



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

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DATE: July 16, 2025

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Consent Item 07** – 2025 ADA Statewide Transportation Improvement Program (STIP) Adjustment

Requested Action:

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

Background:

In 2017, the Oregon Department of Transportation entered into a settlement agreement with the Association of Oregon Centers for Independent Living and implemented a dedicated ADA Program to bring nearly 26,000 curb ramps up to current standards. The 15-year settlement agreement specifies that 30% of the curb ramps are compliant by 2022, 75% of the curb ramps are compliant by 2027, and 100% of the curb ramps are compliant by 2032. Per the ADA Settlement Agreement 2024 Annual Report, 11,188 compliant curb ramps have been completed to date. \$1.17B has been allocated to deliver compliant curb ramps through 2027 and \$455M has been spent to date.

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

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

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

- Establishes seven new ADA projects – five in Region 1, one in Region 2 and one in Region 3.
- Establishes a new planning project to develop future projects for the 27-30 STIP
- Splits funds from two parent projects (K23038 and K23043) to add Right-of-Way, Utility Relocation and Construction phases for four existing projects that are currently in design (K23905, K23906, K23907 and K23908)

Outcomes:

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

Without approval, the Director or Commission will need to review and act upon each project as a separate STIP amendment.

Attachments:

- Attachment 01 – 2025 ADA STIP Amendment Project List