

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, July 18, 2024

7:30 AM

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

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

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

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

4. Consent Agenda (7:50AM)

- 4.1 Resolution No. 24-5426 For the Purpose of Adding, Canceling, or Amending a Total of Seven Projects to Meet Federal Transportation Project Delivery Requirements [COM](#)
[24-0827](#)

Attachments: [JPACT Worksheet](#)
[Resolution No. 24-5426](#)
[Staff Report](#)
[Exhibit A](#)
[Attachment 1](#)

- 4.2 Consideration of the June 20, 2024 JPACT Minutes [24-6099](#)

Attachments: [062024 JPACT Minutes](#)

5. Action Items (7:55AM)

- 5.1 Resolution No. 24 -5424 For the Purpose of Adding Two New Projects and Canceling One Existing Project from the 2024-27 MTIP, and Amending the Previously Obligated Rose Quarter Improvement Project, to Meet Federal Transportation Project Delivery Requirements [COM](#)
[24-0821](#)

Presenter(s): Ted Leybold, Metro
Ken Lobeck, Metro
Megan Channell, ODOT Rose Quarter Project Director

Attachments: [JPACT Worksheet](#)
[Resolution No. 24-542](#)
[Staff Report](#)
[Exhibit A](#)
[Attachment 1 - Rose Quarter General Fact Sheet](#)
[Attachment 2 - Rose Quarter Project FAQs](#)

6. Information/Discussion Items (8:05AM)

- 6.1 RFFA Next Steps (8:05AM) [COM](#)
[24-0822](#)
- Presenter(s): Grace Cho, Metro
Ted Leybold, Metro
- Attachments: [RFFA Next Steps Bond and Step 2](#)
- 6.2 Regional Transportation Priorities and Funding: JPACT
Legislative Priorities Development (8:15AM) [COM](#)
[24-0824](#)
- Presenter(s): Anneliese Koehler, Metro
- Attachments: [Staff report](#)
[Attachment 1](#)
- 6.3 Regional Emergency Transportation Routes Phase 2
(9:10AM) [COM](#)
[24-0823](#)
- Presenter(s): Tom Kloster, Metro
- Attachments: [JPACT Worksheet](#)
[RETR Phase 2 Factsheet](#)

7. Updates From JPACT Members (9:25AM)

8. Adjourn (9:30AM)

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act and other statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1890. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at trimet.org

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminare

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.

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(9:10AM)

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Уведомление о недопущении дискриминации от Metro

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Metro txoj kev ntuxub ntuxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwu ua ntej ntawm lub rooj sib tham.

2024 JPACT Work Program

As of 07/1/24

Items in italics are tentative

<u>July 18, 2024 (online)</u> • Resolution No. 24-5426 For the Purpose of Adding, Canceling, or Amending a Total of Seven Projects to Meet Federal Transportation Project Delivery Requirements (consent) • Resolution No. 24 -5424, For the Purpose of Adding Two New Projects and Canceling One Existing Project from the 2024-27 MTIP, and Amending the Previously Obligated Rose Quarter Improvement Project, to Meet Federal Transportation Project Delivery Requirements (action) • RFFA Next Steps (Ted Leybold (10 min) • Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (Anneliese Koehler, Metro; 60 min) • Regional Emergency Transportation Routes Phase 2 (Tom Kloster, Metro; 20 min)	<u>August 15, 2024- No meeting</u>
<u>September 19, 2024</u> • <i>RTP follow up and table setting (Catherine Ciarlo, Metro; 30 min)</i> • TriMet Safety and Security Presentation (JC Vannatta, other presenters TBD; 30 min) • Westside Multimodal Improvements Study (Stephanie Millar, ODOT, Malu Wilkinson, Metro; 30 min) • Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (JPACT Member Discussion)	<u>October 17, 2024</u> • Connecting First and Last Mile (Ally Holmqvist, Metro; 30 min) • Regional TDM Strategy Kickoff (Noel Mickelberry, Metro, Grace Stainback; 30 min) • Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (JPACT Member Discussion)
<u>November 21, 2024</u> • Regional Transportation Priorities and Funding: Recommendation (Action) • Cascadia Corridor Ultra-High-Speed Rail (Ally Holmqvist, Metro; 20 min) • 82nd Avenue Transit Project Update (presenters TBD, 30 min)	<u>December 19, 2024</u> • Safe Streets for All Update (Lake McTighe (she/they), Metro; 30 min) • TV Highway Implementation Strategy (Jess Zdeb, Metro; 30 min)

Holding Tank:

- I-5 Interstate Bridge Replacement Program Update (IBR): SDEIS
- Better Bus Program update
- Boone Bridge Update (Ally Holmqvist, Metro; 30 min)

- Connecting First and Last Mile update (Late spring/summer) (Ally Holmqvist, Metro; 30 min)
- Regional TDM Strategy update- (Late spring/summer) (Noel Mickelberry, Metro, Grace Stainback; 30 min)

DRAFT

**4.1 Resolution No. 24-5426 For the Purpose of Adding,
Canceling, or Amending a Total of Seven Projects to Meet
Federal Transportation Project Delivery Requirements**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, July 18, 2024

JPACT Worksheet

Agenda Item Title: June 2024 MTIP Formal Amendment Approval Request – Resolution 24-5426

Presenters: None. The item is requested to proceed as a Consent calendar item. If not, Ken Lobeck, Funding Programs Lead, or Ted Leybold, Transportation Planning and Policy Director 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 ADDING, CANCELING, OR AMENDING A TOTAL OF SEVEN PROJECTS TO MEET FEDERAL TRANSPORTATION 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 will receive their official notification on July 12, 2024. Staff anticipates that TPAC will provide their approval recommendation without changes.
- However, JPACT will receive an update from staff if any significant discussions occurred, objections were raised, or changes to the amendment bundle were recommended. Otherwise, the July #1 2024 MTIP Formal Amendment bundle is recommended for JPACT approval based on the assumption TPAC will provide their approval recommendation without change.
- JPACT: Not Applicable. This is the first time the June 2024 MTIP formal amendment has been brought before JPACT for approval.

What packet material do you plan to include?

1. Draft Resolution 24-5426 covering the July #1 2024 MTIP Formal Amendment bundle now with a total seven projects.
2. Exhibit A to draft Resolution 24-5426 (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 July #1 2024 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.

July 2024 Amendment Overview:

The July #1 2024 MTIP Formal Amendment bundle contains seven projects in the amendment bundle. Changes include the standard project changes such as cost increases, scope changes, canceling a project, and adding new projects. The changes go beyond the threshold of allowable administrative changes as authorized by the Metro approved Amendment Matrix.

Some of the projects will require approval from the Oregon Transportation Commission (OTC). OTC is scheduled to meet on August 1, 2024. As a result of the scheduling between Metro Council and OTC (both meeting on August 1, 2024), the July #1 2024 Formal Amendment bundle is proceeding under concurrent processing logic. Due to the limited time to complete this MTIP and STIP amendment, ODOT and Metro staff cannot wait for OTC to first approve the project changes and then submit the MTIP and STIP amendment using the usual linear progression fashion. Based on discussions with ODOT staff, we do not believe OTC will have any issues with the proposed changes. However, if the amendment bundle requires any major changes due to OTC action, staff will contact Metro Legal and Council Office for further direction before submitting the Metro approved July #1 2024 Formal Amendment bundle to FHWA for final review and approval.

Summary:

The July #1 2024 MTIP Formal Amendment bundle is proceeding separate from the July #2 MTIP Formal Amendment bundle which contains five projects related to the Rose Quarter Improvement Project. That amendment bundle will proceed as an action item for JPACT and Council consideration. The seven projects in the July #1 2024 regular MTIP Formal Amendment bundle reflect the last MTIP formal amendment bundle for FFY 2024 (Outside of the July #2 Rose Quarter amendment bundle). The next MTIP formal amendment bundle will be submitted in October when FHWA authorizes changes to FFY 2025 to begin occurring.

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE ADDING, CANCELING,
OR AMENDING A TOTAL OF SEVEN
PROJECTS TO MEET FEDERAL
TRANSPORTATION PROJECT DELIVERY
REQUIREMENTS**

) RESOLUTION NO. 24-5426
)
) Introduced by: Chief Operating
) Officer Marissa Madrigal in
) 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 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 U.S. Department of Transportation's (USDOT) MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, the Oregon Department of Transportation's (ODOT) statewide funding shortfall has triggered a required State Transportation Improvement Program rebalancing action to determine which ODOT funded projects can be delayed, slipped to later years, determined to be a delivery priority, or can be canceled from the STIP; and

WHEREAS, the STIP rebalancing action impacts four of the seven projects resulting in required funding adjustments, fund swaps, phase delivery delays, or outright cancelation from the STIP; and

WHEREAS, Metro is receiving their regular three-year Transportation Options funding allocation from ODOT totaling \$1,462,875 in support of required Regional Travel Options program activities which Metro will lead and complete for ODOT; and

WHEREAS, the Oregon Parks and Recreation Department has awarded a \$33,660, Recreational Trails Program discretionary grant award to the Tualatin Riverkeepers that

will provide updated trail information and also impacts the Metro Pedestrian and Bicycle modeling networks which results in an MTIP programming action; and

WHEREAS, the latest cost estimate for ODOT's US26 Powell Blvd project that will provide multiple street, pedestrian, and bicyclist upgrades requires an additional \$39.8 million construction phase funding increase to enable the construction phase to be obligated and implemented; and

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

WHEREAS, on July 12, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on July 18, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend or add the five 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 _____ 2024.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: July 5, 2024
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: July #1 FFY 2024 MTIP Formal Amendment & Resolution 24-5426 Approval Request – JL24-10-JUL1

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE ADDING, CANCELING, OR AMENDING A TOTAL OF SEVEN PROJECTS TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS

BACKGROUND

What This Is - Amendment Summary:

The July #1 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment is the first of two submitted July 2024 formal amendment bundles. This formal amendment is considered the “regular” monthly MTIP formal amendment. The July #1 Formal Amendment bundle has been separated from the Rose Quarter Improvement Project Formal Amendment bundle in amendment number JL24-11-JUL2 (or the July #2 Rose Quarter formal amendment).

The two July 2024 formal amendment bundles mark the end of MTIP formal amendment submissions for FFY 2024. MTIP and STIP management efforts will now turn to maximizing FFY 2024 phase obligations to ensure both ODOT and Metro meet our minimum obligation targets. The end of the federal year close-out process begins. ODOT and Metro will complete a full review of all projects to confirm they will obligate their phase funding before the end of FFY 2024 or need to be slipped to FFY 2025. Project phase slip actions will occur administratively under FHWA and FTA’s oversight. Regular MTIP and STIP formal/full amendments will return in October with the start of FFY 2025.

Adding to the end-of-year close-out review process is ODOT’s current STIP rebalancing effort to resolve a significant state funding shortfall. The review actions began last May to first identify projects that can be delayed and slipped to FFY 2025 or later. The next step involves a triage action to leverage and maximize the use of existing funds. This involves determining projects will be canceled from the current STIP and reprogram their funds to other projects to ensure they can move forward. The July #1 2024 Regular Formal MTIP Amendment bundle contains a few results of the rebalancing projects. The impacts and required amendments to the MTIP and STIP will continue for several months.

TPAC July 12, 2024 Meeting Summary Notes:

TPAC is scheduled to meet on July 12, 2024. Due to the short turn-around between TPAC and JPACT scheduled on July 18, 2024, this staff report is being submitted prior to TPAC's notification and request for approval recommendation. Staff will provide JPACT about the results from TPAC. JPACT will receive an update if any significant discussion items occurred, objections were raised, or changes to the MTIP formal amendment bundle are required. Otherwise, staff are assuming the formal amendment will receive TPAC's approval recommendation to approve Resolution 24-5426 without change.

July #1 2024 MTIP Formal Amendment Project Contents Summary:

- **Key 23410 - I-84: NE Martin Luther King Jr Blvd - I-205 (ODOT):**
As part of the STIP rebalancing actions to address an existing ODOT funding shortfall, Key 23419 is being canceled. The project currently contains only the Preliminary Engineering phase programmed and is intended to design for pavement resurfacing to repair ruts and surface wear.
- **New Project Key 23676 - Metro Transportation Options FFY25 - FFY27 (Metro):**
Metro receives a regular three-year federal funding allocation from ODOT supporting the Regional Travel Options (RTO) program. The funding supplements the existing RTO program funding approved in the Metro Unified Planning Work Program (UPWP). The RTO program creates safe, vibrant, and livable communities by providing grants and supporting efforts that increase walking, biking, ride sharing, telecommuting and public transit use. Metro and ODOT will now coordinate the priorities for the use of the allocated funds.
- **New Project Key 23671 - Portland Metro & Surrounding Areas Signing (ODOT):**
The formal amendment adds the new safety project to the MTIP which will provide various signing upgrades on Region 1 corridors for safety and maintenance improvements. Specific locations are to be determined. This is a regional project grouping bucket (PGB) being added to the MTIP. The \$366,837 committed to the project is being transferred from Key 22613. Key 22613 is non-MPO PGB. No action in the MTIP is required for key 22613.
- **New Project Key 23658 - Tualatin River Water Trail Access Enhancements (Tualatin Riverkeepers):**
The project was awarded Recreational Trail Program (RTP) funds from the Oregon Parks and Recreation Department and will provide various access improvements to the Tualatin Water Trail. Because the project upgrades are located on the Metro Bicycle and Pedestrian networks, the project becomes regionally significant for performance measures tracking which requires MTIP programming.

- **Project Key 22613 - Portland Metro and Surrounding Areas Safety Reserve (ODOT):**
The formal amendment combines the project funds into Key 23671 as noted above enabling Key 23671 to be added to the MTIP with full required funding.
- **Project Key 22431 - OR141/OR217 Curb Ramps (ODOT):**
The MTIP formal amendment corrects a programming discrepancy between the MTIP and STIP (corrects and updates the per phase obligations) and adds funding to the construction phase to address a funding shortfall.
- **Project Key 21178 - US26 (Powell Blvd): SE 99th Ave - East City Limits (ODOT):**
The formal amendment updates the funding levels in PE and ROW, plus adds new funds to support the construction phase.

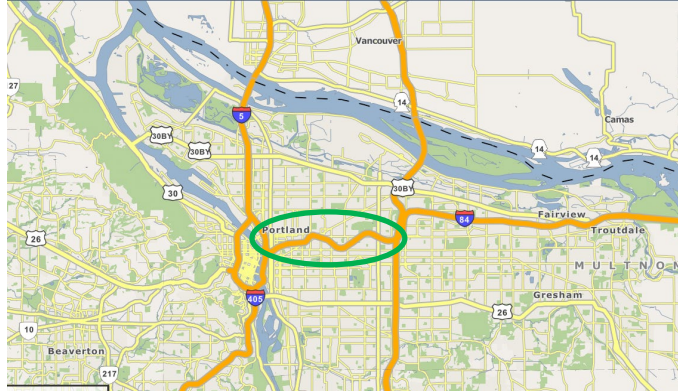
Added note: Per ODOT 's request, Key 21709, OR120: Columbia Slough Bridge (ODOT), has been pulled and removed from the July #1 MTIP Formal Amendment Bundle. The construction phase will not be added to the project at this time. This reduces the July #1 regular MTIP Formal Amendment Bundle under Resolution 24-5426 from eight to seven projects.

What is the requested action?

TPAC met on July 12, 2024, received their official notification, and provided their approval recommendation for JPACT to approve resolution 24-5426 enabling all required MTIP programming actions to be completed for the July #1 MTIP Formal Amendment.

A summary of the individual projects follows:

- **Key 23410 - I-84: NE Martin Luther King Jr Blvd - I-205 (ODOT):**
 - Lead Agency: ODOT.
 - Description: Design for pavement resurfacing to repair ruts and surface wear
 - Funding Summary: The project is currently programmed in FFY 2025 and funded with \$1,725,436 of federal National Highway Performance Program (NHPP) plus match for a total of \$1,871,000 in the Preliminary Engineering (PE) phase.
 - Action: The formal amendment cancels the PE phase and consequently the project from the MTIP and STIP. The action is part of the ODOT STIP rebalancing action. The funds will be re-allocated to other projects across the state.



- **New Project Key 23676 - Metro Transportation Options FFY25 - FFY27 (Metro):**
 - **Lead Agency:** Metro
 - **Description:** ODOT provides Metro with a three-year suballocation in support of the Regional Travel Options (RTO) program that supports the creation of safe, vibrant, and livable communities by providing grants and supporting efforts that increase walking, biking, ride sharing, telecommuting and public transit use. Since Metro's has an existing and well-defined program, ODOT provides the suballocation to Metro to complete RTO activities throughout the Metro Metropolitan Planning Area (MPA) boundary. ODOT and Metro coordinate together the specific activities for the RTO program to complete.
 - **Funding Summary:** The ODOT allocation provides Metro with \$1,312,637 of federal Surface Transportation Block Grant (STBG) and match of \$150,238 for a project total of \$1,462,875.

Three ODOT non-MPO project grouping buckets will commit funding to the Metro RTO allocation as shown below. Added note: The ODOT contribution originates from PGBs outside of the Metro region. ODOT will complete the required adjustments to Keys 21347, 23048, and 23397 in the STIP. No action in the MTIP is required as the three PGBs do not exist in the Metro MTIP.

Source of Funding for Key 23676	State STBG	State Match
\$461,190 from Key 23147	\$413,826	\$47,364
\$ 438,455 from Key 23048	\$393,425	\$45,030
\$563,230 from Key 23397	\$505,386	\$57,844
\$1,462,875 total	\$1,312,637	\$150,238

- **Action:** The formal amendment adds the new travel options allocation in Key 23676 to the MTIP in FFY 2025. The funding supplements existing approved Metro RTO funding from the Unified Planning Work Program (UPWP) in Key

23215. The new funding also will proceed through the FHWA Financial Management Information System (FMIS) to be obligated and expended.

- **New Project Key 23671 Portland Metro & Surrounding Areas Signing (ODOT):**

- Lead Agency: ODOT.
- Description: Implement various signing upgrades in Region 1 corridors for safety and maintenance improvements. Locations to be determined as needed based on investigations. This will allow for quicker response to safety concerns.
Added Note: This is a region-wide project grouping Bucket (PGB) being added to the MTIP. Specific project locations have not yet been identified.
- Funding Summary: The project is being programmed with \$366,837 if state HB2017 funds. The funds are being transferred from Key 22613 (Also part of this amendment bundle. See next project)
- Action: The formal amendment adds the region-wide PGB to the MTIP.

- **Key 22613 - Portland Metro and Surrounding Areas Safety Reserve (ODOT):**

- Lead Agency: ODOT
- Description: A region-wide project grouping bucket (PGB) that makes funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah, and Washington counties.
- Funding Summary: The project currently has \$366,837 of ODOT committed funds that will be transferred to Key 23671 as noted above.
- Action: The formal amendment transfers the funds to Key 23671 which essentially cancels project Key 22613.

2024-2027 Active STIP				CLACKAMAS		2024-2027 Active STIP	
Name: Portland Metro and surrounding areas safety reserve				Key: 22613			
Description: Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.							
MPO: Non-MPO				Work Type: SAFETY			
Applicant: ODOT				Status: BUCKET OF FUNDS			
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	CLACKAMAS		
				REGION 1 ACT	HOOD RIVER		
				REGION 1 ACT	MULTNOMAH		
				REGION 1 ACT	WASHINGTON		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$366,837.85		\$366,837.85
Fund 1					ACPD \$330,154.06		
Match					\$36,683.79		
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-0392				Approval Date: 10/31/2023			

- **New Project Key 23658 - Tualatin River Water Trail Access Enhancements (Tualatin Riverkeepers):**
 - Lead Agency: Tualatin Riverkeepers
 - Description: Access improvements to the Tualatin Water Trail including updated map and river information, signage, personal flotation device (PFD) kiosks, and a boat storage shelter.
 - Funding Summary: The project was awarded a small Recreational Trails Program (RTP) grant of \$33,660. Along with the required local match, the total project cost estimate is \$61,660.
 - Action: The formal amendment adds the new project to the MTIP.
 - Added Note: RTP funded projects often are awarded to recreational type trail improvements. As such, there usually are not considered regionally significant or are located on the Metro Pedestrian and Bicycle networks. The location of this project is on the Metro Pedestrian and Bicycle networks. The project is now required to be included in the MTIP in support of Metro's performance measures.



2023 Recreational Trails Program (RTP) Grants				
Project Name	Project Sponsor	Project Description	Total Project Cost	Grant Request Amount
Tualatin River Water Trail Access Enhancements	Tualatin Riverkeepers	Access improvements to the Tualatin Water Trail including updated map and river information, signage, personal flotation device (PFD) kiosks, and a boat storage shelter.	\$61,660	\$33,660

- **Key 22431 - OR141/OR217 Curb Ramps (ODOT):**

- Lead Agency: ODOT.
- Description: At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps impacting up to 115 site locations.
- Funding Summary: The project currently is programmed with multiple federal funds for a federal total of \$6,746,150. With match the total existing programing is \$7,518,278. The formal amendment adds State managed Surface Transportation Block Grant (STBG) and Advance Construction funding to the project's PE and Construction phases. This increases the federal contribution to \$9,416,265. Along the required match to the project, the revised project total is \$10,494,000. The increase represents a 39% increase which is above the 20% administrative threshold for cost change.
- Action: The formal amendment adds the STBG and AC funds to PE and construction. The funding shortfall in the construction phase is resolved through the amendment allowing the construction phase to obligate during FFY 2025.



Oregon
Department
of Transportation

OR 141 (SW Hall Boulevard) and SW 72nd Avenue Curb Ramps Project

Fall 2023

Overview

We are bringing sidewalk curb ramps into compliance with Americans with Disabilities Act (ADA) accessibility standards on highways throughout Oregon including OR 141 (SW Hall Boulevard) and 72nd Avenue. These upgrades create safer and more accessible highway connections for all sidewalk users.

We will upgrade more than 120 sidewalk curb ramps at approximately 90 intersections in Tigard along SW Hall Boulevard between Oregon 99W and Durham Road, and on SW 72nd Avenue between Gonzaga Street and Varns Street, making them ADA compliant. Work includes:

Upgrading existing ADA curb ramps

- This improvement will allow all users, including people in wheelchairs and using mobility aids, to make a smooth transition from the street to the sidewalk.

Lowering crosswalk buttons and installing audible pedestrian signals

- These upgrades help all pedestrians cross the street safely by accessing the crosswalk button at signalized intersections and providing an audible cue for the crosswalk signal.

Restriping and realigning crosswalks

- These upgrades will improve visibility and create a direct path from curb-to-curb, increasing pedestrian safety while crossing the street.

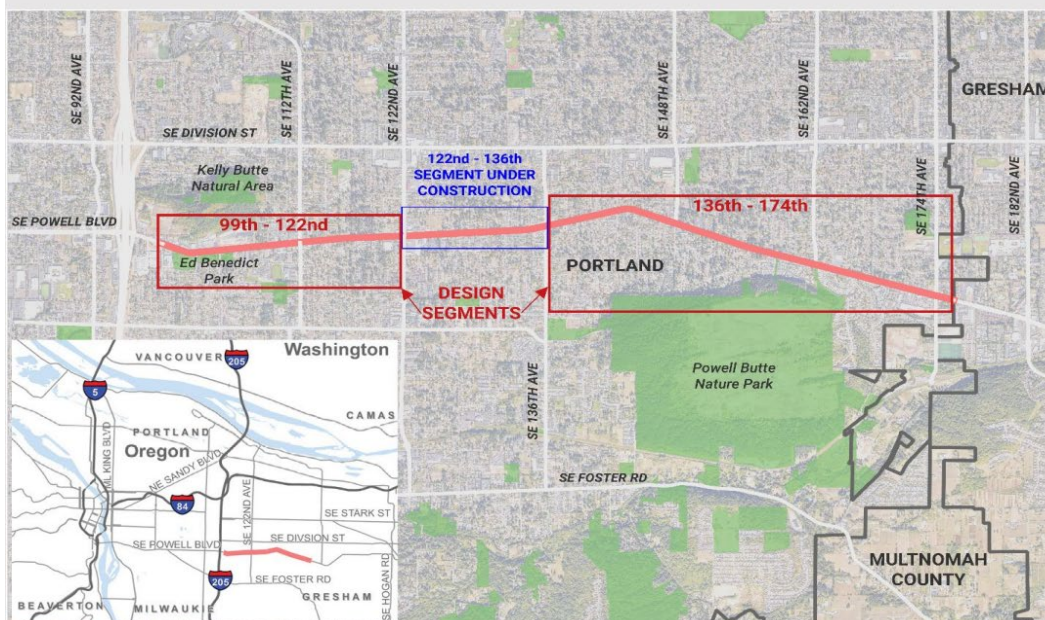
The project is currently in design and is scheduled to start construction in 2025.

- **Key 21178 - US26 (Powell Blvd): SE 99th Ave - East City Limits (ODOT):**
 - Lead Agency: ODOT.
 - Description: On US26 (Powell Blvd) in SE Portland, widen from three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.
 - Funding Summary: The project contains multiple federal and state funds for an existing project total of \$119,378,530. The construction phase currently is programmed with a total of \$73,246,248. The latest cost estimate for the construction totals \$113,088,072. The construction phase requires added funding totaling \$39,841,824. Along with addressing the construction phase funding shortfall, funding updates are required to the PE, ROW, and Other phase to the project. The updates result in a revised total project cost of \$158,786,600. The cost increase represents a 33% increase to the project which is above the 20% threshold for administrative cost changes to projects.
 - Action: The formal amendment updates the PE, ROW construction, and other phase with the required additional funds. This will enable the construction to move forward to obligate and be implemented in FFY 2025.
 - Added Note: See Attachment 1, draft OTC Staff Report, for additional details.

26 (Powell Blvd): SE 99th Ave – East City Limits

MP 5.81 – MP 9.96

Phase 2: SE 99th to SE 122nd and SE 136th to SE 174th



3

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 July #1 FFY 2024 Formal MTIP amendment (JL24-10-JUL1) 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.

<u>Action</u>	<u>Target Date</u>
• Initiate the required public notification/comment process.....	July 2, 2024
• TPAC agenda mail-out.....	July 5, 2024
• TPAC approval recommendation to JPACT.....	July 12, 2024
• JPACT approval and recommendation to Council.....	July 18, 2024
• Completion of public notification/comment process.....	July 30, 2024
• Metro Council approval.....	August 1, 2024

Notes:

* The above dates are estimates. JPACT and Council meeting dates could change.

** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps (The below timeline is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	August 6, 2024
• USDOT clarification and final amendment approval.....	Late August 2024

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 projects to be added 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:** There is one direct impact to the Metro budget. The Travel Options allocation from ODOT in Key 23676 - Metro Transportation Options FFY25 - FFY27 provides supplemental funding to the Metro RTO program. This appears to require a minor budget adjustment to the SFY 2025 UPWP. Other than Key 23676, the remaining projects and their funding adjustments do not have an impact to the Metro budget. The identified funding for these projects does not originate from Metro.

RECOMMENDED ACTION:

TPAC met on July 12, 2024, received their official notification, and provided their approval recommendation for JPACT to approve resolution 24-5426 enabling all required MTIP programming actions to be completed for the July #1 MTIP Formal Amendment.

One attachment: Key 21178 – US26 Powell Cost Increase Draft OTC Staff Report

Exhibit A
July #1 FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: JL24-10-JUL1

The July #1 Federal Fiscal Year 2024 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 eight projects. Several of the required project changes continue the ODOT STIP rebalancing effort which is examining ways to save on project costs and diminish the impact of an existing funding shortfall. A summary of the ~~eight~~ **seven** projects includes the following:

1. Projects Being Canceled from the 2024-27 MTIP and STIP:

- **Key 23410 - I-84: NE Martin Luther King Jr Blvd - I-205 (ODOT)**: As part the STIP rebalancing actions to address an existing ODOT funding shortfall, Key 23419 is being canceled. The project current contains only the Preliminary Engineering phase programmed and is intended to design for pavement resurfacing to repair ruts and surface wear.

2. New Projects Being Added to the 2024-27 MTIP and STIP:

- **New Project Key 23676 - Metro Transportation Options FFY25 - FFY27 (Metro)**: Metro is receiving its regular three-year funding allocation from ODOT supporting the Regional Travel Options (RTO) program. The funding supplements the existing RTO program funding approved in the Metro Unified Planning Work Program (UPWP). The RTO program creates safe, vibrant and livable communities by providing grants and supporting efforts that increase walking, biking, ride sharing, telecommuting and public transit use.
- **New Project Key 23671 - Portland Metro & Surrounding Areas Signing (ODOT)**: The formal amendment adds the new safety project to the MTIP which will provide various signing upgrades on Region 1 corridors for safety and maintenance improvements. Specific locations are to be determined.
- **New Project Key 23658 - Tualatin River Water Trail Access Enhancements (Tualatin Riverkeepers)**: The project was awarded Recreational Trail Program (RTP) funds from the Oregon Parks and Receptions Department and will provide various access improvements to the Tualatin Water Trail

3. Existing Projects Being Amended as Part of the July #1 Regular Formal Amendment Bundle:

- **Project Key 22613 - Portland Metro and Surrounding Areas Safety Reserve (ODOT):** Combining funds into Key 23671 as noted previously enabling Key 23671 to be added to the MTIP with full required funding.

- ~~**Project Key 21709 - OR120: Columbia Slough Bridge (ODOT):** The formal amendment updates the prior obligated Planning phase, decreases the PE phase, and primarily adds the required funding to the construction phase.~~

7/2/2024 Update: Per ODOT's request, Key 21709 has been removed from the amendment bundle. The construction phase will not be added to the project at this time. This decreases the July #1 202 MTIP Formal Amendment bundle from 8 to seven projects. The removal is considered part of the public notification process for the amendment.

- **Project Key 22431 - OR141/OR217 Curb Ramps (ODOT):** The MTIP formal amendment corrects a programming discrepancy between the MTIP and STIP (corrects and updates the per phase obligations) and adds funding to the construction phase to address a funding shortfall.
- **Project Key 21178 - US26 (Powell Blvd): SE 99th Ave - East City Limits (ODOT):** The formal amendment updates the funding levels in PE and ROW, plus adds new funds to support the construction phase.

The Exhibit A Tables that follow on the next pages contain the specific project changes for the five in the July #2 Formal MTIP Amendment Bundle. See the Exhibit A/MTIP Worksheets for the detailed changes and consistency review areas. Additionally, the Portland Broadway Main Street and Supporting Connections project is being included for information and processing consistency purposes.

