



600 NE Grand Ave.  
Portland, OR 97232-2736

## Joint Policy Advisory Committee on Transportation (JPACT) agenda

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Thursday, January 16, 2025

7:30 AM

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

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

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

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

### 2. Public Communication on Agenda Items (7:32AM)

Written comments should be submitted electronically by mailing [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov).

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

### 3. Updates From the JPACT Chair (7:35AM)

3.1 Regional Rail Study Update (7:35AM)

[COM](#)  
[25-0870](#)

Attachments: [Regional Rail Futures Study One Pager](#)

### 4. Consent Agenda (7:40)

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- 4.1 Resolution no. 25-5456 For The Purpose Of Adding Or Amending Nine Projects To The 2024-27 MTIP Including Six New Americans With Disabilities Act Upgrade Projects To Meet Federal Project Delivery Requirements

[COM](#)  
[25-0877](#)

Presenter(s):

Attachments: [JPACT Worksheet](#)  
[JPACT Staff Report - January 2025 MTIP FA 2024-27 MTIP 25-5456 v: Draft Resolution 25-5456 January 2025 Formal MTIP Amendment.pc January FFY 2025 Exhibit A 25-5456 Complete - JPACT.pdf](#)  
[Attachment 1 - ADA Curb Ramps OTC Staff Report.pdf](#)  
[Attachment 2 - K23734 ADA Site Locations.pdf](#)  
[Attachment 3 - K23762 Project Site Locations.pdf](#)  
[Attachment 4 - Key 23748 Project Site Locations.pdf](#)

- 4.2 Consideration of the December 19, 2024 Minutes

[25-6195](#)

Attachments: [121924 JPACT Minutes](#)

**5. Information/Discussion Items (7:45AM)**

- 5.1 JPACT Workplan Review (7:45AM)

[COM](#)  
[25-0871](#)

Presenter(s): Ted Leybold, Program Director, Planning and Development, Metro  
Betsy Emery, Federal Affairs Advisor, Metro

Attachments: [JPACT Worksheet](#)  
[2025 JPACT Work Program](#)

- 5.2 Cooling Corridors (8:05AM)

[COM](#)  
[25-0872](#)

Presenter(s): Andre' Lightsey-Walker, Associate Transportation Planner, Metro  
Joe Gordon, Principal GIS Specialist, Metro

Attachments: [JPACT Worksheet - Cooling Corridors](#)  
[Metro Cooling Corridors Factsheet](#)

- 5.3 28-30 Regional Flexible Fund Step 1A.1: Initial Bond Scenarios and Reference Scenario Options Overview (8:35AM) [COM](#)  
[25-0873](#)

Presenter(s): Grace Cho, Principal Transportation Planner, Metro  
Ted Leybold, Program Director, Planning and Development,  
Metro

Attachments: [28-30 Regional Flexible Fund - Bond Scenarios and Reference Scenar](#)  
[28-30 Regional Flexible Fund - Step 1A.1 - Initial Bond Scenarios and](#)

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

7. Adjourn (9:30AM)

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានព័ត៌មានអំពីការមិនរើសអើងសូមទូរស័ព្ទទៅលេខ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
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## 2025 JPACT Work Program

**As of 1/8/25**

*Items in italics are tentative*

<p><b><u>January 16, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>• Comments from the Chair- Regional Rail Study Update (5 min)</li> <li>• JPACT workplan review (Ted Leybold, Metro; Betsy Emery, Metro; 20 min)</li> <li>• Cooling Corridors (Andre' Lightsey-Walker, Metro; 30 min)</li> <li>• RFFA: Draft Scenario Assessment (Grace Cho and Ted Leybold; 30 min)</li> <li>• Resolution no. 5456 For MTIP (action)</li> </ul>	<p><b><u>February 20, 2025- online</u></b></p> <ul style="list-style-type: none"> <li>• Consideration of December Minutes</li> <li>• Consideration of January 16 Minutes</li> <li>• 82<sup>nd</sup> Avenue Transit Project LPA update (Melissa Ashbough, 30 min)</li> <li>• <i>RFFA: Revised Scenario Assessment</i> (Grace Cho, Metro, 30 min)</li> <li>• Comprehensive Climate Action Plan: greenhouse gas inventory and targets (Eliot Rose, Metro; 30 min)</li> <li>• Rose Quarter MTIP (TBD)</li> </ul>
<p><b><u>March 20, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>• Federal Surface Transportation Reauthorization regional priorities &amp; T4A Transportation Overview (Beth Osbourne (invited), Transportation for America; Betsy Emery, Metro; 20 min)</li> <li>• Rose Quarter MTIP (action)</li> <li>• TV Highway LPA Update (Kate Hawkins, Metro; 30 min)</li> <li>• State Legislative Update (Anneliese Koehler, Metro; 20 min)</li> <li>• RFAA: Recommendation for public comment (Grace Cho, Metro, 30 min)</li> </ul>	<p><b><u>April 17, 2025- online</u></b></p> <ul style="list-style-type: none"> <li>• Unified Planning Work Program (John Mermin, Metro)</li> <li>• Community Connections Transit Study: Policy Framework and Vision Considerations (Ally Holmqvist)</li> <li>• US DOT Certification of MPO: Findings (Tom Kloster and Ted Leybold &amp; Federal staff; 40 min)</li> </ul> <p><u>SWG- reauthorization and JPACT packet</u></p>
<p><b><u>May 15, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>• UPWP (action)</li> <li>• 82<sup>nd</sup> Avenue LPA Adoption (action)</li> <li>• State Legislative Update</li> <li>• Oregon Transportation Survey</li> <li>• CPRG &amp; Climate Smart</li> </ul> <p><u>SWG- reauthorization and JPACT packet</u></p>	<p><b><u>June 12, 2025- online</u></b></p> <ul style="list-style-type: none"> <li>• JPACT Trip update</li> <li>• Montgomery Park LPA Update ( Alex Oreschak, Metro; 20 min)</li> <li>• Federal Surface Transportation Reauthorization regional priorities (draft discussion)</li> <li>• Regional TDM Strategy Update</li> </ul> <p><u>SWG- reauthorization and JPACT packet</u></p>
<p><b><u>July 17, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>• Annual Transit Budget Updates (comment)</li> <li>• Montgomery Park LPA Adoption (Action)</li> <li>• RFFA Step 1A Bond (Action)</li> </ul>	<p><b><u>August- cancelled</u></b></p>

### **3.1 Regional Rail Study Update**

*Comments from the Chair*

Joint Policy Advisory Committee on Transportation  
Thursday, January 16, 2025

# Regional Rail Futures Study Fact Sheet – December 2024

## Issue Statement

The Metro Regional Transportation Plan (RTP) establishes a strong vision for transit to help the Portland metropolitan region meet its transportation goals and provide communities with equitable, economic, safety and climate benefits. However, gaps remain in the transit system. While the region’s long-term target is 36% of jobs accessible within 45 minutes by transit, our 2045 RTP constrained investments would only provide access to 8% of jobs. Reuse of existing freight rail lines is a potential solution to improve access already leveraged in the region (e.g., WES, Council Creek).

The Oregon State Legislature passed Senate Bill 5701 in April 2024, calling on Metro to study the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes. This effort will help identify additional rail opportunities for future travelers.

Providing better connections for current and future passenger travel markets in our region could be accomplished using heavy rail corridors and through improvements and/or expansion of LRT corridors. Building on the recently adopted High Capacity Transit Strategy, and undertaking an inventory of existing heavy rail and LRT assets, the Regional Rail Futures Study will assess potential future passenger rail service corridors that can fill transit system gaps. This study will begin to identify the potential for combining passenger service on existing heavy rail lines and potential improvements to LRT lines in our region.

The result will begin a high-level vision of passenger rail in the Portland metropolitan region including LRT connections, and a list of next steps to better understand the potential of moving forward with different improvements. The study may also look at potential connections (a case study) outside of the Portland region and operating and maintenance facility needs.

## ***Expertise and partner participation***

### Engagement

- Establish a Technical Advisory Group: Metro created a TAG of transit and freight experts and partners. *This group will meet up to 3 times to review materials and offer expertise.*
- Include ODOT rail and other key partners in conversations around opportunities/barriers.
- Identify other key groups for engagement and presentations.

Consultant team, led by Nelson\Nygaard, provides rail and transit expertise to assist with assessment of community needs and readiness of corridors for passenger rail considering barriers and opportunities to serve important connections.

### ***Major tasks***

Research and summarize existing information from previous transit and rail studies such as the High Capacity Transit Strategy, Regional Transit Strategy, Oregon State Rail Plan and updated Rail Inventory, 2018 Freight Strategy, and TriMet’s LRT bottleneck analyses. They will develop a rail corridor inventory (including maps), a data gap summary, and review and map travel markets and how they line up with rail lines.

Identify opportunities and barriers for adding passenger rail and/or hybrid use and/or improving or extending LRT where markets may exist including:

- Existing infrastructure and right-of-way in key market corridors
- Ownership (state vs. private-owned corridors)
- Current use and operating plans
- Track and signal needs to support increased travel speeds and/or freight and passenger service
- Governance needs/opportunities of an expanded passenger system
- Operating and maintenance needs
- Order of magnitude costs associated with passenger service

The project may identify one case study for adding passenger rail to a freight rail line that connects to areas outside of the Portland region for analysis.

The Regional Rail Futures memo will document findings, assess corridor readiness, and make recommendations to inform the region’s vision for passenger rail priorities. It will recommend next steps (near and longer term), and identify areas that need more analysis, which corridors are likely to serve the most riders, and opportunities and barriers to implementation.

Regional Rail Futures Study Schedule		
2024	April 2024	Senate Bill 5701 adopted by Oregon Legislature
	July 2024	Metro received funding to conduct the study
	December 2024	Consultant selected and onboard
2025	January 2025	Technical Advisory Group (TAG) established
	Ongoing	Engagement (3 TAG meetings & other engagement TBD)
	Winter 2025	Existing conditions inventory, data gap analysis – maps and memo
	Spring/Summer 25	Opportunities and barriers analysis for adding traveler rail connections
	Summer 2025	Identify potential case study for key connection
	October 2025	Regional Rail Futures Draft Memo - Recommendations for passenger rail ○ Focus of future study ○ Promising corridors and next steps -Potential case study summary/evaluation
	October 2025	Share memo and receive comments from TAG and partners
	December 2025	Final Regional Rail Futures Memo

Technical Advisory Group members confirmed: ODOT Rail, TriMet, City of Portland, Clackamas County, Multnomah County, Washington County, Mid-Willamette Valley Council of Governments, BNSF, UPRR, 1000 Friends of Oregon, AORTA



**4.1 Resolution no. 25-5456 For The Purpose Of Adding Or Amending Nine Projects To The 2024-27 MTIP Including Six New Americans With Disabilities Act Upgrade Projects To Meet Federal Project Delivery Requirements**

*Action Items*

Joint Policy Advisory Committee on Transportation  
Thursday, January 16, 2025

# JPACT Worksheet

**Agenda Item Title: January FFY 2025 MTIP Formal Amendment Approval Request – Resolution 25-5456.**

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

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

**Purpose/Objective:**

**FOR THE PURPOSE OF ADDING OR AMENDING NINE PROJECTS TO THE 2024-27 MTIP INCLUDING SIX NEW AMERICANS WITH DISABILITIES ACT UPGRADE PROJECTS TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS**

**Outcome:**

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

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

- Prior TPAC action: TPAC received their official notification on January 10, 2024. The JPACT formal amendment bundle is being submitted earlier than normal. The submission is occurring before the TPAC meeting. TPAC approval is being assumed for now for Resolution 25-5456.
- JPACT: Not Applicable. This is the first time the January FFY 2025 MTIP formal amendment has been brought before JPACT for approval.

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

1. Draft Resolution 25-5456 covering the January FFY 2025 MTIP Formal Amendment bundle now with a total nine projects.
2. Exhibit A to draft Resolution 25-5456 (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 January FFY 2025 MTIP Formal Amendment providing a summary of the project changes, review processes, and required approval steps. Four supporting attachments are also included with the staff report.

## **January FFY 2025 Amendment Overview:**

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

- Adds new Congressionally Directed Spending (CDS) funding to two projects.
- Cancels the Preliminary Engineering and ROW phases to the OR120: Columbia Slough Bridge (Portland) (bridge replacement project) and will reprogrammed the funds to ODOT's Abernethy and Center St (in Salem) bridge upgrade projects,
- Adds six new Oregon Transportation Commission Americans with Disabilities Act (ADA) upgrade projects. Three of the projects will move forward with implementation phases (utility relocation and construction phases). Three are programming all required phases (PE through Construction), but will be starting PE in 2025.
- Four attachments are included related to the ADA upgrades. Three include specific project site locations. The fourth is the OTC staff report item.

## **Summary:**

The January FFY 2025 MTIP Formal Amendment bundle reflects standard required amendments. There is nothing controversial about the projects or required updates. As such, the January 2025 MTIP Formal Amendment bundle is requested to proceed through JPACT and Council as part of the Consent Calendar.

The amendment bundle does not contain any project changes related to the three existing Rose Quarter improvement projects. Added funding for construction and scope upgrades will come forward in February. The Rose Quarter formal amendment will be a stand-alone amendment and separate from the regular February 2025 formal amendment bundle.



BEFORE THE METRO COUNCIL

<b>FOR THE PURPOSE OF ADDING OR</b>	)	RESOLUTION NO. 25-5456
<b>AMENDING NINE PROJECTS TO THE</b>	)	
<b>2024-27 MTIP INCLUDING SIX NEW</b>	)	Introduced by: Chief Operating
<b>AMERICANS WITH DISABILITIES ACT</b>	)	Officer Marissa Madrigal in
<b>UPGRADE PROJECTS TO MEET FEDERAL</b>	)	concurrence with Council President
<b>PROJECT DELIVERY REQUIREMENTS</b>	)	Lynn Peterson

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

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

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

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

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

WHEREAS, Metro's Forest Grove received a \$850,000 Congressionally Directed Spending (CDS) award that is being programmed to support preliminary engineering activities for their East Forest Grove Safety Improvement Project on OR8; and

WHEREAS, ODOT's has determined that their Columbia Slough Bridge Replacement Project can be delayed and now will cancel the preliminary engineering plus the right-of-way phases and will reprogram the funding totaling \$15,254,100 to support their Abernethy and Center Street bridge projects; and

WHEREAS, ODOT's ongoing effort to complete various Americans with Disabilities Act (ADA) statewide upgrades per their 2017 settlement has resulted in the Oregon Transportation Commission's latest quarterly approval of approximately \$37 million during their December 4, 2024 meeting to support the various required Region 1 curb and ramp safety upgrades; and

WHEREAS, OTC's funding approval allows ODOT to move forward and transfer the required funding from several non-MPO revenue buckets in the STIP and commit the funds to the six new projects throughout Region 1; and

WHEREAS, the city of Portland received a FFY 2024 CDS award of \$2,349,600 and will apply it to their existing Portland-wide All Roads Transportation Safety program funded project which will add funding capacity to the project; and

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

WHEREAS, on January 10, 2025, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on January 16, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

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

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

---

Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

**Exhibit A**  
**January 2025 Formal/Full MTIP Amendment Summary**  
**Formal Amendment #: JA25-04-JAN1**

The January Federal Fiscal Year (FFY) 2025 MTIP Formal Amendment represents the regular bundle of projects being amended or added to the 2024-27 MTIP to meet various federal delivery process approval requirements. The amendment bundle contains nine projects. This amendment adds six new American with Disabilities Act (ADA) projects and completes required scope and/or funding changes to three existing projects. There are no projects being canceled from the MTIP and STIP through this amendment. A summary of the nine projects includes the following:

- **Projects Being Canceled from the 2024-27 MTIP and STIP: None.**
- **New and Existing Projects Being Amended to the 2024-27 MTIP and STIP:**
  - **Key 23814 (New Project) - East Forest Grove Safety Improvement Project (Forest Grove):** The MTIP formal amendment adds the preliminary engineering phase (PE) for this new project on OR8/N Adair St at Yew St intersection which will install a new traffic signal to reduce crashes and provide better protection for pedestrians to connect a low-income and historically disadvantaged community to transit and commercial options. PE funding originates from a \$850,000 Congressionally Directed Spending (CDS) award.
  - **Key 21709 - OR120: Columbia Slough Bridge (Portland) (ODOT):** The MTIP formal amendment amends ODOT's OR120 Columbia Slough Bridge project by canceling the PE and ROW phases. Project funding will be reprogrammed to the Abernethy and Center Street bridge projects. The Planning phase will be left programmed in the MTIP and STIP.
  - **New ADA curb and ramp upgrade projects:**

The next six ODOT projects represent new Americans with Disabilities Act (ADA) curb and ramp upgrade projects being amended into the MTIP. Oregon Transportation (OTC) approval was required for six projects. OTC approval was required and occurred during their December 4, 2024, meeting. The new ADA curb and ramp upgrade project include the following:

    - **Key 23734 - Portland Metro Area 2024-2027 Curb Ramps, Phase 3:** The project will construct curb ramps to meet compliance with ADA standards on OR99E and US26.
    - **Key 23762 - Portland Metro Area 2024-2027 Curb Ramps, Phase 5:** The formal amendment adds the construction and utility relocation phases to implement various ADA curb and ramp upgrades along OR219 and OR8.
    - **Key 23770 - OR8 Curb Ramps (Beaverton & Hillsboro):** The formal amendment adds PE, ROW, UR, and construction phases to construct curb ramps to meet compliance with the ADA standards on OR8.

- **Key 23771 - OR224 & OR213 Curb Ramps (Happy Valley & Mulino)**: The formal amendment adds PE, ROW, UR, and Cons phases to complete ADA upgrades on OR224 and OR213.
- **Key 23772 - OR141 Curb Ramps (Durham)**: The formal amendment adds PE, ROW, UR, and Cons phases to complete ADA upgrades on OR141.
- **Key 23748 - Portland Metro Area 2024-2027 Curb Ramps, Phase 4**: The formal amendment adds the right-of-way, construction and utility relocation phases to implement various ADA curb and ramp upgrades along I-84, US26, OR99E, US30, OR211, OR281, and OR282.
- **Key 20304 - City of Portland Safety Project (Portland)**: The formal amendment adds available Congressionally Directed Spending (CDS) award to the ROW and Construction phases to support updated phase costs to meet project scope requirements

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



2024-2027 Metropolitan Transportation Improvement Program  
**Exhibit A to Resolution 25-5456**

**January 2025 Regular Formal Amendment Bundle Contents**  
**Amendment Type: Formal/Full**  
**Amendment #: JA25-04-JAN1**  
**Total Number of Projects: 9**

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

**Category: Adding New and Amending Existing Projects to the 2024-2027 MTIP:**

(#1) ODOT Key # <b>23814</b> MTIP ID TBD	Forest Grove	<b>East Forest Grove Safety Improvement Project</b>	On OR8/N Adair St in eastern Forest Grove at MP 17.35 at the Yew St intersection, install a new traffic signal to reduce crashes and provide better protection for pedestrians to connect a low-income and historically disadvantaged community to transit and commercial options. (CDS 2024 award #225)	<b><u>ADD NEW PROJECT:</u></b> The formal MTIP amendment adds the new 2024 Congressionally Directed Spending (CDS) award to the MTIP.
(#2) ODOT Key # <b>21709</b> MTIP ID TBD 71195	ODOT	OR120: Columbia Slough Bridge (Portland)	Bridge replacement of the existing timber structure that is obsolete, costly to continuously repair, and can no longer support heavier loads	<b><u>CANCEL PHASES:</u></b> The formal amendment cancels the PE and ROW phases leaving only the Planning phase programmed. OTC approval is required and is scheduled to occur during their January 16, 2025, meeting.
Projects 3 to 8	ODOT	The following six projects represent new ADA curb and ramp upgrade projects being added to the MTIP. OTC approval was required and occurred during the December. The impacted projects include Keys 23734, 23762, 23770, 23771, 23772, and 23748		

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#3) ODOT Key # <b>23734</b> MTIP ID TBD <i>New Project</i>	ODOT	<b>Portland Metro Area 2024-2027 Curb Ramps, Phase 3</b>	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR99E and US26.	<b><u>ADD NEW PROJECT:</u></b> Utility Relocation and Construction phases are being added through the amendment. PE was completed previously through project Key 22798. Specific planned project site locations are included as an attachment to the TPAC, JPACT, and Council agenda staff reports.
(4) ODOT Key # <b>23762</b> MTIP ID TBD <i>New Project</i>	ODOT	<b>Portland Metro Area 2024-2027 Curb Ramps, Phase 5</b>	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR219 and OR8.	<b><u>ADD NEW PROJECT:</u></b> Right-of-Way, Utility Relocation and Construction phases are being added through the amendment. PE was completed previously through project Key 22798. Specific planned project site locations are included as an attachment to the TPAC, JPACT, and Council agenda staff reports.
(#5) ODOT Key # <b>23770</b> MTIP ID TBD <i>New Project</i>	ODOT	<b>OR8 Curb Ramps (Beaverton &amp; Hillsboro)</b>	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR8.	<b><u>ADD NEW Project:</u></b> Preliminary Engineering, Right-of-Way, Utility Relocation and Construction phases are being added through the amendment. At this time, the final site locations are not yet defined.
(#6) ODOT Key # <b>23771</b> MTIP ID TBD <i>New Project</i>	ODOT	<b>OR224 &amp; OR213 Curb Ramps (Happy Valley &amp; Mulino)</b>	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR224 and OR213	<b><u>ADD NEW Project:</u></b> Preliminary Engineering, Right-of-Way, Utility Relocation and Construction phases are being added through the amendment. At this time, the final site locations are not yet defined.

(#7) ODOT Key # <b>23772</b> MTIP ID TBD <i>New Project</i>	ODOT	<b>OR141 Curb Ramps (Durham)</b>	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR141	<b><u>ADD NEW Project:</u></b> Preliminary Engineering, Right-of-Way, Utility Relocation and Construction phases are being added through the amendment. At this time, the final site locations are not yet defined.
(#8) ODOT Key # <b>23748</b> MTIP ID TBD <i>New Project</i>	ODOT	<b>Portland Metro Area 2024-2027 Curb Ramps, Phase 4</b>	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards along I-84, US26, US30, OR99E, OR211, OR281, and OR282.	<b><u>ADD NEW PROJECT:</u></b> Right-of-Way, Utility Relocation and Construction phases are being added through the amendment. PE was completed previously through project Key 22798. Specific planned project site locations are included as an attachment to the TPAC, JPACT, and Council agenda staff reports.
(#9) ODOT Key # <b>20304</b> MTIP ID	ODOT	<b>City of Portland Safety Project</b>	Portland wide safety upgrades including intersection improvements, upgrade curb ramps, utility relocation, signal work, medians, traffic separators, striping and signing to improve safety.	<b><u>COST INCREASE:</u></b> The formal amendment adds available Congressionally Directed Spending (CDS) award to the ROW and Construction phases to support updated phase costs to meet project scope requirements.

