of Oregon City	First-Last Mile/Safe Access	\$9,000,000.00
4	Portland Streetcar: Montgomery Park Extension	City of Portland	CIG	\$20,000,000.00
5	Sunrise Gateway Corridor/Hwy 212	Clackamas County	First-Last Mile/Safe Access	\$15,000,000.00
6	SW 185th Avenue MAX Overcrossing Project	City of Hillsboro	Transit Vehicle Priority	\$12,618,499.00
7	72nd Ave. Phase 1 Tigard Triangle Corridor Improvements	City of Tigard	First-Last Mile/Safe Access	\$15,904,000.00
8	Tualatin Valley Highway Transit Project	TriMet	CIG	\$30,000,000.00
9	Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project	Multnomah County	Combined First-Last Mile and Transit	\$25,000,000.00

# Step 1A.1: Performance Evaluation Results by Measures across Nominating Category

2028-3030 Regional Flexible Fund Allocation: Step 1A.1 Candidate Project Performance Evaluation Results Summary

Evaluation Section	Measure	Capital Investment Grant (CIG)/Large Transit Projects			First/Last Mile & Access to Transit Projects				Transit Vehicle Priority		
		Montgomery Park	82nd Ave	TV Highway	Sunrise	Burnside Bridge	OR99E	72nd Ave	185th Overcross	Better Bus	Burnside Bridge
Bond Purpose & Principles Consistency	Use regional revenues on regional or corridor scale projects										
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.				N/A				N/A		
	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and Metro										
	Leverage significant discretionary federal, state and/or local funding										
RTP Goals & Outcomes Advancement	Improves transit service for residents in an Equity Focus Area										
	Increases speed, frequency and reliability of high capacity transit										
	Provides safer and more convenient access to transit										
	Improves access to jobs and essential services by transit										
	Identified by communities who face disparities in the transportation system as a priority										
Project Delivery Assessment	Number of mitigations	3	2	2	3	1	1	1	2	2	1
	Level of mitigation effort	Med/Med/Low	Low/Low	Low/Med	Low/Low/Med	Low	Med	Low	Low/Low	Low/Low	Low

**Key:** Darker shades of blue indicate higher scoring/rating, while lighter shades blue indicates lesser scoring/rating

# Overall Findings

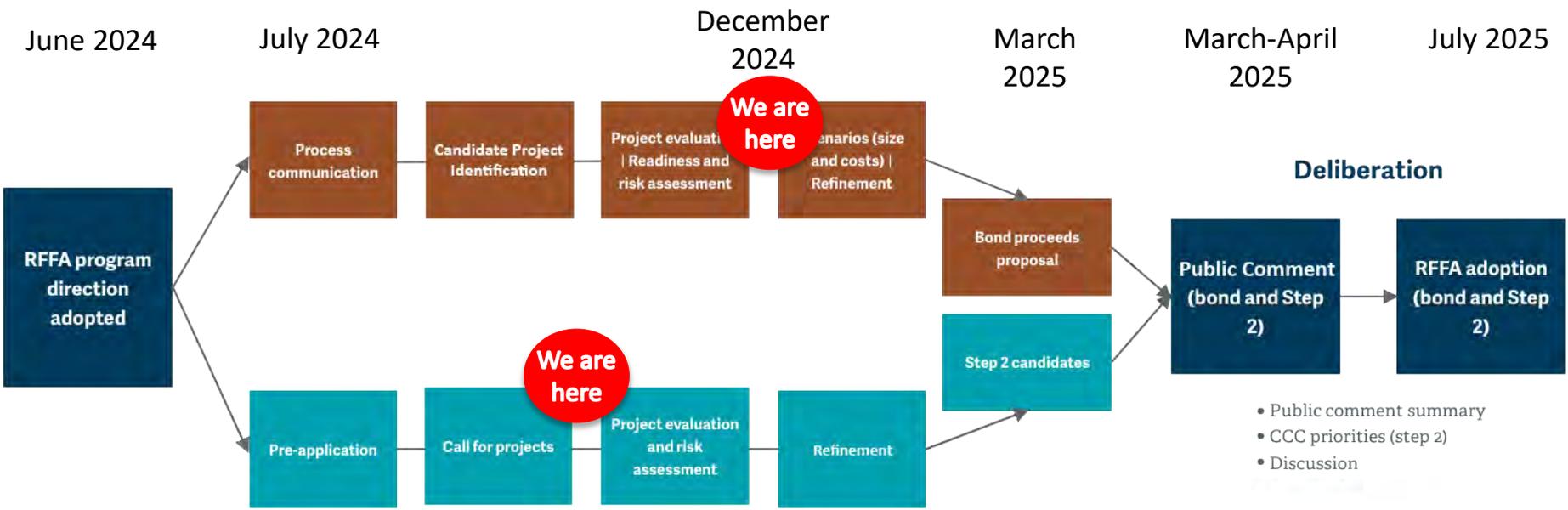
- Varying degrees of meeting bond purpose and principles
  - Candidate projects have greater performance variance given project development status, delivery challenges, funding strategy, and fund leverage ability
- All candidates advance regional outcomes
  - All projects needed to meet RTP goals, but comprehensive projects perform best; whereas focused projects have localized impact
- All candidates carry one+ delivery challenge to mitigate