2024-2027 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 24-5426

July #1 FFY 2024 (Regular) Formal Amendment Bundle Contents
Amendment Type: Formal/Full
Amendment #: JL24-10-JUL1
Total Number of Projects: 8 7

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Existing Projects Being Canceled in the 2024-27 MTIP				
(#1) ODOT Key # 23410 MTIP ID 71200	ODOT	I-84: NE Martin Luther King Jr Blvd - I-205	Design for pavement resurfacing to repair ruts and surface wear.	<u>CANCEL PROJECT:</u> The MTIP formal amendment cancels the PE phase which effectively cancels the project from the MTIP and STIP. The cancelation results per the recent STIP rebalancing review as a cost savings action to address ODOT's funding shortfall

Category: Adding New Projects to the 2024-2027 MTIP

(#2) ODOT Key # 23676 MTIP ID TBD <i>New Project</i>	Metro	Metro Transportation Options FFY25 - FFY27	Metro funding to promote and encourage the use of alternative transportation options during federal fiscal years 2025, 2026 and 2027.	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the ODOT fund project grouping bucket (PGB) supporting Regional Travel Options (RTO) activities for Metro. The RTO program creates safe, vibrant and livable communities by providing grants and supporting efforts that increase walking, biking, ride sharing, telecommuting and public transit use
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Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#3) ODOT Key # 23671 MTIP ID TBD <i>New Project</i>	ODOT	Portland Metro & Surrounding Areas Signing	Complete various signing upgrades in Region 1 corridors for safety and maintenance improvements. Locations to be determined as needed based on investigations. This will allow for quicker response to safety concerns.	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new safety PGB providing safety signage upgrades by combining funds from Key 22613.
(#4) ODOT Key # 23658 MTIP ID TBD <i>New Project</i>	ODOT	Tualatin River Water Trail Access Enhancements	Access improvements to the Tualatin Water Trail including updated map and river information, signage, personal flotation device (PFD) kiosks, and a boat storage shelter.	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new OPRD Tualatin Rive Trail RTP funded project to the MTIP. The project is located on the Metro Pedestrian and Bicycle networks resulting in its classification as a regionally significant project.
Category: Existing MTIP Projects Being Amended				
(#5) ODOT Key # 22613 MTIP ID 71337	ODOT	Portland Metro and Surrounding Areas Safety Reserve	Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.	<u>COMBINE FUNDS:</u> The formal MTIP amendment commits and transfers the available funding to ODOT new safety signage PGB in Key 23671 as noted above. As a result, Key 22613 is left "zero programmed".
(#6) ODOT Key # 21709 MTIP ID 71195	ODOT	OR120: Columbia Slough Bridge	Bridge replacement of the existing timber structure that is obsolete, costly to continuously repair, and can no longer support heavier loads.	<u>ADD PHASE:</u> The formal MTIP amendment updates the prior obligated Planning phase, decreases the PE phase, and primarily adds the required funding to the construction phase. The project is now fully programmed based on an estimated total project cost of \$59,676,998.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#6) ODOT Key # 22431 MTIP ID 71247	ODOT	OR141/OR217 Curb Ramps	At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.	<u>COST INCREASE:</u> The MTIP formal amendment corrects a programming discrepancy between the MTIP and STIP (corrects and updates the per phase obligations) and adds funding to the construction phase to address a funding shortfall
(#7) ODOT Key # 21178 MTIP ID 71033	ODOT	US26 (Powell Blvd): SE 99th Ave - East City Limits	On US26 (Powell Blvd) in SE Portland, widen from three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.	<u>COST INCREASE:</u> The MTIP formal amendment updates the funding levels in PE and ROW, plus adds new funds to support the construction phase

Proposed Amendment Review and Approval Steps:

Date	Action
July #2 (JL24-11-JUL2) Rose Quarter Improvement Project Formal MTIP Amendment Required Approval Actions	
Tuesday, July 2, 2024	Post amendment & begin 30+ day notification/comment period.
Friday, July 12, 2024	July 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, July 18, 2024	July JPACT meeting. JPACT will be requested to approve the amendment resolution and provide an approval recommendation to Metro Council
Friday, July 30, 2024	End the 30-day public comment period.
Thursday, August 1, 2024	Metro Council meeting. Request final Metro approval for the July #1 MTIP Formal Amendment bundle under amendment JL24-10-JUL1.
Wednesday, August 7, 2024	Submit final Metro approved July #1 amendment bundle to ODOT and FHWA to complete final approval steps.
Late August, 2024	Final approval from FHWA estimated should occur.



Metro

2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment

CANCEL PROJECT

Cancel PE phase per STIP
rebalancing review

Project #1

CANCELED PROJECT

Project Details Summary

ODOT Key #	23410	RFFA ID:	N/A	RTP ID:	12094	RTP Approval Date:	11/30/2023
MTIP ID:	71200	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-10-JUL1		STIP Amendment ID:		24-27-1287	

Summary of Amendment Changes Occurring:

The MTIP formal amendment cancels the PE phase which effectively cancels the project from the MTIP and STIP. The action results per the recent STIP rebalancing review to address ODOT's funding shortfall. The first action was to slip existing projects to future STIP years. Now, per the review, certain projects are now being canceled from the MTIP and STIP. The action also will be part of the annual STIP amendment that the Oregon Transportation Commission (OTC) will consider during their August 1, 2024 meeting.

Project Name:	I-84: NE Martin Luther King Jr Blvd - I-205						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	N/A	Delivery as Direct Recipient:	N/A		

Short Description:

Design for pavement resurfacing to repair ruts and surface wear.

MTIP Detailed Description (Internal Metro use only):

Design for a future pavement resurfacing project to repair ruts and surface wear.

STIP Description:

Design for pavement resurfacing to repair ruts and surface wear.

Project Classification Details

Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Preservation or Maintenance	Maintenance and Preservation
ODOT Work Type:	PRESRV		

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									
NHPP	Y002	2025		\$ 1,725,436					\$ -
									\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025		\$ 145,564					\$ -
									\$ -
State Totals:			\$ -	\$ 145,564	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 1,871,000	\$ -	\$ -	\$ -	\$ -	\$ 1,871,000
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but is being canceled.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ (1,871,000)	\$ -	\$ -	\$ -	\$ -	\$ (1,871,000)
Phase Change Percent:	0.0%	-100.0%	0.0%	0.0%	0.0%	0.0%	-100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	0.00%	N/A	N/A	N/A	N/A	N/A
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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

Fiscal Constraint Consistency Review							
1. What is the source of funding? PE was funded with federal National Highway Performance Program funds							
2. Does the amendment include changes or updates to the project funding? All existing funding is being removed from the project.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via STIP Impacts Worksheet.							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Yes, OTC approval will be required as part of the ODOT							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-84	0.40	7.12	6.72
Cross Streets	Route or Arterial		Cross Street		Cross Street
	I-84		I-5 interchange		I-205 Interchange

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	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
	N/A			X		X		Limits cross several EFA sections with various "yes" designations for POC, LEP, and LI
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety: Pavement resurfacing and/or rehabilitation.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 12094 - Highway Pavement Maintenance: 2023-2030
RTP Project Description:	Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) that do not add motor vehicle capacity.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Throughway
Yes	Transit	Light Rail Transit
Yes	Freight	Main Roadway Routes and Branch Rail Lines
Yes	Bicycle	Bicycle Parkway
No	Pedestrian	None

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-84	NHS Interstate
Functional Classification	Yes	I-84	Urban Interstate
Federal Aid Eligible Facility	Yes	I-84	1 = Interstate

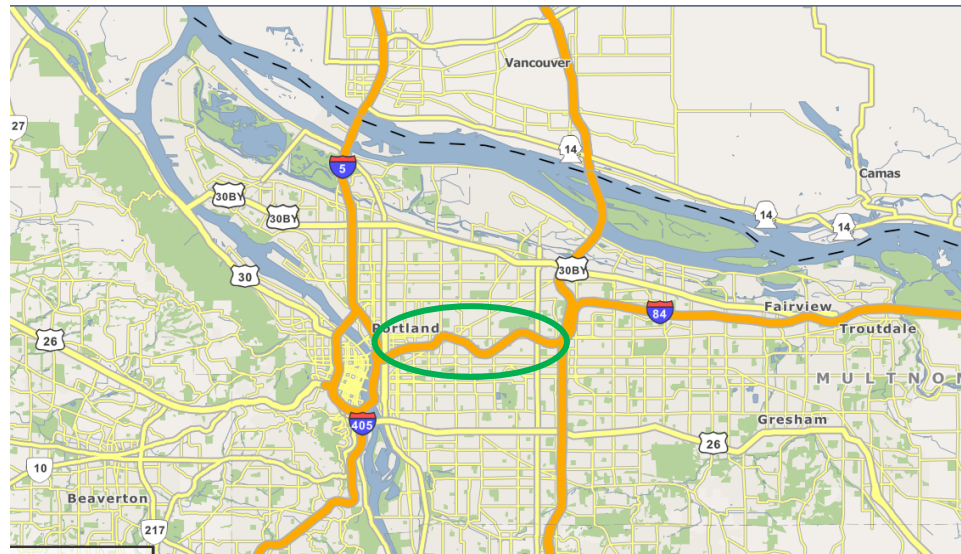
Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	Applicable RTP Goals: <u>Goal # 2.1 Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.1 - 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? 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 July 2, 2024 to July 30, 2024
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? Not expected

Fund Codes References

State	General state funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]

Name: I-84: NE Martin Luther King Jr Blvd - I-205					Key: 23410	
Description: Design for pavement resurfacing to repair ruts and surface wear.					Region: 1	
MPO: Portland Metro MPO			Work Type: PRESRV			
Applicant: ODOT			Status: PROJECT FUNDED THROUGH FINAL PLANS			
Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
0.40 to 7.12	6.72	I-84	COLUMBIA RIVER	REGION 1 ACT	MULTNOMAH	
Current Project Estimate						
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other
Year		2025				
Total		\$1,871,000.00				\$1,871,000.00
Fund 1		Y002 \$1,725,436.20				
Match						
Fund 2		S070 \$145,563.80				
Match						
Footnote:						





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the ODOT funded RTO PGB
 bucket to the MTIP

Project #2

Project Details Summary

ODOT Key #	23676	RFFA ID:	N/A	RTP ID:	11054	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-10-JUL1		STIP Amendment ID:	24-27-1250		

Summary of Amendment Changes Occurring:

The formal MTIP amendment adds the ODOT fund project grouping bucket (PGB) supporting Regional Travel Options (RTO) activities for Metro. The RTO program creates safe, vibrant and livable communities by providing grants and supporting efforts that increase walking, biking, ride sharing, telecommuting and public transit use. ODOT funding is being pulled from similar non-MPO PGBs. Funding source includes \$461,189.80 from project Key 23147, \$438,454.69, from project Key 23048, and \$563,230.67 from project Key 23397. Keys 23147, 23048, and 23397 are outside the MPO programming boundary. They will be updated in the STIP, but do not need updates in the MTIP.

Project Name:	Metro Transportation Options FFY25 - FFY27						
Lead Agency:	Metro	Applicant:	Metro	Administrator:	ODOT		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No		

Short Description:

Metro funding to promote and encourage the use of alternative transportation options during federal fiscal years 2025, 2026 and 2027.

MTIP Detailed Description (Internal Metro use only):

Region-wide PGB supporting Metro's RTO program that creates safe, vibrant and livable communities by providing grants and supporting efforts that increase walking, biking, ride sharing, telecommuting and public transit use. (FFY 2025-27 allocation, Y240/State STBG initial fund code)

STIP Description:

Metro funding to promote and encourage the use of alternative transportation options during federal fiscal years 2025, 2026 and 2027.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	New Capacity - General Purpose	Capital Improvement
ODOT Work Type:	OP-TDM		

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									
State STBG	Y240	2025						\$ 1,312,638	\$ 1,312,638
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,312,638	\$ 1,312,638
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025						\$ 150,237	\$ 150,237
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,237	\$ 150,237

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals									
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,462,875	\$ 1,462,875
Total Estimated Project Cost									\$ 1,462,875
Total Cost in Year of Expenditure:									\$ 1,462,875

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,462,875	\$ 1,462,875
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,237	\$ 150,237
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,312,638	\$ 1,312,638
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,237	\$ 150,237
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,462,875	\$ 1,462,875
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%	10.27%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	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%	10.27%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	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:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:	The State STBG fund obligation is assumed to be through FHWA's FMIS system and not flex transferred to FTA.						
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding? ODOT State Surface Transportation Block Grant (STBG) funds							
2. Does the amendment include changes or updates to the project funding? Yes. New State STBG is being added to the MTIP.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes. ODOT cited the existing PGBs where the funding is being shifted.							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT program manager approval was required.							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	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	0	No activity.	
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 Other possible performance measure may apply once specific locations are identified
					X			
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Air Quality - Continuation of ride-sharing and van-pooling promotion activities at current levels
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 11054 - Regional Travel Options (RTO) Program Activities for 2023-2030
RTP Project Description:	Education, services, and small capital projects that promote and make transit, bicycling, walking and ridesharing easier to use. Program elements are delivered by local government agencies, community non-profit organizations and colleges with US and Oregon Department of Transportation funding allocated by the Metro Regional Travel Options program. The program helps the region meet goals for increased access to jobs, education and services and to reduce motor vehicle miles traveled.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not Applicable
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? Yes.
3a.	If yes, is an amendment required to the UPWP? A separate budget amendment will need to occur to reflect the new funding.
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)? Metro funded stand-alone project.
4.	Applicable RTP Goal: 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.
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 July 2, 2024 to July 30, 2024
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? Not expected.
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.

Fund Codes References

State	General state funds committed to the project 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%	1,462,875.16	89.73%	1,312,637.88	10.27%	150,237.28	0.00%	0.00
OT Totals			100.00%	1,462,875.16		1,312,637.88		150,237.28		0.00
Grand Totals				1,462,875.16		1,312,637.88		150,237.28		0.00

Source of Funding for Key 23676	State STBG	State Match
\$461,190 from Key 23147	\$413,826	\$47,364
\$ 438,455 from Key 23048	\$393,425	\$45,030
<u>\$563,230 from Key 23397</u>	<u>\$505,386</u>	<u>\$57,844</u>
\$1,462,875 total	\$1,312,637	\$150,238

Name: **Transportation Options Provider Grants FY25-26**

Key: **23147**

Description **Funding to promote and encourage the use of alternative transportation options during federal fiscal years 2025 and 2026.**

Region: **6**

MPO: **Non-MPO**

Work Type: **OP-TDM**

Applicant: **ODOT**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				STATEWIDE	STATEWIDE

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$2,507,522.57	\$2,507,522.57
Fund 1						Y240 \$2,250,000.00	
Match						\$257,522.57	

Footnote:

2024-2027 Active STIP

STATEWIDE

2024-2027 Active STIP

Name: ECO Rule Implementation FY25, 26 and 27

Key: 23048

Description Commute-focused program to support new Employee Commute Options (ECO) rule implementation.

Region: 6

MPO: Non-MPO

Work Type: OP-TDM

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				STATEWIDE	STATEWIDE

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$2,228,908.95	\$2,228,908.95
Fund 1						Y240 \$2,000,000.00	
Match						\$228,908.95	

Footnote:

Name: Innovative Mobility Federal Competitive Grants FFY24

Key: 23397

Description Federal funding for competitive grants and contracted services to assist the transportation needs of historically marginalized groups during federal fiscal year 2024. Projects will be selected based on requirements of funds.

Region: 6

MPO: Non-MPO

Work Type: OPERAT

Applicant: ODOT

Status: NON-CONSTRUCTION PROJECT

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				STATEWIDE	STATEWIDE

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$6,615,635.80	\$6,615,635.80
Fund 1						Y240 \$5,936,210.00	
Match						\$679,425.80	

Footnote:

Most Recent Approved Amendment

Amendment No: 24-27-1052

Approval Date: 4/15/2024

Requested Action: Slip the project to start in federal fiscal year 2025.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new safety PGB by
 combining funds from Key 22613

Project #3

Project Details Summary

ODOT Key #	23671	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-10-JUL1		STIP Amendment ID:	24-27-1240		

Summary of Amendment Changes Occurring:

The formal MTIP amendment adds the new safety PGB providing safety signage upgrades by combining funds from Key 22613.

Project Name: **Portland Metro & Surrounding Areas Signing**

Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes

Short Description:

Various signing upgrades in Region 1 corridors for safety and maintenance improvements. Locations to be determined as needed based on investigations. This will allow for quicker response to safety concerns.

MTIP Detailed Description (Internal Metro use only):

At various highway corridor locations across Region 1, install safety signage upgrades for motorist safety and maintenance improvements. Specific locations to be determined from scoping and specific investigations to address priority safety concerns.

STIP Description:

Various signing upgrades on Region 1 corridors for safety and maintenance improvements. Locations to be determined as needed based on investigations. This will allow for quicker response to safety concerns.

Project Classification Details

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
-	-	-							\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
HB2017	S070	2025		\$ 91,710					\$ 91,710
HB2017	S070	2025					\$ 275,127		\$ 275,127
									\$ -
State Totals:			\$ -	\$ 91,710	\$ -	\$ -	\$ 275,127	\$ -	\$ 366,837
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 91,710	\$ -	\$ -	\$ 275,127	\$ -	\$ 366,837
Total Estimated Project Cost									\$ 366,837
Total Cost in Year of Expenditure:									\$ 366,837

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed. The funds are being transferred to new Key 23671.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 91,710	\$ -	\$ -	\$ 275,127	\$ -	\$ 366,837
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	0.00%	N/A	N/A	0.00%	N/A	0.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ 91,710	\$ -	\$ -	\$ 275,127	\$ -	\$ 366,837
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 91,710	\$ -	\$ -	\$ 275,127	\$ -	\$ 366,837
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
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%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	25.0%	0.0%	0.0%	75.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	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:							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? Original source was to be HB2017. Now, not applicable							
2. Does the amendment include changes or updates to the project funding? Yes, all funds are being transferred to new Key 23671.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC action is required, expected 8-1.2024							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	Various	Various	Various	Various
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	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).	
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 The safety PGB is regional.
						X		
Added notes: Safety upgrades at specific locations will be addressed as part of the ongoing performance measures monitoring process.								

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

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not Applicable
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
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	Applicable RTP Goal: <u>Goal # 2 - Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be July 2, 2024 to July 30, 2024
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? Not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.

Fund Codes References

HB2017

State funding that originates from Oregon House Bill 2017. HB2017 made a significant investment in transportation to help further the things Oregonians value, such as a vibrant economy with good jobs, choices in transportation, a healthy environment, and safe communities

Key Number: **23671**

2024-2027 STIP

Project Name: **Portland Metro & surrounding areas signing**

(DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	S070	HB2017 Funding Package	100.00%	91,710.00	0.00%	0.00	100.00%	91,710.00	0.00%	0.00
	PE Totals		100.00%	91,710.00		0.00		91,710.00		0.00
CN	S070	HB2017 Funding Package	100.00%	275,127.00	0.00%	0.00	100.00%	275,127.00	0.00%	0.00
	CN Totals		100.00%	275,127.00		0.00		275,127.00		0.00
Grand Totals				366,837.00		0.00		366,837.00		0.00

2024-2027 Active STIP

CLACKAMAS

2024-2027 Active STIP

Name: **Portland Metro and surrounding areas safety reserve**

Key: **22613**

Description: Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

Region: 1

MPO: Non-MPO

Work Type: **SAFETY**

Applicant: ODOT

Status: **BUCKET OF FUNDS**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	HOOD RIVER
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$366,837.85		\$366,837.85
Fund 1					ACPO \$330,154.06		
Match					\$36,683.79		

Footnote:

Most Recent Approved Amendment

Amendment No: 24-27-0392

Approval Date: 10/31/2023

Funding for Key 23671 originates by combining funding into 23671 from Key 22613 at left



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new 2023 RTP awarded
 project to the MTIP

Project #4

Project Details Summary

ODOT Key #	23658	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-10-JUL1		STIP Amendment ID:	24-27-1213		

Summary of Amendment Changes Occurring:

The formal MTIP amendment adds the new OPRD Tualatin Rive Trail RTP funded project to the MTIP. The project is located on the Metro Pedestrian and Bicycle networks resulting in its classification as a regionally significant project. MTIP programming is required in support of federal delivery approval steps and performance measures reporting,

Project Name:	Tualatin River Water Trail Access Enhancements						
Lead Agency:	Tualatin Riverkeepers	Applicant:	Tualatin Riverkeepers	Administrator:	OPRD (Oregon Parks and Rec)		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

Access improvements to the Tualatin Water Trail including updated map and river information, signage, personal flotation device (PFD) kiosks, and a boat storage shelter.

MTIP Detailed Description (Internal Metro use only):

In Southern Tigard, across Tualatin, and wester Durham along the Tualatin River from SW 108th Ave and east/southeast to east of SW 50th Ave, complete access improvements to the Tualatin Water Trail including updated map and river information, signage, personal flotation device (PFD) kiosks, and a boat storage shelter (Inclusion in Metro Ped and Bicycle networks) 2023 RTP grant award.)

STIP Description:

Access improvements to the Tualatin Water Trail including updated map and river information, signage, personal flotation device (PFD) kiosks, and a boat storage shelter.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Multi-use Path	Other	Other
ODOT Work Type:	BIKPED		

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									
RTP (IIJA)	Y940	2025						\$ 33,660	\$ 33,660
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,660	\$ 33,660

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						\$ 28,000	\$ 28,000
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,000	\$ 28,000

Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,660	\$ 61,660
Total Estimated Project Cost									\$ 61,660
Total Cost in Year of Expenditure:									\$ 61,660

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,660	\$ 61,660
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,000	\$ 28,000
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	45.41%	45.41%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,660	\$ 33,660
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,000	\$ 28,000
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,660	\$ 61,660
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	54.6%	54.6%
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%	45.4%	45.4%
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%	54.6%	54.6%
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%	45.4%	45.4%
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:							
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? Federal Recreational Trails Program (RTP) funds.							
2. Does the amendment include changes or updates to the project funding? Yes, new federal RTP funds are added to the MTIP.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the official 2023 RTP award list.							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OPRD approval was required.							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Tualatin River Trail		SW 80th Ave		SW 50th Ave
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable. The formal amendment represent the initial project programming in the MTIP.						

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 Equity POC=Yes, LEP = Yes, LI = Yes
				X	X			
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Air Quality - Bicycle and Pedestrian Facilities
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 10744 - Tualatin River Pathway
RTP Project Description:	Fill in system gaps from eastern city limits to western city limits.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No designation
No	Transit	No designation
No	Freight	No designation
Yes	Bicycle	Regional Bikeway (Tualatin River Greenway Trail)
Yes	Pedestrian	Regional Pedestrian Corridor

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

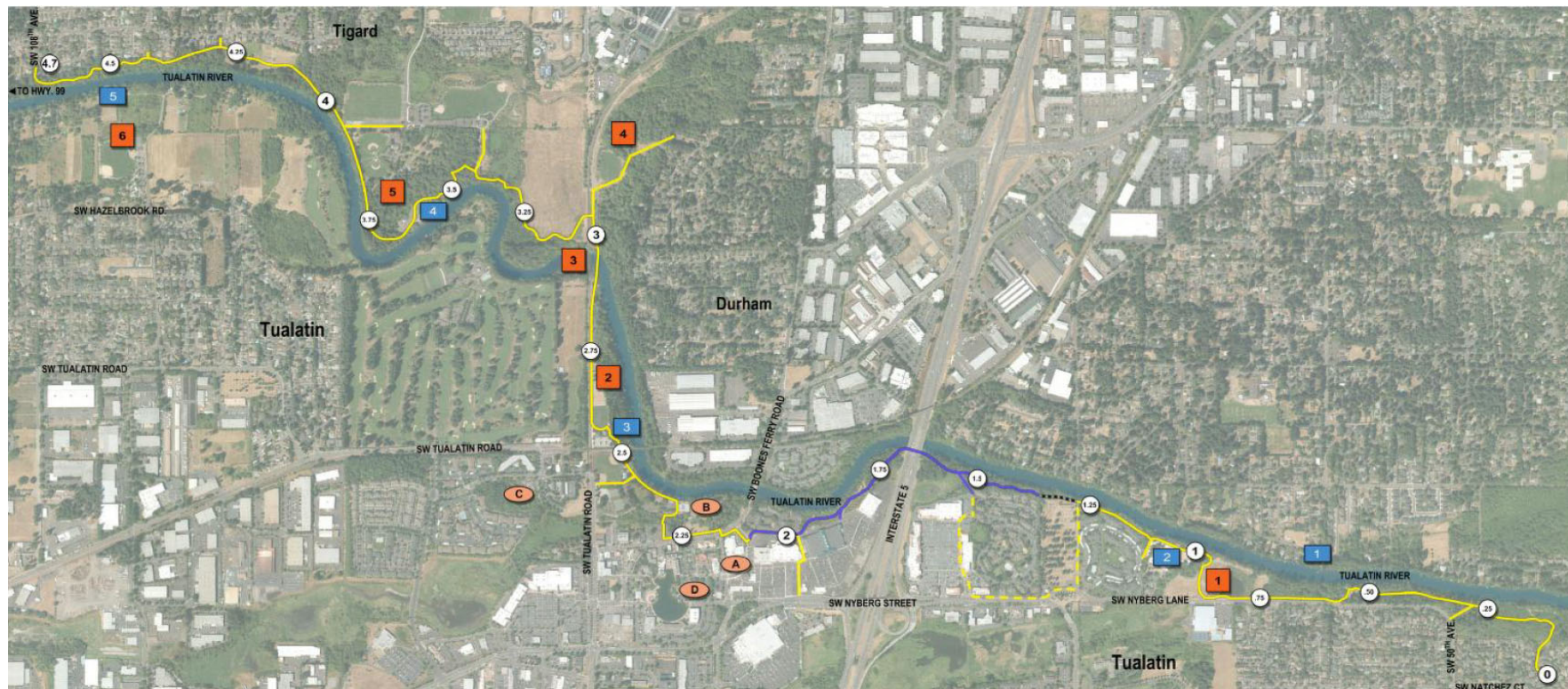
Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? Yes
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	Applicable RTP Goal: <u>Goal # 1 - Mobility Options:</u> Objective 1.1 Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.
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 public notification/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 July 2, 2024 to July 30, 2024
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? Not expected
7.	Added notes:

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
RTP	Recreational Trails Program. A federal funding source (FHWA based) that provides funds to the States to develop and maintain recreational trails and trail-related facilities for motorized and nonmotorized recreational trail uses. RTP funds are a special set-aside group of funds under STBG funding program

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y940	Recreational trail program (RTP) IJA	100.00%	61,660.00	55.00%	33,660.00	0.00%	0.00	45.00%	28,000.00
	OT Totals		100.00%	61,660.00		33,660.00		0.00		28,000.00
	Grand Totals			61,660.00		33,660.00		0.00		28,000.00

2023 Recreational Trails Program (RTP) Grants				
Project Name	Project Sponsor	Project Description	Total Project Cost	Grant Request Amount
<i>Non-Motorized</i>				
Cline Buttes Mountain Bike Trail Construction*	Central Oregon Trail Alliance	This is phase one of a multi-phase project to expand the Cline Butte and Cascade View mountain bike trail systems by building new trail, rerouting existing trails, building a trailhead, and adding signage.	\$183,050	\$145,470
Little North Santiam Trail Reconstruction	National Forest Foundation	Post-fire reconstruction of the Little North Santiam Trail on the Detroit Ranger District of the Willamette National Forest. To include construction of bridges, staircase, puncheon, and retaining walls.	\$290,100	\$144,500
Millocama Marsh Improvement Project 2.0*	Coos Bay School District 9	Restoration of the Millicoma Marsh Trail and purchase of maintenance tools	\$74,877	\$59,875
Jack-Ash Trail Construction Phase 2 Completion*	Siskiyou Upland Trails Association	Construct new non-motorized trails for Phase II of the Jack-Ash Trail project in Jackson County, OR. Install interpretive sign, waypoint and trailhead signage.	\$95,849	\$76,679
Tualatin River Water Trail Access Enhancements	Tualatin Riverkeepers	Access improvements to the Tualatin Water Trail including updated map and river information, signage, personal flotation device (PFD) kiosks, and a boat storage shelter.	\$61,660	\$33,660
Mt. Ashland Bull Gap Trail Conversion*	Rogue Valley Mountain Bike Association	The Bull Gap Road to Trail Conversion would convert a degraded Forest Service road into two separate trails - a dual direction multi-use trail and a descending mountain bike trail.	\$149,909	\$117,212



Tualatin River Water Trail





Metro

2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
COMBINE FUNDS

Transfer all funds to new safety
signage PGB in Key 23671

Project #5

Project Details Summary

ODOT Key #	22613	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	11/30/2023
MTIP ID:	71337	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-10-JUL1		STIP Amendment ID:		24-27-1240	

Summary of Amendment Changes Occurring:

The formal MTIP amendment commits and transfers the available funding to ODOT new safety signage PGB in Key 23671. Key 23671 is also part of this amendment bundle. As a result, Key 22613 is left "zero programmed".

Project Name: **Portland Metro and Surrounding Areas Safety Reserve**

Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes

Short Description:

Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

MTIP Detailed Description (Internal Metro use only):

Across the Region 1 total four county area, establish a safety bucket reserve to support future urgent safety issues and project safety improvement needs are time sensitive and require immediate mitigation. Similar to Emergency Relieve funding bucket logic. (OTC approval: July 14, 2022)

STIP Description:

Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

Project Classification Details

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

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									
ADVCON	ACP0	2024					-\$ 330,154		\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2024					-\$ 37,788		\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 37,788	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	-\$ 367,942	\$ -	-\$ 367,942
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed. The funds are being transferred to new Key 23671.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ (367,942)	\$ -	\$ (367,942)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-100.0%	0.0%	-100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	0.00%	N/A	0.00%

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

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

0							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
				Estimated Project Completion Date:			Not Applicable
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? Original source was to be HB2017. Now, not applicable							
2. Does the amendment include changes or updates to the project funding? Yes, all funds are being transferred to new Key 23671.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC action is required, expected 8-1.2024							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	Various	Various	Various	Various
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	2024	Years Active	1	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	2	Last Amendment	Administrative	Date of Last Amendment	August 2023	Last MTIP Amend Num	AM23-25-AUG4
Last Amendment Action	PHASE SLIP & COST ADJUSTMENT: Cons slipped to FFY 2024. Programming amount reduced based on current STIP programming level						

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

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

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not Applicable
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
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	Applicable RTP Goal: <u>Goal # 2 - Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be July 2, 2024 to July 30, 2024
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? Not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.

Fund Codes References	
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.
State	General state funds used like local funds to provide the minimum match requirement to the federal funds,

Key Number: **22613**

2024-2027 STIP

Project Name: **Portland Metro and surrounding areas safety**

(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
CN	ACPO	ADVANCE CONSTRUCT PR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	CN Totals		0.00%	0.00		0.00		0.00		0.00
	Grand Totals			0.00		0.00		0.00		0.00



Metro

2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment

COST INCREASE

Update PE phase obligations and add
Cons phase funds

Project #6**Project Details Summary**

ODOT Key #	22431	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	11/30/2023
MTIP ID:	71247	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-10-JUL1		STIP Amendment ID:		24-27-1268	

Summary of Amendment Changes Occurring:

The MTIP formal amendment corrects a programming discrepancy between the MTIP and STIP (corrects and updates the per phase obligations) and adds funding to the construction phase to address a funding shortfall. The net cost change to the project results in an increase of almost 40% which well above the 20% administrative cost change threshold. This triggers the need to complete the cost changes as a formal/full amendment. The cost increase results from a ADA curb upgrade from 96 to 115 now as well as inflation impacts tot he project.

Project Name: **OR141/OR217 Curb Ramps**

Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	No

Short Description:

At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.