<b>Proposed Amendment Review and Approval Steps</b>	
Date	Action
<b>January 2025 (JA25-04-JAN1) Formal Ammendment estimated processing and approval timing</b>	
Monday, January 6, 2025	Post amendment & begin 30+ day notification/comment period.
Friday, January 10, 2025	January 2024 TPAC Meeting. Provide TPAC members will receive their official notification of the amendment bundle and be requested to provide an approval recommendation for the amendment resolution to JPACT.
Thursday, January 16, 2025	January 2024 JPACT meeting. JPACT will be requested to approve the amendment resolution and provide an approval recommendation to Metro Council. (Proposed to be a Consent Calendar item.)
Tuesday, February 4, 2025	End the 30-day public comment period.
Thursday, February 6, 2025	Metro Council meeting. Request final Metro approval for the January FFY 2025 MTIP Formal Amendment bundle under amendment JA25-04-JAN1. (Proposed to be a Consent Calendar item.)

Wednesday, February 12, 2025	Submit final Metro approved FFY 2025 January Formal amendment bundle to ODOT and FHWA to complete final approval steps.
Early to mid-March, 2025	Final approval from FHWA estimated will occur.



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

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

**Project #1**

Project Details Summary							
ODOT Key #	23814	RFFA ID:	N/A	RTP ID:	11380	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	225	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA25-04-JAN1		STIP Amendment ID:		24-27-2139	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the new 2024 Congressionally Directed Spending (CDS) (earmark) project for Forest Grove to the MTIP.

Project Name:	<b>East Forest Grove Safety Improvement Project</b>						
Lead Agency:	Forest Grove	Applicant:	Forest Grove	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	No		

**MTIP Short Description:**  
 On OR8/N Adair St at Yew St intersection, install a new traffic signal to reduce crashes and provide better protection for pedestrians to connect a low-income and historically disadvantaged community to transit and commercial options.

**MTIP Detailed Description (Internal Metro use only):**  
 On OR8/N Adair St in eastern Forest Grove at MP 17.35 at the Yew St intersection, install a new traffic signal to reduce crashes and provide better protection for pedestrians to connect a low-income and historically disadvantaged community to transit and commercial options. (CDS 2024 award #225)

**STIP Description:**  
 Along OR8, N Adair St at Yew St there will be an installation a new traffic signal to reduce crashes and provide better protection for pedestrians to connect a low-income and historically disadvantaged community to transit and commercial options.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
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
<b>Federal Funds</b>									
CDS24	Y926	2025		\$ 850,000					\$ 850,000
									\$ -
<b>Federal Totals:</b>			\$ -	\$ 850,000	\$ -	\$ -		\$ -	\$ 850,000
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025		\$ 97,286					\$ 97,286
									\$ -
<b>Local Totals:</b>			\$ -	\$ 97,286	\$ -	\$ -		\$ -	\$ 97,286
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 947,286	\$ -	\$ -	\$ -	\$ -	\$ 947,286
RTP Total Estimated Project Cost									\$ 3,200,000
Total Cost in Year of Expenditure:									\$ 3,200,000
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			Yes	The project is programming only the preliminary engineering phase at this time					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ 947,286	\$ -	\$ -	\$ -	\$ -	\$ 947,286
Phase Change Percent:			0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:			\$ -	\$ 97,286	\$ -	\$ -		\$ -	\$ 97,286
Amended Phase Matching Percent:			N/A	10.27%	N/A	N/A	N/A	N/A	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 850,000	\$ -	\$ -		\$ -	\$ 850,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 97,286	\$ -	\$ -		\$ -	\$ 97,286
Total	\$ -	\$ 947,286	\$ -	\$ -	\$ -	\$ -	\$ 947,286

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

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

### Fiscal Constraint Consistency Review

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

### Project Location References

	Yes/No	Route	MP Begin	MP End	Length
On State Highway	Yes/No	OR8	17.35	17.35	Intersection
Cross Streets		Route or Arterial	Cross Street		Cross Street
		OR8/N Adair St	Yew St		Intersection

### Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2025	Years Active	0	Project Status	1, NEW	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

### RTP Air Quality Conformity and Transportation Modeling Designations

Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Safety - Projects that correct, improve, or eliminate a hazardous location or feature.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>11380 - Yew St / Adair St Intersection Improvements</b>
RTP Project Description:	<b>Construct intersection improvements at Yew Street/Adair and Yew Street/Baseline to improve safety.</b>



**Additional RTP Consistency Check Areas**

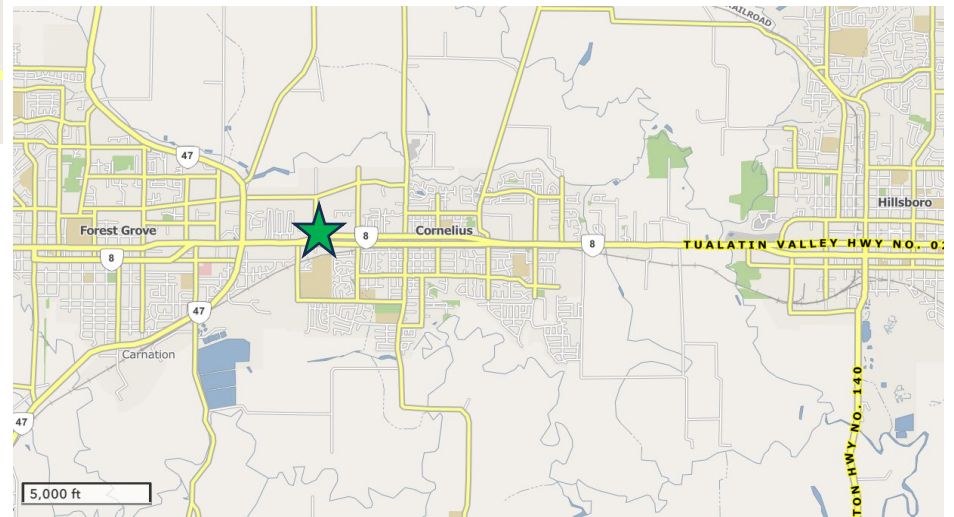
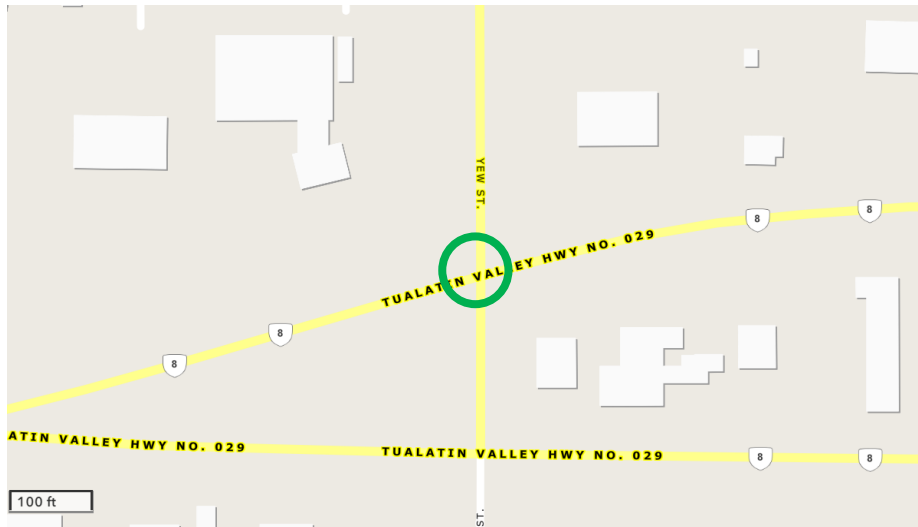
1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **Yes.**
3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 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:
  - Goal # 1 -Mobility Options:**  
Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.
  - Goal #2 - Safer System:**  
Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
  - Goal #3 - Equitable Transportation:**  
Objective 3.1 - 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 Monday, January 6, 2025 to Tuesday, February 4, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

**Fund Codes References**

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



Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y926	HIP - community project congressionally directed	100.00%	947,286.30	89.73%	850,000.00	0.00%	0.00	10.27%	97,286.30
	<b>PE Totals</b>		<b>100.00%</b>	<b>947,286.30</b>		<b>850,000.00</b>		<b>0.00</b>		<b>97,286.30</b>
<b>Grand Totals</b>						<b>850,000.00</b>		<b>0.00</b>		<b>97,286.30</b>



# Memorandum

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

In Reply Refer to: HISM-40

From: Peter J. Stephanos  
 Director, Office of Stewardship, Oversight, and Management

To: Brian R. Bezio  
 Chief Financial Officer  
 Division Administrators

PETER JOHN STEPHANOS  
 Digitally signed by PETER JOHN STEPHANOS  
 Date: 2024.05.10 09:38:49 -0400

The Transportation, Housing and Urban Development, and related Agencies Appropriations Act, 2024 (Division F of the Consolidated Appropriations Act, 2024 (Public Law 118-42)) appropriates a total of \$2,224,676,687 for Highway Infrastructure Programs (HIP) from the General Fund of the Treasury for fiscal year (FY) 2024. Of such amount, \$1,884,176,687 is set aside for "Community Project Funding / Congressionally Directed Spending." The project descriptions for the 690 projects can be found in the "Community Project Funding / Congressionally Directed Spending" table in the Joint Explanatory Statement incorporated by reference in Division F of the Consolidated Appropriations Act, 2024, and are also included in the attachment to this memo. With this memorandum, FHWA is allocating

Revised June 7, 2024

State	Demo ID	Project	Amount available under P.L. 118-42		Allocation of Y603 Funds This Memorandum		Obligation Authority This Memorandum DELPHI Code 1570651B50.2024.050	
			Project	State Total	Project	State Total	Project	State Total
OR	OR221	SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)	2,349,600		2,349,600		2,349,600	
OR	OR222	Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek	850,000		850,000		850,000	
OR	OR223	Hood River/White Salmon Interstate Bridge Replacement Project	4,000,000		4,000,000		4,000,000	
OR	OR224	Beaverton Downtown Loop	1,616,279		1,616,279		1,616,279	
OR	OR225	East Forest Grove Safety Improvement Project	850,000		850,000		850,000	
OR	OR226	Abernethy Green Access Project	4,000,000		4,000,000		4,000,000	
OR	OR227	OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)	2,800,000		2,800,000		2,800,000	
OR	OR228	Hawthorne Avenue Pedestrian and Bicyclist Overcrossing	5,700,000		5,700,000		5,700,000	
OR	OR229	Mill Street Reconstruction, Springfield, OR	1,116,279		1,116,279		1,116,279	
OR	OR230	OR99W: Salmon River Highway (OR18) Intersection Improvement	3,589,200		3,589,200		3,589,200	
OR	OR231	Marion County Safety Corridor	1,577,079		1,577,079		1,577,079	

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

<b>National Highway System and Functional Classification Designations</b>			
System	Y/N	Route	Designation
NHS Project	Yes	OR8	Other NHS Route
Functional Classification	Yes	OR8/N Adair St at Yew St	3 = Urban Other Arterial
Federal Aid Eligible Facility	Yes	OR8/N Adair St at Yew St	Urban Other Principal Arterial

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

Added notes: See RTP PM review - next page



**Safety & Operations Projects: 2023-2030**

Zoom to

This project (RTP # 12095) is in the **Roads + Bridges** investment group. It will start at **Region-wide** and end at **Region-wide**. It is owned by **ODOT** and is in **Region-wide (all three counties)**.

**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, sidewalk: bicycle lanes, and other improvements that do not add motor vehicle capacity.

**Project Time Frame:** 2023-2030

**Estimated Cost:** \$211,879,000

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

Yew St / Adair St Intersection Improvements	11380	Washington County	Forest Grove	ODOT, Forest Grove	Roadway (Capital)	Yew St	Adair St
Construct intersection improvements at Yew Street/Adair and Yew Street/Baseline to improve safety.			\$2,800,000	\$3,200,000	2023-2030		



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

MTIP Formal Amendment  
**CANCEL PHASES**  
 Cancel PE and ROW phases  
 allowing fund reprogramming

**Project #2**

Project Details Summary							
ODOT Key #	21709	RFFA ID:	N/A	RTP ID:	12092	RTP Approval Date:	11/30/2023
MTIP ID:	71195	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA25-04-JAN1		STIP Amendment ID:		24-27-2177	

**Summary of Amendment Changes Occurring:**  
 The formal amendment cancels the PE and ROW phases. Project funding will be reprogrammed to the Abernethy and Center Street bridge projects. Planning phase remains and I updated for actual phase obligation amounts. OTC action is required and will occur during their January 16, 2025 meeting. Metro has authorized concurrent processing prior to OTC approval.

Project Name:	<b>OR120: Columbia Slough Bridge (Portland)</b>						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	<b>YES</b>		

**Short Description:**  
 Bridge replacement of the existing timber structure that is obsolete, costly to continuously repair, and can no longer support heavier loads

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**MTIP Detailed Description (Internal Metro use only):**  
 Bridge replacement of the existing timber structure that is obsolete, costly to continuously repair, and can no longer support heavier loads.

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**STIP Description:**  
 Study to determine the alignment and construction method for a future bridge replacement of the existing timber structure that is obsolete, costly to continuously repair, and can no longer support heavier loads.

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

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
State STBG	Y240	2021	<del>\$ 448,650</del>						\$ -
HIP	Y908	2021	\$ 607,470						\$ 607,470
ADVCON	ACP0	2025		<del>\$ 11,664,900</del>					\$ -
ADVCON	ACP0	2025			<del>\$ 3,589,200</del>				\$ -
<b>Federal Totals:</b>			\$ 607,470	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 607,470

**State Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2021	<del>\$ 51,350</del>						\$ -
State	Match	2021	\$ 69,528						\$ 69,528
State	Match	2025		<del>\$ 1,335,100</del>					\$ -
State	Match	2025			<del>\$ 410,800</del>				\$ -
<b>State Totals:</b>			\$ 69,528	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,528

**Local Funds**

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

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	<del>\$ 500,000</del>	<del>\$ 13,000,000</del>	<del>\$ 4,000,000</del>	\$ -	<del>\$ -</del>	\$ -	<del>\$ 17,500,000</del>
Amended Programming Totals	\$ 676,998	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 676,998

Total Estimated Project Cost							\$ 676,998
Total Cost in Year of Expenditure:							\$ 676,998

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but a small capacity exists with the CDS fund. CDS award is \$4 million					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 176,998	\$ (13,000,000)	\$ (4,000,000)	\$ -	\$ -	\$ -	\$ (16,823,002)
Phase Change Percent:	35.4%	100.0%	100.0%	0.0%	0.0%	0.0%	-96.1%
Amended Phase Matching Funds:	\$ 69,528	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,528
Amended Phase Matching Percent:	10.27%	0.00%	0.00%	N/A	N/A	N/A	10.27%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 607,470	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 607,470
State	\$ 69,528	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,528
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 676,998	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 676,998

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

**Phase Programming Percentage**

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



Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	\$ 676,998						Aid ID
Federal Funds Obligated:	\$ 607,470						S120(003)
EA Number:	C1265200						FHWA or FTA
Initial Obligation Date:	10/16/2020						FHWA
EA End Date:	12/31/2026						FMIS or TRAMS
Known Expenditures:	\$ 618,713						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? <b>Not applicable. PE and ROW funding is being canceled and reprogrammed.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. Funding for this projects is being removed,</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the ODOT Bridge Program Manager</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>ODOT Bridge Program Manager</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	OR120	0.35	0.41	0.06
Cross Streets	Route or Arterial	Cross Street	Cross Street		
	N. Portland Rd	Columbia River Slough			

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	E (Planning)	Completion of tasks and deliverables nearly finished.	
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	August 2024	Last MTIP Amend Num	AM24-21-AUG3
Last Amendment Action	END OF YEAR PROJECT PHASE SLIP: Slip PE phase with \$11,669,900 of State STBG to FFY 2025. Change State STBG to be Advance Construction, ACP0. Use general AC code. Anticipate follow-on formal amendment for October to adjust ROW, and cons years and funding. Slip only PE now.						

<b>RTP Air Quality Conformity and Transportation Modeling Designations</b>	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Widening narrow pavements or reconstructing bridges (no additional travel lanes).</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>12092 - Bridge Rehabilitation &amp; Repair: 2023-2030</b>
RTP Project Description:	<b>Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.</b>

**Additional RTP Consistency Check Areas**

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

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

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

**Fund Codes References**

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.
HIP	Highway Infrastructure Program (HIP) funds. The funds resulting from this apportionment for (1) activities eligible under 23 U.S.C. 133(b), and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151, and (2) the bridge replacement and rehabilitation program are available for obligation until September 30, 2024. HIP funds are normally apportioned to the State DOT for their use. Under certain circumstances, a portion may be sub-allocated to the MPOs for geographic urban needs.
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: 21709**

**2024-2027 STIP**

**Project Name: OR120: Columbia Slough Bridge (Portland)**

**(PENDING AMENDMENT)**

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	Y908	Highway Infrastructure Bridge Replacement 2022	100.00%	676,998.00	89.73%	607,470.31	10.27%	69,527.69	0.00%	0.00
	<b>PL Totals</b>		<b>100.00%</b>	<b>676,998.00</b>		<b>607,470.31</b>		<b>69,527.69</b>		<b>0.00</b>
PE	ACPO	ADVANCE CONSTRUCT PR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	<b>PE Totals</b>		<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>
RW	ACPO	ADVANCE CONSTRUCT PR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	<b>RW Totals</b>		<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>
<b>Grand Totals</b>						<b>607,470.31</b>		<b>69,527.69</b>		<b>0.00</b>

Modeling Network , NHS, and Performance Measure Designations

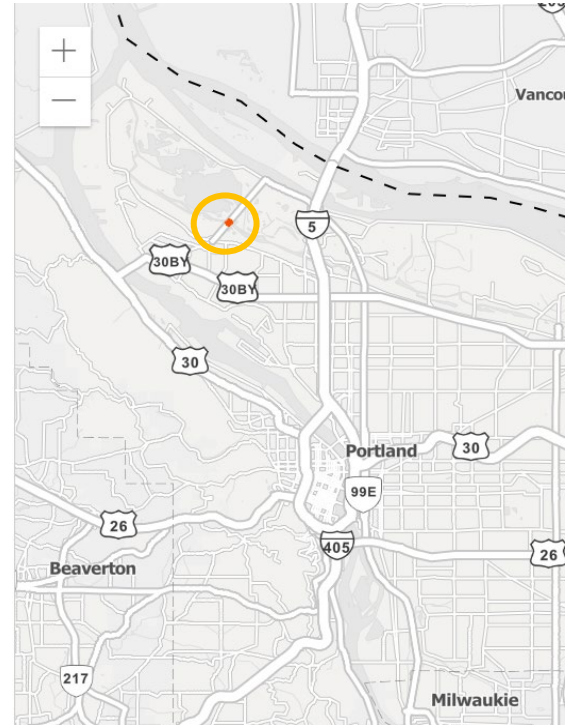
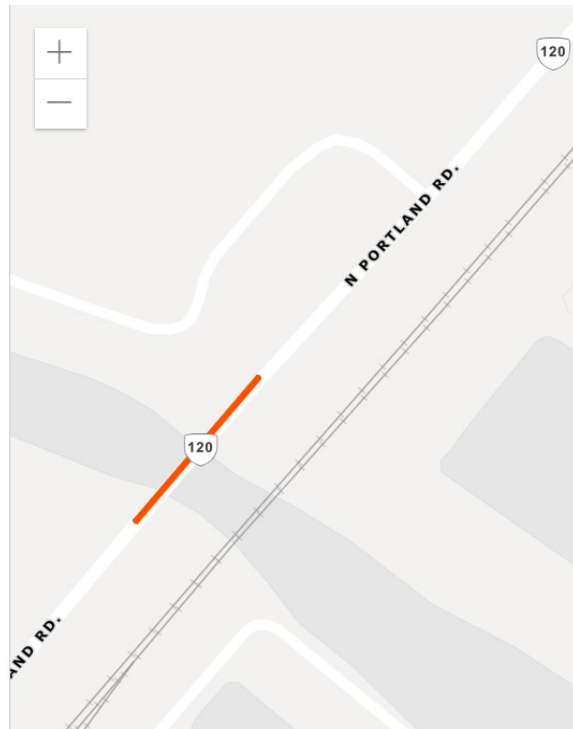
National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	OR120/N Portland Rd	NHS Intermodal Connector
Functional Classification	Yes	OR120/N Portland Rd	4 = Minor Arterial
Federal Aid Eligible Facility	Yes	OR120/N Portland Rd	Urban Minor Arterial

Anticipated Required Performance Measurements Monitoring

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

Added notes: Phase cancelations effectively cancels the project implementation and removes all performance measures





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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new ADA UR & Cons project  
 for OR99E & US26

**Project #3**

Project Details Summary							
ODOT Key #	23734	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA25-04-JAN1		STIP Amendment ID:		24-27-1651	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the construction and utility relocation phases to implement various ADA curb and ramp upgrades along OR99E and US26.  
 Note: PE was completed as part of Key 22978

Project Name:	<b>Portland Metro Area 2024-2027 Curb Ramps, Phase 3</b>						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	<b>YES</b>	

**Short Description:**  
 Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR99E and US26.

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**MTIP Detailed Description (Internal Metro use only):**  
 In SE Portland area on OR99E (McLoughlin Blvd) and US26 (Powell Blvd), OR99E MP 1.45 to MP 2.65 and US26 MP 1.10 to MP 5.49, construct curb and ramp upgrades to meet compliance with the Americans with Disabilities Act (ADA) standards

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**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 ODOT Work Type:	Active Trans - Pedestrian  ADAP	Sidewalk - Reconstruction	Capital Improvement

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
AC-GARVEE	ACPO	2025				\$ 44,865			\$ 44,865
AC-GARVEE	ACPO	2025					\$ 9,690,840		\$ 9,690,840
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ 44,865	\$ 9,690,840	\$ -	\$ 9,735,705

**State Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025				\$ 5,135			\$ 5,135
State	Match	2025					\$ 1,109,160		\$ 1,109,160
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ 5,135	\$ 1,109,160	\$ -	\$ 1,114,295

**Local Funds**

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

Programming Note: PE was completed through Key 22978. Fund obligation occurred in FFY 2023.

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	<del>\$ -</del>	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ -	\$ -	\$ 50,000	\$ 10,800,000	\$ -	\$ 10,850,000
Total Estimated Project Cost							\$ 10,850,000
Total Cost in Year of Expenditure:							\$ 10,850,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed. PE was accomplished in Ley 22978.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ 50,000	\$ 10,800,000	\$ -	\$ 10,850,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -		\$ -	\$ 5,135	\$ 1,109,160	\$ -	\$ 1,114,295
Amended Phase Matching Percent:	N/A	N/A	N/A	10.27%	10.27%	0.00%	10.27%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ 44,865	\$ 9,690,840	\$ -	\$ 9,735,705
State	\$ -	\$ -	\$ -	\$ 5,135	\$ 1,109,160	\$ -	\$ 1,114,295
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ 50,000	\$ 10,800,000	\$ -	\$ 10,850,000

### Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	89.73%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	10.27%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	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%	0.0%	0.0%	0.41%	89.32%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.05%	10.22%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.46%	99.54%	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
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? OTC approved funding (expected to be GARVEE Bonds) of ADA upgrades,
2. Does the amendment include changes or updates to the project funding? <b>Yes. New AC awarded funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the December 4, 20204 OTC action.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>OTC approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
	Yes/No	Route	MP Begin	MP End	Length
On State Highway	Yes	OR99E	1.45	2.65	1.2
	Yes	US206	1.1	5.49	4.39
Cross Streets	Route or Arterial		Cross Street		Cross Street
Yes	OR993/McLoughlin Blvd		US26 intersection		South to approx. 17th Ave ramp
Yes	US26/Powell Blvd		OR99E/McLoughlin Blvd		East to approx. SE 90th Place

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	Not Applicable	Last MTIP Amend Num
Last Amendment Action	Not Applicable					

Note: Preliminary Engineering was completed via Key 22978. Key 23734 represents the construction and utility relocation phase now being added to the MTIP and STIP.