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# Next Steps

# Where we are: New Project Bond & Step 2



# Next Steps – Step 1A.1 (Bond)

Candidate project evaluation: end  
October – early December

- Tentative results rollout: December 6<sup>th</sup>  
TPAC
- Finalized results: December 19<sup>th</sup> JPACT

Scenario building & analysis

- Input opportunity: December 6<sup>th</sup> & 19<sup>th</sup>



# Next Steps– Step 1A.1 (Bond)

Bond Scenario Assessment: December 2024 – February 2025

- Draft scenario assessments\*: January 2025
- Revised scenario assessment: February 2025
  - Input on preferred scenarios, local priorities, etc.



# Next Steps– Step 1A.1 (Bond)

Selecting Preferred Bond Scenario:  
March 2025

- Recommendation to JPACT: March 7<sup>th</sup>
- JPACT approval: March 20<sup>th</sup>
- Open public comment: March 24<sup>th</sup>
  - Includes public comment on Step 2 applications





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# **Next Steps – Step 1A.1 – Bond Concepts Input**

# Step 1A.1 - Bond Concepts Input

## Bond Scenario Assessment: Content

- Schedule of proceeds availability
  - Relative to project schedules
- Length of debt repayment
- Annual obligations of debt servicing
- Overall bond size
- Trade offs with Step 2
  - Near & long term



## Starting Points

- Handful of scenarios + book ends/reference scenarios
- Pass Program Direction sniff test

# Step 1A.1 - Bond Concepts Input

## TPAC concepts and themes input

- Adhere to the Program Direction
  - Maintain strong bond purpose and principles consistency
    - Ex. Leverage, readiness
  - Emphasis on RTP outcomes
- Invest across nominating categories
- Advance land use goals
- Reflect regional consensus
  - For lobbying purposes



# Step 1A.1 - Bond Concepts Input Discussion Questions

## Discussion Questions

- What central themes should inform the building blocks of a bond scenario?
  - Are there themes identified by TPAC that JPACT supports for further exploration?
- Are there preferred theme combinations for consideration?

# Questions? Comments

Contact: Grace Cho

[grace.cho@oregonmetro.gov](mailto:grace.cho@oregonmetro.gov)

[oregonmetro.gov/rffa](https://oregonmetro.gov/rffa)