MTIP Detailed Description (Internal Metro use only):

On OR 141 (Hall Blvd at two locations between MP 4.97 to 7.07) and on SW 72nd Ave (between SW Beveland Rd to SW Varnes St) in the Tigard area, construct ADA compliant curbs and ramps for safety improvements **impacting up to 115 planned curb upgrades**. (ADA PGB)

STIP Description:

Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

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

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									
State STBG	Z24E	2021		\$ 851,830					\$ 851,830
State STBG	Y240	2021		\$ 1,279,257					\$ -
State STBG	Y240	2021		\$ 1,727,907					\$ 1,727,907
State STBG	Y240	2023			\$ 748,348				\$ -
State STBG	Y240	2023			\$ 183,049				\$ 183,049
State STBG	Z240	2023			\$ 565,299				\$ 565,299
State STBG	Y240	2024					\$ 3,866,715		\$ -
State STBG	Y240	2025					\$ 3,866,715		\$ 3,866,715
AC-GARVEE	ACP0	2025					\$ 2,221,465		\$ 2,221,465
Federal Totals:			\$ -	\$ 2,579,737	\$ 748,348	\$ -	\$ 6,088,180	\$ -	\$ 9,416,265
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (Z24E)	Match	2021		\$ 97,496					\$ 97,496
State (Y240)	Match	2021		\$ 146,417					\$ -
State (Y240)	Match	2021		\$ 197,767					\$ 197,767
State (Y240)	Match	2023			\$ 85,652				\$ -
State (Y240)	Match	2023			\$ 20,951				\$ 20,951
State (Z240)	Match	2023			\$ 64,701				\$ 64,701
State (Y240)	Match	2024					\$ 442,563		\$ -
State (Y240)	Match	2025					\$ 442,563		\$ 442,563
State (AC)	Match	2025					\$ 254,257		\$ 254,257
State Totals:			\$ -	\$ 295,263	\$ 85,652	\$ -	\$ 696,820	\$ -	\$ 1,077,735

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 2,375,000	\$ 834,000	\$ -	\$ 4,309,278	\$ -	\$ 7,518,278
Amended Programming Totals			\$ -	\$ 2,875,000	\$ 834,000	\$ -	\$ 6,785,000	\$ -	\$ 10,494,000
Total Estimated Project Cost									\$ 10,494,000
Total Cost in Year of Expenditure:									\$ 10,494,000
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			No	The project is not short programmed					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ 500,000	\$ -	\$ -	\$ 2,475,722	\$ -	\$ 2,975,722
Phase Change Percent:			0.0%	21.1%	0.0%	0.0%	57.5%	0.0%	39.6%
Amended Phase Matching Funds:			\$ -	\$ 295,263	\$ 85,652	\$ -	\$ 696,820	\$ -	\$ 1,077,735
Amended Phase Matching Percent:			N/A	10.27%	10.27%	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals									
Fund Category			Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal			\$ -	\$ 2,579,737	\$ 748,348	\$ -	\$ 6,088,180	\$ -	\$ 9,416,265
State			\$ -	\$ 295,263	\$ 85,652	\$ -	\$ 696,820	\$ -	\$ 1,077,735
Local			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total			\$ -	\$ 2,875,000	\$ 834,000	\$ -	\$ 6,785,000	\$ -	\$ 10,494,000

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%	10.27%	10.27%	0.0%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	24.58%	7.13%	0.0%	58.02%	0.0%	89.73%
State	0.0%	2.81%	0.82%	0.0%	6.64%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	27.4%	7.9%	0.0%	64.7%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 2,875,000	\$ 834,000				Aid ID
Federal Funds Obligated:		\$ 2,579,737	\$ 748,348				SA00(448)
EA Number:		PE003333	R9894000				FHWA or FTA
Initial Obligation Date:		8/31/2021	7/27/2023				FHWA
EA End Date:		Not Available	Not Available				FMIS or TRAMS
Known Expenditures:		Not Available	Not Available				FMIS
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:	Estimate only						
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? Primarily ODOT Surface Transportation Block Grant Funds (STBG)							
2. Does the amendment include changes or updates to the project funding? Yes, AC funds are added to the construction phase.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via STIP Impacts Worksheet							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval is required - Concurrent with August.							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	OR141 (SW Hall Blvd)	4.97	7.07	2.1
		SW 72nd Ave	6.56	6.84	0.28
Cross Streets	Route or Arterial		Cross Street		Cross Street
	SW Hall Blvd		SW Garden Pl		SW Durham Rd
	SW 72nd Ave		SW Beveland Rd		SW Varnes St

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2021	Years Active	4	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	4	Last Amendment	Formal	Date of Last Amendment	November 2023	Last MTIP Amend Num	NV23-03-NOV
Last Amendment Action	COST INCREASE: The formal amendment addresses a cons phase funding shortfall by adding OTC approved IJA funds.						

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

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2 - Safety
Exemption Reference:	Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 12095 - Safety & Operations Projects: 2023-2030

RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.
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Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	OR141 & 72nd Ave = Minor Arterial
Yes	Transit	OR141 = Frequent Bus
No	Freight	OR141 = No designation
Yes	Bicycle	OR141 = Bicycle Parkway and Regional Bikeway in places, 72nd Ave = Regional Bikeway
Yes	Pedestrian	OR141 = Pedestrian Parkway, 72nd Ave - Regional Pedestrian Corridor

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	OR141	No designation for either SW Hall Blvd or 72nd Ave in the project limits
Functional Classification	Yes	OR141	4 = Minor Arterial
Federal Aid Eligible Facility	Yes	OR141	Urban Minor Arterial

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.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.

4.	Applicable RTP Goals: <u>Goal # 2- Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal # 3 - Equitable Transportation:</u> Objective 3.1 - 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? 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 July 2, 2024 to July 30, 2024
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? Not expected
7.	Added notes:

Fund Codes References	
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-GARVEE	Advanced Construction committed funds with the anticipated conversion code to be GARVEE bond 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.
State	General state funds committed by the lead agency that normally will cover the minimum match requirement to the federal funds.

Key Number: **22431**

2024-2027 STIP

Project Name: **OR141/OR217 curb ramps**

(DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	66.98%	1,925,674.00	89.73%	1,727,907.28	10.27%	197,766.72	0.00%	0.00
	Z24E	Surface transportation block grants - flex FAST ext	33.02%	949,326.00	89.73%	851,830.22	10.27%	97,495.78	0.00%	0.00
	PE Totals		100.00%	2,875,000.00		2,579,737.50		295,262.50		0.00
RW	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	24.46%	204,000.00	89.73%	183,049.20	10.27%	20,950.80	0.00%	0.00
	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	75.54%	630,000.00	89.73%	565,299.00	10.27%	64,701.00	0.00%	0.00
	RW Totals		100.00%	834,000.00		748,348.20		85,651.80		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	36.49%	2,475,722.00	89.73%	2,221,465.35	10.27%	254,256.65	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	63.51%	4,309,278.00	89.73%	3,866,715.15	10.27%	442,562.85	0.00%	0.00
	CN Totals		100.00%	6,785,000.00		6,088,180.50		696,819.50		0.00
Grand Totals				10,494,000.00		9,416,266.20		1,077,733.80		0.00

Overview

We are bringing sidewalk curb ramps into compliance with Americans with Disabilities Act (ADA) accessibility standards on highways throughout Oregon including OR 141 (SW Hall Boulevard) and 72nd Avenue. These upgrades create safer and more accessible highway connections for all sidewalk users.

We will upgrade over 120 sidewalk curb ramps at approximately 90 intersections in Tigard along SW Hall Boulevard between Oregon 99W and Durham Road, and on SW 72nd Avenue between Gonzaga Street and Varns Street, making them ADA compliant. Work includes:

Upgrading existing ADA curb ramps

- This improvement will allow all users, including people in wheelchairs and using mobility aids, to make a smooth transition from the street to the sidewalk.

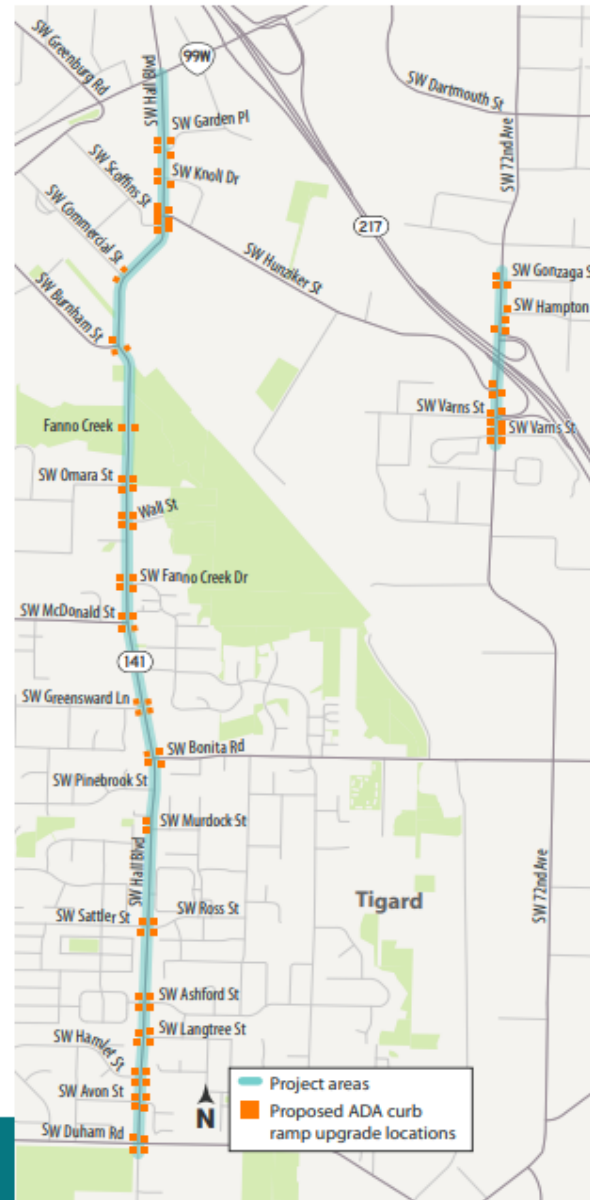
Lowering crosswalk buttons and installing audible pedestrian signals

- These upgrades help all pedestrians cross the street safely by accessing the crosswalk button at signalized intersections and providing an audible cue for the crosswalk signal.

Restriping and realigning crosswalks

- These upgrades will improve visibility and create a direct path from curb-to-curb, increasing pedestrian safety while crossing the street.

The project is currently in design and is scheduled to start construction in 2025.





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment

COST INCREASE

Update PE and ROW phases, add
funds to construction phase

Project #7**Project Details Summary**

ODOT Key #	21178	RFFA ID:	N/A	RTP ID:	11742	RTP Approval Date:	11/30/2023
MTIP ID:	71033	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-10-JUL1		STIP Amendment ID:	24-27-1291		

Summary of Amendment Changes Occurring:

The MTIP formal amendment updates the funding levels in PE and ROW, plus adds new funds to support the construction phase. Construction is now in FFY 2025. As a result the total project cost increases to \$158 million from 119 million which equals a 33% cost increase and is above the 20% threshold for administrative cost changes. The construction phase cost increase is cited as inflationary impacts to the project.

Project Name:	US26 (Powell Blvd): SE 99th Ave - East City Limits						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	No		

Short Description:

On US26 (Powell Blvd) in SE Portland, widen from three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.

MTIP Detailed Description (Internal Metro use only):

On US26 (Powell Blvd) in SE Portland, widen from three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 122th Ave to SE 136th Ave which is in Key 19690 . (HB2017 awarded project, \$110,000,000 original award) (\$66 million in construction in 2022)

STIP Description:

Widen street to three lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility and to add enhanced pedestrian and bike crossings. This project is intended to provide a safer continuous travel facility for multiple modes of travel and allow for a more connected neighborhood.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	New capacity - general purpose	Capital Improvement
	Highway - Pedestrian	Protected parallel facility	
	Highway - Bicycle	Protected parallel facility	
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
Federal Funds									
NHPP	Y001	2018		\$ 1,435,680					\$ 1,435,680
AC-HB2017	ACP0	2018		\$ 15,432,600					\$ 15,432,600
State-STBG	Y240	2020			\$ 256,936				\$ -
AC-HB2017	ACP0	2021				\$ 1,004,167			\$ 1,004,167
NHPP	Y001	2022						\$ 623,624	\$ -
NHPP	Y001	2022						\$ 123,032	\$ 123,032
AC-HB2017	ACP0	2022						\$ 1,000,000	\$ -
State-STBG	Y240	2024					\$ 11,143,260		\$ -
State STBG	Y240	2025					\$ 11,900,788		\$ 11,900,788
AC-HB2017	ACP0	2024					\$ 54,580,939		\$ -
ADVCON	ACP0	2025					\$ 82,272,839		\$ 82,272,839
Federal Totals:			\$ -	\$ 16,868,280	\$ -	\$ 1,004,167	\$ 94,173,627	\$ 123,032	\$ 112,169,106

Note: Construction phase Advance Constructions funding will draw from the SW Great Streets program. Specific fund code TBD

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (Y001)	Match	2018		\$ 164,320					\$ 164,320
ACS-HB2017	ACP0	2018		\$ 16,346,000					\$ -
State (ACP0)	Match	2018		\$ 1,766,330					\$ 1,766,330
State (Y240)	Match	2020			\$ 29,407				\$ -
ACS-HB2017	ACP0	2020			\$ 24,040,000				\$ 24,040,000
HB2017	S070	2020			\$ 814,000				\$ 814,000
State (AC)	Match	2021				\$ 114,931			\$ 114,931
State (Y001)	Match	2022						\$ 71,337	\$ -
State (Y001)	Match	2022						\$ 14,082	\$ 14,082
HB2017	S070	2022						\$ 557,886	\$ 557,886
State (Y240)	Match	2024					\$ 1,275,396		\$ -
State (Y240)	Match	2025					\$ 1,362,098		\$ 1,362,098
State (AC)	Match	2024					\$ 6,247,033		\$ -
State (AC)	Match	2025					\$ 6,555,133		\$ 6,555,133
HB2017	S070	2025					\$ 5,442,114		\$ 5,442,114
State Totals:			\$ -	\$ 1,930,650	\$ 24,854,000	\$ 114,931	\$ 13,359,345	\$ 571,968	\$ 40,830,894

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2018		\$ 231,500					\$ 231,500
Other	OTH0	2025					\$ 5,555,100		\$ 5,555,100
									\$ -
Local Totals:			\$ -	\$ 231,500	\$ -	\$ -	\$ 5,555,100	\$ -	\$ 5,786,600

Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 18,177,500	\$ 25,140,343	\$ 1,119,098	\$ 73,246,628	\$ 1,694,961	\$ 119,378,530
Amended Programming Totals			\$ -	\$ 19,030,430	\$ 24,854,000	\$ 1,119,098	\$ 113,088,072	\$ 695,000	\$ 158,786,600
Total Estimated Project Cost									\$ 158,786,600
Total Cost in Year of Expenditure:									\$ 158,786,600

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:	\$ -	\$ 852,930	\$ (286,343)	\$ -	\$ 39,841,444	\$ (999,961)	\$ 39,408,070
Phase Change Percent:	0.0%	4.7%	-1.1%	0.0%	54.4%	-59.0%	33.0%
Amended Phase Matching Funds:	\$ -	\$ 1,930,650	\$ -	\$ 114,931	\$ 7,917,231	\$ 14,082	\$ 9,976,894
Amended Phase Matching Percent:	N/A	10.27%	0.00%	10.27%	7.76%	10.27%	7.80%
Note: The Amended Phase Matching percent only represents the match against the federal funds and does not include overmatching funds.							
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 16,868,280	\$ -	\$ 1,004,167	\$ 94,173,627	\$ 123,032	\$ 112,169,106
State	\$ -	\$ 1,930,650	\$ 24,854,000	\$ 114,931	\$ 13,359,345	\$ 571,968	\$ 40,830,894
Local	\$ -	\$ 231,500	\$ -	\$ -	\$ 5,555,100	\$ -	\$ 5,786,600
Total	\$ -	\$ 19,030,430	\$ 24,854,000	\$ 1,119,098	\$ 113,088,072	\$ 695,000	\$ 158,786,600
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	88.6%	0.0%	0.0%	83.3%	17.7%	70.6%
State	0.0%	10.1%	100.0%	0.0%	11.8%	82.3%	25.7%
Local	0.0%	1.2%	0.0%	0.0%	4.9%	0.0%	3.6%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	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%	10.6%	0.0%	0.6%	59.3%	0.1%	70.6%
State	0.0%	1.2%	15.7%	0.1%	8.4%	0.4%	25.7%
Local	0.0%	0.1%	0.0%	0.0%	3.5%	0.0%	3.6%
Total	0.0%	12.0%	15.7%	0.7%	71.2%	0.4%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 19,030,430	\$ 24,854,000	\$ 1,119,098	\$ -	\$ 695,000	Aid ID
Federal Funds Obligated:		\$ 16,868,280	\$ -	\$ 1,004,167	\$ -	\$ 123,032	S026(130)
EA Number:		PE002980	R9549000	U0000201		C0261067	FHWA or FTA
Initial Obligation Date:		7/26/2018	7/2/2020	5/22/2023		5/31/2022	FHWA
EA End Date:		N/A	N/A	N/A		N/A	FMIS or TRAMS
Known Expenditures:		N/A	N/A	N/A		N/A	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? Multiple federal, state, and local committed funds.							
2. Does the amendment include changes or updates to the project funding? Yes, the project TPC increases by 33%.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes via STIP Summary Report and OTC action to occur in August.							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval is required.							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	US26	5.97	9.96	3.99
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	US26/Powell Blvd		99th Ave	East City Limits (at Gresham)	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2018	Years Active	7	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation	
Total Prior Amendments	10	Last Amendment	Administrative	Date of Last Amendment	September 2023	Last MTIP Amend Num	AM23-26-SEP1
Last Amendment Action	The admin mod slips the construction phase to FFY 2024.						

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 Equity Areas POC = Yes LEP = Yes LI = Yes
				X	X	X	X	

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No. The project has completed an air quality conformity analysis and transportation modeling analysis as part of the 2023 RTP Update
Exemption Reference:	Other - Planning and Technical Studies
Was an air analysis required as part of RTP inclusion?	Yes
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes
RTP Constrained Project ID and Name:	ID# 11742 - Powell, SE (I-205 to 174th) Multi-Modal Improvements, Phase 2
RTP Project Description:	Widen Street to 3-4 lanes (inclusive of center turn lane) with sidewalks, buffered bike lanes or other enhanced bike facility, and enhanced pedestrian/bicycle crossings. Phase 2 includes all segments except phase 1 (RTP # 11648): 116th to 136th.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Major Arterial
Yes	Transit	High Capacity Transit (HCT) corridor
Yes	Freight	Roadway Connector
Yes	Bicycle	Bicycle Parkway
Yes	Pedestrian	Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	US26/Powell Blvd	MAP-21 Principal Arterial
Functional Classification	Yes	US26/Powell Blvd	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	US26/Powell Blvd	3 = Other Principal Arterial

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes
3.	Is the project included as part of the approved: UPWP? No. Not applicable
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	Applicable RTP Goal: <u>Goal # 1 - Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal 3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.
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 July 2, 2024 to July 30, 2024
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? Not expected

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-HB2017	Advance Construction with the anticipation that the final conversion code could be HB2017. In this case, the commitment of another type of federal funds is also still possible. This is why the Advance Construction funds are programmed as federal funds.
ACS-HB2017	Advance construction funds which are expected to convert to state HB2017. In this case, the funds are programmed then as state funds.
ADVCON (no designation)	Advance construction funds without a conversion fund code designation. This is generic advance Construction with the expected conversion code not yet finalized for the project.
HB2017	State funds that originate from HB2017 which are formally committed to the project. HB2017 made a significant investment in transportation to help further the things Oregonians value, such as a vibrant economy with good jobs, choices in transportation, a healthy environment, and safe communities
Other	General local or state funds committed to the project above the minimum match requirement. Also referred to as "overmatching" funds.
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]
State	General state funds use to cover the required minimum match requirement to the federal funds in a specific phase
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.

Key Number: **21178**

2024-2027 STIP

Project Name: **US26 (Powell Blvd): SE 99th Ave - East City Limits**

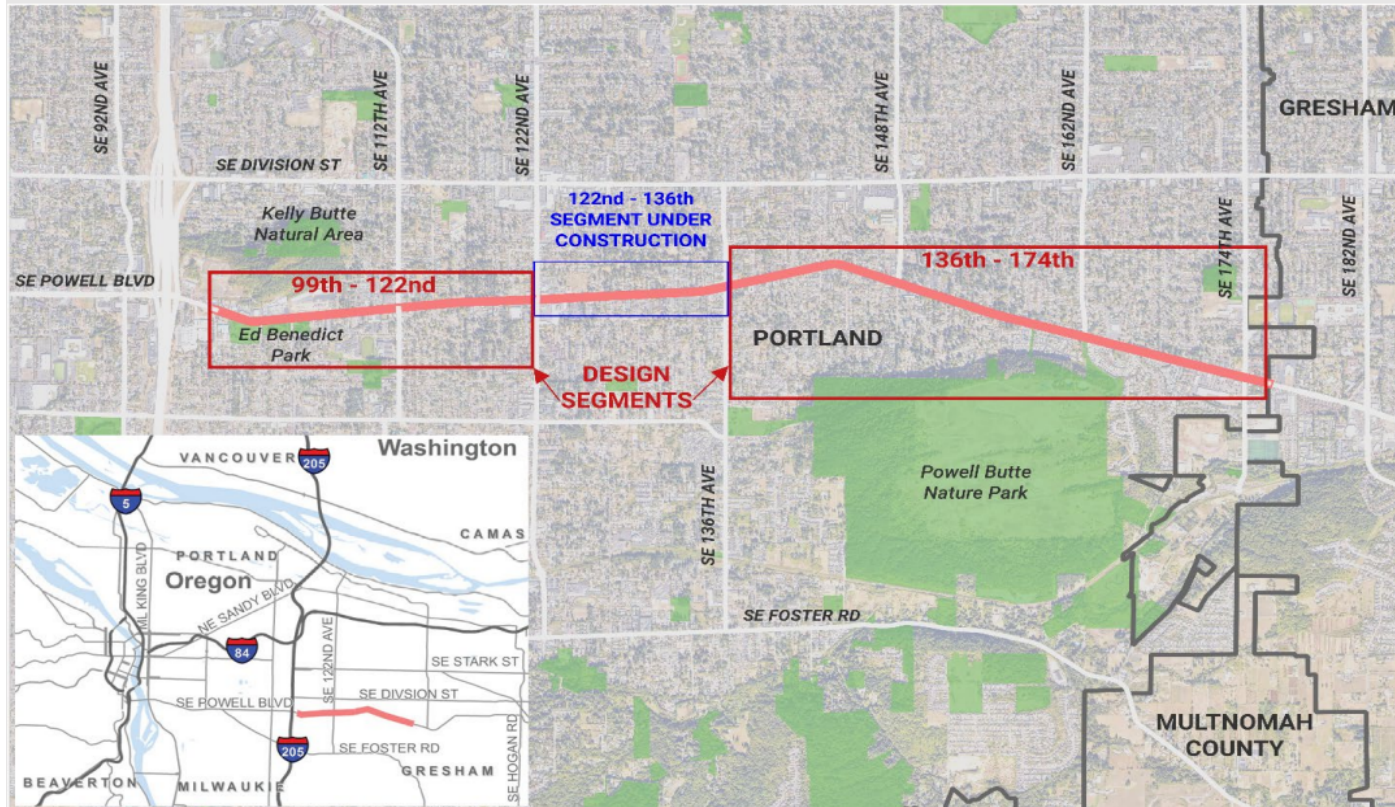
(DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	90.37%	17,198,930.00	89.73%	15,432,599.89	10.27%	1,766,330.11	0.00%	0.00
	OTH0	OTHER THAN STATE OR	1.22%	231,500.00	0.00%	0.00	0.00%	0.00	100.00%	231,500.00
	Y001	National Highway Perf IJIA	8.41%	1,600,000.00	89.73%	1,435,680.00	10.27%	164,320.00	0.00%	0.00
	PE Totals		100.00%	19,030,430.00		16,868,279.89		1,930,650.11		231,500.00
RW	ACPO	ADVANCE CONSTRUCT PR	96.72%	24,040,000.00	0.00%	0.00	100.00%	24,040,000.00	0.00%	0.00
	S070	HB2017 Funding Package	3.28%	814,000.00	0.00%	0.00	100.00%	814,000.00	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex IJIA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	RW Totals		100.00%	24,854,000.00		0.00		24,854,000.00		0.00
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	1,119,098.00	89.73%	1,004,166.64	10.27%	114,931.36	0.00%	0.00
	UR Totals		100.00%	1,119,098.00		1,004,166.64		114,931.36		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	78.55%	88,827,972.00	0.00%	82,272,839.28	0.00%	6,555,132.72	0.00%	0.00
	OTH0	OTHER THAN STATE OR	4.91%	5,555,100.00	0.00%	0.00	0.00%	0.00	100.00%	5,555,100.00
	S070	HB2017 Funding Package	4.81%	5,442,113.63	0.00%	0.00	100.00%	5,442,113.63	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex IJIA	11.73%	13,262,886.37	89.73%	11,900,787.94	10.27%	1,362,098.43	0.00%	0.00
	CN Totals		100.00%	113,088,072.00		94,173,627.22		13,359,344.78		5,555,100.00
OT	S070	HB2017 Funding Package	80.27%	557,886.37	0.00%	0.00	100.00%	557,886.37	0.00%	0.00
OT	Y001	National Highway Perf IJIA	19.73%	137,113.63	89.73%	123,032.06	10.27%	14,081.57	0.00%	0.00
	OT Totals		100.00%	695,000.00		123,032.06		571,967.94		0.00
Grand Totals				158,786,600.00		112,169,105.81		40,830,894.19		5,786,600.00

26 (Powell Blvd): SE 99th Ave – East City Limits

MP 5.81 – MP 9.96

Phase 2: SE 99th to SE 122nd and SE 136th to SE 174th





Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: August 1, 2024

TO: Oregon Transportation Commission

**** DRAFT ***

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda/Consent Item XX** – Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to increase funding for US26 (Powell Blvd): SE 99th Ave - East City Limits project.

Requested Action:

Approve amending the 2024-2027 Statewide Transportation Improvement Program (STIP) to increase the project funding for the *US26 (Powell Blvd): SE 99th Ave - East City Limits* project (K21178) from \$120,231,500 to \$158,786,600, for a total increase of \$38,555,100.

Project to increase funding:

US26 (Powell Blvd): SE 99th Ave - East City Limits (K21178)				
PHASE	YEAR	COST		Change
		Current Phase Total Estimated Cost	Proposed	
Preliminary Engineering	2018	\$19,030,430	\$19,030,430	\$0
Right of Way	2020	\$25,140,344	\$24,854,000	-\$286,344
Utility Relocation	2023	\$1,119,098	\$1,119,098	\$0
Construction	2025	\$73,246,628	\$113,088,072	\$39,841,444
Other	2022	\$1,695,000	\$695,000	-\$1,000,000
TOTAL		\$120,231,500	\$158,786,600	\$38,555,100

The additional \$39,841,444 of funding in the Construction Phase is coming from:

Fund/Description	Amount
FFY24 RAISE Grant	\$25,000,000
ADA GARVEE Bond funds	\$8,000,000
City of Portland – Portland Water Bureau - City's share of the waterline work	\$5,000,000
City of Portland – Bureau of Environmental Services (IGA for \$450,000 and CIA for \$61,500)	\$511,500
Utility Add work Agreements (Lumen, PGE, and Ziply)	\$43,600
Moving unneeded (deobligated) funds from the OT to the CN phase	\$1,000,000

Moving unobligated funds from the RW phase to the CN phase	\$286,344
TOTAL	\$39,841,844

Background

The purpose of the *US26 (Powell Blvd): SE 99th Ave - East City Limits* project (K21178) is to make safety improvements to US26 (SE Powell Blvd) that include sidewalks, buffered bike lanes, enhanced pedestrian crossings, and a center turn lane. In 2007, ODOT began collaborating with the residents of East Portland and the City of Portland on how to turn Powell Boulevard into a safe and high-quality corridor to better serve the community with a specific focus on improving conditions for people walking, biking and accessing public transportation. The Oregon legislature provided funding, through House Bill 2017, for ODOT to design and construct the project on SE Powell Blvd. from SE 99th Avenue to the east city limits (just past SE 174th). Upon completion of construction, the corridor will be jurisdictionally transferred to the City of Portland.

Throughout the design phase, the design team utilized several tools to continually manage the project costs and find opportunities for cost reductions and project efficiencies including:

- **A Value Engineering (VE) Study** at the Design Acceptance Package (Dec 2020) – This study found cost reductions in stormwater design, set expectations for close coordination with utilities and work zones to minimize risks, and established the need for early procurement packages to reduce schedule risks.
- **An Association of General Contractors (AGC) Constructability Workshop** (Jan 2022) between Advance and Final plans – Contractors provided valuable information that the team used to assess an alternative traffic control strategy, as well as unit cost info that led to a refined cost estimate.
- **A Cost Risk Analysis (CRA)** at the Advance and Final plans stage (May and Aug 2022) – The CRA evaluated and confirmed appropriate market conditions, unit prices, and contingencies; and addressed strategies to mitigate top project risks.
- **Variability analysis for unit costs and quantities** (each project milestone) – This cost estimating tool further refined estimate certainty range.
- **A Project Risk Register** (ongoing) – This project management tool continually identified and assessed project risks and determined the best risk response strategies to mitigate cost and schedule impacts.

Even with all these measures in place, some cost elements were beyond what the project team could control, and project costs grew past the available funding. ODOT is now seeking to add \$38.5 million to ensure that when the project is awarded, there are ample funds to support the project for the full five-year construction duration. To do so, ODOT is seeking to add \$38.5M via:

- \$5.5M from the City of Portland to cover agreed upon improvements on their behalf.
- \$8M in ADA funding to cover upgrades to over 240 ADA settlement ramps.
- \$25M from the RAISE Grant to cover the following
 - \$15M: Increased complexity to administer the 5 year construction contract since originally estimated. This project originally anticipated that a Construction Engineering

(CE) budget of 20% of the biddable items. Since the project was scoped, both the biddable item cost increased, as well as the percentage guidance for CE budgets. For a project of this complexity (urban arterial, multiple partner agencies, five-year construction duration) the recommended CE percentage is now 30% to 40%. The increase CE percent is based on lessons learned from previous long-term projects such OR217 and Abernethy Bridge, and guidance from statewide construction office.

- \$6M: Additional funding to cover design and right of way costs due to delaying the project for two years. The delay requires extensions of temporary ROW easements, additional consultant work to update project plans and specs with updated requirements, and additional ODOT work to review and coordinate additional PSE submittals.
- \$2M: Additional material cost increases (2 years of inflation) since 2022 due to delay.
- \$2M: Additional contractor costs to support ODOT's equity and sustainability goals. While the CWA is paused as a result of the lawsuit, and the project specifications updated to remove the CWA, the project will likely include some local hiring and equity goals that could increase costs for the contractor.

Outcomes:

With approval of the STIP amendment to increase project funding, ODOT will proceed to fund, award, and construct US26 (Powell Blvd): SE 99th Ave - East City Limits project as described above.

Without approval, ODOT will not be able to move forward constructing this project in one phase. The project will need to be broken into multiple phases and constructed as funding becomes available for each additional phase, which will continue to add substantial cost due to both inefficiencies and unit price escalation.

Attachments:

- Attachment 1 – Vicinity and Location Maps

4.2 Consideration of the June 20, 2024 JPACT Minutes

Consent Agenda

Joint Policy Advisory Committee on
Transportation Thursday, July 18, 2024



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

June 20, 2024

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Juan Carlos González
Christine Lewis
Ashton Simpson
Paul Savas
Nafisa Fai
Carley Francis
Mingus Mapps
Joe Buck
Rian Windsheimer
Leann Caver
Ali Mirzakhali
Jesse Beason

AFFILIATION

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

MEMBERS EXCUSED

Curtis Robinhold
Sam Desue
Curtis Robinhold
Steve Callaway
Anne McEnery-Ogle
Travis Stovall

AFFILIATION

Port of Portland
TriMet
Port of Portland
Cities of Washington County
City of Vancouver
City of Gresham

ALTERNATES PRESENT

Jef Dalin
Brett Sherman
Chris Ford
JC Vanatta
Emerald Bogue
Scott Patterson

AFFILIATION

Cities of Washington County
Cities of Clackamas County
ODOT
TriMet
Port of Portland
C-Tran

OTHERS PRESENT: Dwight Brashear, Gerik Kransky, Margi Bradway, Sara, Tom Powers, Sarah Iannarone, Karen Buehrig, Josie Tecum, Blake Perez, Miles Pengilly, Laurie Lebowsky-Young, Allison Boyd, Zoie Wesenberg, Mandy Putney, Trevor Sleeman, Mark Ottenad, Jef Gudman, Steve Witter, Tom Markgraf, Jamie Snook, Jaimie Lorenzini, Matt Ransom, Suzanne Carlson, Shoshana Cohen, Eric Hesse, Trent Wilson, Amanda Sheppard, Ashley Bryers, Michael Orman, Mike Benzer, Katherine Kelly, Casey Gillespie

STAFF: Georgia Langer, Catherine Ciarlo, Betsy Emery, Ken Lobeck, Ted Leybold, Jaye Cromwell, Grace Cho, Michelle Bellia, Ally Holmqvist, John Mermin, Kim Ellis, Victor Sin, Ina Zucker, Gerritt Rosenthal, Monica Krueger, Anneliese Koehler, Susanne Raymond,

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 Connor Ayers 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 Catherine Ciarlo, who shared the fatal traffic accidents that have occurred since the last meeting. Ciarlo also included monthly highlights, noting that some of the actions that regional partners are taking for safer streets.