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

**Additional RTP Consistency Check Areas**

1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4. Applicable RTP Goals: <u><b>Goal # 1 -Mobility Options:</b></u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u><b>Goal #2 - Safer System:</b></u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u><b>Goal #3 - Equitable Transportation:</b></u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

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

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

**Fund Codes References**

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	Advance Construction funds with the anticipated late conversion to be GARVEE bonds
State	General state funds normally used to reflect the required minimum match against the federal funds programmed,

**Key Number: 23734**

**2024-2027 STIP**

**Project Name: Portland Metro area 2024-2027 ADA curb ramps p (DRAFT AMENDMENT DP**

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	50,000.00	89.73%	44,865.00	10.27%	5,135.00	0.00%	0.00
	<b>UR Totals</b>		<b>100.00%</b>	<b>50,000.00</b>		<b>44,865.00</b>		<b>5,135.00</b>		<b>0.00</b>
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	10,800,000.00	89.73%	9,690,840.00	10.27%	1,109,160.00	0.00%	0.00
	<b>CN Totals</b>		<b>100.00%</b>	<b>10,800,000.00</b>		<b>9,690,840.00</b>		<b>1,109,160.00</b>		<b>0.00</b>
<b>Grand Totals</b>				<b>10,850,000.00</b>		<b>9,735,705.00</b>		<b>1,114,295.00</b>		<b>0.00</b>



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[earmarks](#)
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Note: Required Preliminary Engineering activities were completed as part of Key 22978

**ODOT Key: 22978 | MTIP ID: 71335**

Portland Metro Area 2024-2027 ADA Curb Ramp Design, Phase 1 - Cycle 2021-26

Project(s) in this cycle are not editable

**Current Programming**

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2023		\$17,587,080	\$2,012,920		\$19,600,000	<input type="checkbox"/>
	2021	STBG - STATE	\$17,587,080	\$2,012,920		\$19,600,000	
<b>Totals &gt;&gt;</b>			<b>\$17,587,080</b>	<b>\$2,012,920</b>	<b>\$0</b>	<b>\$19,600,000</b>	



**Oregon**

Tina Kotek, Governor

**Oregon Transportation Commission**

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** November 20, 2024

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** Agenda Item O – Quarterly ADA Delivery Program STIP Adjustment

**Requested Action:**

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

**Background:**

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

KEY #	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	DIFFERENCE	DESCRIPTION OF CHANGE
23692	Portland Metro area 2024-2027 curb ramps, phase 2	VAR	VAR	CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 10,850,000	\$ -10,850,000	Add project with funding from 23043 funding bucket; \$10,800,000 in CN, \$50,000 in UT. Design completed under project key 22978
23734	Portland Metro area 2024-2027 curb ramps, phase 3	1.1 1.45	5.49 2.65	CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 10,850,000	\$ -10,850,000	Add project with funding from 23043 funding bucket; \$10,800,000 in CN, \$50,000 in UT. Design completed under project key 22978 Add project with funding from 23043 & 23038
23748	Portland Metro area 2024-2027 curb ramps, phase 4	VAR	VAR	RW, CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 10,200,000	\$ -10,200,000	Add project with funding from 23043 & 23038 funding buckets; \$8,650,000 in CN, \$1,500,000 in RW, \$50,000 in UT. Design completed under project key 22978
23762	Portland Metro area 2024-2027 curb ramps, phase 5	12.69 12.18 0.18	17.34 17.48 0.26	RW, CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 8,320,000	\$ -8,320,000	Add project with funding from 23043 & 23038 funding buckets; \$6,950,000 in CN, \$1,320,000 in RW, \$50,000 in UT. Design completed under project key 22978

**Note:**

The OTC approved funding for Key 23734 is being shifted from a non-MPO ADA revenue bucket in Key 23043. There is no action required in the MTIP. ODOT staff will complete the required funding adjustments to Key 23043 in the STIP.

<b>Name: Portland Metro area 2024-2027 ADA curb ramp construction</b>						<b>Key: 23043</b>	
Description <b>ADA program funding for future construction activities. Projects to be identified at a later date.</b>						Region: 1	
MPO: <b>Non-MPO</b>			Work Type: <b>ADAP</b>				
Applicant: <b>ODOT</b>			Status: <b>BUCKET OF FUNDS</b>				
<b>Location(s)-</b>							
Mileposts	Length	Route	Highway	ACT	County(s)		
				<b>REGION 1 ACT</b>	<b>VARIOUS</b>		
<b>Current Project Estimate</b>							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					<b>2025</b>		
Total					<b>\$105,694,884.00</b>		<b>\$105,694,884.00</b>
Fund 1					ACPO \$105,694,884.0		
Match							
<b>Footnote:</b>							
<b>Most Recent Approved Amendment</b>							
Amendment No: <b>24-27-0814</b>				Approval Date: <b>6/13/2024</b>			
Requested Action: <b>Reduce the project estimate by \$11,735,116, moving funds to project key 23612.</b>							

Modeling Network , NHS, and Performance Measure Designations

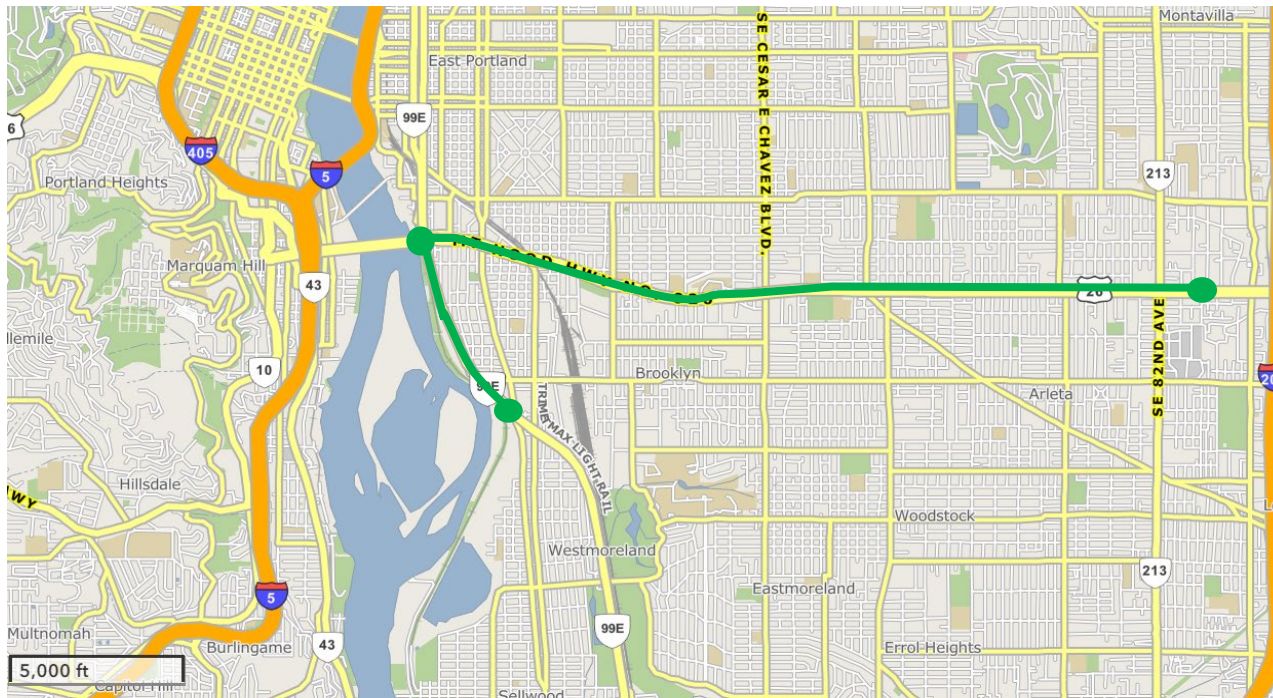
National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	OR99E	Other NHS Route
	Yes	US26	MAP-21 Principal Arterial
Functional Classification	Yes	OR99E	3 = Other Principal Arterial
	Yes	US26	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	OR99E	Urban Other Principal Arterial
	Yes	US26	Urban Other Principal Arterial

Anticipated Required Performance Measurements Monitoring

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

Notes: Planned ADA improvements will cross into multiple EFAs





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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new ADA UR & Cons project  
 for OR219 and OR8

**Project #4**

Project Details Summary							
ODOT Key #	23762	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA25-04-JAN1		STIP Amendment ID:		24-27-1940	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the construction and utility relocation phases to implement various ADA curb and ramp upgrades along OR219 and OR8. Note: PE was completed as part of Key 22978.

Project Name:	<b>Portland Metro Area 2024-2027 Curb Ramps, Phase 5</b>						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	<b>YES</b>		

**Short Description:**  
 Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR219 and OR8.

**MTIP Detailed Description (Internal Metro use only):**  
 In the Hillsboro and Cornelius area on OR219/S 1st Ave (MP 0.18 to MP 0.26 and OR8/SE 10th Ave (MP 12.18 to MP 17.48), construct curb and ramp upgrades to meet compliance with the Americans with Disabilities Act (ADA) standards

**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
<b>Federal Funds</b>									
AC-GARVEE	ACPO	2025			\$ 1,184,436				\$ 1,184,436
AC-GARVEE	ACPO	2027				\$ 44,865			\$ 44,865
AC-GARVEE	ACPO	2027					\$ 6,236,235		\$ 6,236,235
<b>Federal Totals:</b>			\$ -	\$ -	\$ 1,184,436	\$ 44,865	\$ 6,236,235	\$ -	\$ 7,465,536

<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025			\$ 135,564				\$ 135,564
State	Match	2027				\$ 5,135			\$ 5,135
State	Match	2027					\$ 713,765		\$ 713,765
<b>State Totals:</b>			\$ -	\$ -	\$ 135,564	\$ 5,135	\$ 713,765	\$ -	\$ 854,464

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

Programming Note: PE was completed through Key 22978. Fund obligation occurred in FFY 2023.

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ -	\$ 1,320,000	\$ 50,000	\$ 6,950,000	\$ -	\$ 8,320,000
Total Estimated Project Cost							\$ 8,320,000
Total Cost in Year of Expenditure:							\$ 8,320,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed. PE was accomplished in Ley 22978.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ 1,320,000	\$ 50,000	\$ 6,950,000	\$ -	\$ 8,320,000
Phase Change Percent:	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ 135,564	\$ 5,135	\$ 713,765	\$ -	\$ 854,464
Amended Phase Matching Percent:	N/A	N/A	10.27%	10.27%	10.27%	0.00%	10.27%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ 1,184,436	\$ 44,865	\$ 6,236,235	\$ -	\$ 7,465,536
State	\$ -	\$ -	\$ 135,564	\$ 5,135	\$ 713,765	\$ -	\$ 854,464
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 1,320,000	\$ 50,000	\$ 6,950,000	\$ -	\$ 8,320,000

### Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	89.73%	89.73%	89.73%	0.0%	89.73%
State	0.0%	0.0%	10.27%	10.27%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%
Total	0.0%	0.0%	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%	0.0%	14.2%	0.54%	74.95%	0.0%	89.73%
State	0.0%	0.0%	1.6%	0.06%	8.58%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	15.9%	0.60%	83.53%	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:	12/31/2030
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>OTC approved funding (expected to be GARVEE Bonds) of ADA upgrades</b>	
2. Does the amendment include changes or updates to the project funding? <b>Yes. New AC awarded funds are being added to the MTIP.</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the December 4, 20204 OTC action.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>OTC approval was required.</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

Project Location References					
	Yes/No	Route	MP Begin	MP End	Length
On State Highway	Yes	OR219	0.18	0.26	0.08
	Yes	OR8	12.18	17.48	5.30
Cross Streets		Route or Arterial	Cross Street		Cross Street
Yes		OR219/S 1st Ave	Pacifica Ave		19th Ave
Yes		OR8/SE 10th Ave/SE Baseline	SE Maple Stret		SE Mountain View Ln

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	Not Applicable	Last MTIP Amend Num
Last Amendment Action	Not Applicable					

Note: Preliminary Engineering was completed via Key 22978. Key 23734 represents the construction and utility relocation phase now being added to the MTIP and STIP.

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

**Additional RTP Consistency Check Areas**

1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4. Applicable RTP Goals: <u><b>Goal # 1 -Mobility Options:</b></u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u><b>Goal #2 - Safer System:</b></u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u><b>Goal #3 - Equitable Transportation:</b></u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

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

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

**Fund Codes References**

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	Advance Construction funds with the anticipated late conversion to be GARVEE bonds
State	General state funds normally used to reflect the required minimum match against the federal funds programmed,

**Fund Codes**

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
RW	ACPO	ADVANCE CONSTRUCT PR	100.00%	1,320,000.00	89.73%	1,184,436.00	10.27%	135,564.00	0.00%	0.00
	<b>RW Totals</b>		<b>100.00%</b>	<b>1,320,000.00</b>		<b>1,184,436.00</b>		<b>135,564.00</b>		<b>0.00</b>
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	50,000.00	89.73%	44,865.00	10.27%	5,135.00	0.00%	0.00
	<b>UR Totals</b>		<b>100.00%</b>	<b>50,000.00</b>		<b>44,865.00</b>		<b>5,135.00</b>		<b>0.00</b>
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	6,950,000.00	89.73%	6,236,235.00	10.27%	713,765.00	0.00%	0.00
	<b>CN Totals</b>		<b>100.00%</b>	<b>6,950,000.00</b>		<b>6,236,235.00</b>		<b>713,765.00</b>		<b>0.00</b>
<b>Grand Totals</b>						<b>8,320,000.00</b>		<b>7,465,536.00</b>		<b>854,464.00</b>



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Note: Required Preliminary Engineering activities were completed as part of Key 22978

**ODOT Key: 22978 | MTIP ID: 71335**

Portland Metro Area 2024-2027 ADA Curb Ramp Design, Phase 1 - Cycle 2021-26

Project(s) in this cycle are not editable

**Current Programming**

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2023		\$17,587,080	\$2,012,920		\$19,600,000	<input type="checkbox"/>
	2021	STBG - STATE	\$17,587,080	\$2,012,920		\$19,600,000	
<b>Totals &gt;&gt;</b>			<b>\$17,587,080</b>	<b>\$2,012,920</b>	<b>\$0</b>	<b>\$19,600,000</b>	



**Oregon**  
Tina Kotek, Governor

Oregon Transportation Commission  
Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

**DATE:** November 20, 2024

**TO:** Oregon Transportation Commission

*Kristopher W. Strickler*

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** Agenda Item O – Quarterly ADA Delivery Program STIP Adjustment

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

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

KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	DIFFERENCE	DESCRIPTION OF CHANGE
23762	1	Portland Metro area 2024-2027 curb ramps, phase 5	12.69 12.18 0.18	17.34 17.48 0.26	RW, CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 8,320,000	\$ 8,320,000	Add project with funding from 23043 & 23038 funding buckets; \$6,950,000 in CN, \$1,320,000 in RW, \$50,000 in UT. Design completed under project key 22978

**Note:**

The OTC approved funding for Key 23762 is being shifted from non-MPO ADA revenue buckets in Keys 22038 and 23043. There is no action required in the MTIP. ODOT staff will complete the required funding adjustments to Key 23043 in the STIP.

Name: **Portland Metro area 2024-2027 ADA curb ramp right of way** Key: **23038**

Description **ADA program funding for future right of way activities. Projects to be identified at a later date.** Region: **1**  
 MPO: **Non-MPO** Work Type: **ADAP**  
 Applicant: **ODOT** Status: **BUCKET OF FUNDS**

**Location(s)-**

Mileposts	Length	Route	Highway	ACT	County(s)
				<b>REGION 1 ACT</b>	<b>VARIOUS</b>

**Current Project Estimate**

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2025				
Total			\$16,796,000.00				\$16,796,000.00
Fund 1			ACPO \$16,796,000.00				
Match							

**Footnote:**  
**Most Recent Approved Amendment**  
 Amendment No: **24-27-0040** Approval Date: **5/1/2024**  
 Requested Action: **Reduce the project estimate by \$834,000, moving funds to project key 23492.**

Name: **Portland Metro area 2024-2027 ADA curb ramp construction** Key: **23043**

Description **ADA program funding for future construction activities. Projects to be identified at a later date.** Region: **1**  
 MPO: **Non-MPO** Work Type: **ADAP**  
 Applicant: **ODOT** Status: **BUCKET OF FUNDS**

**Location(s)-**

Mileposts	Length	Route	Highway	ACT	County(s)
				<b>REGION 1 ACT</b>	<b>VARIOUS</b>

**Current Project Estimate**

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$105,694,884.00		\$105,694,884.00
Fund 1					ACPO \$105,694,884.0		
Match							

**Footnote:**  
**Most Recent Approved Amendment**  
 Amendment No: **24-27-0814** Approval Date: **6/13/2024**  
 Requested Action: **Reduce the project estimate by \$11,735,116, moving funds to project key 23612.**

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

**National Highway System and Functional Classification Designations**

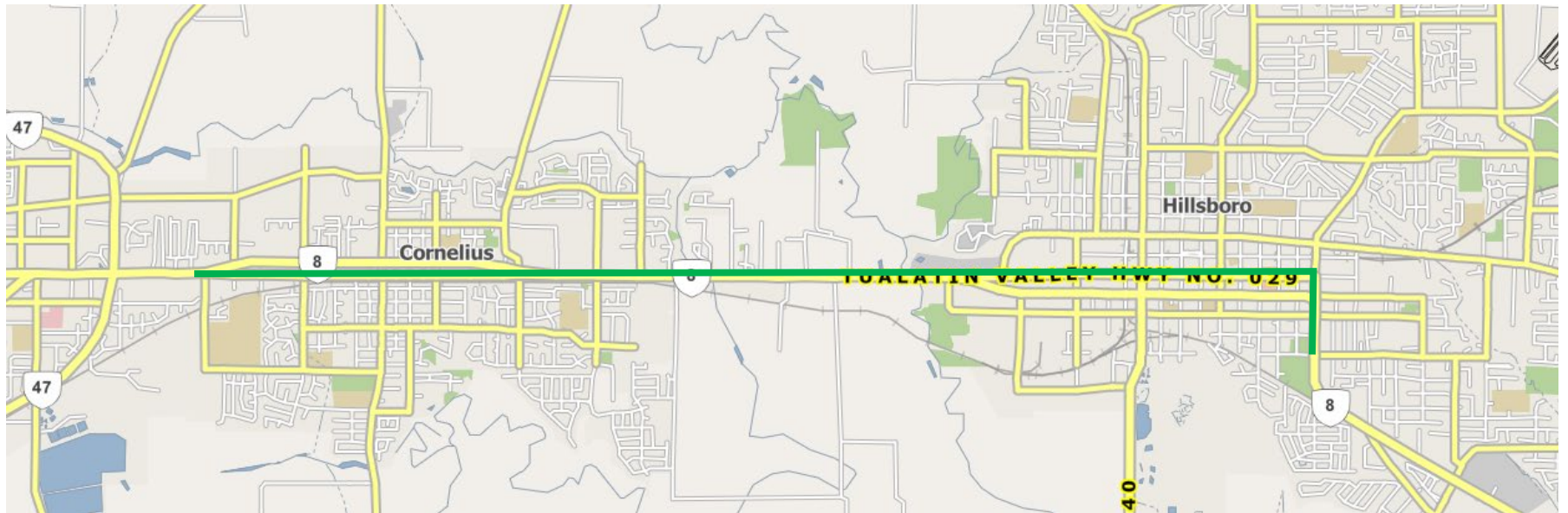
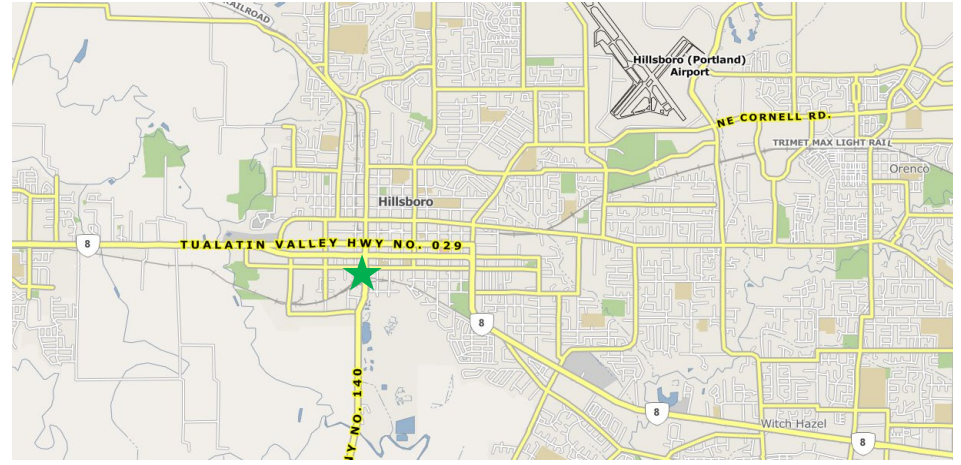
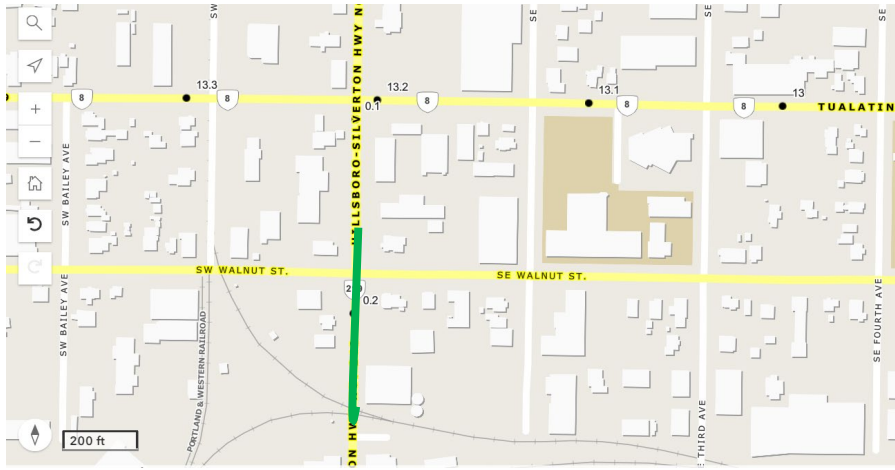
System	Y/N	Route	Designation
NHS Project	Yes	OR219	No designation
	Yes	OR8	Other NHS Route
Functional Classification	Yes	OR219	4 = Minor Arterial
	Yes	OR8	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	OR219	Urban Minor Arterial
	Yes	OR8	Urban Other Principal Arterial

**Anticipated Required Performance Measurements Monitoring**

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

Notes: Planned ADA improvements will cross into multiple EFAs

Locations													
Route	Highway	MP Begin	MP End	Length	Street	City	County	ACT	Bridge	Reg	State Repr Dist	State Sen Dist	US Cngr Dist
OR-219	140 HILLSBORO/SILVERTON	0.18	0.26	0.08		HILLSBORO	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	17.23	17.34	0.11		FOREST GROVE	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	15.90	17.22	1.32		CORNELIUS	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	15.53	15.72	0.19		CORNELIUS	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	15.22	15.36	0.14		CORNELIUS	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	12.69	14.07	1.38		HILLSBORO	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	14.32	14.87	0.55			WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	17.23	17.48	0.25		FOREST GROVE	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	14.88	17.22	2.34		CORNELIUS	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	12.18	14.31	2.13		HILLSBORO	WASHINGTON	R1ACT		1	29	15	1





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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new ADA project on OR8  
 around Beaverton and Hillsboro

**Project #5**

Project Details Summary							
ODOT Key #	23770	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA25-04-JAN1		STIP Amendment ID:		24-27-1993	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds PE, ROW, UR, and Cons phases to complete ADA upgrades on OR8. Note: PE was completed as part of Key 22978. Funding for Key 23770 is being reprogrammed from Non-MPO project grouping revenue buckets in Keys 22990, 22038, and 23043.