**Metro**

Arts and events

Garbage and recycling

Land and transportation

Oregon Zoo

Parks and nature

**[oregonmetro.gov](https://oregonmetro.gov)**

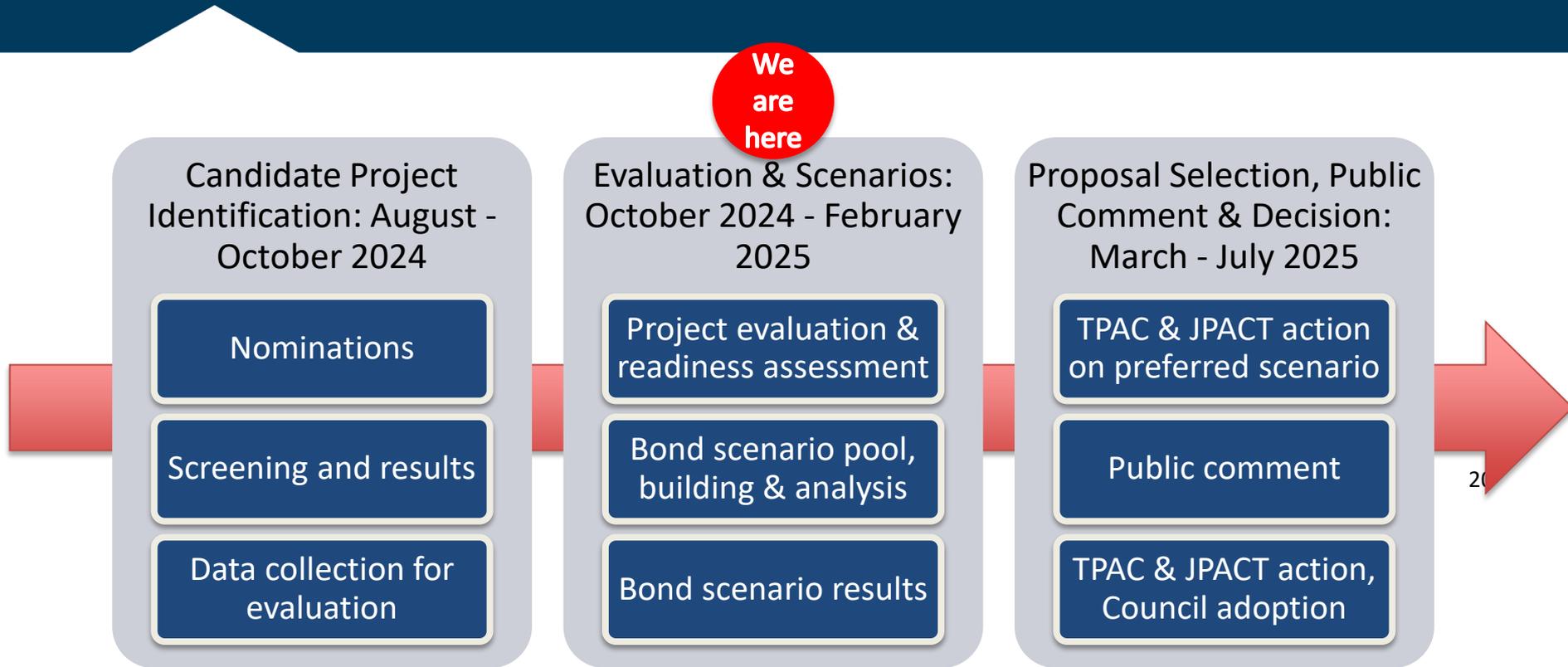


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# Extra Slides

# Where we are: 28-30 Regional Flexible Fund

## Step 1A.1 Process



# Step 1A.1: Candidates Overview

Project Title	Application Category	Activities for Bond Proceeds	Requested Bond Proceeds Amount	Estimated Fund Leverage (\$)	Estimated Fund Leverage (%)	Draft Cost Estimate
Portland Streetcar: Montgomery Park Extension	CIG	Construction	\$20,000,000	\$60,000,000 - \$88,750,000	Current: 50% - 67%	\$120,000,000 - \$177,500,000
82nd Avenue Transit Project	CIG	Construction	\$30,000,000	\$150,000,000	Current: 50% - X%	\$300,000,000
Tualatin Valley Highway Transit Project	CIG	Construction	\$30,000,000	\$150,000,000	Current: 50%	\$300,000,000
SW 185th Avenue MAX Overcrossing Project	Transit Vehicle Priority	Project Development	\$12,618,499	\$1,896,739 - \$6,069,645	Current: 13% - 41.8%	\$14,515,238
Better Bus Program	Transit Vehicle Priority	Planning, Project Development & Construction	\$11,000,000	\$1,129,700	Current: 10.27%	Program
Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project	Combined First-Last Mile & Transit Vehicle Priority	Construction	\$25,000,000	\$447,000,000	Current: 50%	\$895,000,000
Sunrise Gateway Corridor/ Hwy 212	First-Last Mile/Safe Access	Project Development & Right of Way	\$15,000,000	\$1,540,500	Current: 10.27%	142.7-162.3 Million
OR99E (McLoughlin Boulevard) First and Last Mile and Safe Access to Transit Streetscape Enhancements	First-Last Mile/Safe Access	Project Development, Right of Way & Construction	\$9,000,000	\$924,000	Current: 10.27%	\$10,000,000
72nd Ave. Phase 1 Tigard Triangle Corridor Improvements	First-Last Mile/Safe Access	Project Development, Right of Way & Construction	\$15,904,000	\$3,976,000	Current: 20%	\$19,880,000

# Step 1A.1: Performance Evaluation Results By Category & Component

Evaluation Component/Category	Sunrise	185th Overcross	Better Bus	Burnside Bridge	OR99E	Montgomery Park	72nd Ave	82nd Ave	TV Highway
Overall score									
Capital Investment Grant (CIG)/Large Transit									
First/Last & Access to Transit									
Transit Vehicle Priority									
Bond Purpose & Principles Consistency									
RTP Goals & Outcomes Advancement									

**Key:** Darker shades of blue indicate higher scoring/rating, while lighter shades blue indicates lesser scoring/rating

# Step 1A.1: Project Delivery Assessment Results

Nomination	Delivery Challenge/Factor	Mitigation Effort
Sunrise Corridor	EC, DE, CN*	Low/Low/Med
185 <sup>th</sup> MAX Overcrossing	DE, CN*	Low/Low
Better Bus Program	PS, CN	Low/Low
Burnside Bridge	CN	Low
McLoughlin Boulevard/OR99E	DE	Med
Montgomery Park Streetcar Extension	DE, CN, FTA	Med/Med/Low
72 <sup>nd</sup> Avenue	PL	Low
82 <sup>nd</sup> Avenue Transit Project	DE, CN	Low/Low
TV Highway Transit Project	DE, CN	Low/Med

**Key:** CN: construction; DE: design; EC: environmental considerations; FTA: FTA considerations; PL: planning; PS: partnerships & support