Chair Gonzalez shared that TriMet and SMART have recently approved their annual budgets. He shared that TPAC received extended briefings from TriMet and SMART staff at the April meeting. He shared that there may be some minor administrative adjustments to the programming of funds in MTIP, but nothing formal is expected.

JC Vanatta shared that TriMet just passed their \$1.84 Billion budget for their 533 square mile service district. He noted that their budget priorities are centered around growing ridership which includes investments in their forward-together concept plan. Vanatta added that they are still working to address their operator and mechanic shortage, and that they added 24 new electric buses to their fleet.

4. CONSENT AGENDA

Chair Gonzalez noted that there were two items on the Consent Agenda. The first was Resolution No. 24-5422 For the Purpose of Amending or Adding a Total of Four Projects in the 2024-27 MTIP to Meet Federal Transportation Delivery Requirements, and the second item was the Consideration of the May 23, 2024, JPACT Minutes.

MOTION: Rian Windsheimer moved to approve the consent agenda, seconded by Mayor Joe Buck.

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

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

5. ACTION ITEMS

5.1 Resolution No. 24-5414 For the Purpose of Directing the Allocation of \$13.6 Million of Federal Transportation Redistribution Funds to Projects and Programs

Chair Gonzalez introduced Ted Leybold to discuss the topic.

Staff pulled up the PowerPoint presentation.

Presentation Summary:

The presenters discussed an overview of the redistribution funding. They highlighted Metro's contractual obligations stemming from federal funding awarded by ODOT, amounting to approximately \$13.6 million over two years. They noted that the approach emphasized supporting regional project obligations to qualify for further redistribution funds and avoid penalties due to inflation impacts. Specifically, \$10 million was earmarked for previously awarded projects to address funding gaps caused by inflation, with a request-based allocation process planned pending Metro Council approval. An additional \$3 million was allocated to initiate early project development work for upcoming funding cycles, aimed at reducing project delivery risks. Lastly, \$600,000 was set aside for risk assessments, consultant support for local agencies in applying for funds, and enhanced project delivery monitoring tools. The presentation concluded with a request to approve Resolution no. 24-5414.

MOTION: Mayor Dalin moved to approve Resolution No. 24-5414, seconded by Commissioner Nafisa Fai

ACTION: With all in favor, the action item was approved.

JPACT Member Discussion:

Commissioner Paul Savas asked how they are factoring in inflation.

Ted Leybold shared that for each fund cycle, they have an advisory role in estimating inflation rates for applicants. He emphasized the importance of incorporating inflation into project schedules, especially given the typical duration of federal aid processes, which span three to five years. Leybold mentioned advising a 4% inflation factor in the last cycle based on current conditions. However, he highlighted reports indicating significant variability in inflation rates over the past four years, with some projects experiencing up to 28% inflation. He shared that this exceeded what most applicants would have anticipated, potentially doubling their projected costs.

Commissioner Savas expressed concerns based on observation of road and large-scale project costs, noting that many projects have escalated significantly. He cited the Abernathy bridge as an example, which was initially projected at \$250 million in 2018 but has since risen to \$750 million. Commissioner Savas acknowledged that inflation plays a role in these cost increases over time but emphasized that such drastic rises raise questions about the effectiveness of allocated funds. He pondered on the efficiency of funding distribution processes across various governmental levels, suggesting that bureaucratic hurdles might diminish the impact of available funds.

Mayor Joe Buck asked how the local agency assistance money will be spent.

Leybold responded that those funds will be used to hire a consulting agency that will be made available to local jurisdiction staff, noting that they can fill out an application.

Mayor Buck asked if there is a population threshold of the jurisdiction for fund distribution.

Leybold responded that they will run a pre-application process with the flex funds that will give them an indication of how many projects will be requesting assistance. He added that they will then divide the assistance amongst those requesting jurisdictions based on the capacity of the consultant agency itself to provide those services.

Chair Gonzalez noted that this recommendation feels like good governance, and he sees alignment across governments.

5.2 Resolution No. 24-5415 For the Purpose of Adopting 2028-2030 Regional Flexible Fund Allocation (RFFA) Program Direction

Chair Gonzalez introduced Grace Cho and Ted Leybold to discuss the topic.

Staff pulled up the PowerPoint presentation.

Presentation Summary:

The presenters shared the 2028-2030 Regional Flexible Fund allocation program direction, emphasizing its collaborative development with regional partners to align with transportation plan goals and policy objectives. The program direction outlines two main updates for this cycle: the introduction of a new project bond proposal and revisions to the step two allocation process for local projects. The presenters explained that the bond proposal aims to utilize retiring bond repayments to advance regional projects, focusing on transit-related categories to maximize outcomes across regional goals. They noted that updates to the step two process align evaluation criteria with the adopted transportation plan and introduce application assistance for local jurisdictions. They added that the program direction reflects extensive partner input and anticipates moving forward with the bond proposal development and step two allocations in parallel phases. Pending approval, the presenters shared that they would plan public input phases leading to fiscal year 2028-2030 fund allocation decisions by mid-2025. The presentation concluded with a request for JPAC approval of resolution 24-50415 to proceed with program direction implementation.

JPACT Member Discussion:

Commissioner Paul Savas noted a desire to make sure that the funds are still flexible. He explained that RFFA has been restricted to mostly high-capacity transit projects, but not every jurisdiction is ready for that. He asked how they can make sure that transit can happen in the region. Despite his concerns, Commissioner Savas indicated a willingness to consider a yes vote, trusting that collaborative efforts could enhance flexibility in the proposal. Commissioner Savas also raised a technical request for projects to be included in the RTP before receiving funds, rather than needing to be in the current RTP at the time of application. He reiterated the importance of intent over tradition in developing transit corridors and emphasized staff's role in achieving regional balance and flexibility in the proposal.

Ali Mirzakhilili shared that the opportunity for public participation seems to be truncated. He asked if they will

have an opportunity to advance the proposal to the public. He asked how they can best engage the public if they only have 30 days.

Grace Cho shared that they intend to bring the community input from both community input processes, and they are currently identifying appropriate times and opportunities. She noted that they are in discussion and have not formalized their public communication aspect yet, but they will have it in the coming month.

Mayor Jef Dalin shared some of the comments from Washinton County, noting that many folks are in favor of maximizing the bond amount. Mayor Dalin remarked that he had observed his community's transformation from having ditches throughout downtown on TV Highway to having curbs, gutters, and sidewalks. He noted the positive impact of this change, which allowed people to walk safely in the community and wait for buses on curbs or benches instead of standing on gravel at the road's edge. He agreed with Commissioner Savas's comment about the importance of ensuring regional equity, emphasizing that all areas, including Clackamas, Washington County, and Multnomah, should benefit equally from the upcoming bond. He expressed his support for the plan and thanked the staff for their information-sharing and responsiveness to input.

Councilor Lewis followed up on Commissioner Savas' discussion about the eligibility for projects. She asked if the projects are RTP constrained or if they need to be anywhere in the RTP.

Ted Leybold shared that if they were to provide funding, they can fund that without that project being in the RTP financially constrained list. He noted that once they move into more formal preliminary engineering, then that project does not need to be in the financially restrained RTP at the point they move forward with it.

Councilor Lewis asked what their cycle is for updating and bringing items from the larger list into the constrained list, and asked how that cycle matches up.

Cho responded that the timing of the next update of the RTP is in 2028.

Councilor Lewis asked that if there is something that is in the non-constrained list that is appealing, why they would not want to accelerate the project-development side, if not the actual capital side, through their bond program.

Ted Leybold shared that it will be up to JPACT and Metro Council to determine if they feel comfortable investing money into project development work.

Councilor Lewis asked Commissioner Savas if, when he made his statement, he intended for them to be in the kind of green field ideas or if it was more specific to not-yet constrained RTP projects.

Commissioner Savas inquired if there had been a mid-cycle update from the Regional Transportation Plan (RTP) into a constrained plan in the past, indicating some confusion or possible mix-up with another program.

Kim Ellis, Metro, shared that the amendment process is not a light process to go through. She noted that they must go through a 45-day public comment period and respond to public comments. She shared that they have not done a mid-cycle amendment, adding that one thing they have done was for the I 205 toll project, noting that everyone was part of that process. She added that sometimes there have been amendments due to state funding.

Catherine Ciarlo shared that rather than making a blanket decision about allowing things to move forward without

being in the RTP, that they should have that conversation with more concrete examples in front of them.

Councilor Gonzalez summarized that the discussion was fundamental to their decision-making, highlighting the balance between planning, technical work, and policy decisions. He noted the importance of choosing between shovel-ready construction projects and major regional priorities. Councilor Gonzalez suggested that if a project became regionally significant, they could consider a mid-cycle RTP amendment, like the I-205 toll project. He shared his thoughts on the policy implications and raised a question about transportation planning and project development. Councilor Gonzalez pointed out that a project does not need to be on the financially constrained list to receive funding for early planning and scoping phases. However, once it moves into project development and construction, different criteria apply. He sought clarification on the terminology used, emphasizing that significant progress could be made on major regional priorities even if they were not initially on the financially constrained list. He asked for further explanation on the process and terminology to better understand how to advance such projects.

Leybold explained the nuanced distinction between planning project development and preliminary engineering. He clarified that project development during the planning phase involves fewer specific details about the project's alignment and mitigation measures. This phase includes preliminary issues, some survey work, and initial design efforts to determine the project's scope. Once there is a clearer idea of the project's alignment and basic design, it moves into the preliminary engineering phase. This formal phase requires approval from the Federal Highway Administration and necessitates that the project be included in the regional transportation plan. Leybold provided this high-level distinction to clarify the two phases.

Mayor Buck asked if there is a specific project that they are thinking about when they discuss this.

Commissioner Savas shared that there are others, besides those in Clackamas County, that have been raising certain projects as concerns. He shared that there may be opportunity to take a large project, and maybe divvy it up into smaller projects. He noted that they are not naming projects and noted that he is trying to honor that.

Mayor Buck expressed his appreciation for Commissioner Savas's and Mayor Dalin's comments about the importance of regional investments as they bond these funds. He noted the need for investments throughout the region and questioned whether this was reflected in the principles for the new bond project. Mayor Buck inquired if there was a framework ensuring regional parity within the package and asked if he was missing something in the existing plans that addressed this need.

Grace Cho shared that they have a broader objective and principle for the regional flexible funds in general.

Mayor Buck emphasized the importance of considering how transit impacts the region, particularly as job locations have shifted. He noted that while the focus of the transit system had traditionally been on the center of the region, where most jobs were, jobs are now spreading to outer areas. He highlighted the investments in Washington County and the creation of new job centers in Clackamas County. Mayor Buck underscored the need to plan for the region's development by using funds to support job growth, which in turn supports transit systems. He stressed the importance of having flexibility in funding and planning to address these evolving needs, rather than focusing solely on existing areas.

JC Vanatta acknowledged Commissioner Savas's perspective and agreed that it was challenging not to discuss specific projects. He emphasized that a cornerstone of the funding was to provide local matches for larger transit

projects, which are crucial for climate mitigation. Vanatta stressed the importance of this funding because, without it, they would lack the local match needed to access significant federal monies. He noted that securing federal funds is difficult without these local resources. Vanatta mentioned that he and Chair Gonzalez had attended the joint committee on transportation's roadshow, where they discussed the challenges of finding local match funds. He reiterated that this funding is essential for pursuing federal funds and that it could bring up to 50% of a federal share to the region, significantly boosting transit system investments.

Commissioner Nafisa Fai asked if they could quantify what number of projects each jurisdiction would receive. She shared that she is having a hard time quantifying the number of projects that they identify as a jurisdiction from Washinton County. She asked if, between the process communication bracket and the candidate project identifications, if they are having conversations with their staff to identify projects to go through the process.

Grace Cho shared that they are having those conversations, noting that they are also asking for a leap of faith to walk into this process without having that fully defined.

Commissioner Fai noted that multiple people mentioned TV highway, stating that they do not need to carefully consider that project.

Emerald Bogue shared that this is a really important decision of this body, and she is very much in favor of it. She noted that they do not need to work out all the details today because even though they matter, there is a lot at stake if they do not leverage bigger amounts of money coming to this region.

Commissioner Mingus Mapps agreed with Bogue and shared that at the City of Portland, they are thinking about the importance of these funds as an opportunity to leverage matching dollars, which is particularly important.

Rian Windsheimer shared that they have a lot of climate goals and noted that there are a lot of things that they need to implement. He noted that they are leveraging our region's future and need to make sure that they are building things.

Commissioner Jesse Beason shared that the County supports this opportunity, and they support the use of the bond to move forward.

Carley Francis shared that it is valuable to consider the holistic reality of projects. She noted that building new things is great and emphasized the emerging reality of preservation and maintenance as a very pressing and valuable thing to consider.

Leann Caver shared that she agrees with Francis.

Commissioner Savas shared that they should talk about limiting the number of projects that are evaluated and there should be regional equity. He asked if there were any recommendations for an amendment that would open the door for that.

Cho shared that they have heard a strong desire to know what the next steps are and shared that there are a lot of great comments that were provided today. She noted that they do not need an amendment, but they will weigh it in when defining the details.

Leybold shared that they will talk to every jurisdiction about which projects are appropriate to do and analyze their relative benefit to some of the other proposals across the region which is the whole point of those conversations.

Chair Gonzalez shared that if there is three themes that stuck out, the first one is leverage and recognizing the opportunities created by some of the federal dollars. 2. Regional equity is a theme heard loud and clear. 3 is something.

Motion: JC Vanatta motioned to approve Resolution No. 24-5415, Seconded by Commissioner Fai

Action: With all in favor, the action item passed.

6.INFORMATION/DISCUSSION ITEMS

6.1 Regional Transportation Priorities and Funding: HB 2017 Recap

Chair Gonzalez introduced Suzanne Carlson, ODOT Miles Pengilly, TriMet to discuss the topic.

Staff pulled up the PowerPoint presentation.

Presentation Summary:

Suzanne Carlson provided an update on the statewide transportation improvement funds from House Bill 2017, which created Oregon's first dedicated public transit funding source. This funding has significantly expanded and preserved transit services, enhancing access to jobs, healthcare, and community services while helping reduce greenhouse gas emissions. She discussed the introduction of a 0.1% payroll tax, with funds distributed to regional transit providers, tribes, rural areas, and for intercommunity routes and discretionary programs. This has tripled the funding available to transit providers, supporting a wide range of services from urban to rural areas. She noted that major accomplishments include increased mileage and ridership, free and reduced fares for students, and investments in electric vehicles. Despite challenges like reduced ridership due to COVID-19 and supply chain disruptions, the funding has been crucial in maintaining and expanding transit services, supporting the state's climate and transit goals.

Miles Pengilly discussed how TriMet has utilized the statewide transportation improvement funds (STIF) from House Bill 2017. He emphasized the critical nature of STIF as the only state funding source for transit operations and maintenance, crucial for local match funds needed to access federal money. Key areas of investment included fare subsidy programs, reallocating service to meet changing job locations and commute patterns, and the transition to a zero-emission bus fleet by 2040. The presenter highlighted the need for additional funding to support service expansion, the zero-emission bus transition, and maintaining a state of good repair amid rising costs. Pengilly underscored the importance of including increased STIF funding in the 2025 transportation package, emphasizing transit's role in equity, safety, and climate goals.

JPACT Member Discussion:

JC Vanatta shared that building affordable housing is very important and they often build it on undesirable land. He noted that it is cheaper to maintain rather than replace.

Commissioner Savas shared that they are working with TriMet to resolve some of the gaps. He noted that more of the STIF dollars that can fill in the gaps and address the needs of the transit areas are great. Commissioner Savas added that high density housing may be outside the Metro boundary and having the flexibility might help get people out of their cars. He asked TriMet about the restriction.

Vanatta shared that if they go beyond their borders, they need to be fully compensated for it which does not set them up for partnerships. He noted that they have a financial agreement with SMART, but there are opportunities for that.

Miles Pengilly shared that the STIF program is the regional transportation program, noting that that program is not one of their largest 3 expenditures.

Commissioner Savas noted that they may not be able to fill transit gaps.

Vanatta agreed with Commissioner Savas, noting that they opened 200 units of affordable housing and they are restricted to serve.

Mayor Buck asked about what the overlap between STIF dollars and the payroll tax.

Vanatta explained that the payroll tax functions as general fund money for TriMet, supporting various expenses such as service, maintenance, vehicle procurement, and right-of-way. He noted that this tax, mandated by legislation, directs funds into specific categories outlined in a biennial plan submitted to ODOT. Vanatta added that major allocations from the statewide transportation improvement fund (STIF) include service, regional coordination, transit for youth, and the transition to zero-emission buses. In contrast, he noted that the payroll tax has no specific earmarks, allowing flexibility in funding various operational services provided by TriMet.

Commissioner Fai expressed appreciation for TriMet's focus on safety in housing development, particularly in areas like South Hillsboro where increased housing has led to safety concerns around transit access. She acknowledged the proactive steps taken by TriMet to ensure safe pathways for residents accessing transit amidst growth. Commissioner Fai inquired about TriMet's approach to handling old buses as they transition to electrification, and how any financial benefits from this process could be returned to the community. Secondly, she proposed the idea of using surplus equipment to pilot transit expansion projects in transit deserts, such as in Washington County or Clackamas County, to address community needs for better transit access.

Pengilly discussed TriMet's approach to retiring old buses, noting that most are recycled due to their worn-out condition and lack of available parts. Occasionally, buses in good condition are donated to community organizations like Columbia Area Transit. He shared that specialized buses for people with disabilities are also donated if in good shape. Pengilly added that TriMet uses regional coordination funds to support vans that act as circulators in areas needing transit connections, enhancing access for communities. He mentioned transitioning from van services to fixed-route shuttles in some areas, aiming to build demand and improve service coverage.

Vanatta added that their commitment is to not purchase anymore diesel buses and they will work towards their zero-emission goal. He added that they use some regional coordination dollars to improve their trip planner.

Member Updates:

Chris Ford shared that next weekend, I-5 will be closed for a four mile stretch from Friday June 28-June 30. He also noted that in mid-July, 1-84 will be closed overnight on Saturday July 13th until noon July 14th to remove graffiti and pick up garbage.

Carley Francis shared that they will have repair work on bridges on I-5 at the north end of Clark County.

7.ADJORN

Chair Gonzalez adjourned the meeting at 9:30AM.

Respectfully Submitted,

Georgia Langer,
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF June 20, 2024

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Presentation	06/20/2024	Fatal Crash Slide	062024-01
5.1	Presentation	06/20/2024	Resolution No. 24-5414 Presentation	062024-02
5.2	Presentation	06/20/2024	Resolution No. 24-5415 Presentation	062024-03
6.1	Presentation	06/20/2024	HB 2017 Recap Presentation	062024-04
6.1	Presentation	06/20/2024	TriMet STIF Presentation	062024-05

5.1 Resolution No. 24 -5424 For the Purpose of Adding Two New Projects and Canceling One Existing Project from the 2024-27 MTIP, and Amending the Previously Obligated Rose Quarter Improvement Project, to Meet Federal Transportation Project Delivery Requirements

Action Item

Joint Policy Advisory Committee on Transportation
Thursday, July 18, 2024

JPACT Worksheet

Agenda Item Title: June 2024 MTIP Formal Amendment Approval Request – Resolution 24-5424

Agenda item type: Action item for JPACT approval consideration which includes a formal short presentation by the ODOT Rose Quarter project staff about the project.

Presenters:

- **Item introduction: Ted Leybold, Transportation Planning and Policy Director**
- **Back-up intro (if needed): Ken Lobeck, Funding Programs Lead**
- **Presenter: Megan Channell, ODOT Rose Quarter Project Director**
Megan.Channell@odot.oregon.gov

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

Purpose/Objective:

FOR THE PURPOSE OF AMENDING THE 2024-27 MTIP TO REVISE THE ROSE QUARTER IMPROVEMENT PROJECT, CANCEL A PROJECT, AND ADD THREE NEW PROJECTS TO MEET FEDERAL TRANSPORTATION 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 will receive their official notification on July 12, 2024. Staff anticipates that TPAC will provide their approval recommendation without changes.
- However, JPACT will receive an update from staff if any significant discussions occurred, objections were raised, or changes to the amendment bundle were recommended. Otherwise, the July #1 2024 MTIP Formal Amendment bundle is recommended for JPACT approval based on the assumption TPAC will provide their approval recommendation without change.
- JPACT: Not Applicable. This is the first time the June 2024 MTIP formal amendment has been brought before JPACT for approval.

What packet material do you plan to include?

1. Draft Resolution 24-5426 covering the July #1 2024 MTIP Formal Amendment bundle now with a total seven projects.

2. Exhibit A to draft Resolution 24-5424 (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 July #1 2024 MTIP Formal Amendment providing a summary of the project changes, review processes, and required approval steps. Two supporting attachments are also included with the staff report.

July #2 2024 Rose Quarter Amendment Overview:

The July #2 2024 MTIP Formal Amendment bundle involves updates and changes to the I-5 Rose Quarter Improvement Project. The currently is programmed in the MTIP Prior Obligated section and Historical STIP in a single project, Key 19071. Key 19071 is referred to as the “parent project”. Two new related “child” projects are being programmed as part of this amendment bundle. The project has Preliminary Engineering (PE) and Right-of Way phases programmed and now obligated.

The existing phase funding was obligated during the active years of the 2021-24 MTIP and STIP. The project was not carried over into the active 2024-27 MTIP based on the project’s prior obligation status. This is the standard programming process as directed by FHWA. However, Metro did include the project in the “Prior Obligated” section to the 2024-27 MTIP because full project delivery has not yet occurred, and the project is still considered an active project. The project remains active in the MTIP and STIP project database, but does not show up as a visibly active project in the 2024-27 MTIP or STIP.

With ODOT’s \$450,000,000 award from the USDOT Reconnecting Communities Pilot (RCP) Neighborhood Access and Equity grant program, several funding updates can now occur to the I-5 Rose Quarter Improvement Project. This amendment bundle moves the project out of the Prior Obligated section and makes it an visible active project in the 2024-27 MTIP.

These updates include the following to Key 19071:

- \$30 million of NAE grant funds are added to the PE phase.
- \$30 million of NAE grant funding is being used to swap out HB2017 funds. A funding correction also is occurring to the ROW phase. The revised ROW phase funding total is now \$41,000,000 and not \$61,700,000.
- \$7,500,000 of NAE grant funds are being committed to the project to create a new Utility Relocation phase.
- \$250,000 of NAE grant funds have been committed to the project to establish a new specialized “Other” phase to contain activities outside of the regular construction phase.
- In addition to the updates to Key 19071, the NAE grant award allows ODOT to move forward with two new child construction phase projects. These include:
 - \$382,250,00 of NEA grants funds are being used to create a construction phase child project in Key 23672 to the parent project in Key 19071. This child project is I-5 Rose Quarter -Broadway to Weidler Phase 1 construction segment. The project will
 - Creation of a new construction phase child project with \$5 million of HB2017 to support required stormwater facility upgrades at the east end of the Fremont Bridge. The \$5 million is being transferred from Key 21219, ODOT’s I-5 Over NE Hassalo St and NE Holladay St project which was intend replace

the current structural overlay. Key 2119 will be absorbed into the freeway portion to the I-5 Rose Quarter Improvement project.

Summary:

The July #2 2024 Rose Quarter MTIP Formal Amendment bundle contains a total of five projects. The funding updates primarily originate from the new ODOT NAE \$450 million grant award. The new funding does not completely fund the project. The current project estimate reflects a cost of \$1.5 to \$1.9 billion. Even with the \$450 million NAE grant, The I-5 Rose Quarter Improvement is still about \$1 billion short in required funding.

Added note: Large projects with multiple large scope of work elements can be delivered in a phased/segmented/packaged delivery process. This is what is occurring with the two new child projects. Metro assumes FHWA and ODOT have discussed and approved this delivery approach based on previous project meetings, discussions, and programming submissions. However, staff did reach out to FHWA for a final confirmation that the July #2 2024 Rose Quarter MTIP Formal Amendment bundle is consistent with FHWA requirements and does not see any conflicts with the amendment as being submitted. To date, Metro has not received any negative comments or direction from FHWA to stop the July #2 2024 Rose Quarte MTIP Formal Amendment bundle.

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF AMENDING THE
2024-27 MTIP TO REVISE THE ROSE
QUARTER IMPROVEMENT PROJECT,
CANCEL A PROJECT, AND ADD THREE
NEW PROJECTS TO MEET FEDERAL
TRANSPORTATION PROJECT DELIVERY
REQUIREMENTS**

) RESOLUTION NO. 24-5424
)
) Introduced by: Chief Operating
) Officer Marissa Madrigal in
) 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 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 U.S. Department of Transportation's (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, as set forth in detail below, the MTIP will be amended to address 5 actions; specifically, to revise the Rose Quarter Improvement Project, cancel one existing project and add a new project with funds from the canceled project, and add two additional projects; and

WHEREAS, the Oregon Department of Transportation's (ODOT) successful effort to secure a USDOT discretionary \$450 million Reconnecting Communities and Neighborhoods/Neighborhood Access and Equity (RCN/NAE) grant will be applied to the Rose Quarter Improvement Project; and

WHEREAS, the MTIP must be amended to add updates to the Preliminary Engineering and Right-of-Way phases to the Rose Quarter Improvement Project, funded with RCN/NAE grant funds, and also enable a Utility Relocation and specialized Other

phase to be added to the project to allow the project to move closer to implementing the construction phase; and

WHEREAS, the MTIP must be amended to cancel ODOT's I-5 Over NE Hassalo St and NE Holladay St structural overlay rehabilitation project and to add a stormwater facility upgrade requirements within the Rose Quarter project limits with \$5 million transferred from the canceled project; and

WHEREAS, the MTIP must be amended to create a separate construction phase segment, I-5 Rose Quarter - Broadway to Weidler Phase 1, to be implemented in support of the overall Rose Quarter Improvement Project and funded by RCN/NAE grant funds; and

WHEREAS, the MTIP must be amended to add multiple complete street upgrades, plus enhanced access to Rose Quarter Transit Center, funded by the City of Portland's RCN/NAE grant and included in this Resolution because of the connection to the Rose Quarter project; and

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

WHEREAS, on July 12, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution and on July 18, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend the 2024-27 MTIP to add 4 projects and cancel one project as stated in more detail in Exhibit A.

ADOPTED by the Metro Council this ____ day of _____ 2024.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: July 5, 2024
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: July #2 FFY 2024 MTIP Formal Amendment & Resolution 24-5424 Approval Request – JL24-11-JUL2

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF AMENDING THE 2024-27 MTIP TO REVISE THE ROSE QUARTER IMPROVEMENT PROJECT, CANCEL A PROJECT, AND ADD THREE NEW PROJECTS TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS

BACKGROUND

What This Is - Amendment Summary:

The July #2 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment is the second of two submitted July 2024 formal amendment bundles. This formal amendment has separated the required updates to the Rose Quarter Improvement Project from the regular July formal amendment in JL24-10-JUL1. The Rose Quarter Improvement Project amendment bundle will proceed under Resolution number 24-5424. There are five projects in this bundle. They include the following:

- **Key 19071 – I-5 Rose Quarter Improvement Project:**

The project will complete multi-modal improvements that include ramp-to-ramp auxiliary lanes, highway shoulders, highway covers, new overcrossing, SB ramp relocation, new bike/ped crossing and bike/ped facilities. The amendment includes updates to the Preliminary Engineering (PE), and Right-of-Way (ROW) phases. A new Utility Relocation (UR) phase is being added, and a new partially funded construction phase is being added using the \$450 million grant award funding from USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program.

The NAE \$450 million grant enables the first phase of construction to be implemented and delivered. This first phase is focused on the project's highway cover. ODOT is proposing to use \$382 million to construct the initial, central portion of the highway cover scope element to the project. The central portion of the highway cover, between approximately Weidler and Broadway over I-5, would be built to be forward compatible with future phases of the highway cover construction and I-5 mainline improvements under the highway cover.

This portion is being programmed in Key 23682. The construction phase for this scope element is being programmed as a “child” project in Key 23682 to the main parent project in Key 19071. Key 19071 contains the preliminary engineering (PE) and right-of-way (ROW) funding for the project which is why it is referred to as the parent project.

A summary of the five projects is shown below:

- **Key 21219 - I-5 Over NE Hassalo St and NE Holladay St (Portland) (ODOT):**
The lead agency/applicant for the project is ODOT. The project is located on I-5 over NE Hassalo St and NE Holladay St (BR#08583) and would replace the current structural overlay. However, ODOT, will now use the programmed \$5 million to support the required stormwater facilities upgrades within the rose Quarter project limits. The July #2 MTIP Fromal Amendment cancels Key 21219 and transfers the \$5 million to support the new Stormwater Facilities child project in Key 23682.
- **New Child Project - Key 23682 - I-405 and I-5 Stormwater Facilities (ODOT):**
This is one of two new child projects (to the parent project in Key 19071) being added to the MTIP supporting the Rose Quarter Improvement Project. This new project will address required stormwater facility upgrades within the Rose Quarter limits. The project will utilize the \$5 million of ODIOT funds currently programmed in Key 21219. Since PE and ROW phase activities are being completed under Key 19071, only the construction phase is needed to be programmed for Key 23682. This is how Key 23682 becomes a child project to Key 19071.
- **New Child Project - Key 23672 - I-5 Rose Quarter: Broadway to Weidler Phase 1 (ODOT):**
This is the second child project to the parent project in Key 19071 being added to the MTIP. The project will Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler and supporting facilities plus complete compatibility construction for follow-on packages. The required \$382 million to complete the construction phase is being sourced from the new NAE \$450 million grant ODOT secured from USDOT.
- **New Project Key 23646 - Broadway Main Street and Supporting Connections (Portland):**
This is a separate project to the I-5 Rose Quarter Improvement Project package. However, there is an implementation and delivery connection to the I-5 Rose Quarter Improvement. The city of Portland is the lead agency for the project. The project will complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. The



project funding originates from Portland's successful effort to also secure a \$38 million USDOT NAE23 grant.

What is the requested action?

TPAC met on July 12, 2024 and received their official notification, plus has provided their approval recommendation to JPACT to approve Resolution 24-5424 to complete the required updates and changes to the I-5 Rose Quarter Improvement Project.

TPAC July 12, 2024 Meeting Summary:

The updated July #2 2024 Rose Quarter MTIP Formal Amendment bundle are being sent to JPACT for approval consideration before TPAC will meet on July 12, 2024. This is due to the extremely compressed processing and approval timing for the amendment to seek Metro Council approval on August 1, 2024. Staff anticipates TPAC will provide an approval recommendation to JPACT. However, if TPAC raises any significant questions, concerns, or changes to the amendment bundle, staff will report them to JPACT and provide a modified approval recommendation as needed.