Project Name:	<b>OR8 Curb Ramps (Beaverton &amp; Hillsboro)</b>						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	<b>YES</b>		

**Short Description:**  
 Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR8.

**MTIP Detailed Description (Internal Metro use only):**  
 In Beaverton and Hillsboro on OR8 (MP 4.02 to MP 11.95), construct curb and ramp upgrades to meet compliance with the Americans with Disabilities Act (ADA) standards

**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
<b>Federal Funds</b>									
AC-GARVEE	ACPO	2025		\$ 968,187					\$ 968,187
AC-GARVEE	ACPO	2026			\$ 333,796				\$ 333,796
AC-GARVEE	ACPO	2026				\$ 44,865			\$ 44,865
AC-GARVEE	ACPO	2027					\$ 1,924,708		\$ 1,924,708
<b>Federal Totals:</b>			\$ -	\$ 968,187	\$ 333,796	\$ 44,865	\$ 1,924,708	\$ -	\$ 3,271,556
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025		\$ 110,813					\$ 110,813
State	Match	2026			\$ 38,204				\$ 38,204
State	Match	2026				\$ 5,135			\$ 5,135
State	Match	2027					\$ 220,292		\$ 220,292
<b>State Totals:</b>			\$ -	\$ 110,813	\$ 38,204	\$ 5,135	\$ 220,292	\$ -	\$ 374,444
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ 1,079,000	\$ 372,000	\$ 50,000	\$ 2,145,000	\$ -	\$ 3,646,000
Total Estimated Project Cost									\$ 3,646,000
Total Cost in Year of Expenditure:									\$ 3,646,000
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:			\$ -	\$ 1,079,000	\$ 372,000	\$ 50,000	\$ 2,145,000	\$ -	\$ 3,646,000
Phase Change Percent:			0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:			\$ -	\$ 110,813	\$ 38,204	\$ 5,135	\$ 220,292	\$ -	\$ 374,444
Amended Phase Matching Percent:			N/A	10.27%	10.27%	10.27%	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	\$ -	\$ 968,187	\$ 333,796	\$ 44,865	\$ 1,924,708	\$ -	\$ 3,271,556
State	\$ -	\$ 110,813	\$ 38,204	\$ 5,135	\$ 220,292	\$ -	\$ 374,444
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 1,079,000	\$ 372,000	\$ 50,000	\$ 2,145,000	\$ -	\$ 3,646,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	89.73%	89.73%	0.0%	89.73%
State	0.0%	10.27%	10.27%	10.27%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.00%	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%	26.6%	9.2%	1.23%	52.79%	0.0%	89.73%
State	0.0%	3.0%	1.0%	0.14%	6.04%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	29.6%	10.2%	1.37%	58.83%	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
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? **OTC approved funding (expected to be GARVEE Bonds) of ADA upgrades)**
2. Does the amendment include changes or updates to the project funding? **Yes. New AC awarded funds are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the December 4, 20204 OTC action.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **OTC 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
	Yes	OR8	4.02	11.95	7.93
Cross Streets	Route or Arterial	Cross Street	Cross Street		
Yes	SW Tualatin Valley Hwy/ SW Canyon Rd	SW Hocken Ave	Just e/o SE 11th Ave		

**Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification**

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

**RTP Air Quality Conformity and Transportation Modeling Designations**

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

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

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

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

**Fund Codes References**

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	Advance Construction funds with the anticipated late conversion to be GARVEE bonds
State	General state funds normally used to reflect the required minimum match against the federal funds programmed,

Key Number: **23770**

2024-2027 STIP

Project Name: **OR8 curb ramps (Beaverton & Hillsboro)**

(DRAFT AMENDMENT DD)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	100.00%	1,079,000.00	89.73%	968,186.70	10.27%	110,813.30	0.00%	0.00
	<b>PE Totals</b>		<b>100.00%</b>	<b>1,079,000.00</b>		<b>968,186.70</b>		<b>110,813.30</b>		<b>0.00</b>
RW	ACPO	ADVANCE CONSTRUCT PR	100.00%	372,000.00	89.73%	333,795.60	10.27%	38,204.40	0.00%	0.00
	<b>RW Totals</b>		<b>100.00%</b>	<b>372,000.00</b>		<b>333,795.60</b>		<b>38,204.40</b>		<b>0.00</b>
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	50,000.00	89.73%	44,865.00	10.27%	5,135.00	0.00%	0.00
	<b>UR Totals</b>		<b>100.00%</b>	<b>50,000.00</b>		<b>44,865.00</b>		<b>5,135.00</b>		<b>0.00</b>
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	2,145,000.00	89.73%	1,924,708.50	10.27%	220,291.50	0.00%	0.00
	<b>CN Totals</b>		<b>100.00%</b>	<b>2,145,000.00</b>		<b>1,924,708.50</b>		<b>220,291.50</b>		<b>0.00</b>
<b>Grand Totals</b>						<b>3,271,555.80</b>		<b>374,444.20</b>		<b>0.00</b>



**Oregon**  
Tina Kotek, Governor

Oregon Transportation Commission  
Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

DATE: November 20, 2024  
 TO: Oregon Transportation Commission  
 FROM: *Kristopher W. Strickler*  
 Kristopher W. Strickler  
 Director  
 SUBJECT: **Agenda Item O** – Quarterly ADA Delivery Program STIP Adjustment

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

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

REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	DIFFERENCE	DESCRIPTION OF CHANGE
1	OR8 curb ramps (Beaverton & Hillsboro)	4.02	11.95	PE, RW, UT, CN	ADAP	GARVEE - ADA	\$ -	\$ 3,646,000	\$ 3,646,000	Add project with funding from 23043, 23038, & 22990 funding buckets; \$1,079,000 in PE, \$372,000 in RW, \$2,145,000 in CN, \$50,000 in UT

**Note:**

The OTC approved funding for Key 23770 is being shifted from non-MPO ADA revenue buckets in Keys 22990, 22038 and 23043. There is no action required in the MTIP. ODOT staff will complete the required funding adjustments to Keys 22990, 22038, and 23043 23043 in the STIP.

Name: <b>Portland Metro area 2024-2027 ADA curb ramp design, phase 2</b>						Key: <b>22990</b>	
Description <b>Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.</b>						Region: <b>1</b>	
MPO: <b>Non-MPO, Portland Metro MPO</b>				Work Type: <b>ADAP</b>			
Applicant: <b>ODOT</b>				Status: <b>PROJECT FUNDED THROUGH FINAL PLANS</b>			
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	CLACKAMAS		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	HOOD RIVER		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	MULTNOMAH		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	WASHINGTON		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025					
Total		\$9,780,000.00					\$9,780,000.00
Fund 1		ACPO \$9,780,000.00					
Match							

**Footnote:**

Name: <b>Portland Metro area 2024-2027 ADA curb ramp right of way</b>						Key: <b>23038</b>	
Description <b>ADA program funding for future right of way activities. Projects to be identified at a later date.</b>						Region: <b>1</b>	
MPO: <b>Non-MPO</b>				Work Type: <b>ADAP</b>			
Applicant: <b>ODOT</b>				Status: <b>BUCKET OF FUNDS</b>			
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	VARIOUS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2025				
Total			\$16,796,000.00				\$16,796,000.00
Fund 1			ACPO \$16,796,000.00				
Match							

**Footnote:**

Most Recent Approved Amendment	
Amendment No: <b>24-27-0040</b>	Approval Date: <b>5/1/2024</b>
Requested Action: <b>Reduce the project estimate by \$834,000, moving funds to project key 23492.</b>	

Name: **Portland Metro area 2024-2027 ADA curb ramp construction** Key: **23043**

Description: **ADA program funding for future construction activities. Projects to be identified at a later date.** Region: **1**

MPO: **Non-MPO** Work Type: **ADAP**  
 Applicant: **ODOT** Status: **BUCKET OF FUNDS**

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				<b>REGION 1 ACT</b>	<b>VARIOUS</b>

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					<b>\$105,694,884.00</b>		<b>\$105,694,884.00</b>
Fund 1					ACPO \$105,694,884.0		
Match							

**Footnote:**  
**Most Recent Approved Amendment**  
 Amendment No: **24-27-0814** Approval Date: **6/13/2024**  
 Requested Action: **Reduce the project estimate by \$11,735,116, moving funds to project key 23612.**

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

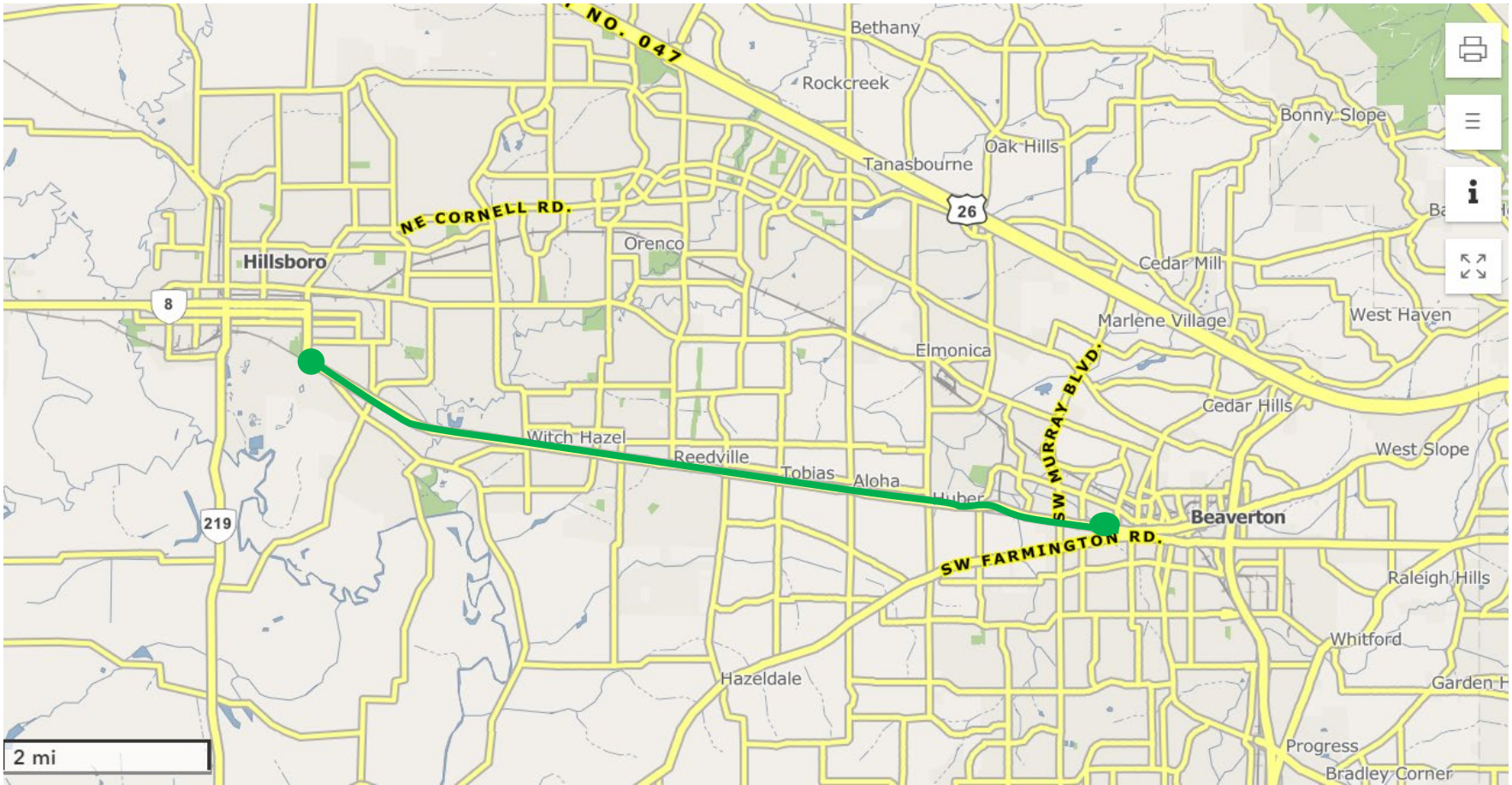
**National Highway System and Functional Classification Designations**

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

**Anticipated Required Performance Measurements Monitoring**

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
				<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	Multiple EFA. OR 8 is in a HIC

Notes: The project limits cross into several Equity Focus Areas which are "yes" for People of Color, (POC), Limited English (LE), and Low Income (LI).







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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new ADA project on OR224  
 and OR213

**Project #6**

Project Details Summary							
ODOT Key #	23771	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA25-04-JAN1		STIP Amendment ID:		24-27-1995	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds PE, ROW, UR, and Cons phases to complete ADA upgrades on OR224 and OR213 Note: Funding for Key 23771 is being reprogrammed from Non-MPO project grouping revenue buckets in Keys 22990, 22038, and 23043.

Project Name:	<b>OR224 &amp; OR213 Curb Ramps (Happy Valley &amp; Mulino)</b>						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	<b>YES</b>		

**Short Description:**  
 Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR224 and OR213

**MTIP Detailed Description (Internal Metro use only):**  
 In SE Clackamas County on OR213 (MP 10.90 to 11.06) and OR224 (MP 8.49 to MP 9.30), construct curb and ramp upgrades to meet compliance with the Americans with Disabilities Act (ADA) standards

**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
<b>Federal Funds</b>									
AC-GARVEE	ACPO	2025		\$ 448,650					\$ 448,650
AC-GARVEE	ACPO	2025			\$ 152,541				\$ 152,541
AC-GARVEE	ACPO	2026				\$ 44,865			\$ 44,865
AC-GARVEE	ACPO	2026					\$ 870,381		\$ 870,381
<b>Federal Totals:</b>			\$ -	\$ 448,650	\$ 152,541	\$ 44,865	\$ 870,381	\$ -	\$ 1,516,437
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025		\$ 51,350					\$ 51,350
State	Match	2025			\$ 17,459				\$ 17,459
State	Match	2026				\$ 5,135			\$ 5,135
State	Match	2026					\$ 99,619		\$ 99,619
<b>State Totals:</b>			\$ -	\$ 51,350	\$ 17,459	\$ 5,135	\$ 99,619	\$ -	\$ 173,563
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ 500,000	\$ 170,000	\$ 50,000	\$ 970,000	\$ -	\$ 1,690,000
Total Estimated Project Cost									\$ 1,690,000
Total Cost in Year of Expenditure:									\$ 1,690,000
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	\$ 170,000	\$ 50,000	\$ 970,000	\$ -	\$ 1,690,000
Phase Change Percent:			0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:			\$ -	\$ 51,350	\$ 17,459	\$ 5,135	\$ 99,619	\$ -	\$ 173,563
Amended Phase Matching Percent:			N/A	10.27%	10.27%	10.27%	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	\$ -	\$ 448,650	\$ 152,541	\$ 44,865	\$ 870,381	\$ -	\$ 1,516,437
State	\$ -	\$ 51,350	\$ 17,459	\$ 5,135	\$ 99,619	\$ -	\$ 173,563
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 500,000	\$ 170,000	\$ 50,000	\$ 970,000	\$ -	\$ 1,690,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	89.73%	89.73%	0.0%	89.73%
State	0.0%	10.27%	10.27%	10.27%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.00%	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%	26.5%	9.0%	2.65%	51.50%	0.0%	89.73%
State	0.0%	3.0%	1.0%	0.30%	5.89%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	29.6%	10.1%	2.96%	57.40%	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
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? **OTC approved funding (expected to be GARVEE Bonds) of ADA upgrades)**
2. Does the amendment include changes or updates to the project funding? **Yes. New AC awarded funds are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the December 4, 20204 OTC action.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **OTC approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

**Project Location References**

	Yes/No	Route	MP Begin	MP End	Length
On State Highway		OR224	8.49	9.3	0.81
	Yes	OR213	10.90	11.06	0.16
Cross Streets		Route or Arterial	Cross Street	Cross Street	
		OR213/Cascade Hwy	South Graves Rd	South Mulino Rd	
Yes		OR224/Clackamas Hwy	SE Goosehollow Dr	South Springwater Rd	

**Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification**

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

**RTP Air Quality Conformity and Transportation Modeling Designations**

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

### 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:  
**Goal #2 - Safer 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 Monday, January 6, 2025 to Tuesday, February 4, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

### Fund Codes References

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	Advance Construction funds with the anticipated late conversion to be GARVEE bonds
State	General state funds normally used to reflect the required minimum match against the federal funds programmed,

**Project Name: OR224 & OR213 curb ramps (Happy Valley & Mulino) (DRAFT AMENDMENT DP**

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%	500,000.00	89.73%	448,650.00	10.27%	51,350.00	0.00%	0.00
	<b>PE Totals</b>		<b>100.00%</b>	<b>500,000.00</b>		<b>448,650.00</b>		<b>51,350.00</b>		<b>0.00</b>
RW	ACPO	ADVANCE CONSTRUCT PR	100.00%	170,000.00	89.73%	152,541.00	10.27%	17,459.00	0.00%	0.00
	<b>RW Totals</b>		<b>100.00%</b>	<b>170,000.00</b>		<b>152,541.00</b>		<b>17,459.00</b>		<b>0.00</b>
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	50,000.00	89.73%	44,865.00	10.27%	5,135.00	0.00%	0.00
	<b>UR Totals</b>		<b>100.00%</b>	<b>50,000.00</b>		<b>44,865.00</b>		<b>5,135.00</b>		<b>0.00</b>
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	970,000.00	89.73%	870,381.00	10.27%	99,619.00	0.00%	0.00
	<b>CN Totals</b>		<b>100.00%</b>	<b>970,000.00</b>		<b>870,381.00</b>		<b>99,619.00</b>		<b>0.00</b>
<b>Grand Totals</b>						<b>1,516,437.00</b>		<b>173,563.00</b>		<b>0.00</b>



**Oregon**  
Tina Kotek, Governor

Oregon Transportation Commission  
Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

**DATE:** November 20, 2024  
**TO:** Oregon Transportation Commission  
*Kristopher W. Strickler*  
**FROM:** Kristopher W. Strickler  
 Director  
**SUBJECT:** Agenda Item O – Quarterly ADA Delivery Program STIP Adjustment

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

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

KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	DIFFERENCE	DESCRIPTION OF CHANGE
23771	1	OR224 & OR213 curb ramps (Happy Valley & Mulino)	8.49 10.90	9.30 11.06	PE, RW, UT, CN	ADAP	GARVEE - ADA	\$ -	\$ 1,690,000	\$ 1,690,000	Add project with funding from 23043, 23038, & 22990 funding buckets; \$500,000 in PE, \$170,000 in RW, \$970,000 in CN, \$50,000 in UT

**Note:**

The OTC approved funding for Key 23771 is being shifted from non-MPO ADA revenue buckets in Keys 22990, 22038 and 23043. There is no action required in the MTIP. ODOT staff will complete the required funding adjustments to Keys 22990, 22038, and 23043 23043 in the STIP.

Name: <b>Portland Metro area 2024-2027 ADA curb ramp design, phase 2</b>						Key: <b>22990</b>	
Description <b>Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.</b>						Region: <b>1</b>	
MPO: <b>Non-MPO, Portland Metro MPO</b>				Work Type: <b>ADAP</b>			
Applicant: <b>ODOT</b>				Status: <b>PROJECT FUNDED THROUGH FINAL PLANS</b>			
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	CLACKAMAS		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	HOOD RIVER		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	MULTNOMAH		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	WASHINGTON		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025					
Total		\$9,780,000.00					\$9,780,000.00
Fund 1		ACPO \$9,780,000.00					
Match							

**Footnote:**

Name: <b>Portland Metro area 2024-2027 ADA curb ramp right of way</b>						Key: <b>23038</b>	
Description <b>ADA program funding for future right of way activities. Projects to be identified at a later date.</b>						Region: <b>1</b>	
MPO: <b>Non-MPO</b>				Work Type: <b>ADAP</b>			
Applicant: <b>ODOT</b>				Status: <b>BUCKET OF FUNDS</b>			
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	VARIOUS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2025				
Total			\$16,796,000.00				\$16,796,000.00
Fund 1			ACPO \$16,796,000.00				
Match							

**Footnote:**

Most Recent Approved Amendment	
Amendment No: <b>24-27-0040</b>	Approval Date: <b>5/1/2024</b>
Requested Action: <b>Reduce the project estimate by \$834,000, moving funds to project key 23492.</b>	

Description: **ADA program funding for future construction activities. Projects to be identified at a later date.** Region: **1**

MPO: **Non-MPO** Work Type: **ADAP**

Applicant: **ODOT** Status: **BUCKET OF FUNDS**

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				<b>REGION 1 ACT</b>	<b>VARIOUS</b>

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					<b>\$105,694,884.00</b>		<b>\$105,694,884.00</b>
Fund 1					ACPO \$105,694,884.0		
Match							

**Footnote:**  
**Most Recent Approved Amendment**  
 Amendment No: **24-27-0814** Approval Date: **6/13/2024**  
 Requested Action: **Reduce the project estimate by \$11,735,116, moving funds to project key 23612.**

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

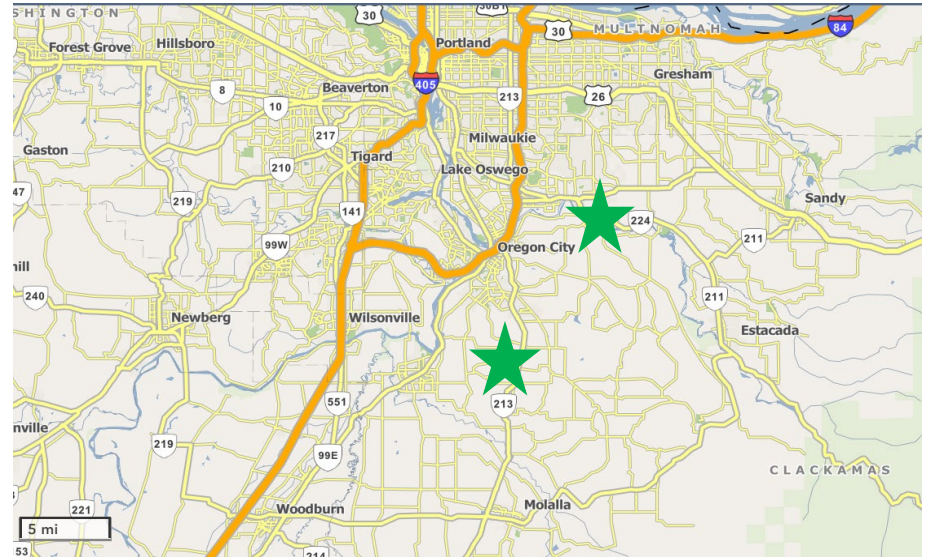
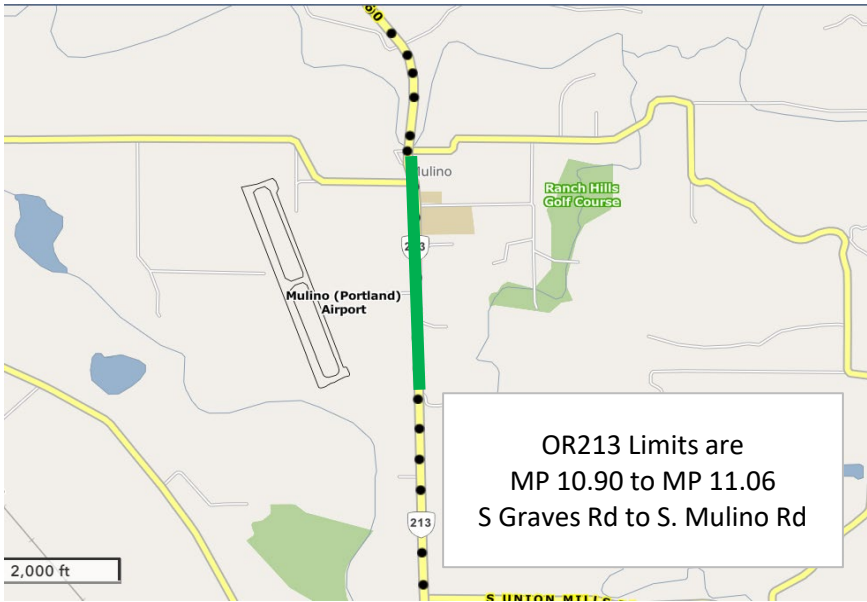
National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	OR213	No designation
	Yes	OR224	No designation
Functional Classification	Yes	OR213	4 = Rural Minor Arterial
	Yes	OR224	4 - Urban Minor Arterial
Federal Aid Eligible Facility	Yes	OR213	Minor Arterial
	Yes	OR224	Minor Arterial

**Anticipated Required Performance Measurements Monitoring**

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

Notes:







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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new ADA project on OR141 in  
 Durham

**Project #7**

Project Details Summary							
ODOT Key #	23772	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA25-04-JAN1		STIP Amendment ID:		24-27-1996	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds PE, ROW, UR, and Cons phases to complete ADA upgrades on OR141 Note: Funding for Key 23772 is being programmed from Non-MPO project grouping revenue buckets in Keys 22990, 22038, and 23043.

Project Name:	<b>OR141 Curb Ramps (Durham)</b>						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	<b>YES</b>		

**Short Description:**  
 Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR141

**MTIP Detailed Description (Internal Metro use only):**  
 In the Durham area on OR141/SW Upper Boones Ferry Rd (MP 7.69 to 8.62), construct curb and ramp upgrades to meet compliance with the Americans with Disabilities Act (ADA) standards

**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
<b>Federal Funds</b>									
AC-GARVEE	ACPO	2025		\$ 628,110					\$ 628,110
AC-GARVEE	ACPO	2025			\$ 215,352				\$ 215,352
AC-GARVEE	ACPO	2026				\$ 44,865			\$ 44,865
AC-GARVEE	ACPO	2026					\$ 1,241,863		\$ 1,241,863
Federal Totals:			\$ -	\$ 628,110	\$ 215,352	\$ 44,865	\$ 1,241,863	\$ -	\$ 2,130,190
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025		\$ 71,890					\$ 71,890
State	Match	2025			\$ 24,648				\$ 24,648
State	Match	2026				\$ 5,135			\$ 5,135
State	Match	2026					\$ 142,137		\$ 142,137
State Totals:			\$ -	\$ 71,890	\$ 24,648	\$ 5,135	\$ 142,137	\$ -	\$ 243,810
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ 700,000	\$ 240,000	\$ 50,000	\$ 1,384,000	\$ -	\$ 2,374,000
Total Estimated Project Cost									\$ 2,374,000
Total Cost in Year of Expenditure:									\$ 2,374,000
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:			\$ -	\$ 700,000	\$ 240,000	\$ 50,000	\$ 1,384,000	\$ -	\$ 2,374,000
Phase Change Percent:			0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:			\$ -	\$ 71,890	\$ 24,648	\$ 5,135	\$ 142,137	\$ -	\$ 243,810
Amended Phase Matching Percent:			N/A	10.27%	10.27%	10.27%	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	\$ -	\$ 628,110	\$ 215,352	\$ 44,865	\$ 1,241,863	\$ -	\$ 2,130,190
State	\$ -	\$ 71,890	\$ 24,648	\$ 5,135	\$ 142,137	\$ -	\$ 243,810
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 700,000	\$ 240,000	\$ 50,000	\$ 1,384,000	\$ -	\$ 2,374,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	89.73%	89.73%	0.0%	89.73%
State	0.0%	10.27%	10.27%	10.27%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.00%	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%	26.5%	9.1%	1.89%	52.31%	0.0%	89.73%
State	0.0%	3.0%	1.0%	0.22%	5.99%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	29.5%	10.1%	2.11%	58.30%	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
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? **OTC approved funding (expected to be GARVEE Bonds) of ADA upgrades)**
2. Does the amendment include changes or updates to the project funding? **Yes. New AC awarded funds are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the December 4, 20204 OTC action.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **OTC approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

**Project Location References**

	Yes/No	Route	MP Begin	MP End	Length
On State Highway		OR141	7.82	8.62	0.80
	Yes	OR141	7.69	7.81	0.12
Net limits are MP 7.69 to MP 8.62					
Cross Streets	Route or Arterial		Cross Street		Cross Street
Yes	OR141/SW Upper Boones Ferry Rd		SW Durham Rd		SW Lower Boones Ferry Rd

**Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification**

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

**RTP Air Quality Conformity and Transportation Modeling Designations**

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

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

### Public Notification/Opportunity to Comment Consistency Requirement

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

### Fund Codes References

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	Advance Construction funds with the anticipated late conversion to be GARVEE bonds
State	General state funds normally used to reflect the required minimum match against the federal funds programmed,

Key Number: **23772**

2024-2027 STIP

Project Name: **OR141 curb ramps (Durham)**

(DRAFT AMENDMENT DP)

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%	700,000.00	89.73%	628,110.00	10.27%	71,890.00	0.00%	0.00
	<b>PE Totals</b>		<b>100.00%</b>	<b>700,000.00</b>		<b>628,110.00</b>		<b>71,890.00</b>		<b>0.00</b>
RW	ACPO	ADVANCE CONSTRUCT PR	100.00%	240,000.00	89.73%	215,352.00	10.27%	24,648.00	0.00%	0.00
	<b>RW Totals</b>		<b>100.00%</b>	<b>240,000.00</b>		<b>215,352.00</b>		<b>24,648.00</b>		<b>0.00</b>
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	50,000.00	89.73%	44,865.00	10.27%	5,135.00	0.00%	0.00
	<b>UR Totals</b>		<b>100.00%</b>	<b>50,000.00</b>		<b>44,865.00</b>		<b>5,135.00</b>		<b>0.00</b>
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	1,384,000.00	89.73%	1,241,863.20	10.27%	142,136.80	0.00%	0.00
	<b>CN Totals</b>		<b>100.00%</b>	<b>1,384,000.00</b>		<b>1,241,863.20</b>		<b>142,136.80</b>		<b>0.00</b>
<b>Grand Totals</b>						<b>2,130,190.20</b>		<b>243,809.80</b>		<b>0.00</b>



Oregon Transportation Commission  
Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

DATE: November 20, 2024  
TO: Oregon Transportation Commission  
*Kristopher W. Strickler*  
FROM: Kristopher W. Strickler  
Director  
SUBJECT: **Agenda Item O** – Quarterly ADA Delivery Program STIP Adjustment

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

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

KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	DIFFERENCE	DESCRIPTION OF CHANGE
23772	1	OR141 curb ramps (Durham)	7.69	8.62	PE, RW, UT, CN	ADAP	GARVEE - ADA	\$ -	\$ 2,374,000	\$ 2,374,000	Add project with funding from 23043, 23038, & 22990 funding buckets; \$700,000 in PE, \$240,000 in RW, \$1,384,000 in CN, \$50,000 in UT

**Note:**

The OTC approved funding for Key 23772 is being shifted from non-MPO ADA revenue buckets in Keys 22990, 22038 and 23043. There is no action required in the MTIP. ODOT staff will complete the required funding adjustments to Keys 22990, 22038, and 23043 23043 in the STIP.

Name: <b>Portland Metro area 2024-2027 ADA curb ramp design, phase 2</b>						Key: <b>22990</b>	
Description <b>Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.</b>						Region: <b>1</b>	
MPO: <b>Non-MPO, Portland Metro MPO</b>			Work Type: <b>ADAP</b>				
Applicant: <b>ODOT</b>			Status: <b>PROJECT FUNDED THROUGH FINAL PLANS</b>				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	CLACKAMAS		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	HOOD RIVER		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	MULTNOMAH		
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	WASHINGTON		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025					
Total		\$9,780,000.00					\$9,780,000.00
Fund 1		ACPO \$9,780,000.00					
Match							

**Footnote:**

Name: <b>Portland Metro area 2024-2027 ADA curb ramp right of way</b>						Key: <b>23038</b>	
Description <b>ADA program funding for future right of way activities. Projects to be identified at a later date.</b>						Region: <b>1</b>	
MPO: <b>Non-MPO</b>			Work Type: <b>ADAP</b>				
Applicant: <b>ODOT</b>			Status: <b>BUCKET OF FUNDS</b>				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	VARIOUS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2025				
Total			\$16,796,000.00				\$16,796,000.00
Fund 1			ACPO \$16,796,000.00				
Match							

**Footnote:**

Most Recent Approved Amendment	
Amendment No: <b>24-27-0040</b>	Approval Date: <b>5/1/2024</b>
Requested Action: <b>Reduce the project estimate by \$834,000, moving funds to project key 23492.</b>	



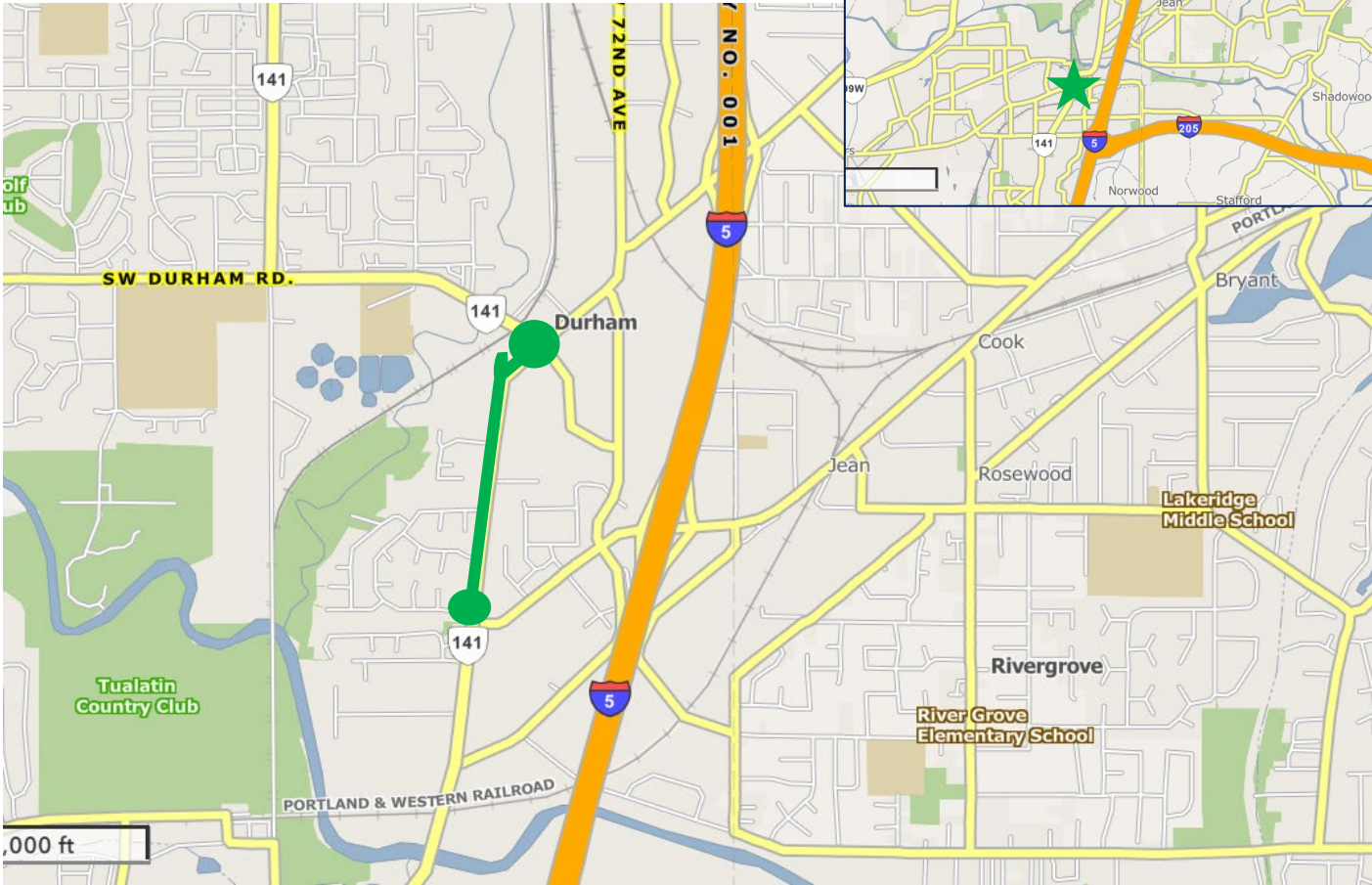
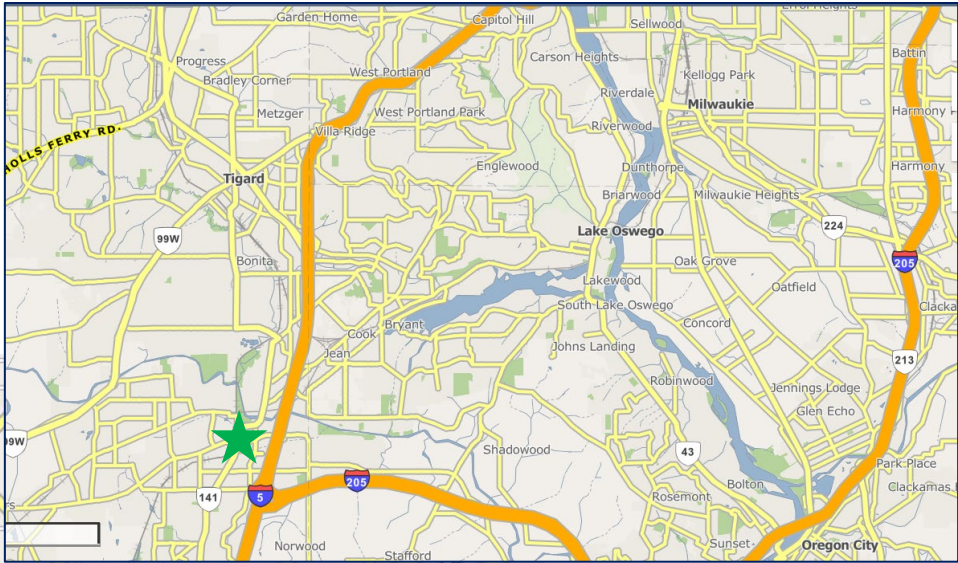
Name: <b>Portland Metro area 2024-2027 ADA curb ramp construction</b>					Key: <b>23043</b>		
Description <b>ADA program funding for future construction activities. Projects to be identified at a later date.</b>						Region: <b>1</b>	
MPO: <b>Non-MPO</b>			Work Type: <b>ADAP</b>				
Applicant: <b>ODOT</b>			Status: <b>BUCKET OF FUNDS</b>				
<b>Location(s)-</b>							
Mileposts	Length	Route	Highway	ACT	County(s)		
				<b>REGION 1 ACT</b>	<b>VARIOUS</b>		
<b>Current Project Estimate</b>							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					<b>2025</b>		
Total					<b>\$105,694,884.00</b>		<b>\$105,694,884.00</b>
Fund 1					ACPO \$105,694,884.0		
Match							
<b>Footnote:</b>							
<b>Most Recent Approved Amendment</b>							
Amendment No: <b>24-27-0814</b>				Approval Date: <b>6/13/2024</b>			
Requested Action: <b>Reduce the project estimate by \$11,735,116, moving funds to project key 23612.</b>							

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

<b>National Highway System and Functional Classification Designations</b>			
System	Y/N	Route	Designation
NHS Project	Yes	OR141	No designation
Functional Classification	Yes	OR141	4 = Urban Minor Arterial
Federal Aid Eligible Facility	Yes	OR141	Minor Arterial

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

Notes: SW Upper Boones Ferry RD borders and EFA with all areas (POC, LI, LE) are yes.





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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new ADA ROW, UR & Cons  
 phases project for ODOT

**Project #8**

Project Details Summary							
ODOT Key #	23748	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:			JA25-04-JAN1	STIP Amendment ID:		24-27-1813	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the right-of-way, construction and utility relocation phases to implement various ADA curb and ramp upgrades along I-84, US26, OR99E, US30, OR211, OR281, and OR282. Note: PE was completed as part of Key 22978.

Project Name:	<b>Portland Metro Area 2024-2027 Curb Ramps, Phase 4</b>						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	YES	

**Short Description:**  
 Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards along I-84, US26, US30, OR99E, OR211, OR281, and OR282.

**MTIP Detailed Description (Internal Metro use only):**  
 At multiple locations along I-84, US26, US30,, OR99E, OR211, OR281, and OR282 , construct curb and ramp upgrades to meet compliance with the Americans with Disabilities Act (ADA) standards

**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
<b>Federal Funds</b>									
AC-GARVEE	ACPO	2025			\$ 1,345,950				\$ 1,345,950
AC-GARVEE	ACPO	2026				\$ 44,865			\$ 44,865
AC-GARVEE	ACPO	2026					\$ 7,761,645		\$ 7,761,645
<b>Federal Totals:</b>			\$ -	\$ -	\$ 1,345,950	\$ 44,865	\$ 7,761,645	\$ -	\$ 9,152,460

<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025			\$ 154,050				\$ 154,050
State	Match	2026				\$ 5,135			\$ 5,135
State	Match	2026					\$ 888,355		\$ 888,355
<b>State Totals:</b>			\$ -	\$ -	\$ 154,050	\$ 5,135	\$ 888,355	\$ -	\$ 1,047,540

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

Programming Note: PE was completed through Key 22978. Fund obligation occurred in FFY 2023.

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ -	\$ 1,500,000	\$ 50,000	\$ 8,650,000	\$ -	\$ 10,200,000
Total Estimated Project Cost							\$ 10,200,000
Total Cost in Year of Expenditure:							\$ 10,200,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed. PE was accomplished in Ley 22978.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ 1,500,000	\$ 50,000	\$ 8,650,000	\$ -	\$ 10,200,000
Phase Change Percent:	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ 154,050	\$ 5,135	\$ 888,355	\$ -	\$ 1,047,540
Amended Phase Matching Percent:	N/A	N/A	10.27%	10.27%	10.27%	0.00%	10.27%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ 1,345,950	\$ 44,865	\$ 7,761,645	\$ -	\$ 9,152,460
State	\$ -	\$ -	\$ 154,050	\$ 5,135	\$ 888,355	\$ -	\$ 1,047,540
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 1,500,000	\$ 50,000	\$ 8,650,000	\$ -	\$ 10,200,000

### Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	89.73%	89.73%	89.73%	0.0%	89.73%
State	0.0%	0.0%	10.27%	10.27%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%
Total	0.0%	0.0%	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%	0.0%	13.2%	0.44%	76.09%	0.0%	89.73%
State	0.0%	0.0%	1.5%	0.05%	8.71%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	14.7%	0.49%	84.80%	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
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>OTC approved funding (expected to be GARVEE Bonds) of ADA upgrades</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. New AC awarded funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the December 4, 2020 OTC action.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>OTC approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
	Yes/No	Route	MP Begin	MP End	Length
On State Highway	Yes	I-84	10.28	64.32	54.04
	Yes	US26	53.50	53.67	0.17
	Yes	US30	2.55	30.81	28.26
	Yes	OR99E	12.94	13.6	0.66
	Yes	OR211	at 33.49	----	----
	Yes	OR281	0.06	16.09	16.03
	Yes	OR282	2.05	2.64	0.59
Cross Streets	Route or Arterial		Cross Street		Cross Street
Multiple	Multiple		Multiple		Multiple

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	5	(RW ) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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

<b>Additional RTP Consistency Check Areas</b>
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1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>Yes in multiple places.</b>
3.	Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a.	If yes, is an amendment required to the UPWP? <b>No.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4.	<p>Applicable RTP Goals:</p> <p><b><u>Goal # 1 -Mobility Options:</u></b> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><b><u>Goal #2 - Safer System:</u></b> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.</p> <p><b><u>Goal #3 - Equitable Transportation:</u></b> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

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

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

**Fund Codes References**

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	Advance Construction funds with the anticipated late conversion to be GARVEE bonds
State	General state funds normally used to reflect the required minimum match against the federal funds programmed,

**Fund Codes**

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
RW	ACPO	ADVANCE CONSTRUCT PR	100.00%	1,500,000.00	89.73%	1,345,950.00	10.27%	154,050.00	0.00%	0.00
	<b>RW Totals</b>		<b>100.00%</b>	<b>1,500,000.00</b>		<b>1,345,950.00</b>		<b>154,050.00</b>		<b>0.00</b>
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	50,000.00	89.73%	44,865.00	10.27%	5,135.00	0.00%	0.00
	<b>UR Totals</b>		<b>100.00%</b>	<b>50,000.00</b>		<b>44,865.00</b>		<b>5,135.00</b>		<b>0.00</b>
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	8,650,000.00	89.73%	7,761,645.00	10.27%	888,355.00	0.00%	0.00
	<b>CN Totals</b>		<b>100.00%</b>	<b>8,650,000.00</b>		<b>7,761,645.00</b>		<b>888,355.00</b>		<b>0.00</b>
<b>Grand Totals</b>						<b>10,200,000.00</b>		<b>9,152,460.00</b>		<b>1,047,540.00</b>



home admin **RTP** **RFFA** **MTIP** **FUND** search

details costs programming map amendments obligations earmarks comments

Note: Required Preliminary Engineering activities were completed as part of Key 22978

**ODOT Key: 22978 | MTIP ID: 71335**

Portland Metro Area 2024-2027 ADA Curb Ramp Design, Phase 1 - Cycle 2021-26

Project(s) in this cycle are not editable

**Current Programming**

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2023		\$17,587,080	\$2,012,920		\$19,600,000	<input type="checkbox"/>
	2021	STBG - STATE	\$17,587,080	\$2,012,920		\$19,600,000	
<b>Totals &gt;&gt;</b>			<b>\$17,587,080</b>	<b>\$2,012,920</b>	<b>\$0</b>	<b>\$19,600,000</b>	



**Oregon**  
Tina Kotek, Governor

**Oregon Transportation Commission**  
Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

**DATE:** November 20, 2024

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** Agenda Item O – Quarterly ADA Delivery Program STIP Adjustment

**Requested Action:**

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

**Background:**

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

KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	DIFFERENCE	DESCRIPTION OF CHANGE
23748	1	Portland Metro area 2024-2027 curb ramps, phase 4	VAR	VAR	RW, CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 10,200,000	\$ 10,200,000	Add project with funding from 23043 & 23038 funding buckets; \$8,650,000 in CN, \$1,500,000 in RW, \$50,000 in UT. Design completed under project key 22978

Note:

The OTC approved funding for Key 23762 is being shifted from non-MPO ADA revenue buckets in Keys 22038 and 23043. There is no action required in the MTIP. ODOT staff will complete the required funding adjustments to Keys 23038 and 23043 in the STIP.