A summary of the projects follows:

- **Key 19071 - I-5 Rose Quarter Improvement Project:**
 - Lead Agency: ODOT.
 - Description: Key 19071 is considered the parent project for the overall Rose Quarter improvements. The project will complete required planning, project development, and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant, to reduce congestion, improve safety and operations, plus support economic growth. Multi-modal improvements will include ramp-to-ramp (auxiliary) lanes, highway shoulders a highway cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities.
 - Funding Summary: ODOT received a \$450,000,000 grant from the USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program. The grant award is 100% federal. There are no matching funds required. ODOT is committing \$67,750,000 from the NAE grant to update the PE and ROW phases plus add the UR and Other phases. A construction phase is not being added to this project. This will occur by adding "child" projects with construction phase funding. The new Broadway to Weidler – Phase 1 in Key 23646 and Stormwater Facilities upgrades in Key 23682 are two new child projects being added as part of this amendment bundle that support the Rose Quarter parent project in Key 19071. The programming updates occurring to the amendment bundle projects do not represent the full project cost which is estimated between a

range of \$1.5 billion to \$1.9 billion. Additional child projects supporting Key 19071 to complete the Rose Quarter Improvement Project will be submitted for MTIP and STIP inclusion at a later time.

RECONNECTING COMMUNITIES & NEIGHBORHOODS (RCN) GRANT Program

P1#y1
FY23 Awards Factsheets

RCN FY23 Awards Factsheet

I-5 Rose Quarter Improvement Project

Portland, Oregon

Grant Type: Construction

Funding Source: NAE

Award: \$450,000,000

Estimated Total Project Cost: \$1,700,000,000

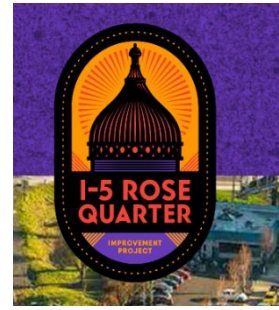
Project Summary:

Funding for the I-5 Rose Quarter Improvement Project will be used for the project's design and constructing the project's main reconnecting feature—a highway cover that will support new community space and future development, while reconnecting local streets over Interstate 5 (I-5) and providing better access to the central city and the waterfront in Portland, Oregon. Funding will be divided in the following way: \$50 million to complete the project's design, \$80 million to complete the project's right of way (ROW) acquisition and utility relocation phase, \$500 million to complete construction of the highway cover, \$100 million to make multimodal improvements to city streets, and \$120 million to construct a pedestrian and bicycle bridge that crosses over I-5 through the project area.

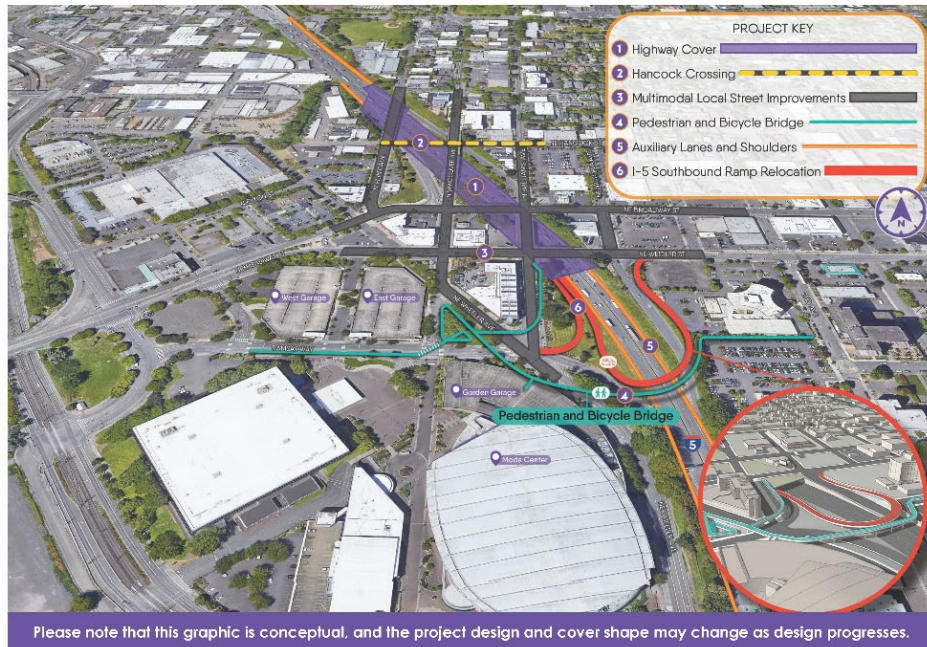
Building the highway cover is an essential first step to actualizing the community's vision and improving the transportation network in partnership with the City of Portland. The project is further supported by the Historic Albina Advisory Board (HAAB) (the project committee consisting of Black community leaders and those with ties to the historic Albina community—the community that was divided by construction of I-5 through the project area) and Albina Vision Trust (AVT) —a nonprofit organization that links private interests and public priorities with community values for the Albina community. The project's investments make walking, biking, rolling and accessing transit safer, creating a more pedestrian-friendly and community-oriented area. As a part of the regional effort to realize the vision to reconnect the Albina community, the City is submitting a complementary NAE Program Capital Construction Grant application to support and extend the project's local street and community reconnection investments adjacent to the project area.

- Action: The formal amendment provides funding increases to Key 19071 to the PE and ROW phases, adds a new UR phase, and adds a new Other phase.

- **Added Notes:** ODOT maintains a project website at [Welcome | I-5 Rose Quarter Improvement Project \(i5rosequarter.org\)](https://www.oregon.gov/ODOT/Programs/Planning/Pages/Welcome-I-5-Rose-Quarter-Improvement-Project-i5rosequarter.org). From this website, additional project details are included. Two attachments from the project website are included as part of the amendment staff report:
 - Attachment 1: Rose Quarter General Fact Sheet
 - Attachment 2: Rose Quarter Project FAQs

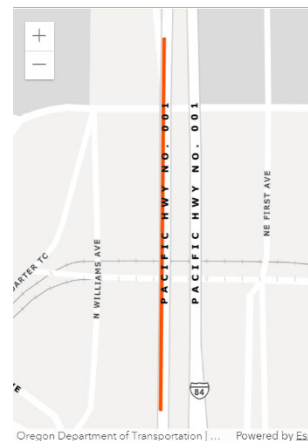
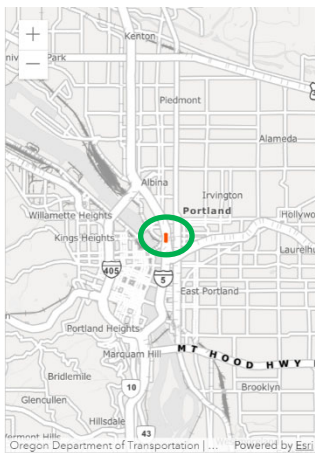


- | | | |
|--|---|--|
| <p>1 Highway Cover
A new highway cover over I-5 that will reconnect local streets and create new community spaces on top for future development and economic opportunities.</p> | <p>3 Multimodal Local Street Improvements
A variety of street improvements for people walking, biking and rolling.</p> | <p>5 Auxiliary Lanes and Shoulders
Ramp-to-ramp connections on I-5 between I-84 and I-405, paired with wider shoulders, that will improve safety and reduce congestion at the state's top bottleneck. An estimated one-third of traffic will be able to stay on these ramp-to-ramp connections between interstates instead of merging and causing congestion and safety issues.</p> |
| <p>2 Hancock Crossing
A new east-west roadway crossing over I-5 that will reconnect Hancock Street across the highway, adding another crossing north of Broadway and Weidler.</p> | <p>4 Pedestrian and Bicycle Bridge
A car-free bridge creates a new path over I-5 to connect with the walking and biking network.</p> | <p>6 I-5 Southbound Ramp Relocation
Relocation of the I-5 southbound off-ramp from Vancouver/Broadway to the south, connecting with NE Williams Avenue and NE Weidler Street.</p> |



- **Key 21219 – I-5 Over NE Hassalo St and NE Holladay St (Portland):**

- Lead Agency: ODOT.
- Description: The project is located on I-5 over NE Hassalo St and NE Holladay St (BR#08583) and will replace the current structural overlay.
- Funding Summary: The project contains a total \$5 million HB2017 funding award.
- Action: The formal amendment proposes to combine Key 21219 into the larger Rose Quarter project in Key 19071 for delivery efficiencies.



- **New Child Project - Key 23682 - I-405 and I-5 Stormwater Facilities (ODOT):**

- Lead Agency: ODOT.
- Description: The project will construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.
- Funding Summary: The project contains \$5 million to complete the construction activity. The funding is being transferred from Key 21219, I-5 Over NE Hassalo St and NE Holladay St as noted previously.
- Action: The formal amendment adds the new child project to the parent Rise Quarter Improvement project in Key 19071 to complete the required stormwater facility upgrades.



- **New Child Project - Key 23672 - I-5 Rose Quarter: Broadway to Weidler Phase 1 (ODOT):**
 - **Lead Agency:** ODOT.
 - **Description:** The project is located on I-5 from MP 301.40 to MP 303.20 in Portland. It will replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. This will provide greater connectivity for the lower Albina neighborhood. Preliminary design and right of way are programmed under project Key 19071 I-5 Rose Quarter Improvement Project.
 - **Funding Summary:** Funding for this packaged segment originates from the new NAE grant. A total \$382,250,000 of the \$450 million total grant is being programmed to complete this segment. Only the construction phase is needed to be programmed. Added: The NAE is 100% federal funds. There is no match requirement.
 - **Action:** The formal amendment will add Key 23672 to the MTIP and STIP as a child project to the parent Rose Quarter project in Key 19071.



Additional Projects Included in the July 2024 Rose Quarter Improvement Project MTIP Formal Amendment bundle:

- **New Project Key 23646 - Broadway Main Street and Supporting Connections (Portland):**

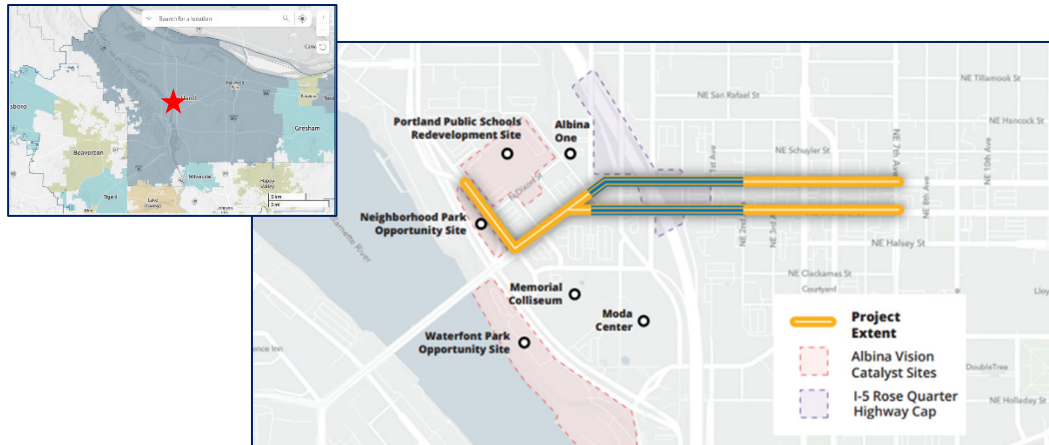
- Why it is Included: TPAC has already approved the new project to proceed to JPACT last month as part of the June 2024 MTIP Formal Amendment bundle. However, JPACT has requested a formal presentation about the Rose Quarter Improvement project from ODOT during their July 18, 2024 meeting. Due to the improvement connection Portland's project has with the overall Rose Quarter Improvement Project, Portland requested adding their project to the July #2 MTIP Formal Amendment bundle to enable both agencies to answer questions together about their delivery relationship. Both agencies believe this processing approach will reduce potential confusion about both projects by processing them together in the same bundle.

Portland's new Broadway Main Street and Supporting Connections in Key 23646 will process through JPACT and Metro Council with a final requested approval from FHWA as part of the July #2, 2024, Rose Quarter MTIP Formal Amendment bundle. There is no direct action for TPAC to take with this project. TPAC provided their approval recommendation to JPACT last month. The project details are included as part of this staff report for information purposes. It will be included as part of the formal amendment approval motion for JPACT and Metro Council.

- Lead Agency: Portland.
- Description: The project will include enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. Upgraded and protected lanes for biking and scooting. Restoration of managed on-street parking and loading. Additional tree canopy, green infrastructure, street lighting, and other streetscape amenities. Placemaking opportunities to honor the district's history through public art, street activation, and monumentation. Project will result in greater access and connectivity to Portland's Lower Albina neighborhood.
- Funding Summary: The project also successfully secured a \$38,394,000 NAE discretionary grant from USDOT for the project. The NAE is 100% federal funds. There is no match requirement. Although the project has a delivery connection to the Rose Quarter Improvement Project, it is considered a separate and stand-alone project that Portland will deliver.
- Action: The formal amendment will add Key 23646, Broadway Main Street and Supporting Connections, to the MTIP and STIP as a stand-alone project,

but will process it along with the Rose Quarter Improvement Project amendment bundle through JPACT and Metro Council.

○



RCN FY23 Awards Factsheet

Broadway Main Street and Supporting Connections

Portland, Oregon

Grant Type: Construction

Funding Source: NAE

Award: \$38,394,000

Estimated Total Project Cost: \$38,394,000

Project Summary:

The Broadway Main Street & Supporting Neighborhood Connections Project will construct multimodal safety and streetscape improvements N/NE Broadway and N/NE Weidler St, two arterials that make up a wide, high-volume couplet that serves as the primary connection across Interstate 5 (I-5) in inner North/Northeast Portland, Oregon and as the neighborhood's gateway to downtown.

The project improves access and connectivity and foster equitable development and restoration in the heart of the city's historic Black neighborhood, Lower Albina. Located in an underserved community designated as both historically disadvantaged and an area of persistent poverty, the project is designed to support realization of the community's vision for the area.

This project will reconnect Lower Albina to neighborhoods and key destinations across I-5, a major grade separated facility that divided the neighborhood and displaced hundreds of residents when it was constructed. It will also improve connections within the community itself across N Broadway, the widest street in Portland's Central City, and the N/NE Broadway/Weidler couplet, making those busy streets more welcoming to current and future residents, employees, and visitors of the area.

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:

- 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.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the July #2 FFY 2024 Formal MTIP amendment (JL24-11-JUL2) will include the following actions:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	June 12, 2024
• TPAC agenda mail-out.....	July 5, 2024
• TPAC approval recommendation to JPACT.....	July 12, 2024
• Completion of public notification process.....	July 12, 2024
• JPACT approval and recommendation to Council.....	July 18, 2024
• Metro Council approval.....	August 1, 2024

Notes:

* The above dates are estimates. JPACT and Council meeting dates could change.

** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps (The below timeline is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	August 6 ,2024
• USDOT clarification and final amendment approval.....	Late August 2024

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 projects to be added 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:** There are no direct or indirect impacts to the approved Metro budget through the actions of this amendment. The identified funding for the new projects does not originate from Metro.

RECOMMENDED ACTION:

TPAC met on July 12, 2024 and received their official notification, plus has provided their approval recommendation to JPACT to approve Resolution 24-5424 to complete the required updates and changes to the I-5 Rose Quarter Improvement Project.

Two attachments:

- Attachment 1: Rose Quarter General Fact Sheet
- Attachment 2: Rose Quarter Project FAQs

Exhibit A
July #2 FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: JL24-11-JUL2

The July #2 Federal Fiscal Year 2024 MTIP Formal Amendment is a special bundle of projects being amended or added to the 2024-27 MTIP in support of the Rose Quarter Improvement Project. Currently, the Rose Quarter Improvement Project is programmed in a single project in Key 19071. This project is being amended by adding phases and funds. The Rose Quarter Improvement project now proposes a phased/segmented delivery format.

Two new stand-alone “child” projects are being added to the MTIP with funds committed to the construction phase. One project that falls within the Rose Quarter projects is being canceled. The funds will be used to support the stormwater facilities child project. Finally, the new Portland Broadway Main Street Connections project that began the Metro MTIP amendment process with the June 2024 Formal Amendment bundle is being assimilated into the July 2024 Rose Quarter Improvement Project bundle due to its connection to the Rose Quarter upgrades.

As a result of these actions, the Rose Quarter Improvement Project bundle under formal amendment JL24-11-JUL2 contains a total of five projects. The associated funding changes primarily result from ODOT’s successful \$450 million grant award from the USDOT Reconnecting Communities and Neighborhoods Grant 2023 Program with the funds awarded from the Neighborhood Access and Equity (NAE) funding category (Fund type code used for reference is NAE23). The grant awarded NAE23 funds are 100% federal. There is no required local match requirement. A summary of the five projects includes the following:

- **Key 19071 - I-5 Rose Quarter Improvement Project (ODOT):** The formal amendment adds \$30 million of NAE23 grant awarded funds to the PE phase, swaps out \$30 million of HB2017 funds for NAE23 funds, adds a Utility Relocation (UR) phase with \$7,500,000 of NAE23 funds, and adds small Other phase with \$250,000 of NAE23 funds. Construction phase activities are being added as separate stand-alone child projects. Construction is proposed to be completed through a “segmented”, “phased”, or “package” delivery approach. Two of the required construction phase child projects are being added through this formal amendment. They are identified below.
- **Key 21219 - I-5 Over NE Hassalo St and NE Holladay St (Portland) (ODOT):** The lead agency/applicant for the project is ODOT. The formal amendment cancels Key 21219 and transfers the \$5 million to support the new Stormwater Facilities child project in Key 23682.

- **New Project Key 23682 - I-405 and I-5 Stormwater Facilities (ODOT):** This new child project supports the Rose Quarter Improvement Project and will construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. The \$5 million for this project is being transferred from the cancel project in Key 21219.
- **New Project Key 23672 - I-5 Rose Quarter: Broadway to Weidler Phase 1 (ODOT):** This is the second construction phase child project to the main Rose Quarter Improvement project in Key 19071. The project funding originates from the new NAE23 grant and will Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler and supporting facilities plus complete compatibility construction for follow-on packages.

Note: For the new child construction phase projects, preliminary engineering is being completed through the PE phase in Key 19071.

- **New Project Key 23646 - Broadway Main Street and Supporting Connections (Portland):** The project will complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. The project funding originates from Portland's successful effort to also secure a \$38 million USDOT NAE23 grant. The project is a stand-alone and separate project to the Rose Quarter Improvement Project. The project began Metro processing steps with the June 2024 MTIP Formal amendment bundle and has received TPAC approval during their June 7, 2024 meeting. However, due to the project's connection to the Rose Quarter Improvement Project, it is being assimilated into the July # 2 MTIP Formal Amendment bundle along with the other Rose Quarter Improvement Projects for an improved processing coordination through JPACT and Metro Council.

The Exhibit A Tables that follow on the next pages contain the specific project changes for the fives in the July #2 Formal MTIP Amendment Bundle., See the Exhibit A/MTIP Worksheets for the detailed changes and consistency review areas. Additionally, the Portland Broadway Main Street and Supporting Connections project is being included for information and processing consistency purposes.

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 24-5424

July #2 Rose Quarter FFY 2024 Formal Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: JL24-11-JUL2

Total Number of Projects: 5

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Amended Existing Projects in the 2024-27 MTIP				
(#1) ODOT Key # 19071 MTIP ID 70784	ODOT	Rose Quarter Improvement	On I-5 in Portland, complete multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities.	<u>ADD PHASES AND FUNDING:</u> The formal amendment adds \$30 million from the new USDOT RCN/NAE23 grant award to ODOT to PE swaps out NAE23 funds in the ROW phase and adds a Utility Relocation (UR) phase plus adds an Other phase to the project.
Category: Existing Projects Being Canceled in the 2024-27 MTIP				
(#2) ODOT Key # 21219 MTIP ID 71043	ODOT	I-5 Over NE Hassalo St and NE Holladay St (Portland)	On I-5 over NE Hassalo St and NE Holladay St (BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5 million Original Award)	<u>CANCEL PROJECT:</u> Cancel the project from the 2024-27 MTIP and shift the funds over to Key 23682
Category: Adding New Projects to the 2024-2027 MTIP				
(#3) ODOT Key # 23682 MTIP ID TBD <i>New Project</i>	ODOT	I-405 and I-5 Stormwater Facilities	Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.	<u>ADD NEW PROJECT:</u> Add new child project to the 2024-27 MTIP in support of the Rose Quarter Improvement Project in Key 19071. Funding is from canceled project Key 21219.

(#4) ODOT Key # 23672 MTIP ID TBD <i>New Project</i>	ODOT	I-5 Rose Quarter: Broadway to Weidler Phase 1	Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and supporting facilities and complete compatibility construction for follow-on packages	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Rose Quarter construction child project that will replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler. The \$382 million required funding is sourced from the new ODOT awarded NAE23 grant.
Category: Additional Projects Included with the Rose Quarter Improvement Project Bundle (previously approved by TPAC)				
(#5) ODOT Key # 23646 MTIP ID TBD <i>New Project</i>	Portland	Broadway Main Street and Supporting Connections	Complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program grant awarded project to the MTIP for Portland. Note: TPAC's approval recommendation to JPACT previously occurred during their June 7, 2024 meeting. The project will process with the July 2024 #2 Rose Quarter Formal Amendment bundle through JPACT and Metro Council.

Proposed Amendment Review and Approval Steps. This amendment bundle will progress through the Metro approval process via a compressed review and approval process during June and July as follows:

Date	Action
July #2 (JL24-11-JUL2) Rose Quarter Improvement Project Formal MTIP Amendment Required Approval Actions	
Wednesday, June 12, 2024	Post amendment & begin 30+ day notification/comment period.
Friday, July 12, 2024	July 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
Friday, July 12, 2024	End the 30-day public comment period. Complete comments summary and provide to ODOT and JPACT for their review
Thursday, July 18, 2024	July JPACT meeting. Project presentation anticipated for JPACT. JPACT will be requested to approve the amendment resolution and provide an approval recommendation to Metro Council
Thursday, August 1, 2024	Metro Council meeting. Provide final Metro approval for the the Rose Quarter Improvement Project amendment bundle
Tuesday, August 6, 2024	Submit final Metro approved July #2 Rose Quarter Improvement project amendment bundle to ODOT and FHWA to complete final approval steps.
Late August, 2024	Final approval from FHWA estimated should occur.



Metro

2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment

ADD PHASES

Update PE and add UR and Other
phases

Project #1**I-5 Rose Quarter Improvement Project****Project Details Summary**

ODOT Key #	19071	RFFA ID:	N/A	RTP ID:	10867 11176	RTP Approval Date:	11/30/2023
MTIP ID:	70784	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-11-JUL2		STIP Amendment ID:		24-27-1281	

Summary of Amendment Changes Occurring:

The formal amendment adds USDOT RCN/NAE discretionary grant awarded funding to the PE and ROW phase s and adds a UR and Other to the project. The summary of changes includes the following:

1. The project descriptions are updated in the MTIP and STIP based on the changes and the proposed phased/segmented construction phase upgrades.

2. Budget and programming changes:

- Preliminary Engineering (PE Phase) phase updated:

- Fund type code adjustments based on the current funding structure for phase are occurring.
- The amendment adds \$30,000,000 of RCN/NAE23 federal funds to complete project design.
- The PE phase increases from \$157,391,997 to \$187,391,997

- Right of Way (ROW) phase updated:

- Swaps a \$30 million of HB2017 funding (identified as Advance Construction funds).
- Splits out the Advance Construction fund type codes to reflect a\$30 million will be from the RCN/NAE 2023 grant.
- Corrects an MTIP overprogramming error for the phase.
- The ROW phase remains unchanged at \$41,000,000.

- Adds a new Utility Relocation (UR) phase to pay for reimbursable utility relocations \$7,500,000 as Advance Construction NAE23 funds,

- Adds a new Other (OT) phase to purchase ITS signs & software \$250,000 as Advance Construction NAE23 funds.

The total programmed amount for the project increases in the MTIP from \$218,091,997 to \$236,141,997. The new programmed amount does not fully program the project. The estimated to project cost is \$1.7 billion. A phased/segmented delivery approach for the construction phase is proposed to add separate stand-alone child projects with the required construction phase funding.

Project Name:	I-5 Rose Quarter Improvement Project					
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes	

Short Description:

~~On I-5 between I-84 and I-405, Proposed multi-modal improvements include: ramp-to-ramp auxiliary lanes, highway shoulders, highway covers, new overcrossing, SB ramp relocation, new bike/ped crossing and bike/ped facilities.~~

On I-5 in Portland, complete multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities.

MTIP Detailed Description (Internal Metro use only):

~~On I-5 between I-84 and I-405, continue prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan, which identified transportation investments that would result in improved safety and operations and support economic growth. Proposed multi-modal improvements include: Ramp-to-Ramp (Auxiliary) Lanes, Highway Shoulders, Highway Covers, New Overcrossing, I-5 Southbound Ramp Relocation, New Bike and Ped Crossing, and improved Bike and Ped Facilities. (HB2017 Named & conditioned project to add \$16,265,452 of NHFP funds)~~

On and around I-5 from MP 301.40 to MP 303.20, complete multiple system upgrades to help reduce congestion, improve safety and traffic operations, and support economic growth in the Portland Metro region with multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. This specific project will: provide additional funds to project development and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant; relocate utilities in the cover grant and stormwater areas; acquire permanent VMS signs and software early in the project to support movement of traffic during cover construction. Subsequent projects will advance other elements of the Rose Quarter effort. (NAE23 grant award \$450 million).

STIP Description:

~~Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and redesigns the multimodal local street network. The project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.~~

The Rose Quarter investment will help reduce congestion, improve safety, and traffic operations, and support economic growth in the Portland Metro region with multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. This specific project will: provide additional funds to project development and right of way efforts of the Broadway-Weidler facility plan and then/NE Quadrant; relocate utilities in the cover grant and stormwater areas; acquire permanent VMS signs and software early in the project to support movement of traffic during cover construction. Subsequent projects will advance other elements of the Rose Quarter effort.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	New Capacity - General Purpose	Capital Improvement
		Lane Modification or Reconfiguration	
		System Management and Operations	
	Highway - Bridge	New Capacity - General Purpose	
		Lane Modification or Reconfiguration	
	Highway - Bike	Protected Parallel Facility	
	Highway - Pedestrian	Protected Parallel Facility	
	Highway - Other	Other Vehicle Operations	
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
Federal Funds									
NHPP Exempt	M002 MOE2	2020 2016		\$ 3,805,500					\$ 3,805,500
AC-HB2017	ACPO	2016		\$ 82,998,000					\$ 82,998,000
AC-NAE23	ACPO	2016		\$ 30,000,000					\$ 30,000,000
NHPP	Z001	2016		\$ 1,844,400					\$ 1,844,400
NHFP	Z460	2016		\$ 15,000,000					\$ 15,000,000
ADVCON	ACPO	2020			\$ 55,977,540				\$ -
AC-HB2017	ACPO	2020			\$ 10,072,002				\$ 10,072,002
AC-NAE23	ACPO	2020			\$ 30,000,000				\$ 30,000,000
AC-NAE23	ACPO	2025				\$ 7,500,000			\$ 7,500,000
AC-NAE23	ACPO	2025						\$ 250,000	\$ 250,000
Federal Totals:			\$ -	\$ 133,647,900	\$ 40,072,002	\$ 7,500,000		\$ 250,000	\$ 181,469,902
Note: The AC-NAE23 fund type code represents an expected conversion code from the USDOT RCN/NAE 2023 discretionary award. The funds are 100% federal.									

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (NHPP EX)	Match	2020 2016		\$ 321,045					\$ 321,045
ADVCON (state)	ACP0	2016		\$ 130,000,000					\$ -
State (ACHB2017)	Match	2016		\$ 7,002,000					\$ 7,002,000
State	S010	2016		\$ 1,000,000					\$ 1,000,000
State (Z001)	Match	2016		\$ 155,600					\$ 155,600
NHPP (State)	Y001	2016		\$ 40,000,000					\$ 40,000,000
State (Z460)	Match	2016		\$ 1,265,452					\$ 1,265,452
State (ACP0)	Match	2020			\$ 4,722,460				\$ -
State (HB2017)	Match	2020			\$ 927,998				
State Totals:			\$ -	\$ 49,744,097	\$ 927,998	\$ -	\$ -	\$ -	\$ 49,744,097

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2016		\$ 4,000,000					\$ 4,000,000
									\$ -
Local Totals:			\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 157,391,997	\$ 60,700,000	\$ -	\$ -	\$ -	\$ 218,091,997
Amended Programming Totals	\$ -	\$ 187,391,997	\$ 41,000,000	\$ 7,500,000	\$ -	\$ 250,000	\$ 236,141,997

Total Estimated Project Cost	\$ 1,700,000,000
Total Cost in Year of Expenditure:	\$ 1,700,000,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	Construction phase segments will be programmed as separate child projects					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 30,000,000	\$ (19,700,000)	\$ 7,500,000	\$ -	\$ 250,000	\$ 18,050,000
Phase Change Percent:	0.0%	19.1%	-32.5%	100.0%	0.0%	100.0%	8.3%
Amended Phase Matching Funds:	\$ -	\$ 8,744,097	\$ 927,998	\$ -	\$ -	\$ -	\$ 9,672,095
Amended Phase Matching Percent:	N/A	17.26%	8.44%	0.00%	N/A	0.00%	4.96%

Identified Funding Sources for Key 19071 (per the STIP Summary Report Financial Estimates Section)						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
ODOT Enhance	PE	\$ 1,500,000	\$ 126,545	\$ -	\$ 1,626,545	
ODOT Region 1 Fix-It Program	PE	\$ 1,844,400	\$ 155,600	\$ -	\$ 2,000,000	
ODOT Statewide Fix-it Program	PE	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	
HB2017 Discretionary	PE	\$ 119,886,000	\$ 10,114,000	\$ -	\$ 130,000,000	
Local contributions	PE	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000	
ODOT Region 1	PE	\$ 2,305,500	\$ 194,500	\$ -	\$ 2,500,000	
SW Natl Hwy Freight (NHFP)	PE	\$ 15,000,000	\$ 1,265,452	\$ -	\$ 16,265,452	FHWA National Highway Freight Prg
USDOT Grants 2023	PE	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 170,535,900	\$ 12,856,097	\$ 4,000,000	\$ 187,391,997	
HB2017 Discretionary	ROW	\$ 10,072,002	\$ 927,998	\$ -	\$ 11,000,000	
USDOT Grants 2023	ROW	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	Assumed part of the NAE grant
Phase Totals:		\$ 40,072,002	\$ 927,998	\$ -	\$ 41,000,000	
USDOT Grants 2023	UR	\$ 7,500,000	\$ -	\$ -	\$ 7,500,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 7,500,000	\$ -	\$ -	\$ 7,500,000	
					\$ -	
USDOT Grants 2023	Other	\$ 250,000	\$ -	\$ -	\$ 250,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 250,000	\$ -	\$ -	\$ 250,000	
Program Totals All Phases					Total	
ODOT Enhance					\$ 1,626,545	
ODOT Region 1 Fix-It Program					\$ 2,000,000	
ODOT Statewide Fix-it Program					\$ 1,000,000	
HB2017 Discretionary					\$ 141,000,000	
Local contributions					\$ 4,000,000	
ODOT Region 1					\$ 2,500,000	
SW Natl Hwy Freight (NHFP)					\$ 16,265,452	
USDOT Grants 2023					\$ 67,750,000	Total grant award = \$450 million
Total:					\$ 236,141,997	TPC estimate = \$1.7 Billion

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 133,647,900	\$ 40,072,002	\$ 7,500,000		\$ 250,000	\$ 181,469,902
State	\$ -	\$ 49,744,097	\$ 927,998	\$ -	\$ -	\$ -	\$ 50,672,095
Local	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000
Total	\$ -	\$ 187,391,997	\$ 41,000,000	\$ 7,500,000	\$ -	\$ 250,000	\$ 236,141,997

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	71.3%	97.7%	0.0%	0.0%	100.0%	76.8%
State	0.0%	26.5%	2.3%	0.0%	0.0%	0.0%	21.5%
Local	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	1.7%
Total	0.0%	100.0%	100.0%	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%	56.6%	17.0%	3.2%	0.0%	0.1%	76.8%
State	0.0%	21.1%	0.4%	0.0%	0.0%	0.0%	21.5%
Local	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	1.7%
Total	0.0%	79.4%	17.4%	3.2%	0.0%	0.1%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 187,391,997	\$ 41,000,000				Aid ID
Federal Funds Obligated:		\$ 133,647,900	\$ 30,000,000				
EA Number:		PE002591	R9470000				FHWA or FTA
Initial Obligation Date:		9/21/2015	9/4/2020				FHWA
EA End Date:		N/A	N/A				FMIS or TRAMS
Known Expenditures:		N/A	N/A				FMIS
				Estimated Project Completion Date:			Unspecified
Completion Date Notes:	Unspecified completion date per ODOT timeline on Rose Quarter website						
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?	Various federal, state, and local sources
2. Does the amendment include changes or updates to the project funding?	Yes. A new \$450 million dollar grant USDOT grant is being added to the project
3. Was proof-of-funding documentation provided to verify the funding change?	Yes, via the USDOT RCN/NAE award letter
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	Various approvals from ODOT to USDOT
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	Yes

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	Interstate 5	301.40	303.20	1.80
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Multiple		Included in the RTP		

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2016	Years Active	9	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation	
Total Prior Amendments	6	Last Amendment	Administrative	Date of Last Amendment	February 2023	Last MTIP Amend Num	AM23-09-FEB1
Last Amendment Action	ADD FUNDS: Add OTC approved funds to prior obligated PE and ROW phases. Total project funding increases to \$218,091,997. No new phases are added to the project.						