Name: Portland Metro area 2024-2027 ADA curb ramp right of way							Key: 23038
Description ADA program funding for future right of way activities. Projects to be identified at a later date.							Region: 1
MPO: Non-MPO			Work Type: ADAP				
Applicant: ODOT			Status: BUCKET OF FUNDS				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	VARIOUS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year			2025				
Total			\$16,796,000.00				\$16,796,000.00
Fund 1			ACP0 \$16,796,000.00				
Match							
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0040			Approval Date: 5/1/2024				
Requested Action: Reduce the project estimate by \$834,000, moving funds to project key 23492.							

Name: Portland Metro area 2024-2027 ADA curb ramp construction							Key: 23043
Description ADA program funding for future construction activities. Projects to be identified at a later date.							Region: 1
MPO: Non-MPO			Work Type: ADAP				
Applicant: ODOT			Status: BUCKET OF FUNDS				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	VARIOUS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$105,694,884.00		\$105,694,884.00
Fund 1					ACP0 \$105,694,884.0		
Match							
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0814			Approval Date: 6/13/2024				
Requested Action: Reduce the project estimate by \$11,735,116, moving funds to project key 23612.							

Modeling Network , NHS, and Performance Measure Designations

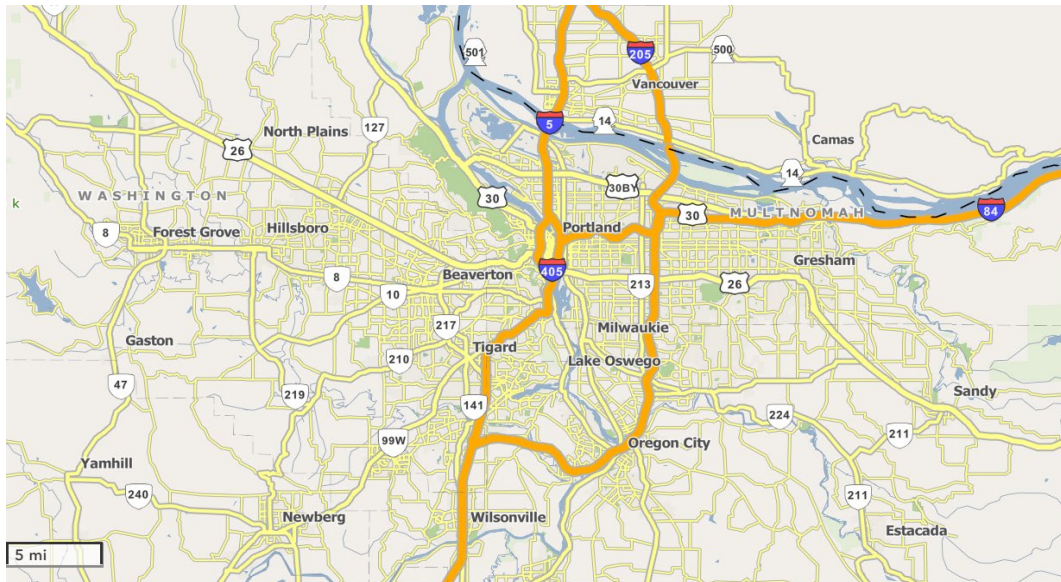
National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	Multiple	Various
Functional Classification	Yes	Multiple	Various
Federal Aid Eligible Facility	Yes	Multiple	Various

Anticipated Required Performance Measurements Monitoring

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

Notes: Specific later mapping and comparison against the RTP performance measures will determine if and where project locations fall into a High Injury Corridor and/or Equity Focus Area. For now, the assumption is yes to both.



Note: Key 23748 is considered a regional project and includes planned ADA upgrades across multiple routes to include I-84, US26, US30, OR99E, OR211, OR281, and OR282. The upgrades extend well outside of the Metro MPA boundary as well. Specific site locations are identified in Attachment 4 to the formal amendment staff report.



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

MTIP Formal Amendment  
**COST INCREASE**  
 Add CDS 2024 approved earmark  
 to support Cons and ROW

**Project #9**

Project Details Summary							
ODOT Key #	20304	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	70944	CDS ID:	OR221	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA25-04-JAN1		STIP Amendment ID:		24-27-2116	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds available Congressionally Directed Spending (CDS) award to the ROW and Construction phases to support updated phase costs to meet project scope requirements.

Project Name:	<b>City of Portland Safety Project</b>							
Lead Agency:	Portland	Applicant:	Portland		Administrator:	FHWA		
Certified Agency Delivery:		Yes	Non-Certified Agency Delivery:		No	Delivery as Direct Recipient:		<b>No</b>

**Short Description:**  
 Work may include intersection improvements upgrade to ADA; utility relocation; signal work; medians; traffic separators; striping; signing; warnings and other safety improvements. (ARTS PGB)

**MTIP Detailed Description (Internal Metro use only):**  
 ARTS PGB contains projects #10, #13, #16, #17, #18, #20, #21, #13H, #168H, #50H, #10H, and #175H to provide various safety improvements in Portland. Added funding pulled from Keys 20476, 20389, and 20334.

**STIP Description:**  
 Intersection improvements, upgrade curb ramps, utility relocation, signal work, medians, traffic separators, striping and signing to improve safety.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway  ODOT Work Type:	Roadway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
	Roadway - Pedestrian  SAFETY	Crossing Treatments	

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
HSIP	ZS30	2022		<del>\$ 1,197,812</del>					\$ -
HSIP	ZS30	2019		\$ 1,122,259					\$ 1,122,259
HSIP	MS32	2019		\$ 75,553					\$ 75,553
Sec 164	ZS32	2022		<del>\$ 41,993</del>					\$ -
Sec 164	ZS32	2019		\$ 41,993					\$ 41,993
HSIP	YS32	2024			\$ 111,586				\$ 111,586
CDS24	Y926	2024			\$ 31,405				\$ 31,405
HSIP	YS30	2025				\$ 57,176			\$ 57,176
HSIP	YS30	2025					\$ 5,311,273		\$ 5,311,273
CDS24	Y926	2025					\$ 2,318,194		\$ 2,318,194
<b>Federal Totals:</b>			\$ -	\$ 1,239,805	\$ 142,991	\$ 57,176	\$ 7,629,467	\$ -	\$ 9,069,439
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local (HSIP)</del>	<del>Match</del>	<del>2022</del>		<del>\$ 101,052</del>					\$ -
Local (ZS30)	Match	2019		\$ 94,678					\$ 94,678
Local (MS32)	Match	2019		\$ 6,374					\$ 6,374
<del>Local (ZS32)</del>	<del>Match</del>	<del>2022</del>		<del>\$ 3,543</del>					\$ -
Local (ZS32)	Match	2019		\$ 3,543					\$ 3,543
Local (YS32)	Match	2024			\$ 9,414				\$ 9,414
Local (CDS24)	Match	2024			\$ 3,595				\$ 3,595
Local (YS32)	Match	2025				\$ 4,824			\$ 4,824
Local (YS30)	Match	2025					\$ 448,077		\$ 448,077
Local (CDS24)	Match	2025					\$ 265,328		\$ 265,328
Other	OTH0	2025					\$ 318,478		\$ 318,478
<b>Local Totals:</b>			\$ -	\$ 104,595	\$ 13,009	\$ 4,824	\$ 1,031,883	\$ -	\$ 1,154,311
Note: PE obligation occurred in 2019 and not 2022.									
<b>Phase Totals</b>									
			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 1,344,400	<del>\$ 121,000</del>	\$ 62,000	<del>\$ 5,759,350</del>	\$ -	<del>\$ 7,286,750</del>
Amended Programming Totals			\$ -	\$ 1,344,400	\$ 156,000	\$ 62,000	\$ 8,661,350	\$ -	\$ 10,223,750
Total Estimated Project Cost									\$ 10,223,750
Total Cost in Year of Expenditure:									\$ 10,223,750
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:			\$ -	\$ -	\$ 35,000	\$ -	\$ 2,902,000	\$ -	\$ 2,937,000
Phase Change Percent:			0.0%	0.0%	28.9%	0.0%	50.4%	0.0%	40.3%
Amended Phase Matching Funds:			\$ -	\$ 104,595	\$ 13,009	\$ 4,824	\$ 713,405	\$ -	\$ 835,833
Amended Phase Matching Percent:			N/A	7.78%	8.34%	7.78%	8.24%	0.00%	8.18%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,239,805	\$ 142,991	\$ 57,176	\$ 7,629,467	\$ -	\$ 9,069,439
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 104,595	\$ 13,009	\$ 4,824	\$ 1,031,883	\$ -	\$ 1,154,311
Total	\$ -	\$ 1,344,400	\$ 156,000	\$ 62,000	\$ 8,661,350	\$ -	\$ 10,223,750

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	92.22%	91.66%	0.0%	88.09%	0.0%	88.71%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	7.78%	8.34%	0.0%	11.91%	0.0%	11.29%
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%	12.1%	1.4%	0.6%	74.6%	0.0%	88.71%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	1.0%	0.1%	0.0%	10.1%	0.0%	11.29%
Total	0.0%	13.1%	1.5%	0.6%	84.7%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,344,400	\$ 156,000				Aid ID
Federal Funds Obligated:		\$ 1,239,805	\$ 142,991				5900(307)
EA Number:		PE003132	R9772000				FHWA or FTA
Initial Obligation Date:		8/27/2019	3/27/2024				FHWA
EA End Date:		8/31/2025	7/31/2026				FMIS or TRAMS
Known Expenditures:		\$ 927,842	\$ 223				FMIS
				Estimated Project Completion Date:			12/31/2028
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 HSIP plus **FFY 2024 Congressionally Directed Spending (CDS) award (earmark)**
2. Does the amendment include changes or updates to the project funding? **Yes. New CDS awarded funds are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the May 10, 2024 CDS awards guidance memo.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **Congressional 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	
Cross Streets		Route or Arterial	Cross Street	Cross Street	
		Various	Various	Various	

**Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification**

1st Year Programmed	<b>2019</b>	Years Active	<b>7</b>	Project Status	5	(RW ) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	<b>8</b>	Last Amendment	Administrative	Date of Last Amendment	February 2024	Last MTIP Amend Num	AM24-08-FEB4
Last Amendment Action	ADVANCE PHASE: The admin mod advances the ROW phase from FFY 2025 to FFY 2024.						

**RTP Air Quality Conformity and Transportation Modeling Designations**

Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Safety -Highway Safety Improvement Program implementation.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>Safety &amp; Operations Projects: 2023-2030</b>
RTP Project Description:	<b>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.</b>



**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 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.
  - Goal #2 - Safer System:**  
Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
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 Monday, January 6, 2025 to Tuesday, February 4, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

**Fund Codes References**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CDS24	A Congressionally Directed Spending (CDS) (or earmark) federally funded award. CDS24 refers to the award occurring from the FFY 2024 year.
HSIP	A federal funding source (FHWA based) appropriated to the State DOT. The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
Other	General local or state funds committed to the project above the required minimum match to the federal funds. Other funds may also represent the lead agency's ability to fund the entire phase with local funds.
Sec 164	A category of federal HSIP funds that support improving road safety on all public roads and focuses on performance

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	MS32	SEC 164 - HSIP ACTIV	6.09%	81,926.88	92.22%	75,552.97	0.00%	0.00	7.78%	6,373.91
	ZS30	HIGHWAY SAFETY IMP PROG FAST	90.52%	1,216,937.00	92.22%	1,122,259.30	0.00%	0.00	7.78%	94,677.70
	ZS32	SEC 164 PENALTIES HSIP FAST	3.39%	45,536.12	92.22%	41,993.41	0.00%	0.00	7.78%	3,542.71
	<b>PE Totals</b>			<b>100.00%</b>	<b>1,344,400.00</b>		<b>1,239,805.68</b>		<b>0.00</b>	
RW	Y926	HIP - community project congressionally directed	22.44%	35,000.00	89.73%	31,405.50	0.00%	0.00	10.27%	3,594.50
	YS32	HSIP Section 164 penalties IIJA	77.56%	121,000.00	92.22%	111,586.20	0.00%	0.00	7.78%	9,413.80
	<b>RW Totals</b>			<b>100.00%</b>	<b>156,000.00</b>		<b>142,991.70</b>		<b>0.00</b>	
UR	YS30	Highway Safety Imp Program IIJA	100.00%	62,000.00	92.22%	57,176.40	0.00%	0.00	7.78%	4,823.60
	<b>UR Totals</b>			<b>100.00%</b>	<b>62,000.00</b>		<b>57,176.40</b>		<b>0.00</b>	
CN	OTH0	OTHER THAN STATE OR	3.68%	318,477.77	0.00%	0.00	0.00%	0.00	100.00%	318,477.77
	Y926	HIP - community project congressionally directed	29.83%	2,583,522.23	89.73%	2,318,194.50	0.00%	0.00	10.27%	265,327.73
	YS30	Highway Safety Imp Program IIJA	66.49%	5,759,350.00	92.22%	5,311,272.57	0.00%	0.00	7.78%	448,077.43
	<b>CN Totals</b>			<b>100.00%</b>	<b>8,661,350.00</b>		<b>7,629,467.07</b>		<b>0.00</b>	
<b>Grand Totals</b>					<b>10,223,750.00</b>		<b>9,069,440.85</b>		<b>0.00</b>	<b>1,154,309.15</b>



# Memorandum

Subject: **ACTION:** Highway Infrastructure Programs Projects designated in Division F of the Consolidated Appropriations Act, 2024 Allocation of Y603 Funds [CFDA No. 20.205]

Date: May 10, 2024

In Reply  
Refer to: HISM-40

From: Peter J. Stephanos  
Director, Office of Stewardship, Oversight, and Management

PETER JOHN  
STEPHANOS  
Digitally signed by PETER JOHN  
STEPHANOS  
Date: 2024.05.10 09:38:49 -0400

To: Brian R. Bezio  
Chief Financial Officer

Revised June 7, 2024

State	Demo ID	Project	Amount available under P.L. 118-42		Allocation of Y603 Funds This Memorandum	
			Project	State Total	Project	State Total
OR	OR221	SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)	2,349,600		2,349,600	
OR	OR222	Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek	850,000		850,000	
OR	OR223	Hood River/White Salmon Interstate Bridge Replacement Project	4,000,000		4,000,000	
OR	OR224	Beaverton Downtown Loop	1,616,279		1,616,279	
OR	OR225	East Forest Grove Safety Improvement Project	850,000		850,000	
OR	OR226	Abernethy Green Access Project	4,000,000		4,000,000	
OR	OR227	OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)	2,800,000		2,800,000	

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

**National Highway System and Functional Classification Designations**

System	Y/N	Route	Designation
NHS Project	No	Various	Various
Functional Classification	Yes	Various	Various
Federal Aid Eligible Facility	Yes	Various	Various

Note: Key 20304 is a safety project grouping bucket which supports various eligible safety roadway improvements under the HSIP program. Specific approved site locations are shown below.

**Anticipated Required Performance Measurements Monitoring**

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

Added notes:

ARTS ID#	AGENCY	Location/Name	DESCRIPTION
<b>20304</b>	<b>CITY OF PORTLAND SAFETY PROJECT</b>		
10	City of Portland	102nd/Cherry Blossom/112th: Halsey to Holgate	Install coordination/adaptive signal timing and install dilemma zone protection system at the intersections of NE 102nd at Halsey, Glisan, Burnside, Stark, and Washington; at the intersections of Cherry Blossom at 106th and Market; and at the intersections of 112th with Division and Holgate.
13	City of Portland	Broadway/Weidler: Larabee to 21st	Install coordination or adaptive signal timing at all signals from Larabee to 21st
16	City of Portland	Division St: 158th Ave to 167th Ave	Install intersection illumination on Division St at 158th Ave, 159th Ave, 160th Ave, 162nd Ave, 164th Ave, 165th, 166th Ave, and 167th Ave.
17	City of Portland	Division: 82nd to 174th	Install coordination or adaptive signal timing and install actuated advance warning dilemma zone protection system on Division at 82nd, 87th, 92nd, I-205 southbound, 96th, 112th, 119th, 122nd, 130th, 136th, 145th, 148th, 162nd, 168th, and 174th .
18	City of Portland	Foster: 62nd Ave to 72nd Ave	Install intersections illumination on Foster Rd at 65th Ave, 67th Ave, 69th Ave, 72nd Ave. Install new countdown pedestrian signal heads on Foster Rd at 64th/Holgate St and 67th Ave.
20	City of Portland	Sandy Blvd: Prescott to 92nd and Hawthorne at 30th	Intersection illumination at the intersections of Sandy Blvd at Prescott, Sandy Blvd at 91st Ave, and Hawthorne at 30th
21	City of Portland	Pedstrian signal at Burnside and 20th	Install new signal at W Burnside and 20th Pl. Close 20th Pl on south side of intersection.

13H	City of Portland	SE Division St at SE 112th Ave	Full signal rebuild with dual mast arm poles on NW and SE corners and ped poles on the NE and SW corners; Add bulb outs on NW and SE corners; Upgrade ADA on all 4 corners; Install a 150 foot long traffic separator with candlesticks on east leg; Restripe eastbound lane lines and center line and remove parking. Signal coordination included in ARTS Systemic project on Division and ARTS Systemic project on 112th.
168H	City of Portland	NW Glisan St at NW Broadway	Full signal rebuild with reflectorized backplates; Install illumination on NE corner; ADA ramps completed as part of City project in 2016.
50H	City of Portland	SE Division St at SE 162nd Ave	Install a 150 foot long traffic separator with candlesticks on the north leg of the intersection; Restripe northbound lanes to the east of the traffic separator on the northern leg of the intersection; <del>Install a 100 foot long traffic separator with candlesticks on the west leg of the intersection;</del> Restripe lanes north or south of the traffic separator on the west leg of the intersection. Signal coordination included in ARTS Systemic project on Division. Illumination included in ARTS Bike/Ped Systemic project on Division.
10H	City of Portland	NE Glisan St at NE 122nd Ave	Install 250 foot long traffic separator with candlesticks on the west leg of intersection; Move lane striping south two feet to accommodate shy distance and improve east-west intersection alignment on the west leg of the intersection
175H	City of Portland	OR-10 (Beaverton-Hillsdale Hwy) at SW 30th Ave	Install new mast arm pole on SW corner; Install 2 ped heads in SW corner; Install westbound supplemental head on NW pole riser; Replace southbound and westbound signal heads with new ones with reflective backplates. ADA ramps to be rebuilt by City with a previous project.
179H	City of Portland	SE Holgate Blvd at SE 112th Ave	Install protected/permissive left turn phasing on both Holgate and 112th Ave; Rebuild driveway at south leg of the intersection; Install two new bulb outs on NW and SE corners; Upgrade ADA on 4 corners; Adjust lane lines around bulb out on NW corner; Restripe lanes to include a left turn only lane and a thru right turn lane. Signal coordination included in ARTS Systemic project on 112th.
166H	City of Portland	SE Holgate Blvd at SE Milwaukie Ave	Full signal rebuild; Install protected westbound left turns; prohibit eastbound left turns; Upgrade ADA ramps on all four corners
<b>20304 Totals</b>			



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: January 10, 2025  
To: JPACT and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: January FFY 2025 MTIP Formal Amendment & Resolution 25-5456 Approval Request – JA25-04-JAN1

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## **FORMAL MTIP AMENDMENT STAFF REPORT**

### **Amendment Purpose Statement**

**FOR THE PURPOSE OF ADDING OR AMENDING NINE PROJECTS TO THE 2024-27 MTIP INCLUDING SIX NEW AMERICANS WITH DISABILITIES ACT UPGRADE PROJECTS TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS**

### **BACKGROUND**

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

The January 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment represents the regular monthly formal amendment submission and contains nine projects. Six projects are new ODOT funded Americans with Disabilities Act (ADA) upgrades, one projects adds a new Congressionally Directed Spending (CDS) award with the remaining two existing projects addressing funding issues. Three of the new ODOT ADA upgrade projects add construction and Utility Relocation implementation phases. Final proposed project site locations have now been identified within the project limits. The staff report includes three attachments that include the project site locations for the three ADA implementation phase projects.

#### **What is the requested action?**

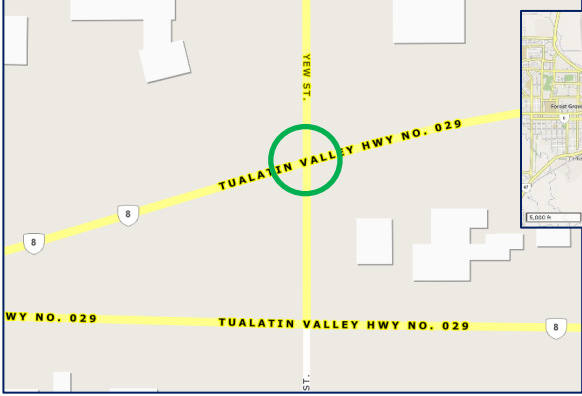
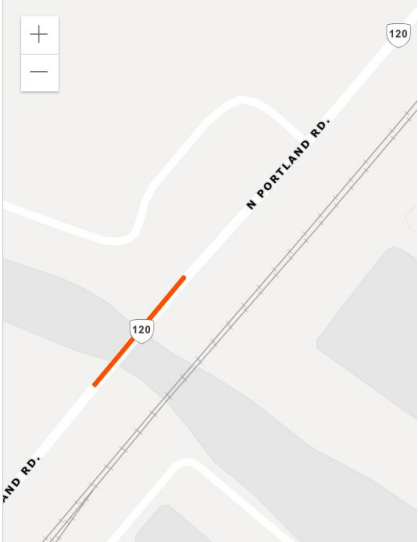
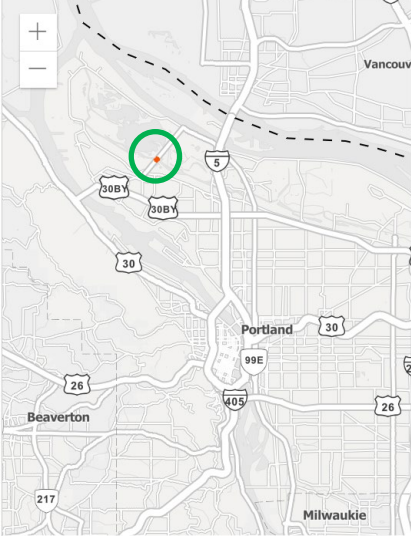
**TPAC received their official notification on January 10 2025, now is providing their approval recommendation to JPACT to approved Resolution 25-5456 to complete all required MTIP programming actions for the nine projects in the January 2025 MTIP Formal Amendment.**

1/10/2025 TPAC Meeting Summary: TPAC met on January 10, 2025. TPAC members received their official notification and overview of the project amendments within the January 2025 Formal Amendment bundle. TPAC members raised a couple of questions about how the funding for the ADA projects occur and the reprogramming background about the Columbia Slough Bridge project. Chris Ford, ODOT provided updates to both, but also cautioned that the details for the ADA allocations occur through OTC and the Bridge program controls how the bridge program funds are use, redirected, and reprogrammed. With no further discussion, TPAC unanimously provided their approval recommendation

for JPACT to approve Resolution 25-5456 which includes the nine projects in the amendment bundle.