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 EFA Low Income applies
	X			X	X	X		
Added note: The above measures are preliminary for later tracking and analytics. Final performance measure determinations will be completed by Metro RTP, GIS, and Resource Development staff over the next two years and through multiple reviews. Additional performance measure attributes may emerge through these reviews and apply to the project.								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Yes. The project is capacity enhancing.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No. The project is not exempt per 40 CFR 93.126, Table 2, or 40 CFR 93.127, Table 3
Exemption Reference:	Not Applicable
Was an air analysis required as part of RTP inclusion?	Yes. The approved 2023 RTP has complete an air conformity and transportation modeling analysis of the Rose Quarter Improvement project based on the
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes, as noted above.
RTP Constrained Project ID and Name:	RTP IDs: ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW) ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)
RTP Project Description:	ID 10867: Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter ID 11176: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Interstate 5 in the project limits is designated as a Throughway
Yes	Transit	Interstate 5 in the project limits is designated as a Frequent Bus
Yes	Freight	Interstate 5 in the project limits is designated as a Main Roadway Route
No	Bicycle	No designation
No	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-5	Interstate
Functional Classification	Yes	Not Applicable	Urban Interstate
Federal Aid Eligible Facility	Yes	Not Applicable	1 = Interstate

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3.	Is the project included as part of the approved: UPWP? No. Not applicable
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	Applicable RTP Goals: <u>Goal # 1 - Mobility Options:</u> Objective 1.1 Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides, and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? Yes. The project is capacity enhancing and exceeds \$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 June 12, 2024 to July 12, 2024
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 expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? A comment log will be established . Comments are Expected.

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Local funds can also be used to support specific elements within the phase beyond the minimum match requirement
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-NAE23	This advance Construction fund type code indicates that the eventual fund code conversion planned for the funds will be from the USDOT Reconnecting Communities and Neighborhoods Grant 2023 Program with the fund awarded from the subcategory of Neighborhood Access and Equity (NAE). The awarded projects may call their award as RCN, NAE, or RCN/NAE. The grant program supports projects that advance community-centered connection transportation projects, with a priority for projects that benefit disadvantaged communities, by improving access to daily needs such as jobs, education, health care, food, nature and recreation; fostering equitable development and restoration; and reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.
AC-HB2017	This advance Construction fund type code indicates the anticipated later conversion code will be from HB2017 approved funds. The fund could also be from a federal source which is why the Advance Construction funds are listed as federal type funds for now.
NHFP	Federal National Highway Freight Program funds which are intended to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including: Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167(a) and (b)]
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]
State	General State funds committed to the project usually to provide the minimum match requirement to the federal funds. Can also be committed as overmatch to support a specific phase.

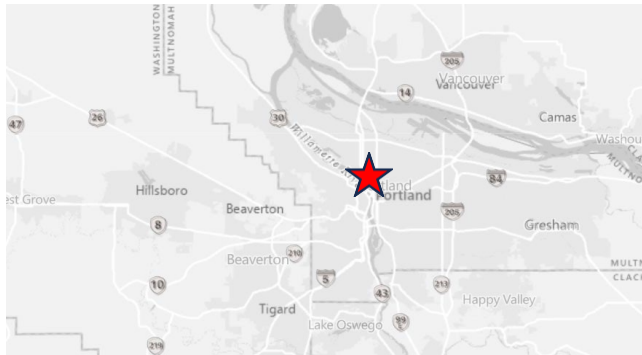
Key Number: **19071**

2018-2021 STIP

Project Name: **I-5 Rose Quarter Improvement Project**

(DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACP0	ADVANCE CONSTRUCT PR	67.51%	140,000,000.00	0.00%	132,998,000.00	0.00%	7,002,000.00	0.00%	0.00
	M002	NHPP-EXEMPT	0.77%	1,598,736.16	92.22%	1,474,354.49	7.78%	124,381.67	0.00%	0.00
	M0E2	NATL HWY PERF EXMPT	1.22%	2,527,808.84	92.22%	2,331,145.31	7.78%	196,663.53	0.00%	0.00
	OTH0	OTHER THAN STATE OR	1.93%	4,000,000.00	0.00%	0.00	0.00%	0.00	100.00%	4,000,000.00
	S010	STATE	0.48%	1,000,000.00	0.00%	0.00	100.00%	1,000,000.00	0.00%	0.00
	Y001	National Highway Perf IJA	19.29%	40,000,000.00	0.00%	0.00	100.00%	40,000,000.00	0.00%	0.00
	Z001	NATIONAL HIGHWAY PERF FAST	0.96%	2,000,000.00	92.22%	1,844,400.00	7.78%	155,600.00	0.00%	0.00
	Z460	NATIONAL HWY FREIGHT PROGRAM	7.84%	16,265,452.18	92.22%	15,000,000.00	7.78%	1,265,452.18	0.00%	0.00
	PE Totals		100.00%	207,391,997.18		153,647,899.80		49,744,097.38		4,000,000.00
RW	ACP0	ADVANCE CONSTRUCT PR	100.00%	41,000,000.00	92.22%	37,810,200.00	7.78%	3,189,800.00	0.00%	0.00
	RW Totals		100.00%	41,000,000.00		37,810,200.00		3,189,800.00		0.00
UR	ACP0	ADVANCE CONSTRUCT PR	100.00%	7,500,000.00	100.00%	7,500,000.00	0.00%	0.00	0.00%	0.00
	UR Totals		100.00%	7,500,000.00		7,500,000.00		0.00		0.00
OT	ACP0	ADVANCE CONSTRUCT PR	100.00%	250,000.00	100.00%	250,000.00	0.00%	0.00	0.00%	0.00
	OT Totals		100.00%	250,000.00		250,000.00		0.00		0.00
Grand Totals				256,141,997.18		199,208,099.80		52,933,897.38		4,000,000.00



PROJECT TIMELINE





HIGHWAY COVER



HANCOCK
CROSSING



MULTIMODAL
LOCAL STREET
IMPROVEMENTS



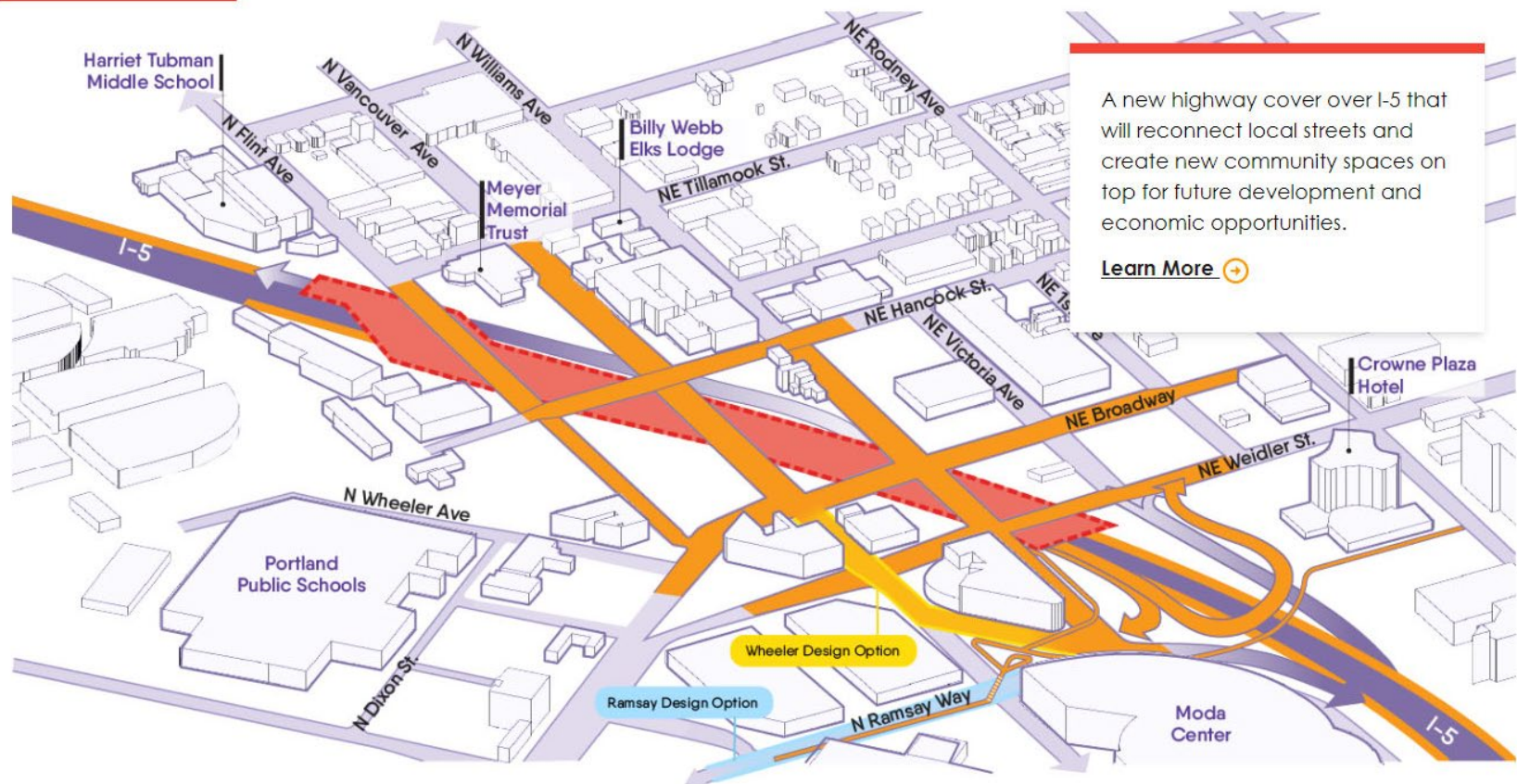
PEDESTRIAN AND
BICYCLE BRIDGE



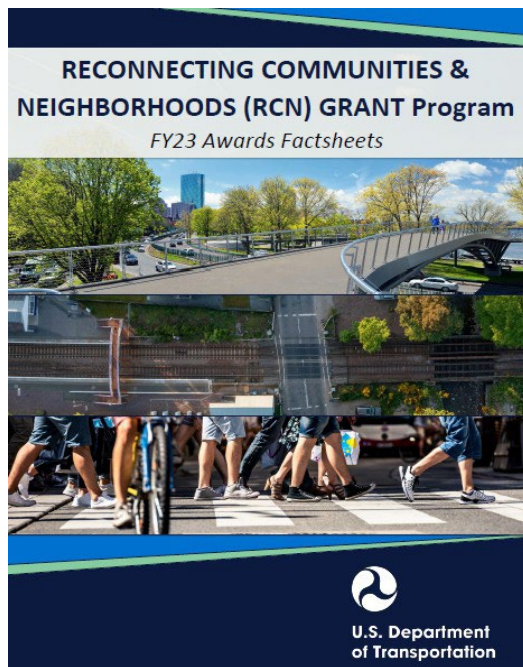
AUXILIARY LANES
AND SHOULDERS



I-5 SOUTHBOUND
OFF-RAMP
RELOCATION



NAE	Capital	I-5 Rose Quarter Improvement Project	Oregon Department of Transportation	Oregon	\$450,000,000.00
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RCN FY23 Awards Factsheet

I-5 Rose Quarter Improvement Project

Portland, Oregon

Grant Type: Construction

Funding Source: NAE

Award: \$450,000,000

Estimated Total Project Cost: \$1,700,000,000

Project Summary:

Funding for the I-5 Rose Quarter Improvement Project will be used for the project's design and constructing the project's main reconnecting feature—a highway cover that will support new community space and future development, while reconnecting local streets over Interstate 5 (I-5) and providing better access to the central city and the waterfront in Portland, Oregon. Funding will be divided in the following way: \$50 million to complete the project's design, \$80 million to complete the project's right of way (ROW) acquisition and utility relocation phase, \$500 million to complete construction of the highway cover, \$100 million to make multimodal improvements to city streets, and \$120 million to construct a pedestrian and bicycle bridge that crosses over I-5 through the project area.

Building the highway cover is an essential first step to actualizing the community's vision and improving the transportation network in partnership with the City of Portland. The project is further supported by the Historic Albina Advisory Board (HAAB) (the project committee consisting of Black community leaders and those with ties to the historic Albina community—the community that was divided by construction of I-5 through the project area) and Albina Vision Trust (AVT) —a nonprofit organization that links private interests and public priorities with community values for the Albina community. The project's investments make walking, biking, rolling and accessing transit safer, creating a more pedestrian-friendly and community-oriented area. As a part of the regional effort to realize the vision to reconnect the Albina community, the City is submitting a complementary NAE Program Capital Construction Grant application to support and extend the project's local street and community reconnection investments adjacent to the project area.



Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment
CANCEL PROJECT
Cancel project and transfer funds
to Key 23682

Project #2**CANCEL PROJECT****Project Details Summary**

ODOT Key #	21219	RFFA ID:	N/A	RTP ID:	12092	RTP Approval Date:	11/30/2023
MTIP ID:	71043	CDS ID:	N/A	Bridge #:	8583	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-11-JUL2		STIP Amendment ID:	24-27-1208		

Summary of Amendment Changes Occurring:

The formal amendment cancels the project and transfers the funding to the new Rose Quarter child project in Key 23682 .

Project Name:	I-5 Over NE Hassalo St and NE Holladay St (Portland)						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

On I-5 over NE Hassalo St and NE Holladay St (BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5 million Original Award)

MTIP Detailed Description (Internal Metro use only):

In northeastern Portland on I-5 over NE Hassalo St and NE Holladay St (at MP 301.99, BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5 million Original Award)

STIP Description:

Replace the deck for the southbound portion of the bridge to repair damage incurred over time by vehicles and weathering.

Project Classification Details

Project Type	Category	Features	System Investment Type
Highway	Highway - Bridge	Reconstruction/Preservation	Capital Improvement
ODOT Work Type:	BRIDGE		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-HB2017	ACP0	2024					-\$ 4,611,000		\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2024					-\$ 389,000		\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	-\$ 5,000,000	\$ -	-\$ 5,000,000
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

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:	\$ -	\$ -	\$ -	\$ -	\$ (5,000,000)	\$ -	\$ (5,000,000)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-100.0%	0.0%	-100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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

Fiscal Constraint Consistency Review							
1. What is the source of funding? Not Applicable							
2. Does the amendment include changes or updates to the project funding? The approved funding is being combined into Key 23682							
3. Was proof-of-funding documentation provided to verify the funding change? N/A							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT program approval							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? N/A							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	301.95	302.03	0.08
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	2019	Years Active	6	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	
Total Prior Amendments	7	Last Amendment	Administrative	Date of Last Amendment	June 2022	Last MTIP Amend Num	AM22-21-JUN1
Last Amendment Action	CANCEL PHASE: The PE phase is canceled with the funding transferred to the Construction phase. The bridge deck re-design will be completed as part of the Rose Quarter improvement project. In the future ODOT expects Key 21219 to be combined into the Rose Quarter project for improved delivery efficiencies.						

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		
Added notes:								
RTP Air Quality Conformity and Transportation Modeling Designations								
Is this a capacity enhancing or non-capacity enhancing project?				Non-capacity enhancing project				
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?				Yes. The project is exempt per 40 CFR 93.126, Table 2				
Exemption Reference:				Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).				
Was an air analysis required as part of RTP inclusion?				No. Not Applicable				
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?				No. Not applicable. The project is not capacity enhancing				
RTP Constrained Project ID and Name:				RTP ID# 12092 - Bridge Rehabilitation & Repair: 2023-2030				
RTP Project Description:				Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.				
Project Location in the Metro Transportation Network								
Yes/No	Network			Designation				
Yes	Motor Vehicle			I-5 in the project limits is designated as a Throughway				
Yes	Transit			I-5 in the project limits is designated as a Frequent and Regional Bus				
Yes	Freight			I-5 in the project limits is designated as a Main Roadway Route				
No	Bicycle			No designation				
No	Pedestrian			No designation				
National Highway System and Functional Classification Designations								
System	Y/N	Route		Designation				
NHS Project	Yes	I-5		Interstate				
Functional Classification	Yes	I-5		Urban Interstate				
Federal Aid Eligible Facility	Yes	I-5		1 = Interstate				

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **Yes**
3. Is the project included as part of the approved: UPWP? **No.**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
4. Applicable RTP Goal:
Goal # 2 -Safe System:
 Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be June 12, 2024 to July 12, 2024**
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? **Possible**

Fund Codes References

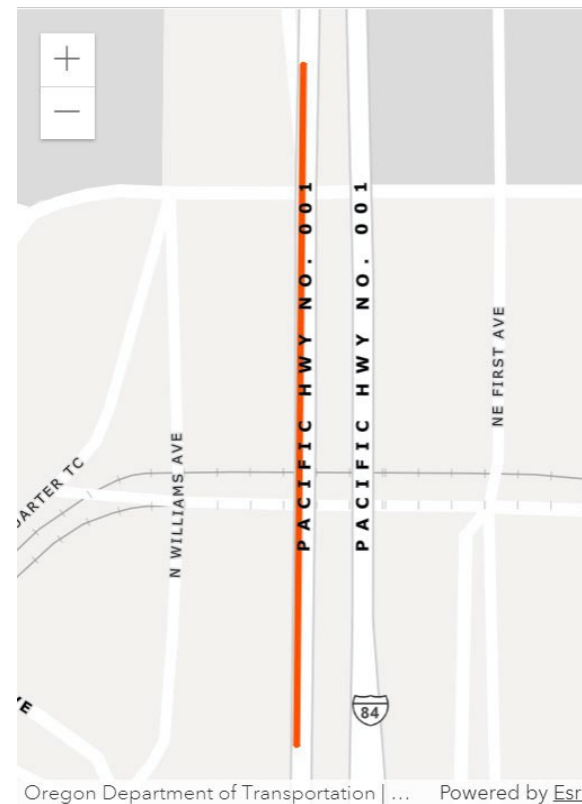
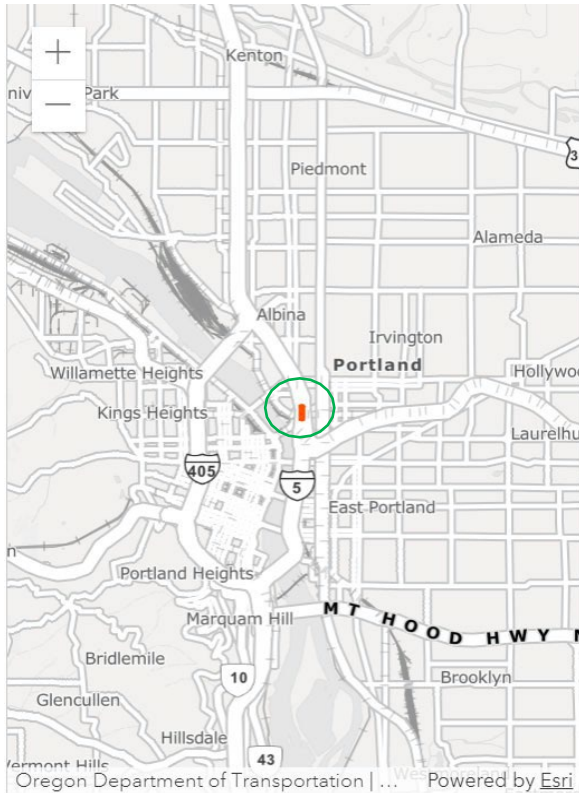
State	General State funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount 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-HB2017	Advance Construction funds with the expected conversion code to be HB2017 funds.

Key Number: 21219

2024-2027 STIP

Project Name: I-5 over NE Hassalo Street and NE Holladay Street (DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y002	NHPP National Highway perf exempt IIIA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	PE Totals		0.00%	0.00		0.00		0.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	CN Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				0.00		0.00		0.00		0.00





Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment
ADD NEW PROJECT
Add the new project with funds
from Key 21219

Project #3**Project Details Summary**

ODOT Key #	23682	RFFA ID:	N/A	RTP ID:	11176	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-11-JUL2		STIP Amendment ID:	24-27-1279		

Summary of Amendment Changes Occurring:

The formal amendment adds the new stormwater facilities project to the MTIP using the funds from the canceled Key 21219 project (also included in this amendment bundle).

Project Name: **I-405 and I-5 Stormwater Facilities**

Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes

Short Description:

Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.

MTIP Detailed Description (Internal Metro use only):

On I-5 from MP 301.40 to MP 303.20 in Portland, Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.

STIP Description:

Construct stormwater facilities for the east end of Fremont Bridge and ramps to be in compliance with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project key 19071 I-5 Rose Quarter Improvement Project.

Project Classification Details

Project Type	Category	Features	System Investment Type
Highway	Highway -Motor Vehicle	Lane modification or reconfiguration	Capital Improvement
ODOT Work Type:	BRIDGE		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-HB2017	ACPO	2025					\$ 4,611,000		\$ 4,611,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 4,611,000	\$ -	\$ 4,611,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025					\$ 389,000		\$ 389,000
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 389,000	\$ -	\$ 389,000
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000
Total Estimated Project Cost									\$ 5,000,000
Total Cost in Year of Expenditure:									\$ 5,000,000

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:	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 389,000	\$ -	\$ 389,000
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	7.78%	N/A	7.78%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 4,611,000	\$ -	\$ 4,611,000
State	\$ -	\$ -	\$ -	\$ -	\$ 389,000	\$ -	\$ 389,000
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	92.22%	0.0%	92.22%
State	0.0%	0.0%	0.0%	0.0%	7.78%	0.0%	7.78%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
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	0.0%	0.0%	0.0%	0.0%	92.22%	0.0%	92.2%
State	0.0%	0.0%	0.0%	0.0%	7.78%	0.0%	7.8%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	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:							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? HB2017 Seismic Bridge funds pulled from Key 21219.							
2. Does the amendment include changes or updates to the project funding? The funds from Key 21219 are being applied to this new child project to the Rose Quart Improvement Project in Key 19071.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Program Manager							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	301.40	303.20	1.8
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	6	= Pre-construction activities (pre-bid, construction management oversight, etc.).	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	N/A	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	Equity Notes POC = No LEP = No LI = Yes
				X		X		
Added notes:								
RTP Air Quality Conformity and Transportation Modeling Designations								
Is this a capacity enhancing or non-capacity enhancing project?				Non-capacity enhancing project				
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?				Yes. The project is exempt per 40 CFR 93.126, Table 2				
Exemption Reference:				Safety - Projects that correct, improve, or eliminate a hazardous location or feature.				
Was an air analysis required as part of RTP inclusion?				No. Not Applicable				
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?				No. Not applicable. The project is not capacity enhancing				
RTP Constrained Project ID and Name:				RTP ID# 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)				
RTP Project Description:				ID 11176: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.				
Project Location in the Metro Transportation Network								
Yes/No	Network		Designation					
Yes	Motor Vehicle		I-5 in the project limits is designated as a Throughway					
Yes	Transit		I-5 in the project limits is designated as a Frequent and Regional Bus					
Yes	Freight		I-5 in the project limits is designated as a Main Roadway Route					
No	Bicycle		No designation					
No	Pedestrian		No designation					

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-5	Interstate
Functional Classification	Yes	I-5	Urban Interstate
Federal Aid Eligible Facility	Yes	I-5	1 = Interstate

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	Applicable RTP Goal: <u>Goal # 2 -Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3: Equitable Transportation:</u> Objective 3.1 - 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? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

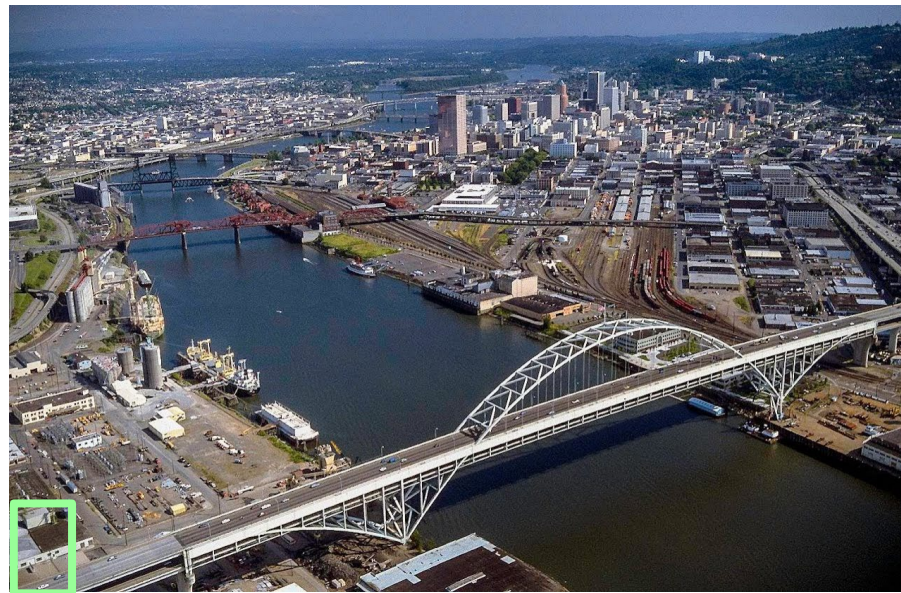
Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be June 12, 2024 to July 12, 2024
3.	Was the comment period completed consistent 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? Possible

Fund Codes References

State	General State 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-HB2017	Advance Construction funds with the expected conversion code to be HB2017 funds.

2024-2027 Active STIP		MULTNOMAH		2024-2027 Active STIP			
Name: I-5 over NE Hassalo Street and NE Holladay Street (Portland)			Key: 21219				
Description: Replace the deck for the southbound portion of the bridge to repair damage incurred over time by vehicles and weathering. Region: 1							
MPO: Portland Metro MPO			Work Type: BRIDGE				
Applicant: ODOT			Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
301.95 to 302.03	0.08	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$5,000,000.00		\$5,000,000.00
Fund 1					ACP0 \$4,611,000.00		
Match					\$389,000.00		
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0800				Approval Date: 3/29/2024			
Requested Action: Slip the Construction phase to start in federal fiscal year 2025.							

Financial Plan -- Estimate / Actual Amounts										
Phase	Funding Resp	STIP	Year	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment		
CN	HB2017 BridgeSeismic	2024-2027 STIP	2025	5,000,000.00	4,611,000.00	389,000.00	0.00	06/07/2024: Add \$%M CN phase from K21219 per 24-27-1279		
	CN Totals			5,000,000.00	4,611,000.00	389,000.00	0.00			
Grand Totals				5,000,000.00	4,611,000.00	389,000.00	0.00			
Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	ACP0	ADVANCE CONSTRUCT PR	100.00%	5,000,000.00	92.22%	4,611,000.00	7.78%	389,000.00	0.00%	0.00
	CN Totals		100.00%	5,000,000.00		4,611,000.00		389,000.00		0.00
Grand Totals				5,000,000.00		4,611,000.00		389,000.00		0.00





Metro

2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT

Add the new project with NAE23
funds to construct RQ cover
segment

Project #4**Project Details Summary**

ODOT Key #	23672	RFFA ID:	N/A	RTP ID:	11176	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-11-JUL2		STIP Amendment ID:		24-27-1241	

Summary of Amendment Changes Occurring:

The formal amendment adds the new Rose Quarter construction child project that will replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler

Project Name: **I-5 Rose Quarter: Broadway to Weidler Phase 1**

Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes

Short Description:

Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and supporting facilities and complete compatibility construction for follow-on packages

MTIP Detailed Description (Internal Metro use only):

On I-5 from MP 301.40 to MP 303.20 in Portland, Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. This will provide greater connectivity for the lower Albina neighborhood. Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement Project (Chiles project to Key 19071, USDOT NAE23 grant funds for construction)

STIP Description:

Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. This will provide greater connectivity for the lower Albina neighborhood. Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement Project.

Project Classification Details									
Project Type	Category			Features				System Investment Type	
Highway	Highway -Motor Vehicle			Lane modification or reconfiguration				Capital Improvement	
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
Federal Funds									
AC-NAE23	ACP0	2025					\$ 382,250,000		\$ 382,250,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000
Note: The programming is using federal Advance Construction with the conversion expectation to be USDOT federal Reconnecting Communities and Neighborhoods Grant 2023, Neighborhood Access, and Equity (NAE) 2023 discretionary grant. The funds are 100% federal. No required match.									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000
Total Estimated Project Cost									\$ 382,250,000
Total Cost in Year of Expenditure:									\$ 382,250,000

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:	\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	0.00%	N/A	0.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	100.00%	0.0%	100.00%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	100.00%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	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:							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? USDOT Reconnecting Communities and Neighborhoods Grant 2023 Program with the fund awarded from the subcategory of Neighborhood Access and Equity (NAE)	
2. Does the amendment include changes or updates to the project funding? Yes. \$382 million of the total \$450 million are being added to the MTIP	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via project award verification form USDOT	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Approval was required from USDOT.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	301.40	303.20	1.8
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Multiple		Before and after I-5 intersections		

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	6	Pre-construction activities (pre-bid, construction management oversight, etc.).	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	N/A	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	Equity Notes POC = No LEP = No LI = Yes
				X	X	X	X	
Added notes:								
RTP Air Quality Conformity and Transportation Modeling Designations								
Is this a capacity enhancing or non-capacity enhancing project?				Non-capacity enhancing project (This specific segment)				
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?				Yes. The project is exempt per 40 CFR 93.126, Table 2				
Exemption Reference:				Safety - Projects that correct, improve, or eliminate a hazardous location or feature.				
Was an air analysis required as part of RTP inclusion?				No. Not Applicable				
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?				No. Not applicable. The project is not capacity enhancing				
RTP Constrained Project ID and Name:				RTP ID# 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)				
RTP Project Description:				ID 11176: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.				
Project Location in the Metro Transportation Network								
Yes/No	Network		Designation					
Yes	Motor Vehicle		I-5 in the project limits is designated as a Throughway					
Yes	Transit		I-5 in the project limits is designated as a Frequent and Regional Bus					
Yes	Freight		I-5 in the project limits is designated as a Main Roadway Route					
No	Bicycle		No designation					
No	Pedestrian		No designation					

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-5	Interstate
Functional Classification	Yes	I-5	Urban Interstate
Federal Aid Eligible Facility	Yes	I-5	1 = Interstate

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	Applicable RTP Goal: <u>Goal # 1 - Mobility Options</u> Objective 1.1 Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides, and use of transit, and reduce per capita vehicle miles traveled. <u>Goal # 2 -Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3: Equitable Transportation:</u> Objective 3.1 - 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? No. The project is not capacity enhancing, the 100 million funding ceiling does not apply for this non-capacity enhancing project.