A summary of the project amendments are stated in the following tables

<b>Project Number: 1</b>	<b>Key Number: 23814</b>	<b>Status: Add New Project</b>																																													
<b>Project Name:</b>	<b>East Forest Grove Safety Improvement Project</b>																																														
<b>Lead Agency:</b>	Forest Grove																																														
<b>Description:</b>	On OR8/N Adair St in eastern Forest Grove at MP 17.35 at the Yew St intersection, install a new traffic signal to reduce crashes and provide better protection for pedestrians to connect a low-income and historically disadvantaged community to transit and commercial options. (CDS 2024 award #225)																																														
<b>Funding Summary:</b>	<p>The East Forest Grove Safety Improvement Project received a FFY 2024 Congressionally Directed Spending award totaling \$850,000. The funding will support the completion of Preliminary Engineering (PE) activities. With the required match, a total \$947,286 is being programmed in the PE phase. The RTP estimated total project cost is \$3,200,000.</p> <p>Revised June 7, 2024</p> <table border="1"> <thead> <tr> <th colspan="3"></th> <th colspan="2">Amount available under P.L. 118-42</th> </tr> <tr> <th>State</th> <th>Demo ID</th> <th>Project</th> <th>Project</th> <th>State Total</th> </tr> </thead> <tbody> <tr> <td>OR</td> <td>OR221</td> <td>SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)</td> <td>2,349,600</td> <td></td> </tr> <tr> <td>OR</td> <td>OR222</td> <td>Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek</td> <td>850,000</td> <td></td> </tr> <tr> <td>OR</td> <td>OR223</td> <td>Hood River/White Salmon Interstate Bridge Replacement Project</td> <td>4,000,000</td> <td></td> </tr> <tr> <td>OR</td> <td>OR224</td> <td>Beaverton Downtown Loop</td> <td>1,616,279</td> <td></td> </tr> <tr> <td>OR</td> <td>OR225</td> <td>East Forest Grove Safety Improvement Project</td> <td>850,000</td> <td></td> </tr> <tr> <td>OR</td> <td>OR226</td> <td>Abernethy Green Access Project</td> <td>4,000,000</td> <td></td> </tr> <tr> <td>OR</td> <td>OR227</td> <td>OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)</td> <td>2,800,000</td> <td></td> </tr> </tbody> </table>					Amount available under P.L. 118-42		State	Demo ID	Project	Project	State Total	OR	OR221	SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)	2,349,600		OR	OR222	Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek	850,000		OR	OR223	Hood River/White Salmon Interstate Bridge Replacement Project	4,000,000		OR	OR224	Beaverton Downtown Loop	1,616,279		OR	OR225	East Forest Grove Safety Improvement Project	850,000		OR	OR226	Abernethy Green Access Project	4,000,000		OR	OR227	OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)	2,800,000	
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<b>Amendment Action:</b>	The formal amendment adds the new CDS awarded project to the 2024-27 MTIP. The action will ensure the CDA awarded funds can obligate during FFY 2025 and will be expended in a timely fashion before they can lapse.																																														
<b>Added Notes:</b>	Project Location – See next page																																														

		
Project Number: 2	<b>Key Number: 21709</b>	<b>Status: Existing Project</b>
Project Name:	<b>OR120: Columbia Slough Bridge (Portland)</b>	
Lead Agency:	ODOT	
Description:	Study to determine the alignment and construction method for a future bridge replacement of the existing timber structure that is obsolete, costly to continuously repair, and can no longer support heavier loads.	
Funding Summary:	The formal amendment cancels the preliminary engineering (PE) and right-of-way (ROW) phases. This removes \$15,254,100 of federal funds from the project and leaves only the planning phase programmed. The \$15.2 million will be reprogrammed to ODOT's the Abernethy (Key 22467 - I-205: I-5 to OR213, Phase 1A) and Center St bridge (Key 21705 - OR22: Center St Bridge - Salem) projects.	
Amendment Action:	The formal amendment cancels the PE and ROW phases allowing the funds to be transferred and committed to tother ODOT projects.	
Added Notes:	<p>Project location</p>  	



**ADA Upgrade Projects Summary:**

The next six projects represent new ODOT funded ADA upgrade projects being added to the MTIP.

**ADA Program Upgrade Summary (From the December 4, 2024 OTC staff report item):**

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

Initially, design funds are used to conduct the required survey and preliminary engineering needed to establish each ramp footprint. Programming cost estimates for ADA Delivery Program projects use a statewide average per ramp cost multiplied by the number of curb ramps in each project. The actual cost of individual curb ramps vary based on the complexity of each location and this is refined as project design progresses, at which time the project funding is adjusted as needed for construction. Standard inflation factors are added based on scheduled construction year. ADA Delivery Program Funds remaining from the previous STIP cycle have been returned to the Program's bottom line, as an outcome of projects being completed for less than the originally programmed amount. As a result of those actions, the Program currently has \$27,000,000 remaining from completed STIP projects, which can now be allocated to other ADA projects. Funding for the ADA Delivery Program is allocated in the 2024-2027 STIP. Funds are distributed from this reserve to individual projects through this quarterly STIP amendment process.

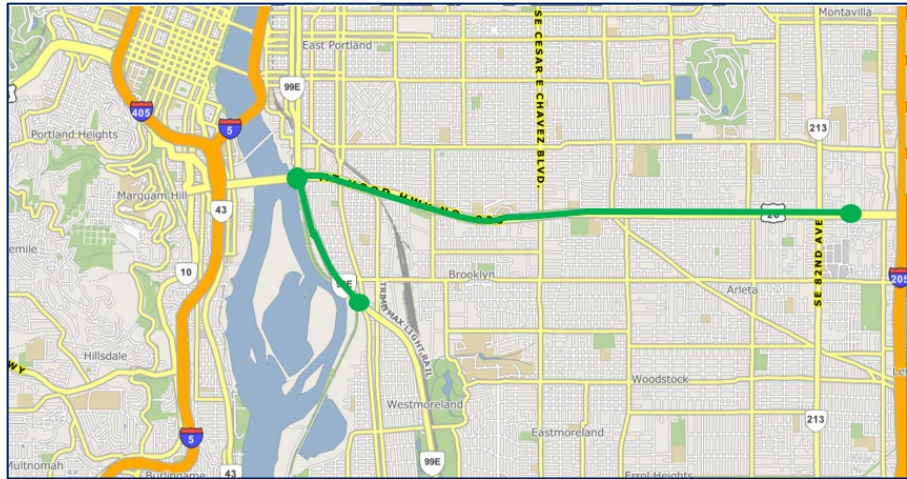
All six projects required OTC approval to authorize and commit the funding for the projects. OTC approval occurred during their December 4, 2024 meeting. The proposed funding responsibility will be from State GARVEE bonds. MTIP programming will utilize Advance Construction fund code (AC) with the expected conversion code being GARVEE bonds (or AC-GARVEE). The OTC's approval included:

- Amendments on 25 individual ADA projects.
- Moving funds out of 7 ADA funding buckets (*project grouping funding buckets*).
- Adding 15 new projects (*statewide*).
- Adding construction phases to 3 existing projects (*non-Region 1 projects*).
- Utilizing funds already committed to ADA Delivery Program.

**The Six new ADA projects:**

Three of the six projects include implementation phases (utility relocation and construction). This reflects that the final site locations are now defined. This staff report contains three attachments listing the final site locations for reference for the ADA

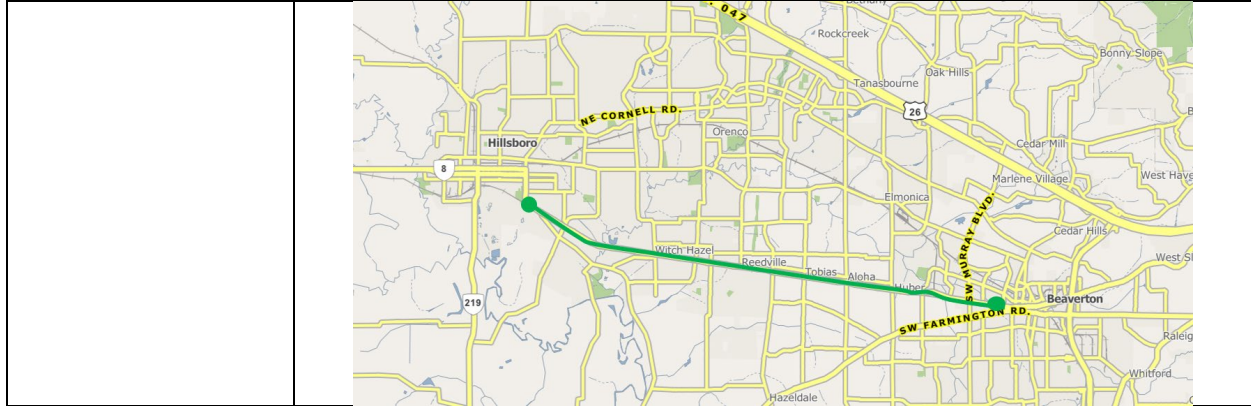
upgrades. Three o projects are just starting and include funding for preliminary engineering (PE). The site locations are not yet finalized within their stated project location. ODOT will determine the final site locations for these three projects through the PE phase. A summary of the six new ADA now follows.

Project Number: 3	<b>Key Number: 23734</b>	<b>Status: Add New Project</b>																				
Project Name:	<b>Portland Metro Area 2024-2027 Curb Ramps, Phase 3</b>																					
Lead Agency:	ODOT																					
Description:	Construct curb ramps to meet compliance with the ADA standards on OR99E and US26. UR and construction phases are being added through this amendment.																					
Funding Summary:	<p>OTC approved a total of \$10,850,000 for this project. The federal portion is \$9,735,705 with a required state match of \$1,114,295.</p> <table border="1"> <thead> <tr> <th>KEY #</th> <th>REGION</th> <th>PROJECT NAME</th> <th>BMP</th> <th>EMP</th> <th>PHASE</th> <th>Primary work type</th> <th>Funding Responsibility of new funds</th> <th>CURRENT TOTAL</th> <th>PROPOSED TOTAL</th> </tr> </thead> <tbody> <tr> <td>23734</td> <td>1</td> <td>Portland Metro area 2024-2027 curb ramps, phase 3</td> <td>1.1 1.45</td> <td>5.49 2.65</td> <td>CN, UT</td> <td>ADAP</td> <td>GARVEE - ADA</td> <td>\$ -</td> <td>\$ 10,850,000</td> </tr> </tbody> </table>		KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	23734	1	Portland Metro area 2024-2027 curb ramps, phase 3	1.1 1.45	5.49 2.65	CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 10,850,000
KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL													
23734	1	Portland Metro area 2024-2027 curb ramps, phase 3	1.1 1.45	5.49 2.65	CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 10,850,000													
Amendment Action:	The formal amendment adds the new ADA upgrade project to the MTIP. Attachment 2 to the staff report include the specific project site locations for the ADA curb and ramp upgrades.																					
Added Notes:	<p>Project Location:</p> 																					

Project Number: 4	<b>Key Number: 23762</b>	<b>Status: Add New Project</b>
Project Name:	<b>Portland Metro Area 2024-2027 Curb Ramps, Phase 5</b>	
Lead Agency:	ODOT	
Description:	Construct curb ramps to meet compliance with the ADA standards on OR219 and OR8.	
Funding Summary:	OTC approved a total of \$8,320,000 for this project. The federal portion is \$7,465,536 with a required state match of \$854,464.	

	<table border="1"> <thead> <tr> <th>KEY #</th> <th>REGION</th> <th>PROJECT NAME</th> <th>BMP</th> <th>EMP</th> <th>PHASE</th> <th>Primary work type</th> <th>Funding Responsibility of new funds</th> <th>CURRENT TOTAL</th> <th>PROPOSED TOTAL</th> </tr> </thead> <tbody> <tr> <td>23762</td> <td>1</td> <td>Portland Metro area 2024-2027 curb ramps, phase 5</td> <td>12.69 12.18 0.18</td> <td>17.34 17.48 0.26</td> <td>RW, CN, UT</td> <td>ADAP</td> <td>GARVEE - ADA</td> <td>\$ -</td> <td>\$ 8,320,000</td> </tr> </tbody> </table>	KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	23762	1	Portland Metro area 2024-2027 curb ramps, phase 5	12.69 12.18 0.18	17.34 17.48 0.26	RW, CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 8,320,000
KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL												
23762	1	Portland Metro area 2024-2027 curb ramps, phase 5	12.69 12.18 0.18	17.34 17.48 0.26	RW, CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 8,320,000												
Amendment Action:	The formal amendment adds the new ADA upgrade project to the MTIP. Attachment 3 to the staff report include the specific project site locations for the ADA curb and ramp upgrades.																				
Added Notes:	<p>Project location:</p>																				

Project Number: 5	<b>Key Number: 23770</b>	<b>Status: Add New Project</b>																				
Project Name:	<b>OR8 Curb Ramps (Beaverton &amp; Hillsboro)</b>																					
Lead Agency:	ODOT																					
Description:	Construct curb ramps to meet compliance with ADA standards on OR8.																					
Funding Summary:	<p>OTC approved a total of \$3,646,000 for this project. The federal portion is \$3,271,556 with a required state match of \$374,444.</p> <table border="1"> <thead> <tr> <th>KEY #</th> <th>REGION</th> <th>PROJECT NAME</th> <th>BMP</th> <th>EMP</th> <th>PHASE</th> <th>Primary work type</th> <th>Funding Responsibility of new funds</th> <th>CURRENT TOTAL</th> <th>PROPOSED TOTAL</th> </tr> </thead> <tbody> <tr> <td>23770</td> <td>1</td> <td>OR8 curb ramps (Beaverton &amp; Hillsboro)</td> <td>4.02</td> <td>11.95</td> <td>PE, RW, UT, CN</td> <td>ADAP</td> <td>GARVEE - ADA</td> <td>\$ -</td> <td>\$ 3,646,000</td> </tr> </tbody> </table>		KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	23770	1	OR8 curb ramps (Beaverton & Hillsboro)	4.02	11.95	PE, RW, UT, CN	ADAP	GARVEE - ADA	\$ -	\$ 3,646,000
KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL													
23770	1	OR8 curb ramps (Beaverton & Hillsboro)	4.02	11.95	PE, RW, UT, CN	ADAP	GARVEE - ADA	\$ -	\$ 3,646,000													
Amendment Action:	The formal amendment adds the new ADA upgrade project to the MTIP. The project is just beginning and include a PE phase. The ADA upgrade site locations have not been finalized. This action will through the PE phase.																					
Added Notes:	Project location:																					



**Project Number: 6**      **Key Number: 23771**      **Status: Add New Project**

**Project Name: OR224 & OR213 Curb Ramps (Happy Valley & Mulino)**

**Lead Agency: ODOT**

**Description:** Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR224 and OR213.

**Funding Summary:** OTC approved a total of \$1,690,000 for this project. The federal portion is \$ 1,516,437 with a required state match of \$173,563.

KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL
23771	1	OR224 & OR213 curb ramps (Happy Valley & Mulino)	8.49 10.90	9.30 11.06	PE, RW, UT, CN	ADAP	GARVEE - ADA	\$ -	\$ 1,690,000

**Amendment Action:** The formal amendment adds the new ADA upgrade project to the MTIP. The project is just beginning and include a PE phase. The ADA upgrade site locations have not been finalized. This action will through the PE phase.

**Project Location:**

**Added Notes:**

OR213 Limits are  
MP 10.90 to MP 11.06  
S Graves Rd to S. Mulino Rd

OR224 Limits are  
MP 8.49 to MP 11.06  
SE Goosehollow Dr to  
South Springwater Rd

Project Number: 7	<b>Key Number: 23772</b>	<b>Status: Add New Project</b>																				
Project Name:	<b>OR141 Curb Ramps (Durham)</b>																					
Lead Agency:	ODOT																					
Description:	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on OR141																					
Funding Summary:	<p>OTC approved a total of \$2,374,000 for this project. The federal portion is \$2,130,190 with a required state match of \$243,810.</p> <table border="1"> <thead> <tr> <th>KEY #</th> <th>REGION</th> <th>PROJECT NAME</th> <th>BMP</th> <th>EMP</th> <th>PHASE</th> <th>Primary work type</th> <th>Funding Responsibility of new funds</th> <th>CURRENT TOTAL</th> <th>PROPOSED TOTAL</th> </tr> </thead> <tbody> <tr> <td>23772</td> <td>1</td> <td>OR141 curb ramps (Durham)</td> <td>7.69</td> <td>8.62</td> <td>PE, RW, UT, CN</td> <td>ADAP</td> <td>GARVEE - ADA</td> <td>\$ -</td> <td>\$ 2,374,000</td> </tr> </tbody> </table>		KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	23772	1	OR141 curb ramps (Durham)	7.69	8.62	PE, RW, UT, CN	ADAP	GARVEE - ADA	\$ -	\$ 2,374,000
KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL													
23772	1	OR141 curb ramps (Durham)	7.69	8.62	PE, RW, UT, CN	ADAP	GARVEE - ADA	\$ -	\$ 2,374,000													
Amendment Action:	The formal amendment adds the new ADA upgrade project to the MTIP. The project is just beginning and include a PE phase. The ADA upgrade site locations have not been finalized. This action will through the PE phase.																					
Added Notes:	<p>Project location</p>																					

Project Number: 8	<b>Key Number: 23748</b>	<b>Status: Add New Project</b>
Project Name:	<b>Portland Metro Area 2024-2027 Curb Ramps, Phase 4</b>	
Lead Agency:	ODOT	
Description:	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards along I-84, US26, US30, OR99E, OR211, OR281, and OR282.	
Funding Summary:	OTC approved a total of \$10,200,000 for this project. The federal portion is \$9,152,460 with a required state match of \$1,047,540.	

	<table border="1"> <tr> <th>KEY #</th> <th>REGION</th> <th>PROJECT NAME</th> <th>BMP</th> <th>EMP</th> <th>PHASE</th> <th>Primary work type</th> <th>Funding Responsibility of new funds</th> <th>CURRENT TOTAL</th> <th>PROPOSED TOTAL</th> </tr> <tr> <td>23748</td> <td>1</td> <td>Portland Metro area 2024-2027 curb ramps, phase 4</td> <td>VAR</td> <td>VAR</td> <td>RW, CN, UT</td> <td>ADAP</td> <td>GARVEE - ADA</td> <td>\$ -</td> <td>\$ 10,200,000</td> </tr> </table>	KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	23748	1	Portland Metro area 2024-2027 curb ramps, phase 4	VAR	VAR	RW, CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 10,200,000
KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE	Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL												
23748	1	Portland Metro area 2024-2027 curb ramps, phase 4	VAR	VAR	RW, CN, UT	ADAP	GARVEE - ADA	\$ -	\$ 10,200,000												
<b>Amendment Action:</b>	The formal amendment adds the new ADA upgrade project to the MTIP. Attachment 4 to the staff report include the specific project site locations for the ADA curb and ramp upgrades.																				
<b>Added Notes:</b>	None																				

End ADA upgrade project submissions

<b>Project Number: 9</b>	<b>Key Number: 20304</b>	<b>Status: Existing Project</b>																																																												
<b>Project Name:</b>	<b>City of Portland Safety Project</b>																																																													
<b>Lead Agency:</b>	Portland																																																													
<b>Description:</b>	Work may include intersection improvements upgrade to ADA; utility relocation; signal work; medians; traffic separators; striping; signing; warnings and other safety improvements. (ARTS PGB)																																																													
<b>Funding Summary:</b>	<p>The project initially was funded from ODOT’s All Roads Transportation Safety (ARTS) program. In addition to this funding, Portland received a Congressionally Directed Spending (CDS) award which is now being applied to the project to address project cost increases. The CDS award totals \$2,349,600. The total revised project programming amount with added match increases the project from \$7,286,750 to \$10,223,750. This equals a 40% net increase to the project which is above the 20% threshold for administrative cost changes and triggers the need for a formal amendment.</p> <p>Revised June 7, 2024</p> <table border="1"> <thead> <tr> <th rowspan="2">State</th> <th rowspan="2">Demo ID</th> <th rowspan="2">Project</th> <th colspan="2">Amount available under P.L. 118-42</th> <th colspan="2">Allocation of Y603 Funds This Memorandum</th> </tr> <tr> <th>Project</th> <th>State Total</th> <th>Project</th> <th>State Total</th> </tr> </thead> <tbody> <tr> <td>OR</td> <td>OR221</td> <td>SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)</td> <td>2,349,600</td> <td></td> <td>2,349,600</td> <td></td> </tr> <tr> <td>OR</td> <td>OR222</td> <td>Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek</td> <td>850,000</td> <td></td> <td>850,000</td> <td></td> </tr> <tr> <td>OR</td> <td>OR223</td> <td>Hood River/White Salmon Interstate Bridge Replacement Project</td> <td>4,000,000</td> <td></td> <td>4,000,000</td> <td></td> </tr> <tr> <td>OR</td> <td>OR224</td> <td>Beaverton Downtown Loop</td> <td>1,616,279</td> <td></td> <td>1,616,279</td> <td></td> </tr> <tr> <td>OR</td> <td>OR225</td> <td>East Forest Grove Safety Improvement Project</td> <td>850,000</td> <td></td> <td>850,000</td> <td></td> </tr> <tr> <td>OR</td> <td>OR226</td> <td>Abernethy Green Access Project</td> <td>4,000,000</td> <td></td> <td>4,000,000</td> <td></td> </tr> <tr> <td>OR</td> <td>OR227</td> <td>OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)</td> <td>2,800,000</td> <td></td> <td>2,800,000</td> <td></td> </tr> </tbody> </table>		State	Demo ID	Project	Amount available under P.L. 118-42		Allocation of Y603 Funds This Memorandum		Project	State Total	Project	State Total	OR	OR221	SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)	2,349,600		2,349,600		OR	OR222	Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek	850,000		850,000		OR	OR223	Hood River/White Salmon Interstate Bridge Replacement Project	4,000,000		4,000,000		OR	OR224	Beaverton Downtown Loop	1,616,279		1,616,279		OR	OR225	East Forest Grove Safety Improvement Project	850,000		850,000		OR	OR226	Abernethy Green Access Project	4,000,000		4,000,000		OR	OR227	OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)	2,800,000		2,800,000	
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<b>Amendment Action:</b>	The formal amendment adds available Congressionally Directed Spending (CDS) award to the ROW and Construction phases to support updated phase costs to meet project scope requirements.																																																													
<b>Added Notes:</b>	Project locations are throughout the city of Portland. Specific locations are listed below:																																																													