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 June 12, 2024 to July 12, 2024
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? Possible

Fund Codes References

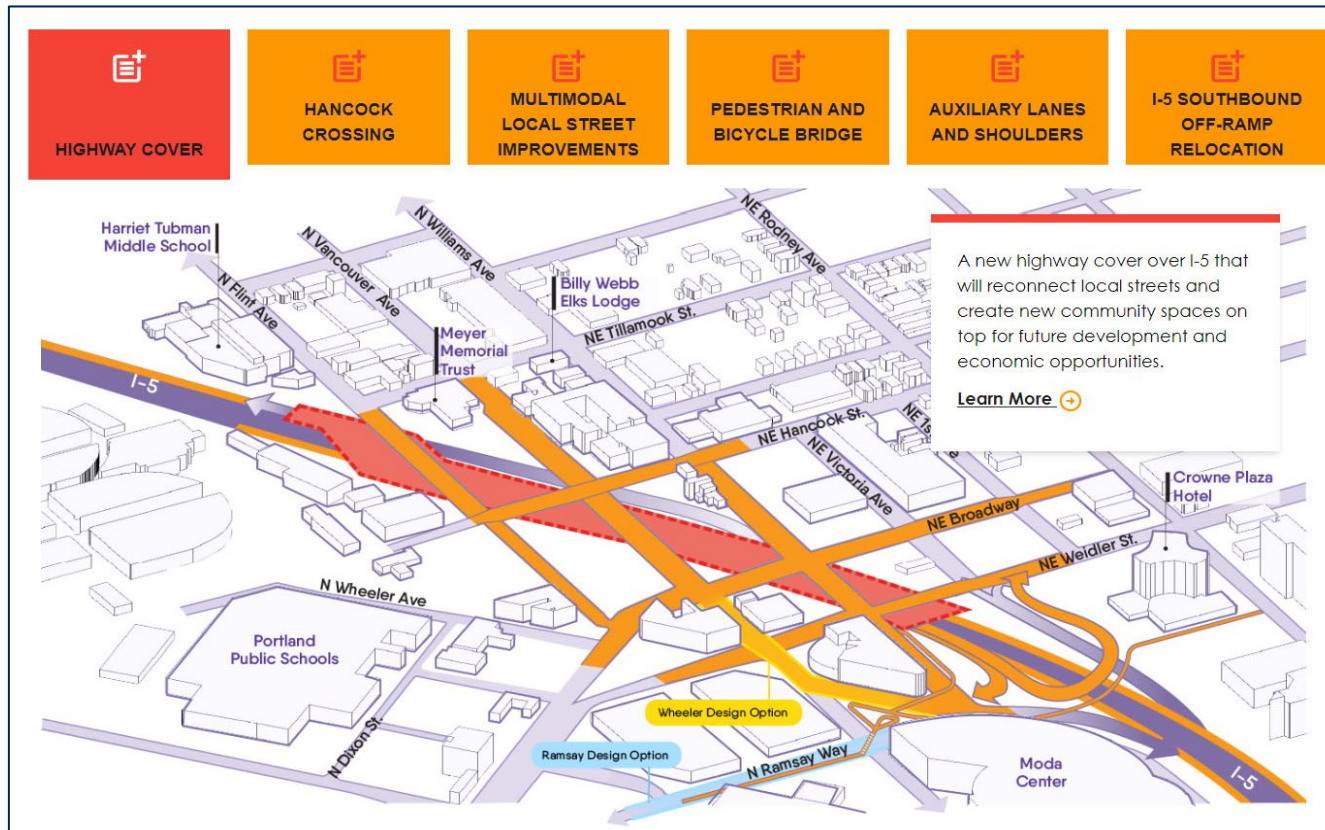
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief 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-NAE23	This advance Construction fund type code indicates that the eventual fund code conversion planned for the funds will be from the USDOT Reconnecting Communities and Neighborhoods Grant 2023 Program with the fund awarded from the subcategory of Neighborhood Access and Equity (NAE). The awarded projects may call their award as RCN, NAE, or RCN/NAE. The grant program supports projects that advance community-centered connection transportation projects, with a priority for projects that benefit disadvantaged communities, by improving access to daily needs such as jobs, education, health care, food, nature and recreation; fostering equitable development and restoration; and reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

Financial Plan -- Estimate / Actual Amounts

Phase	Funding Resp	STIP	Year	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
CN	USDOT Grants 2023	2024-2027 STIP	2025	382,250,000.00	382,250,000.00	0.00	0.00	05/2024: Add 382.25M CN 100% federal per 24-27-1208
	CN Totals			382,250,000.00	382,250,000.00	0.00	0.00	
	Grand Totals			382,250,000.00	382,250,000.00	0.00	0.00	

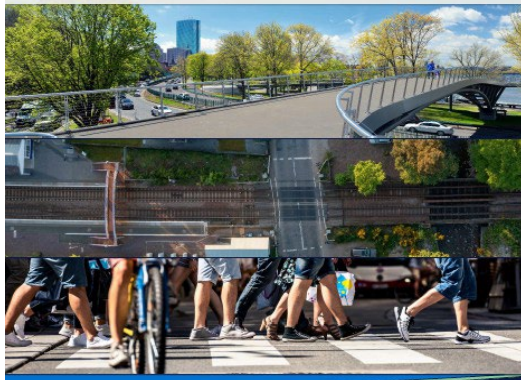
Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	382,250,000.00	100.00%	382,250,000.00	0.00%	0.00	0.00%	0.00
	CN Totals		100.00%	382,250,000.00		382,250,000.00		0.00		0.00
	Grand Totals			382,250,000.00		382,250,000.00		0.00		0.00



RECONNECTING COMMUNITIES & NEIGHBORHOODS (RCN) GRANT Program

FY23 Awards Factsheets



U.S. Department
of Transportation

RCN FY23 Awards Factsheet

I-5 Rose Quarter Improvement Project

Portland, Oregon

Grant Type: Construction

Funding Source: NAE

Award: \$450,000,000

Estimated Total Project Cost: \$1,700,000,000

Project Summary:

Funding for the I-5 Rose Quarter Improvement Project will be used for the project's design and constructing the project's main reconnecting feature—a highway cover that will support new community space and future development, while reconnecting local streets over Interstate 5 (I-5) and providing better access to the central city and the waterfront in Portland, Oregon. Funding will be divided in the following way: \$50 million to complete the project's design, \$80 million to complete the project's right of way (ROW) acquisition and utility relocation phase, \$500 million to complete construction of the highway cover, \$100 million to make multimodal improvements to city streets, and \$120 million to construct a pedestrian and bicycle bridge that crosses over I-5 through the project area.

Building the highway cover is an essential first step to actualizing the community's vision and improving the transportation network in partnership with the City of Portland. The project is further supported by the Historic Albina Advisory Board (HAAB) (the project committee consisting of Black community leaders and those with ties to the historic Albina community—the community that was divided by construction of I-5 through the project area) and Albina Vision Trust (AVT)—a nonprofit organization that links private interests and public priorities with community values for the Albina community. The project's investments make walking, biking, rolling and accessing transit safer, creating a more pedestrian-friendly and community-oriented area. As a part of the regional effort to realize the vision to reconnect the Albina community, the City is submitting a complementary NAE Program Capital Construction Grant application to support and extend the project's local street and community reconnection investments adjacent to the project area.



Metro

2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add Portland's new NAE grant
award project to the MTIP

Project #5

Project Details Summary

ODOT Key #	23646	RFFA ID:	N/A	RTP ID:	11646	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	NAE	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-11-JUL2		STIP Amendment ID:		24-27-1081	

Summary of Amendment Changes Occurring:

The formal amendment adds the new USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program grant awarded project to the MTIP for Portland.

Project Name:	Broadway Main Street and Supporting Connections						
Lead Agency:	Portland	Applicant:	Portland	Administrator:	ODOT		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No		

Short Description:

Complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services.

MTIP Detailed Description (Internal Metro use only):

In NE Portland on N. Larrabee Ave (I-5 ramp south to N. Broadway St), N. Broadway St/NE Broadway St from N. Larrabee Ave to NE 7th Ave), and on N/NE Weidler St (N Broadway St east to NE 7th Ave), complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services.
(Optional if room -->) Provide upgraded and protected lanes for biking and scooting, restoration of managed on-street parking and loading, additional tree canopy, green infrastructure, street lighting, and other streetscape amenities for greater access and connectivity to Portland's Lower Albina neighborhood.

STIP Description:
 Project will include enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. Upgraded and protected lanes for biking and scooting. Restoration of managed on-street parking and loading. Additional tree canopy, green infrastructure, street lighting, and other streetscape amenities. Placemaking opportunities to honor the district’s history through public art, street activation, and monumentation. Project will result in greater access and connectivity to Portland's Lower Albina neighborhood.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets ODOT Work Type:	Active Trans - Bike	Separated (aka Protected) Lanes	Capital Improvement
	Active Trans - Pedestrian	Sidewalk Reconstruction	
	Active Trans - Transit	Crossing Treatments	
	Active Trans - Motor Vehicle	Capital - Passenger Facilities	
	BIKPED	Preservation and Maintenance	

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-NAE23	ACPO	2025		\$ 8,255,000					\$ 8,255,000
AC-NAE23	ACPO	2026			\$ 591,000				\$ 591,000
AC-NAE23	ACPO	2026				\$ 130,000			\$ 130,000
AC-NAE23	ACPO	2026					\$ 29,418,000		\$ 29,418,000
Federal Totals:			\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000
Note: The USDOT NAE grant award is 100% federal. No minimum match required									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Amended Programming Totals			\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000
Total Estimated Project Cost									\$ 38,394,000
Total Cost in Year of Expenditure:									\$ 38,394,000

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:	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000
Phase Change Percent:	0.0%	100.0%	100.0%	100.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	N/A	0.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	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	0.0%	21.5%	1.5%	0.3%	76.6%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	21.5%	1.5%	0.3%	76.6%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2029
Completion Date Notes:							
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? USDOT FFY 2023 discretionary RECONNECTING COMMUNITIES & NEIGHBORHOODS (RCN) GRANT Program							
2. Does the amendment include changes or updates to the project funding? Yes. Adds new discretionary grant awarded federal funds to the MTIP							
3. Was proof-of-funding documentation provided to verify the funding change? Yes. Grant award letter and USDOT award list provided.							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? No ODOT, but ISDOT approval required.							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	N. Larrabee Ave		I-5 ramps		North Broadway
	N. Broadway/NE Broadway		N. Larrabee Ave		NE 7th Ave
	N/NE Weidler St		North Broadway intersection		NE 7th Ave

Note: See project location map at end of Exhibit A/MTIP Worksheet.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
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	EFA Notes POC = No LEP = No LI - Yes
				X	X	X	X	
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature. Air Quality - Bicycle and pedestrian facilities.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 11646 - Broadway/Weidler Corridor Improvements
RTP Project Description:	Enhance existing bike lanes and improve pedestrian/bicycle crossings. Add traffic signals, improve signal timing, improve transit stops, provide transit priority treatments, and construct streetscape improvements.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	N Larrabee Ave = Major/Minor arterial designation
		N/NE Broadway St = Major/Minor arterial designation
		N/NE Weidler St = Major/Minor arterial designation
Yes	Transit	N Larrabee Ave = No designation
		N/NE Broadway = Light rail/streetcar designation
		N/NE Weidler St = Light rail/streetcar designation

Yes (Partial)	Freight	N Larrabee Ave = no designation
		N/NE Broadway St = Eastern portion is designated as a regional intermodal connector
		N/NE Weidler St = No designation
Yes	Bicycle	N Larrabee Ave = No designation
		N/NE Broadway St = Bicycle Parkway designation
		N/NE Weidler St = Bicycle Parkway designation
Yes	Pedestrian	N Larrabee Ave = Regional Pedestrian Corridor designation
		N/NE Broadway St = Pedestrian Parkway designation
		N/NE Weidler St = Pedestrian Parkway arterial designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	N Larrabee Ave	No designation
		N/NE Broadway St	NHS Intermodal Connector and Other NHS Route
		N/NE Weidler St	NHS Intermodal Connector and Map 21 Principal Arterials
Functional Classification	Yes	N Larrabee Ave	No designation
		N/NE Broadway St	Urban Other Principal Arterial
		N/NE Weidler St	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	N Larrabee Ave	No designation
		N/NE Broadway St	3 = Other Principal Arterial
		N/NE Weidler St	3 = Other Principal Arterial

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

4. Applicable RTP Goals:

Goal # 1 - Mobility Options

Objective 1.1 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

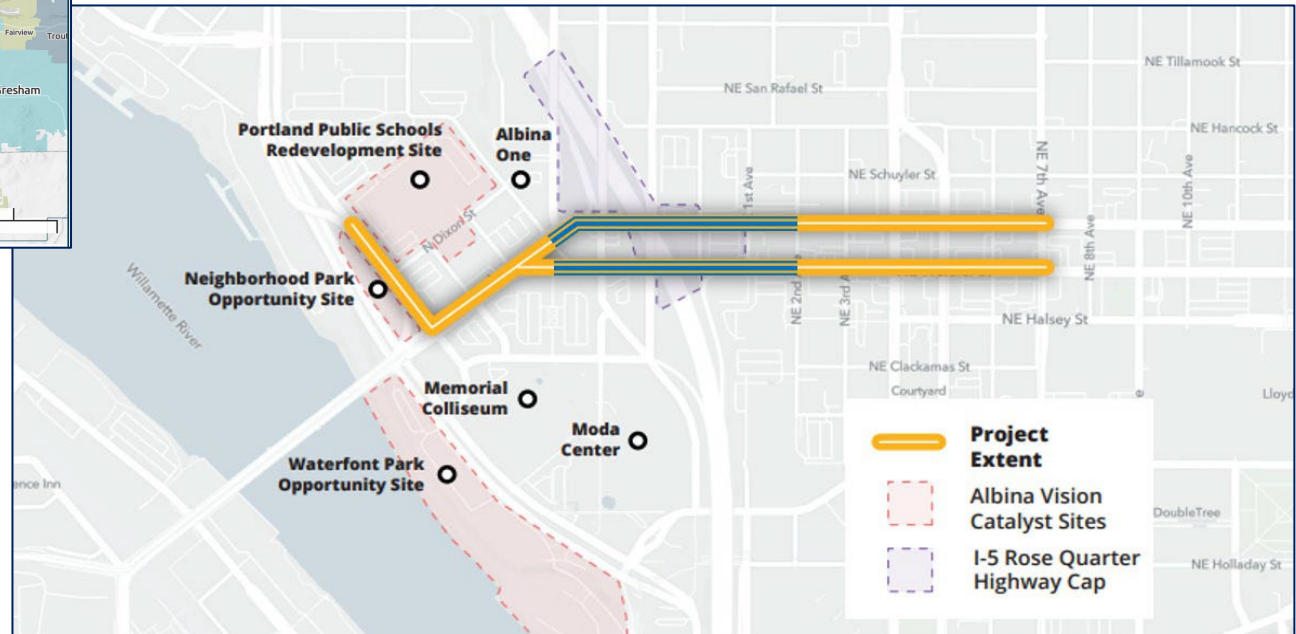
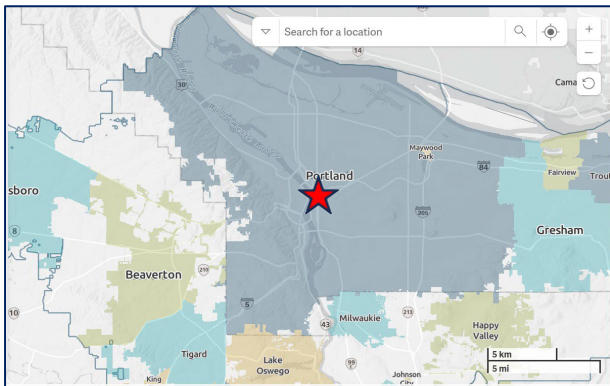
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be June 12, 2024 to July 12, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. 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? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

Fund Codes References

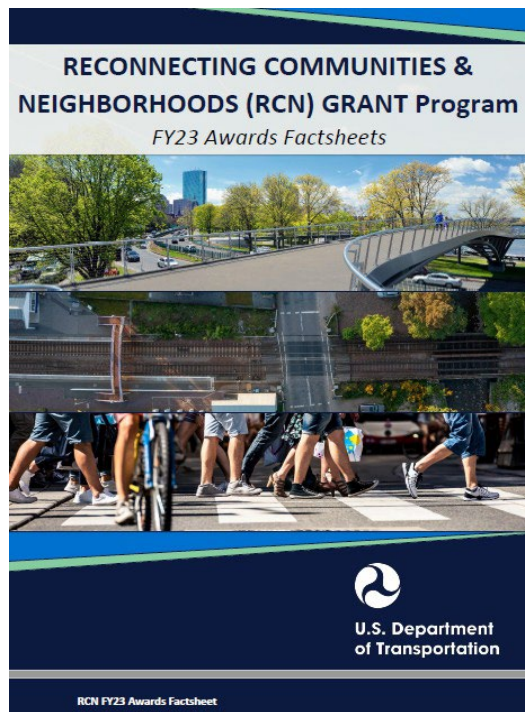
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief 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-NAE23	Advance Construction funds with the expected conversion code identified to be from the USDOT FFY 2023 NAE grant program. The awarded funds are 100% federal. There is no minimum match requirement.

Project Name: **Broadway Main Street and Supporting Connections** (DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	100.00%	8,255,000.00	100.00%	8,255,000.00	0.00%	0.00	0.00%	0.00
	PE Totals		100.00%	8,255,000.00		8,255,000.00		0.00		0.00
RW	ACPO	ADVANCE CONSTRUCT PR	100.00%	591,000.00	100.00%	591,000.00	0.00%	0.00	0.00%	0.00
	RW Totals		100.00%	591,000.00		591,000.00		0.00		0.00
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	130,000.00	100.00%	130,000.00	0.00%	0.00	0.00%	0.00
	UR Totals		100.00%	130,000.00		130,000.00		0.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	29,418,000.00	100.00%	29,418,000.00	0.00%	0.00	0.00%	0.00
	CN Totals		100.00%	29,418,000.00		29,418,000.00		0.00		0.00
Grand Totals				38,394,000.00		38,394,000.00		0.00		0.00



NAE	Capital	Broadway Main Street and Supporting Connections	City of Portland	Oregon	\$38,394,000.00
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Broadway Main Street and Supporting Connections

Portland, Oregon

Grant Type: Construction

Funding Source: NAE

Award: \$38,394,000

Estimated Total Project Cost: \$38,394,000

Project Summary:

The Broadway Main Street & Supporting Neighborhood Connections Project will construct multimodal safety and streetscape improvements N/NE Broadway and N/NE Weidler St, two arterials that make up a wide, high-volume couplet that serves as the primary connection across Interstate 5 (I-5) in inner North/Northeast Portland, Oregon and as the neighborhood's gateway to downtown.

The project improves access and connectivity and foster equitable development and restoration in the heart of the city's historic Black neighborhood, Lower Albina. Located in an underserved community designated as both historically disadvantaged and an area of persistent poverty, the project is designed to support realization of the community's vision for the area.

This project will reconnect Lower Albina to neighborhoods and key destinations across I-5, a major grade separated facility that divided the neighborhood and displaced hundreds of residents when it was constructed. It will also improve connections within the community itself across N Broadway, the widest street in Portland's Central City, and the N/NE Broadway/Weidler couplet, making those busy streets more welcoming to current and future residents, employees, and visitors of the area.

PROJECT FACT SHEET

PROJECT OVERVIEW

The purpose of the I-5 Rose Quarter Improvement Project is to improve safety and congestion where three major interstates converge and to reconnect the Albina neighborhood by constructing a highway cover over a portion of I-5.

Project benefits include improving safety and mobility on local streets, creating new space for community development and developing a diverse and skilled workforce. Some of the key project improvements include:

- ▶ **New ramp-to-ramp auxiliary lanes and wider shoulders** on I-5 to improve safety and reduce congestion at the state's top traffic bottleneck.
- ▶ **A highway cover over I-5** that reconnects local streets and creates new community spaces on top for future development and economic opportunities.
- ▶ **Relocation of the I-5 southbound off-ramp** from Broadway/Vancouver to the south, connecting with NE Williams Avenue and NE Weidler Street.
- ▶ **Local street improvements** including wider paths, accessible curb ramps, better lighting and protected bike lanes for people walking, biking, and rolling.
- ▶ **A pedestrian and bicycle bridge** that creates a new path over I-5 to connect with the walking and biking network.
- ▶ **A new east-west roadway crossing over I-5** that reconnects Hancock Street, adding another crossing north of Broadway/Weidler.

PROJECT SCHEDULE



Note: The project schedule is subject to change.

January 2024

PROJECT VALUES



Restorative Justice: Accelerate social, racial and economic equity, sustaining positive tangible change specifically for Portland's Black community.



Community Input and Transparent Decision-Making: Have community-informed and involved decision-making through a community-connected, transparent and inclusionary process.



Mobility Focus: Increase connectivity for the traveling public and local community.

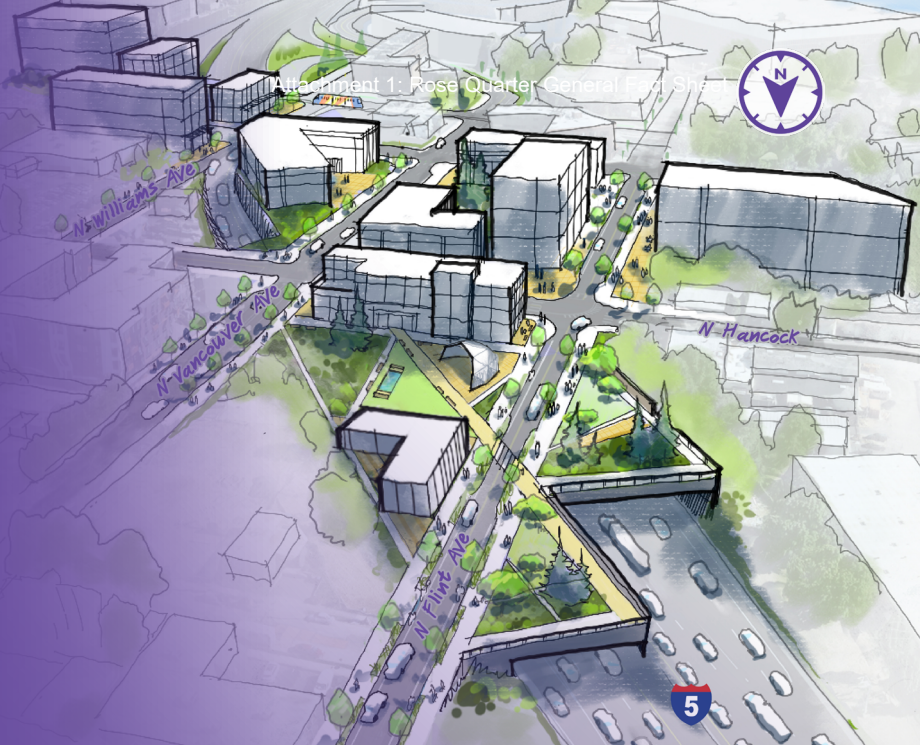


Climate Action and Improved Public Health: Reduce greenhouse gas emissions and meet local, regional and statewide climate action goals.

WHAT IS A HIGHWAY COVER?

A highway cover is a structure built over a highway (like a very wide bridge) that will reconnect local streets and create new community spaces for future development and economic opportunities. Depending on the final design, the cover will be able to support buildings from three to six stories tall. When standing on the highway cover, you won't see much of I-5 since traffic will be below it.

Please note that this graphic is for illustrative purposes only and does not represent a final design; the highway cover development process will be led by the City of Portland, in partnership with ODOT, with community involvement.



HISTORIC ALBINA ADVISORY BOARD

The purpose of the Historic Albina Advisory Board is to elevate voices in the Black community to ensure that project outcomes reflect community interests and values and that historic Albina directly benefits from the investments of this project.

The Board brings community perspectives into the project's decision-making process concerning elements that most directly support community connections, urban design and wealth generation in the Black and historic Albina community.

Historic Albina Advisory Board meetings are open to the public. For more details, visit <https://i5rosequarter.org/events-meetings/>

PROJECT PRIORITIES AND NEXT STEPS

At this time, funding for project construction is not available. The project team is continuing to prepare for future funding opportunities needed to complete the project design and begin construction.

With available funding, ODOT will focus on advancing project design to ready the project for construction, including positioning for funding opportunities, collaborating with the community and project partners to develop a plan for the highway cover, and completing the environmental process.

To inform these priorities, ODOT is working closely with the Historic Albina Advisory Board and partners to provide insight and recommendations, and to advance and fund the project.

Do you have questions or ideas you want to share? **We want to hear from you!**

Text us at **503-470-3127**

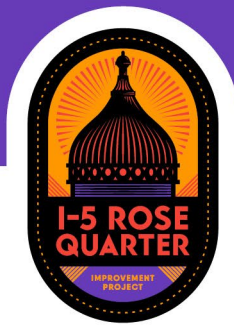
Email us at **i5rosequarter@odot.oregon.gov**



Scan the QR code
with your smart phone
or tablet to visit us at
i5rosequarter.org

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information, call 503-731-4128 or Oregon Relay Service 7-1-1.
Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.
Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

Если вы хотите чтобы информация об этом проекте была переведена на русский язык, пожалуйста, звоните по телефону 503-731-4128.
如果您想瞭解這個項目，我們有提供繁體中文翻譯，請致電：503-731-4128。
如果您想了解這個項目，我們有提供簡體中文翻譯，請致電：503-731-4128。



PROJECT FAQs

1. What is the I-5 Rose Quarter Improvement Project?

The purpose of the I-5 Rose Quarter Improvement Project (Project) is to improve safety and congestion where three major interstates converge and to support reconnecting the Albina neighborhood through the construction of a highway cover over a portion of I-5. Project benefits include improving safety and mobility on local streets, creating new space for community development and developing a diverse and skilled workforce.

This 1.8-mile stretch of highway is the only two-lane section of I-5 in a major urban area between Canada and Mexico. It has the highest crash rate on any urban interstate in Oregon and is the state's top traffic bottleneck. The Project addresses the critical need to keep Oregon's people and economy moving.

2. Where is the Project located?

The project area centers around a stretch of I-5 just east of the Willamette River. Three major interstates come together here: I-5, I-84 and I-405. The project area sits within the Eliot and Lloyd District neighborhoods.

The project area also sits in the heart of the historic Albina neighborhood. Albina was a thriving community and business district for Black Portlanders until several major urban renewal and development projects, including the construction of I-5, severed and displaced the community. Because past public and private development decisions in the historic Albina neighborhood so negatively impacted Black Portlanders, ODOT is committed to engaging with and prioritizing the voices of the historic Albina community.

3. Why is improving the project area so important to the traveling public?

I-5 is the main north-south highway along the U.S. West Coast and is critical for moving people and goods and connecting cities and towns from Mexico to Canada. The surrounding local streets provide access to services and transportation options, such as the Moda Center, Oregon Convention Center, Rose Quarter Transit Center and the Broadway/Weidler bike corridor and are essential to how local residents get around. The Project addresses the following concerns:

- The top traffic bottleneck in Oregon and the 28th worst freight bottleneck in the nation.
- Some of the highest traffic volumes in the state of Oregon, with up to 12 hours of congestion each day.
- A key contributor to Portland's 2022 ranking as the 12th most congested city in the United States and the 37th most congested city worldwide.
- A crash rate 3.5 times higher than the statewide average on I-5.
- A lack of full shoulders in key areas of I-5 to clear crashes and to provide emergency vehicles access or movement through traffic.
- A lack of neighborhood connections and undersized, incomplete and inaccessible sidewalks and crossings for people walking, biking and rolling through the surrounding local streets.

4. What are the Project's values?

ODOT acknowledges the impact and harm caused to the historic Albina community by the initial construction of I-5. We are committed to supporting a safer and more equitable project for Albina. The Project will enhance and improve travel, community spaces and community connections while supporting opportunities for economic development, including future land redevelopment opportunities. The Project's values are:

- **Restorative Justice for the Albina Community** to accelerate social, racial and economic equity that sustains positive, tangible change, specifically for Portland's Black community.
- **Community Input and Transparent Decision-Making** to have community-informed and involved decision-making through a community-connected, transparent and inclusionary process.
- **Mobility Focus** to increase connectivity for the traveling public and local community.
- **Climate Action and Improved Public Health** to reduce greenhouse gas emissions and meet local, regional and statewide climate action goals.

5. What are the key elements of the project design?

- **New ramp-to-ramp connections (auxiliary lanes)** in each direction of I-5 between I-84 and I-405. Auxiliary lanes will reduce congestion at the state's top bottleneck. An estimated one-third of traffic will be able to stay on these ramp-to-ramp connections to travel between interstates instead of merging and causing congestion and safety issues.

- **Wider shoulders** in each direction of I-5 between I-84 and I-405, providing space for stalled vehicles to move out of traffic and for emergency vehicles to respond to emergencies more quickly and safely.
- **A highway cover** over I-5 that will reconnect local streets and create new community spaces on top for future development and economic opportunities.
- **A new east-west roadway crossing** over I-5 that reconnects Hancock Street, adding another crossing north of Broadway/Weidler.
- **A car-free pedestrian and bicycle bridge** that creates a new path over I-5, connecting with the local walking and biking network.
- **Multimodal local street improvements** including wider paths, curb ramps that are accessible in accordance with the Americans with Disabilities Act (ADA), and better lighting for people walking, biking and rolling.
- **Relocation of the I-5 southbound off-ramp** from Vancouver/Broadway to the south, connecting with NE Williams Avenue and NE Weidler Street.

6. What are the project benefits?

Expected project benefits include:

- Providing smoother traffic flow on I-5 through ramp-to-ramp connections and wider shoulders.
- Enabling faster emergency response times by allowing responders to use wider shoulders to move through traffic.
- Reducing frequent crashes on I-5 by up to 50%.
- Saving travelers on I-5 nearly 2.5 million hours of travel time each year, getting people, goods and freight through this section of I-5 more quickly.
- Restoring neighborhood street connections over I-5.
- Creating opportunities for Disadvantaged Business Enterprises through contracts that build long-term career prospects for small businesses.
- Adding more than 1.5 miles of local street improvements to make streets safer by offering greater visibility, protection and access to people walking, biking and rolling.
- Designing and building a highway cover that can accommodate new community development.

7. What is the highway cover?

A highway cover is a structure built over a highway, similar to a very wide bridge. By replacing the existing bridges with one continuous highway cover, new land over I-5 that doesn't currently exist will be available for community development. In addition, the new cover will include seismic upgrades, making it more resilient than the existing bridges in the event of an earthquake.

The Proposed Hybrid 3 Cover Concept is the highway cover design that the community recommended after the evaluation of multiple highway cover options through an Independent Cover Assessment review in 2020 and 2021. The proposed design will connect streets that are currently divided by I-5. The new land created over I-5 will allow for wide sidewalks and the potential for future land development opportunities.

Design for the Project's Main Construction Package, which includes the highway cover, will be determined through a public process in partnership with the City of Portland and ODOT. The process includes the development of preferred opening-day and longer-term development concepts, street and path design, and options for governance and financing, followed by the formation of a Community Framework Agreement to guide future development of the highway cover. The process of designing the highway cover uses will continue to seek input from the Black and historic Albina community through guidance from the Project's Historic Albina Advisory Board.

8. How will auxiliary lanes and wider shoulders improve safety on I-5?

New ramp-to-ramp connections (auxiliary lanes) are designed to separate slower vehicles entering and exiting I-5 from higher-speed vehicles using the through lanes. Auxiliary lanes are proven to increase safety by providing drivers more time to merge, which reduces rear-end and sideswipe crashes. Studies show the new ramp-to-ramp connections are expected to reduce the frequency of crashes by up to 50%.

The Project will also build wider shoulders along I-5 between I-84 and I-405, which will provide space for vehicles to get safely off the roadway and give emergency vehicles safer and quicker access to emergencies within and beyond the Rose Quarter area.

Projects around the United States and other completed projects in the Portland area have proven the benefits of adding auxiliary lanes. A project in Tualatin added a single southbound auxiliary lane on I-5 from north of Lower Boones Ferry Road to I-205 to relieve congestion and reduce crashes. Results have shown that the auxiliary lane has reduced merging conflicts and allowed a more direct connection for people traveling from OR 217 to I-205. It has improved trip reliability during evening peak traffic by 16 minutes;

decreased crashes per year by 29%; and saved drivers \$13.8 million worth of time¹ annually.

A similar project in east Portland added an auxiliary lane on I-205 southbound, connecting the I-84 eastbound on-ramp to the SE Division Street/SE Powell Boulevard off-ramp. Between 2017 and 2019, this project decreased congestion over a 6-mile stretch by 35% and saved drivers \$3 million worth of time annually.

[Watch this video](#) to learn more about how auxiliary lanes work.

9. How will the Project improve safety for non-motorists?

Local street improvements will make streets safer by offering greater visibility, protection and access to people walking, biking and rolling. The Project includes improvements on local streets for all users, such as better lighting and ADA-compliant curb ramps. The Project will improve bike facilities and replace existing bike lanes with either buffered or protected lanes. The addition of a car-free bridge over I-5 will enhance safety and improve access for pedestrians and bicyclists near the Moda Center.

10. Will the Project increase the number of lanes on I-5? Will it expand the highway?

The Project is not a massive highway expansion project. It does not add new through lanes. At specific areas along the state's worst highway bottleneck, the Project will add new auxiliary lanes, which serve as ramp-to-ramp connections, and expand the existing highway shoulders along I-5. While these improvements will increase the paved width of the highway, the auxiliary lanes are designed to separate slower vehicles entering and exiting the highway from the higher-speed through traffic using the existing through lanes.

The new auxiliary lanes are projected to reduce congestion and improve safety on I-5 in our growing community. As an example for how they will function, let's look at how the traffic is currently moving during morning and evening rush hour. During peak morning and evening traffic, more than 95% of vehicles that enter I-5 southbound from the I-405 Fremont Bridge go on to exit the interstate within 2 miles, either at Broadway, I-84 or the

¹ Driver time saved is calculated in the following way: Daily Cost of Delay = (total daily vehicle delay in hours * passenger vehicle % * \$26.44 per hour) + (total daily vehicle delay in hours * heavy truck % * \$33.24 per hour).

The daily cost of travel time for each vehicle type is based on a published ODOT report on the value of travel time, which can be found here: <https://www.oregon.gov/ODOT/Data/Documents/2017-The-Value-of-Travel-Time.pdf>.

Annual Cost of Delay = Daily Cost of Delay * 250 days (250 days represent the average non-holiday weekdays in a year).

To learn more, read the 2020 Traffic Performance Report:

<https://www.oregon.gov/odot/Projects/Project%20Documents/TPR-2020.pdf>.

Morrison Bridge.² These three exits are all within the project area. With the proposed ramp-to-ramp connections, vehicles coming from the I-405 Fremont Bridge and going to one of these three exits can use the new auxiliary lane and will not have to merge in and out of through traffic on I-5. The Project is projected to save travelers on I-5 about 2.5 million hours of travel time each year.

The wider highway shoulders will provide space for vehicles to safely exit the roadway in an emergency. There are areas on I-5 within the project footprint that currently lack these shoulders. The wider shoulders will also give emergency service vehicles safer and quicker access to emergencies. These improvements will widen the physical footprint of I-5 without adding more through-travel lanes and will be built primarily within existing ODOT right-of-way.

11. What is the status of the Project's environmental review process?

The National Environmental Policy Act (NEPA) is a federal law requiring agencies seeking federal funding or approval to assess the potential impacts of their projects on the natural, human and built environments, including impacts on things such as air quality, traffic, historic resources, communities and more. Depending on the level of expected impact from a project, agencies must document a Categorical Exclusion, Environmental Assessment (EA) or Environmental Impact Statement.

In accordance with the NEPA, ODOT prepared and published an EA in 2019, and a Supplemental EA in 2022. Both times, the process included an opportunity for the public to review the findings and comment on the analysis. Most recently, the project team made design refinements to address public comments received during the Supplemental EA comment period, including two new structures over I-5. The first is the pedestrian and bicycle bridge that will connect the east and west sides of NE Clackamas Street. The second is a new southbound flyover structure that will split eastbound and westbound traffic exiting I-5. The refinements were made in partnership with the City of Portland, the Historic Albina Advisory Board and other key community partners.

ODOT will release a Revised Supplemental EA, including details on the design refinements, for review by the Federal Highway Administration (FHWA). As part of the NEPA process, the FHWA reviews all findings and public comments before making an environmental decision on a project. FHWA's decision is expected in 2024.

12. How is the Project addressing climate change?

Transportation emissions are Oregon's largest single source of greenhouse gas emissions. Other top sources of emissions are: heating our homes and businesses, residential and commercial construction, and agriculture. Not in isolation, but together with other projects

² Metro Regional Travel Demand Models, 2015. Learn more about Metro's modeling services: <https://www.oregonmetro.gov/modeling-services>.

overseen by ODOT's Urban Mobility Office and other partners, the I-5 Rose Quarter Improvement Project supports a region-wide Urban Mobility Strategy³ and regional policy that addresses statewide goals for reducing emissions. As such, greenhouse gas levels related to the Project should be considered in the context of the state's overall emission reduction plan.

Federal, state and local strategies are expected to reduce transportation sector greenhouse gas emissions through better fuel economy standards, inspection and maintenance programs, and transition to cleaner, low-carbon fuels for motor vehicles, including the electrification of vehicle fleets. Oregon is also investing millions of dollars to support electric vehicle charging infrastructure along the West Coast Electric Highway.⁴ On December 19, 2022, Oregon policymakers, joining California and Washington, approved a rule that will ban the sale of new gasoline-powered passenger vehicles by 2035. The effort comes as Oregon aims to cut climate-warming emissions by 50% by 2035 and by 90% by 2050. As a result of these regulatory efforts, large decreases in emissions are expected.

13. How is ODOT addressing the concerns and needs of the historic Albina community?

In Portland, generations of Black families are still being impacted by the lasting harm caused by the original construction of I-5 in the 1950s and 1960s, which resulted in the loss of homes, businesses, community places and generational wealth creation. It's important to acknowledge this painful history as ODOT puts a renewed focus on the historic Albina community through the I-5 Rose Quarter Improvement Project.

The Project presents a significant opportunity to contribute to Portland's Black community – first, by acknowledging these past harms and delivering a project that is not only influenced by Black voices, but intentionally invests in Black and minority-owned companies and workers. From consultants and vendors, community groups and non-profits, to new operational and institutional practices, ODOT is prioritizing equity and ensuring Black voices have a seat at the center of the table.

We can't replace what once was in Albina, but we can ensure we do not repeat past harms and be a national model for how a transportation project can invest in people. That means fostering economic empowerment, self-sufficiency and wealth creation opportunities for the Black community through good-paying jobs and pathways to entrepreneurship.

³ The [Urban Mobility Office](#) oversees ODOT's Urban Mobility Strategy – a cohesive approach to making everyday travel safer, easier and more predictable in the Portland metropolitan area.

⁴ The West Coast Electric Highway is an extensive network of public electric vehicle DC fast-charging and Level 2 charging stations along the West Coast, from British Columbia to the California-Mexico border. Charging stations are located every 25 to 50 miles along I-5, U.S. Highway 101, and other major roadways in British Columbia, Washington, Oregon and California.

14. How will the Project impact Harriet Tubman Middle School?

ODOT stands by its commitment to work collaboratively with Portland Public Schools (PPS) and will continue to keep the school district apprised of the latest data and developments regarding the Project.

PPS is leading a separate effort to relocate Harriet Tubman Middle School to a new location in the area and away from the I-5 corridor. This move is not as a result of the I-5 Rose Quarter Improvement Project and came about because \$120 million in funding for relocating the school was approved by the state legislature. PPS is exploring possible new locations and has the latest information. While ODOT is not directly involved in this effort, we support PPS's process to address concerns related to the school being adjacent to I-5.

15. How is ODOT ensuring that contract and workforce opportunities are equitable?

For the first time in ODOT's history, the agency is applying a diversity plan to a mega-project. From capacity building to a mentor-protege program and anti-harassment policies, the Project's [Diversity and Subcontracting Plan](#) includes strategies to boost contracting opportunities for Disadvantaged Business Enterprises (DBEs) and expand a diverse workforce. With guidance from the Project's Community Oversight Advisory Committee, this diversity plan was adopted in February 2022.

With more than 2 million labor hours and up to \$150 million in payroll and benefits, the Project offers career pathways and employment opportunities within the trades and in construction-related fields. It also presents capacity-building opportunities and large project experience for businesses with small cash flow and/or little to no experience working on major infrastructure projects. There are three to five Mini Construction Manager/General Contractor (Mini CM/GC) work packages for DBEs, where they will receive mentorship, training and business development support. Long-term projects like the I-5 Rose Quarter Improvement Project offer career stability and opportunities to learn new skills. Learn more about the CM/GC process by viewing this [fact sheet](#).

16. How are advisory committees shaping the Project?

Advisory committees oversee and provide recommendations for the Project's design and engagement process. Committee members' expertise reflects diverse professional backgrounds, including minority-owned firms, advocacy groups, workforce development organizations, industry associations and community-based organizations. Members are leaders and volunteers with strong ties to the historic Albina community and have a wide variety of civic and community interests. All members are recognized for advocating for people, particularly people of color and other diverse groups.

The purpose of the [Historic Albina Advisory Board](#) (HAAB) is to elevate voices in the Black community to ensure that project outcomes reflect community interests and values, and that the community directly benefits from the investments of this Project. The Board brings community perspectives to the Project's decision-making process concerning elements that most directly support community connections, urban design and wealth generation in the Black and historic Albina community.

- HAAB members are deeply involved in the design process for the Project's Main Construction Package, which includes the highway cover. The highway cover design work includes designing the cover structure across I-5, as well as what will ultimately be developed on top. ODOT is leading the process to design the highway cover structure and preferred opening-day uses. The City of Portland is leading the public process to define what will be developed on top of the cover in the long-term, which includes the development of preferred longer-term development concepts, street and path design, and options for governance and financing, followed by the formation of a Community Framework Agreement to guide future development. We'll be leaning into existing partnerships to leverage the most success in reconnecting communities.

The [Community Oversight Advisory Committee](#) (COAC) ensures the construction contractor meets its community and project goals and expectations for contracting with [disadvantaged businesses](#) and employing minorities and women. COAC members bring a broad perspective on community, social, economic and workforce issues in the project area. The committee last met in January 2023 and will resume a regular meeting schedule when construction on the project begins.

17. How much is the Project expected to cost and how will it be funded?

Project cost estimates have increased from a previous estimate in September 2021. The current cost estimate is \$1.5 billion to \$1.9 billion. These figures may be updated in the future. The increase is a result of multiple factors:

- Design refinements and the associated construction material cost:
 - » In response to public comments made during the Supplemental EA, the project team made additional design refinements, including two new structures over I-5. The first is the pedestrian and bicycle bridge that will connect the east and west sides of NE Clackamas Street. The second is a new southbound flyover structure that will split eastbound and westbound traffic exiting I-5.
- Enhanced understanding of design and constructability based on input from the Project's CM/GC.
- Effects of inflation due to project delay.
- Ongoing supply chain effects affecting labor and materials.

Multiple sources of funding are anticipated for project construction, including funds from:

- Grant opportunities.
- Oregon House Bill 2017.
- Net revenues from the Oregon Toll Program, including the Regional Mobility Pricing Project.
- Other federal, state, regional and local funding sources.

18. How does the delay in tolling impact the Project and what happens next?

On June 26, 2023, ODOT released a draft Urban Mobility Strategy [Finance Plan](#). The plan confirms funding for the following Project priorities:

- Completing the environmental review process.
- Advancing design for Early Work Packages A and B to 100%.
- Advancing Early Work Package C toward final design.
- Advancing the Main Construction Package to 30% design.

The project team will focus on these priorities, ways to finance the Project and preparing for construction. ODOT is actively applying for federal grants and other funding opportunities.

19. Want to learn more?

If you'd like to learn more about the Project, you can send your questions to the project team (see contact options below). Stay informed about opportunities to provide input by signing up for our mailing list and checking the Project's Events and Meetings page for updates.

- **Website:** i5rosequarter.org
- **Email:** i5rosequarter@odot.oregon.gov
- **Phone:** 503-470-3127
- **Mailing List:** i5rosequarter.org/contact

6.1 RFFA Next Steps

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, July 18, 2024

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday, July 11, 2024
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Grace Cho, Senior Transportation Planner
Subject: 2028-2030 Regional Flexible Fund Allocation – Next Steps

Purpose: To JPACT an overview of the next steps in the new project bond development process for the 2028-2030 Regional Flexible Fund Allocation.

Background

The Regional Flexible Funds are one source of the region's transportation funding, though they represent a small (~5%) percentage of the total funding spent on transportation across the region. Comprised of federal surface transportation funds provided by the federal government, the allocation of the Regional Flexible funds is one of Metro's requirements as a federally designated metropolitan planning organization (MPO) to carry out the metropolitan planning process. In February 2024, Metro kicked off the 2028-2030 RFFA process with the development of the Program Direction to establish the key objectives and framework for the allocation process. After significant input from regional partners, in June 2024 TPAC and JPACT took action to approve the 2028-2030 RFFA Program Direction. As part of that action, Metro staff enters the next phase of the 2028-2030 RFFA process, which includes the development of a new project bond and beginning the Step 2 allocation process.

2028-2030 RFFA – New Project Bond Development Process

This memorandum focuses on the next steps for the new project bond development. For information regarding the next steps for the Regional Flexible Funds Step 2 allocation, please refer to the July 12th TPAC memorandum of next steps.

JPACT Role

As briefly mentioned at the June 20th meeting, JPACT will play a key role in New Project Bond at two key points in the development. These key points are:

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

Members of JPACT, as leadership of local jurisdictions or agencies, may further play a role in the New Project Bond by nominating candidate projects for consideration for bond proceeds. Metro staff will continue to keep JPACT informed over the course of the next 8-9 months as the New Project Bond development activities progress.

Development Activities

Illustrated in the At-A-Glance work plan summary, the New Project Bond development will take place over a handful phases over the course of the next 12 months. Short descriptions of the phases are provided in the following sections and Table 1 summarizes the key dates for the development of the new project bond. For a further in-depth description of the New Project Bond development, please refer to the July 12th TPAC memorandum.

Candidate Nominations

The candidate nomination process for the New Project Bond will begin towards the end of July. The nomination process will differ for the individual project categories identified in the Program

Direction. To the extent possible the nomination process for the New Project Bond will coordinate and stagger activities with the Step 2 Call for Projects process.

Project nominations will initially be screened for consistency with the purpose and principles that are described in the 2028-30 RFFA Program Direction. Sponsors of nominated projects which are not consistent with the Program Direction will be notified and Metro staff may recommend other potential funding opportunities to pursue, some of which may be timely (i.e., Step 2 allocation, ODOT's Community Paths funding program).

Project Evaluation and Bond Scenarios Assessment

Following the screening, candidate projects remaining will undergo a three part project evaluation assessing: 1) how well the project meets the New Project Bond purpose and principles; 2) how well the project demonstrably the RTP goals; and 3) the readiness and likelihood of implementation.

In parallel to the project nomination process, Metro staff will conduct more detailed financial analysis of options for generation of bond revenues. This analysis will be utilized to develop options for the size of bond revenues and their associated debt repayment schedule while adhering to the bond principles in the Program Direction.

Metro staff will engage with community members on potential bond scenarios. Once the bond scenario analysis is complete, the bond scenario assessment 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

The results of the bond scenarios assessment will be presented at TPAC and JPACT, possibly with or without a Metro staff recommendation. At the committee meetings regional partners will have the opportunity to express their preferred bond scenario and/or components of different scenarios to create a preferred bond scenario/proposal. The preferred bond scenario must be assessed one last time in efforts to assure the size, schedule of repayment, and funding availability meet the bond principles. At the following meeting, Metro staff will request TPAC and JPACT to consider releasing the preferred bond scenario/proposal for public comment.

The New Project Bond and Step 2 will converge together at the public comment period, where the public comment will solicit whether there is general support for the overarching bond proposal package. 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 for the deliberations.

Adoption

Following the public comment period and public comment report, the regional committees will have until July to deliberate on the preferred bond scenario/proposal (with or without recommendations). Any additions or significant changes via an amendment at this stage will result or be subject to re-evaluate the preferred bond scenario for 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 1. 2028-2030 RFFA – New Project Bond Development – Key Dates

Activity	Date
Process communication	July 12 & 18, 2024
One-on-one discussions on large transit capital leverage projects	Late July – September 2024
Nominations open for access to transit/safe access and transit vehicle priority projects	July 26, 2024
Nominations due for access to transit/safe access and transit vehicle priority projects	September 6, 2024
Summary of screening assessment and results	October 4, 2024
Notification for projects remaining in contention to move forward	October 4, 2024
Deadline for candidate projects to submit necessary project information for evaluation	October 18, 2024
Candidate project evaluation	October – November 2024
Candidate project evaluation results and summary	December 6, 2024 (tentative)
Bond scenarios development and assessment	December 2024 – January 2025
Bond scenarios results and TPAC input on preferred bond scenario	February 7, 2025
Bond scenario results and JPACT input on a preferred bond scenario	February 20, 2025
Request TPAC action to release recommended preferred bond scenario/proposal	March 7, 2025
Request JPACT action to release recommended preferred bond scenario/proposal	March 20, 2025
2028-2030 RFFA public comment opens	March 24, 2025 (tentative)
2028-2030 RFFA public hearing/testimony	April 17, 2025 (tentative)
2028-2030 RFFA public comment closes	April 28, 2025 (tentative)
Summary of 2028-2030 RFFA public comments with responses and draft/tentative staff recommendations for refinements to TPAC	May 2, 2025 (tentative)
Summary of 2028-2030 RFFA public comments with responses and staff recommendations for refinements to JPACT	May 15, 2025 (tentative)
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

Questions

1. What questions does JPACT have in regard to the new project bond development activities?

6.2 Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, July 18, 2024

2025 State Legislative Transportation Priorities

Date: 06/26/2024

Department: GAPD and PDR

Meeting Date: 07/16/2024

Presenter(s) (if applicable): Anneliese Koehler (she/her), Catherine Ciarlo (she/her)

Length: 60 min

Prepared by: Jaye Cromwell

(jaye.cromwell@oregonmetro.gov) and

Anneliese Koehler

(anneliese.koehler@oregonmetro.gov)

ISSUE STATEMENT

This work session is the first opportunity to discuss Metro Council's objectives for a possible 2025 state legislative transportation package. The current political climate, state and local agency fiscal cliffs, and possible legislative priorities will be discussed. At this work session, staff will be discussing and seeking feedback on the draft process to arrive at Metro Council's priorities.

Staff will be before Council again in July, September and October for further discussion and development of Council's transportation priorities.

ACTION REQUESTED

The Council may wish to discuss the current process to develop Council's priorities for a possible 2025 State Legislative Transportation Package and direct staff to change or adapt processes. They also may wish to discuss specific transportation priorities and/or direct staff to develop additional transportation priorities.

IDENTIFIED POLICY OUTCOMES

- Councilors understand the current political dynamics and conversations surrounding a state legislative package in 2025.
- Metro Councilors receive approximately the same information that JPACT has received over the past 6 months to help inform their input on JPACT and Council draft transportation priorities.
- Eventual approval and adoption of Metro Council state legislative transportation funding priorities (anticipated in December 2024).

POLICY QUESTION(S)

- Does Council wish to confirm or change proposed processes to develop their 2025 transportation priorities?
- Are there additional topics or presentations that Council wishes to see to help develop their transportation priorities?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Included in the packet is a draft of the JPACT staff recommendation of priorities. Councilors will be able to discuss this draft in the 2nd work session on 7/23 and subsequent drafts at September and October work sessions.

STAFF RECOMMENDATIONS

N/A

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

In advance of the state transportation package in 2017, JPACT and the Metro Council developed a legislative agenda for the 2017 state transportation package. Metro staff are working with JPACT and Metro Council in 2024 to determine funding priorities for the 2025 package.

BACKGROUND

Transportation package history and framing

Historically, the Oregon Legislature passes a large transportation package every decade. These packages focus on solving issues of that decade; in 2009, coming out of the Great Recession, the package focused on jobs and growing the economy. In 2017, among other issues, the package focused on solving critical statewide congestion and investing in transit operations for the first time. As we approach a possible transportation package in 2025, early framing is back to basics: solving for state and local transportation agencies' fiscal cliffs, addressing operations and maintenance, finding an ongoing source of sustainable revenue, and finishing unfinished projects from HB 2017.

Legislative dynamics

Transportation packages have a long history in Oregon of being bipartisan packages. Unlike other issue areas, the need for transportation investment is often an agreed upon priority for both Republicans and Democrats. In addition, revenue raising measures require a super majority for passage and it is uncommon for a party to have the required super majority in both chambers. As a result, staff anticipates that discussions will be framed around the necessity of a bipartisan vote.

Revenue raising measures in the Legislature have the potential to be referred to voters through referendum. Similar to other past transportation packages, staff anticipates that discussions will also be framed around preventing a referral. In the past, this has limited the amount of funding in the package and ensured that certain components be a part of the package.

The Governor, the Senate President and the Speaker of the House have all indicated support for a transportation package in 2025. As is common with large scale packages like this, the Joint Transportation Committee has developed a statewide tour to learn and listen from constituents about their transportation concerns. With thirteen stops, the Committee

will be traveling throughout the state until the end of September. Three of the thirteen stops are in our region and staff anticipates that Metro will participate in all three.

JPACT and Metro Council priority development process

Staff is proposing a concurrent process at JPACT and the Metro Council to develop transportation legislative priorities. The process includes multiple informational sessions at both bodies and ample time for discussion and development of the priorities. Final adoption of priorities is slated for November and December 2024. Concurrently, Metro Council is also developing their 2025 State Legislative Agenda. Staff anticipates that the transportation priorities will be folded into the State Legislative Agenda before final adoption.

ATTACHMENTS

Attachment A- Draft JPACT priorities from staff

[For work session:]

- Is legislation required for Council action? ☐ Yes X No
- If yes, is draft legislation attached? ☐ Yes X No
- What other materials are you presenting today? [INSERT]



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: June 21st, 2024

Subject: JPACT Priorities for the 2025 State Transportation Package

Purpose: A shared position statement that describes Metro and the Joint Policy Advisory Committee on Transportation (JPACT) transportation values and priorities. This statement will be the foundation for our comments and engagement in processes leading up to a 2025 State transportation funding package.

Background: JPACT's 2025 State Transportation Package values and priorities are rooted in visioning conversations to date with regional partners and the 2023 update to the Regional Transportation Plan, which is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The Regional Transportation Plan identifies current and future transportation needs and investments, and outlines what funds the region expects to have available over the next 25 years. The plan is updated every five years with input from community members, business and community leaders and governments as an opportunity to work together towards a complete transportation system.

JPACT Priorities for a State 2025 Transportation Package:

The Greater Portland metropolitan area wants a safe, reliable and equitable transportation system that supports our quality of life, environment and economic prosperity. We aim to build and operate a system that connects people to places that matter, gets products to their destination locally and across the globe, and gives families reliable and affordable options to move and contribute to the long-term health of our region.

Our region needs continued investment to achieve these goals. The Portland metro region accounts for more than 40 percent of the State's population and is the epicenter of Oregon's economy. As our region continues to evolve to support growing industries, housing and community centers, commerce, and tourism, we need expanded transportation options and solutions that prepare our entire State for a brighter future.

The 2025 State transportation package provides an opportunity for all levels of government and community to work together and deliver a better transportation system for the future. Our region is focused on preparing for future disruptions in technology, the urgency of climate action and resiliency and an expected Cascadia Subduction Zone earthquake. Economic vitality and recovery depend very much on the efficiency and reliability of our transportation system, and we lack the funding at the state and local level to respond to these opportunities and challenges. We are at a pivotal moment and seek partnership and leadership from the State.

Our communities need:

- Short-Term Funding Solutions. Stabilize our existing state and local transportation system funding sources so we can prioritize the operations and maintenance of our existing facilities. Retain the existing 50/30/20 State Highway Fund revenue split.
- Long-Term Sustainable Funding. Invest in developing long-term, sustainable revenue solutions to provide much needed state and local operations and maintenance dollars for multi-modal investments into the future. Ensure local agencies maintain taxing authority for new types of funding and continue to receive a proportional local share of all applicable revenues.

Attachment A

- To Finish What We Started. Build government trust and accountability by ensuring the successful completion and leveraging of federal funds available for the major bottleneck projects identified for the Portland Metro Region in HB 2017.
- Safe Urban Arterials and Main Streets. Increase investment in safety-focused state programs like Great Streets that prioritize complete solutions to improving the most dangerous urban arterials through a single program. These investments should prioritize safety on major travel corridors where developing housing and job opportunities compound the disrepair.
- Transit. Increase state funding options for transit capital and operations, to improve and expand transit service statewide. Access to reliable, affordable, and convenient transit is vital to ensuring that Oregon's transportation system is equitable and reduces its climate impacts.
- Resiliency. Ensure that our critical transportation infrastructure like airports and bridges are able to withstand large scale, known and unknown, climate and natural disasters and adapt infrastructure for the needs of future generations.

The Greater Portland metro area is committed to advancing robust and meaningful programs that support these priorities. Together we can create legislation that responds to the evolving economic and environmental needs across the state and our region.

DRAFT

6.3 Regional Emergency Transportation Routes Phase 2

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, July 18, 2024

JPACT Worksheet

Agenda Item Title: Regional Emergency Transportation Routes (RETR) Phase 2 project overview

Presenters: Tom Kloster, Metro

Contact for this worksheet/presentation: tom.kloster@oregonmetro.gov

Purpose/Objective

Share overview of Regional Emergency Transportation Routes (RETR) Phase 2 project – a jointly led project between the [Regional Disaster Preparedness Organization](#) (RDPO) and Metro.

Outcome

JPACT learns about RETR Phase 2 project and has an opportunity to identify any concerns or questions about project scope and direction.

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

JPACT accepted recommendations from [RETR Phase 1](#) final report in April 2021. Phase 1 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 tier / prioritize the RETRs.

What packet material do you plan to include?

- RETR Phase 2 project fact sheet

Regional emergency transportation routes (ETR) update | Phase 2

Prioritizing and tiering the network routes

Disasters, both natural and human-caused, can happen anytime, and the transportation system needs to be prepared to withstand them and support lifesaving and life-sustaining activities.

Project overview

New technology, data and mapping have greatly expanded the region's understanding of potential hazard risks, including earthquakes, wildfires, landslides, floods, volcanoes and other extreme weather events.

Coordinated emergency management planning helps mitigate the risks these hazards pose to the public health and safety of communities and the region's economic prosperity and quality of life. Identifying emergency transportation routes is a critical element of emergency preparedness for the region.

First designated in 1996, regional Emergency Transportation Routes (ETRs) are travel routes that, in case of a major regional emergency or natural disaster, would be prioritized for rapid damage assessment and debris-removal to aid the movement of first responders, people who need medical care, fuel, supplies and equipment.

Outcomes from Phase 1

From 2019 to 2021, Metro partnered with the Regional Disaster Preparedness Organization (RDPO) on the first phase of the project to reassess and update the designated RETRs for the five-county Portland-Vancouver metropolitan region, which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark County in Washington. Before that, the last update occurred in 2006.

The primary outcome of the first phase was a regionally-accepted network made up of **1,204 miles over 195 total routes connecting over 75% of state and regional critical infrastructure and essential facilities.**



There were 89 new routes totaling 305 miles added to the network. Visit the [RDPO project page](#) to view the route maps and detailed regional ETR data charts.

Criteria across the following three dimensions were used to identify the best regional routes for emergency response during a seismic event

- **Connectivity and access** to regional assets and from state to local routes
- **Route infrastructure resilience** to multiple natural hazards
- **Equitable access** to vulnerable and isolated communities

Desired outcome for Phase 2

This second planning phase will build on the previous work on regional ETRs by developing a tiering methodology and prioritization framework to inform which routes among the identified regional ETRs should be evaluated, cleared and opened first, next and last in a catastrophic scenario; and to guide on-going maintenance and capital investments to ensure top tier routes are increasingly resilient.



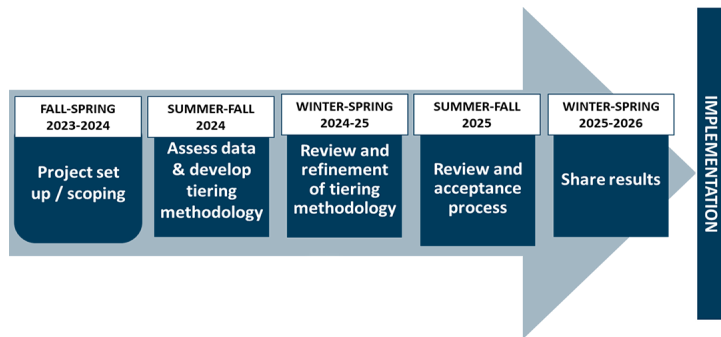
Metro RDPO

Regional Disaster Preparedness Organization



Project timeline and decision-making

Phase 2 scoping began in fall 2023 and the project is expected to be completed in spring 2026. Project recommendations will be brought forward for review and endorsement consideration by regional policymakers, including the RDPO Steering Committee, the RDPO Policy Committee, the Metro Council, Metro Joint Policy Advisory Committee on Transportation (JPACT) and the Southwest Regional Transportation Council (RTC).



Project phases

- **Fall 2023 to spring 2024:** Project set up and scoping
- **Summer to fall 2024:** Assess data and develop tiering methodology
- **Winter 2024 to spring 2025:** Review and refinement of tiering methodology
- **Summer to fall 2025:** Review and acceptance process
- **Winter 2025 to spring 2026:** Share results

Partnerships and collaboration

The regional ETR update project is co-led by the Regional Disaster Preparedness Organization (RDPO) at the City of Portland and Metro and will be supported by a number of local, regional and state partners, as well as a consultant.

As in Phase 1, Phase 2 will rely on existing RDPO and Metro technical committees and working groups, as well as briefings to county-level technical coordinating committees to engage individual cities within each county in a coordinated manner.

Other agencies and groups will be engaged and consulted as key stakeholders due to their roles in emergency response and/or critical infrastructure and social services for vulnerable populations, including community-based organizations and RDPO discipline-specific work groups.

This project is a collaboration between public, private and non-profit stakeholders, co-led by the five-county, bi-state Regional Disaster Preparedness Organization (RDPO) and Oregon Metro, the metropolitan planning organization designated by the Governor of Oregon to serve the urban portions of Clackamas, Multnomah and Washington counties.

Funding for this project is being provided by an Urban Areas Security Initiative grant.

Questions?

For more information contact:

Carol Chang

Senior planning coordinator
RDPO
carol.chang@portlandoregon.gov

John Mermin

Senior transportation planner
Oregon Metro
john.mermin@oregonmetro.gov

rdpo.net/emergency-transportation-routes