ARTS ID#	AGENCY	Location/Name	DESCRIPTION
<b>20304 CITY OF PORTLAND SAFETY PROJECT</b>			
10	City of Portland	102nd/Cherry Blossom/112th: Halsey to Holgate	Install coordination/adaptive signal timing and install dilemma zone protection system at the intersections of NE 102nd at Halsey, Glisan, Burnside, Stark, and Washington; at the intersections of Cherry Blossom at 106th and Market; and at the intersections of 112th with Division and Holgate.
13	City of Portland	Broadway/Weidler: Larabee to 21st	Install coordination or adaptive signal timing at all signals from Larabee to 21st
16	City of Portland	Division St: 158th Ave to 167th Ave	Install intersection illumination on Division St at 158th Ave, 159th Ave, 160th Ave, 162nd Ave, 164th Ave, 165th, 166th Ave, and 167th Ave.
17	City of Portland	Division: 82nd to 174th	Install coordination or adaptive signal timing and install actuated advance warning dilemma zone protection system on Division at 82nd, 87th, 92nd, I-205 southbound, 96th, 112th, 119th, 122nd, 130th, 136th, 145th, 148th, 162nd, 168th, and 174th.
18	City of Portland	Foster: 62nd Ave to 72nd Ave	Install intersections illumination on Foster Rd at 65th Ave, 67th Ave, 69th Ave, 72nd Ave. Install new countdown pedestrian signal heads on Foster Rd at 64th/Holgate St and 67th Ave.
20	City of Portland	Sandy Blvd: Prescott to 92nd and Hawthorne at 30th	Intersection illumination at the intersections of Sandy Blvd at Prescott, Sandy Blvd at 91st Ave, and Hawthorne at 30th
21	City of Portland	Pedestrian signal at Burnside and 20th	Install new signal at W Burnside and 20th Pl. Close 20th Pl on south side of intersection.
13H	City of Portland	SE Division St at SE 112th Ave	Full signal rebuild with dual mast arm poles on NW and SE corners and ped poles on the NE and SW corners; Add bulb outs on NW and SE corners; Upgrade ADA on all 4 corners; Install a 150 foot long traffic separator with candlesticks on east leg; Restripe eastbound lane lines and center line and remove parking. Signal coordination included in ARTS Systemic project on Division and ARTS Systemic project on 112th.
168H	City of Portland	NW Glisan St at NW Broadway	Full signal rebuild with reflectorized backplates; Install illumination on NE corner; ADA ramps completed as part of City project in 2016.
50H	City of Portland	SE Division St at SE 162nd Ave	Install a 150 foot long traffic separator with candlesticks on the north leg of the intersection; Restripe northbound lanes to the east of the traffic separator on the northern leg of the intersection; Install a 100-foot-long traffic separator with candlesticks on the west leg of the intersection; Restripe lanes north or south of the traffic separator on the west leg of the intersection. Signal coordination included in ARTS Systemic project on Division. Illumination included in ARTS Bike/Ped Systemic project on Division.
10H	City of Portland	NE Glisan St at NE 122nd Ave	Install 250 foot long traffic separator with candlesticks on the west leg of intersection; Move lane striping south two feet to accommodate shy distance and improve east-west intersection alignment on the west leg of the intersection
175H	City of Portland	OR-10 (Beaverton-Hillsdale Hwy) at SW 30th Ave	Install new mast arm pole on SW corner; Install 2 ped heads in SW corner; Install westbound supplemental head on NW pole riser; Replace southbound and westbound signal heads with new ones with reflective backplates. ADA ramps to be rebuilt by City with a previous project.
179H	City of Portland	SE Holgate Blvd at SE 112th Ave	Install protected/permissive left turn phasing on both Holgate and 112th Ave; Rebuild driveway at south leg of the intersection; Install two new bulb outs on NW and SE corners; Upgrade ADA on 4 corners; Adjust lane lines around bulb out on NW corner; Restripe lanes to include a left turn only lane and a thru right turn lane. Signal coordination included in ARTS Systemic project on 112th.
166H	City of Portland	SE Holgate Blvd at SE Milwaukie Ave	Full signal rebuild; Install protected westbound left turns; prohibit eastbound left turns; Upgrade ADA ramps on all four corners
<b>20304 Totals</b>			

**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 January 2025 Formal MTIP amendment (JA25-04-JAN1) will include the following actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.

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

Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mail-out.....	January 3, 2025
• Initiate the required public notification/comment process.....	January 6, 2025
• TPAC approval recommendation to JPACT.....	January 10, 2025
• <b>JPACT approval and recommendation to Council.....</b>	<b>January 16, 2025</b>
• Completion of public notification/comment process.....	February 4, 2025
• Metro Council approval.....	February 6, 2025

Notes:

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

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	February 12, 2025
• USDOT clarification and final amendment approval.....	Mid to Late March 2025

**ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.



**2. Legal Antecedents:**

- a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
  - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
  - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new and amended projects to be added and updated into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** None.

**RECOMMENDED ACTION:**

**TPAC received their official notification on January 10 2025, now is providing their approval recommendation to JPACT to approved Resolution 25-5456 to complete all required MTIP programming actions for the nine projects in the January 2025 MTIP Formal Amendment.**

## Attachments:

1. Attachment 1: ADA Curb Ramps OTC Staff Report
2. Attachment 2: Key 23734 Project Locations
3. Attachment 3: Key 23762 Project Locations
4. Attachment 4: Key 23748 Project Locations



# Oregon

Tina Kotek, Governor

**Oregon Transportation Commission**

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** November 20, 2024

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** **Agenda Item O** – Quarterly ADA Delivery Program STIP Adjustment

**Requested Action:**

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

**Background:**

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

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

Initially, design funds are used to conduct the required survey and preliminary engineering needed to establish each ramp footprint. Programming cost estimates for ADA Delivery Program projects use a statewide average per ramp cost multiplied by the number of curb ramps in each project. The actual cost of individual curb ramps vary based on the complexity of each location and this is refined as project design progresses, at which time the project funding is adjusted as needed for construction. Standard inflation factors are added based on scheduled construction year. ADA Delivery Program Funds remaining from the previous STIP cycle have been returned to the Program's bottom line, as an outcome of projects being completed for less than the originally programmed amount. As a result of those actions, the Program currently has \$27,000,000 remaining from completed STIP projects, which can now be allocated to other ADA projects.

Funding for the ADA Delivery Program is allocated in the 2024-2027 STIP. Funds are distributed from this reserve to individual projects through this quarterly STIP amendment process. This

quarterly STIP amendment request follows the same approach as previous ADA project funding requests brought before the Commission.

This quarterly amendment moves funds from seven of the ADA Delivery Program's right of way and construction funding reserves to 19 individual projects and reallocates a portion of the bottom line into current projects.

**Outcomes:**

The preferred outcome is to obtain Commission approval to move forward with this quarter's amendments in a programmatic fashion. An alternative would be to review and approve each individual project under the agreed upon STIP amendment delegations for the Commission, Director or Delivery and Operations Division Administrator. Staff prefer the programmatic solution to ensure there is awareness and transparency.

**Attachments:**

- Attachment 01 – 2024 ADA STIP Amendment Project List

KEY #	REGION	PROJECT NAME	BMP	EMP	PHASE
23692	1	Portland Metro area 2024-2027 curb ramps, phase 2	VAR	VAR	CN, UT
23734	1	Portland Metro area 2024-2027 curb ramps, phase 3	1.1 1.45	5.49 2.65	CN, UT
23748	1	Portland Metro area 2024-2027 curb ramps, phase 4	VAR	VAR	RW, CN, UT
23762	1	Portland Metro area 2024-2027 curb ramps, phase 5	12.69 12.18 0.18	17.34 17.48 0.26	RW, CN, UT
23770	1	OR8 curb ramps (Beaverton & Hillsboro)	4.02	11.95	PE, RW, UT, CN
23771	1	OR224 & OR213 curb ramps (Happy Valley & Mulino)	8.49 10.90	9.30 11.06	PE, RW, UT, CN
23772	1	OR141 curb ramps (Durham)	7.69	8.62	PE, RW, UT, CN
23492	1	OR211/US26 Curb Ramps (Molalla/Sandy)	12.7 22.74	13.29 24.61	CN
23043	1	Portland Metro area 2024-2027 ADA curb ramp construction	NA	NA	CN
23038	1	Portland Metro area 2024-2027 ADA curb ramp right of way	NA	NA	RW
22990	1	Portland Metro area 2024-2027 ADA curb ramp design, phase 2	NA	NA	PE
23737	2	OR99W/OR153 curb ramps (Amity)	44.17 6.11	44.8 6.58	CN, UT

23764	2	OR214 curb ramps (Mt. Angel)	45.79	46.45	RW, CN
23774	2	OR47 curb ramps (Banks)	82.85	83.62	RW, CN
23775	2	US20 curb ramps (Corvallis)	52.37	55.46	RW, CN
23031	2	Northwest Oregon 2024-2027 ADA curb ramp right of way	NA	NA	RW
			327.49	329.64	
23767	3	Myrtle Point/Gold Beach/Brookings/Roseburg curb ramps	354.83	361.16	
			0.68	3.31	CN
23076	3	Southwest Oregon 2024-2027 ADA curb ramp construction	NA	NA	CN
22571	3	Jackson and Josephine County curb ramps, phase 3	VAR	VAR	PE, CN
			31.54	32.15	
			42.01	42.40	
			54.49	54.64	
23685	5	North Powder/Richland/Halfway curb ramps	11.03	11.45	CN
23755	5	US395 (Emigrant/Frazer)/US30 (Dorion) curb ramps (Pendleton)	0.37	1.59	
			2.81	3.78	RW, CN
			40.44	40.73	
23756	5	La Grande/Haines/Sumpter curb ramps	0.79	3.58	
			0.76	0.76	RW, CN

23757	5	US30 (Court Ave/West Gate)/OR37 curb ramps (Pendleton)	1.96 30.34	3.72 30.75	RW, CN
23758	5	Eastern Oregon 2024-2027 ADA curb ramps	VAR	VAR	RW, CN
23078	5	Eastern Oregon 2024-2027 ADA curb ramp construction reserve	NA	NA	CN
23077	5	Eastern Oregon 2024-2027 ADA curb ramp right of way	NA	NA	RW

Primary work type	Funding Responsibility of new funds	CURRENT TOTAL	PROPOSED TOTAL	DIFFERENCE
ADAP	GARVEE - ADA	\$ -	\$ 10,850,000	\$ 10,850,000
ADAP	GARVEE - ADA	\$ -	\$ 10,850,000	\$ 10,850,000
ADAP	GARVEE - ADA	\$ -	\$ 10,200,000	\$ 10,200,000
ADAP	GARVEE - ADA	\$ -	\$ 8,320,000	\$ 8,320,000
ADAP	GARVEE - ADA	\$ -	\$ 3,646,000	\$ 3,646,000
ADAP	GARVEE - ADA	\$ -	\$ 1,690,000	\$ 1,690,000
ADAP	GARVEE - ADA	\$ -	\$ 2,374,000	\$ 2,374,000
ADAP	GARVEE - ADA	\$ 834,000	\$ 5,834,000	\$ 5,000,000
ADAP	GARVEE - ADA	\$ 105,694,884	\$ 58,645,884	\$ (47,049,000)
ADAP	GARVEE - ADA	\$ 16,796,000	\$ 13,194,000	\$ (3,602,000)
ADAP	GARVEE - ADA	\$ 9,780,000	\$ 7,501,000	\$ (2,279,000)
ADAP	GARVEE - ADA	\$ 850,000	\$ 3,500,000	\$ 2,650,000

ADAP	GARVEE - ADA	\$	-	\$	2,517,200	\$	2,517,200
ADAP	GARVEE - ADA	\$	-	\$	1,175,000	\$	1,175,000
ADAP	GARVEE - ADA	\$	-	\$	2,111,200	\$	2,111,200
ADAP	GARVEE - ADA	\$	6,227,000	\$	5,368,000	\$	(859,000)
ADAP	GARVEE - ADA	\$	-	\$	6,500,000	\$	6,500,000
ADAP	GARVEE - ADA	\$	40,440,000	\$	33,940,000	\$	(6,500,000)
ADAP	GARVEE - ADA	\$	16,961,494	\$	28,931,494	\$	11,970,000
ADAP	GARVEE - ADA	\$	500,000	\$	11,420,000	\$	10,920,000
ADAP	GARVEE - ADA	\$	-	\$	9,759,200	\$	9,759,200
ADAP	GARVEE - ADA	\$	-	\$	6,739,800	\$	6,739,800



ADAP	GARVEE - ADA	\$	-	\$	6,632,200	\$	6,632,200
ADAP	GARVEE - ADA	\$	-	\$	6,147,800	\$	6,147,800
ADAP	GARVEE - ADA	\$	42,175,000	\$	7,076,000	\$	(35,099,000)
ADAP	GARVEE - ADA	\$	3,335,000	\$	-	\$	(3,335,000)
						\$	21,329,400

DESCRIPTION OF CHANGE

Add project with funding from 23043 funding bucket; \$10,800,000 in CN, \$50,000 in UT. Design completed under project key 22978

Add project with funding from 23043 funding bucket; \$10,800,000 in CN, \$50,000 in UT. Design completed under project key 22978

Add project with funding from 23043 & 23038 funding buckets; \$8,650,000 in CN, \$1,500,000 in RW, \$50,000 in UT. Design completed under project key 22978

Add project with funding from 23043 & 23038 funding buckets; \$6,950,000 in CN, \$1,320,000 in RW, \$50,000 in UT. Design completed under project key 22978

Add project with funding from 23043, 23038, & 22990 funding buckets; \$1,079,000 in PE, \$372,000 in RW, \$2,145,000 in CN, \$50,000 in UT

Add project with funding from 23043, 23038, & 22990 funding buckets; \$500,000 in PE, \$170,000 in RW, \$970,000 in CN, \$50,000 in UT

Add project with funding from 23043, 23038, & 22990 funding buckets; \$700,000 in PE, \$240,000 in RW, \$1,384,000 in CN, \$50,000 in UT

Add CN phase with funding from 23043 funding bucket

Move bucketed funds to project keys 23692, 23734, 23748, 23762, 23770, 23771, 23772 and 23492

Move bucketed funds to project keys 23748, 23762, 23770, 23771 and 23772

Move bucketed funds to project keys 23770, 23771 and 23772

Add CN and UT phases from program savings: \$2,600,000 in CN, \$50,000 in UT

Add project with funding from 23031 funding bucket and program savings; \$2,145,200 in CN, \$372,000 in RW. Design completed under project key 22985.

Add project with funding from 23031 funding bucket and program savings: \$1,000,000 in CN, \$175,000 in RW. Design completed under project key 22985

Add project with funding from 23031 funding bucket and program savings; \$1,799,200 in CN, \$312,000 in RW. Design completed under project key 22985

Move bucketed funds to project keys 23764, 23774 and 23775

Add project with funding from 23076 funding bucket. Design for this project completed under project key 23062.

Move bucketed funds to project key 23767

Add funding from program savings to account for above average intersection cost, all tasks included in A&E contract, the ramp cost was more expensive at the 46 of 47 signalized intersections, and the replacement of the pedestrian push buttons; \$9,470,000 in CN, \$2,500,000 in PE

Add CN phase with funding from 23078 funding bucket. Design for this project completed under project key 22754.

Add project with funding from 23078 and 23077 funding buckets: \$8,259,200 in CN, \$1,500,000 in RW. Design for this project completed under project key 22754.

Add project with funding from 23078 and 23077 funding buckets; \$5,639,800 in CN, \$1,100,000 in RW. Design for this project completed under project key 22754.

Add project with funding from 23078 and 23077 funding buckets and program savings; \$5,432,200 in CN, \$1,200,000 in RW. Design for this project completed under project key 22754.

Add project with funding from 23078 funding bucket and program savings; \$4,947,800 in CN, \$1,200,000 in RW. Design for this project was completed under project key 22754.

Move bucketed funds to project keys 23685, 23755, 23756, 23757 and 23758

Move bucketed funds to project keys 23755, 23756 and 23757

Key 23734 ADA Upgrade Sites  
Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:  
Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	US26	MT HOOD	02600I00	1.10	1	1	Portland	SE 7TH AVE.(026AE CONN. M.P.1C1.10)	Yes
PH 3	US26	MT HOOD	02600I00	1.10	1	2	Portland	SE 7TH AVE.(026AE CONN. M.P.1C1.10)	Yes
PH 3	US26	MT HOOD	02600I00	1.10	2	1	Portland	SE 7TH AVE.(026AE CONN. M.P.1C1.10)	Yes
PH 3	US26	MT HOOD	02600I00	1.10	2	2	Portland	SE 7TH AVE.(026AE CONN. M.P.1C1.10)	Yes
PH 3	US26	MT HOOD	02600I00	1.10	3	1	Portland	SE 7TH AVE.(026AE CONN. M.P.1C1.10)	Yes
PH 3	US26	MT HOOD	02600I00	1.10	3	2	Portland	SE 7TH AVE.(026AE CONN. M.P.1C1.10)	Yes
PH 3	US26	MT HOOD	02600I00	1.10	4	1	Portland	SE 7TH AVE.(026AE CONN. M.P.1C1.10)	Yes
PH 3	US26	MT HOOD	02600I00	1.10	4	2	Portland	SE 7TH AVE.(026AE CONN. M.P.1C1.10)	Yes
PH 3	US26	MT HOOD	02600I00	1.15	1	2	Portland	SE 8TH AVE.(081AC CONN. M.P.1C1.66)	Yes
PH 3	US26	MT HOOD	02600I00	1.15	2	1	Portland	SE 8TH AVE.(081AC CONN. M.P.1C1.66)	Yes
PH 3	US26	MT HOOD	02600I00	1.15	3	2	Portland	SE 8TH AVE.(081AC CONN. M.P.1C1.66)	Yes
PH 3	US26	MT HOOD	02600I00	1.15	4	1	Portland	SE 8TH AVE.(081AC CONN. M.P.1C1.66)	Yes
PH 3	US26	MT HOOD	02600I00	1.15	4	2	Portland	SE 8TH AVE.(081AC CONN. M.P.1C1.66)	Yes
PH 3	US26	MT HOOD	02600I00	1.20	1	1	Portland	SE 9TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.20	1	2	Portland	SE 9TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.20	2	1	Portland	SE 9TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.20	2	2	Portland	SE 9TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.20	3	1	Portland	SE 9TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.20	3	2	Portland	SE 9TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.20	4	1	Portland	SE 9TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.20	4	2	Portland	SE 9TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.25	1	1	Portland	SE 10TH AVE.(SE BROOKLYN ST.)	Yes
PH 3	US26	MT HOOD	02600I00	1.25	1	2	Portland	SE 10TH AVE.(SE BROOKLYN ST.)	Yes
PH 3	US26	MT HOOD	02600I00	1.25	2	1	Portland	SE 10TH AVE.(SE BROOKLYN ST.)	Yes
PH 3	US26	MT HOOD	02600I00	1.25	2	2	Portland	SE 10TH AVE.(SE BROOKLYN ST.)	Yes
PH 3	US26	MT HOOD	02600I00	1.25	3	1	Portland	SE 10TH AVE.(SE BROOKLYN ST.)	Yes
PH 3	US26	MT HOOD	02600I00	1.25	3	2	Portland	SE 10TH AVE.(SE BROOKLYN ST.)	Yes
PH 3	US26	MT HOOD	02600I00	1.25	4	1	Portland	SE 10TH AVE.(SE BROOKLYN ST.)	Yes
PH 3	US26	MT HOOD	02600I00	1.25	4	2	Portland	SE 10TH AVE.(SE BROOKLYN ST.)	Yes
PH 3	US26	MT HOOD	02600I00	1.25	5	1	Portland	SE 10TH AVE.(SE BROOKLYN ST.)	Yes
PH 3	US26	MT HOOD	02600I00	1.25	5	2	Portland	SE 10TH AVE.(SE BROOKLYN ST.)	Yes

Key 23734 ADA Upgrade Sites  
 Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:  
 Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	US26	MT HOOD	02600I00	1.30	1	1	Portland	SE 11TH AVE.(LEG (FROM SE MILWAUKIE AVE.))	Yes
PH 3	US26	MT HOOD	02600I00	1.30	4	2	Portland	SE 11TH AVE.(LEG (FROM SE MILWAUKIE AVE.))	Yes
PH 3	US26	MT HOOD	02600I00	1.38	1	1	Portland	SE 12TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.38	1	2	Portland	SE 12TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.38	2	1	Portland	SE 12TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.38	2	2	Portland	SE 12TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.38	3	1	Portland	SE 12TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.38	4	1	Portland	SE 12TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.40	1	1	Portland	SE 13TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	1.40	2	1	Portland	SE 13TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	1.40	3	1	Portland	SE 13TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	1.40	3	2	Portland	SE 13TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	1.40	4	1	Portland	SE 13TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	1.40	4	2	Portland	SE 13TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	1.43	1	2	Portland	SE 13TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.43	2	1	Portland	SE 13TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.76	1	2	Portland	SE 20TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.76	2	1	Portland	SE 20TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.76	2	2	Portland	SE 20TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.76	3	1	Portland	SE 20TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.76	3	2	Portland	SE 20TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.76	4	1	Portland	SE 20TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.76	2A	1	Portland	SE 20TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.76	2A	2	Portland	SE 20TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.81	3	1	Portland	SE 21ST AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.81	3	2	Portland	SE 21ST AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.86	3	1	Portland	SE 22ND AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.86	4	1	Portland	SE 22ND AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.86	5	1	Portland	SE 22ND AVE.	Yes

Key 23734 ADA Upgrade Sites  
 Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:  
 Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	US26	MT HOOD	02600I00	1.86	6	1	Portland	SE 22ND AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.91	1	1	Portland	SE 23RD AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.91	2	1	Portland	SE 23RD AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.91	3	1	Portland	SE 23RD AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.91	4	1	Portland	SE 23RD AVE.	Yes
PH 3	US26	MT HOOD	02600I00	1.97	4	1	Portland	SE 24TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.02	1	1	Portland	SE 25TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.02	2	1	Portland	SE 25TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.02	3	1	Portland	SE 25TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.02	4	1	Portland	SE 25TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.22	3	1	Portland	SE 28TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	2.22	4	1	Portland	SE 28TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	2.27	4	1	Portland	SE 29TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.37	3	2	Portland	SE 31ST AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.43	2	1	Portland	SE 32ND AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.43	3	1	Portland	SE 32ND AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.43	4	1	Portland	SE 32ND AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.53	1	1	Portland	SE 33RD PL.	Yes
PH 3	US26	MT HOOD	02600I00	2.53	2	1	Portland	SE 33RD PL.	Yes
PH 3	US26	MT HOOD	02600I00	2.53	3	1	Portland	SE 33RD PL.	Yes
PH 3	US26	MT HOOD	02600I00	2.53	4	1	Portland	SE 33RD PL.	Yes
PH 3	US26	MT HOOD	02600I00	2.58	2	1	Portland	SE 34TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.58	4A	1	Portland	SE 34TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.66	1	1	Portland	SE 35TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	2.66	3	1	Portland	SE 35TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	2.66	4	1	Portland	SE 35TH PL.	Yes
PH 3	US26	MT HOOD	02600I00	2.73	5	1	Portland	SE 36TH AVE. (SE 36TH PL.)	Yes
PH 3	US26	MT HOOD	02600I00	2.73	5	2	Portland	SE 36TH AVE. (SE 36TH PL.)	Yes
PH 3	US26	MT HOOD	02600I00	2.73	6	1	Portland	SE 36TH AVE. (SE 36TH PL.)	Yes
PH 3	US26	MT HOOD	02600I00	2.80	1	1	Portland	SE 37TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	2.80	2	1	Portland	SE 37TH AVE.	Yes

Key 23734 ADA Upgrade Sites  
 Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:  
 Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	US26	MT HOOD	02600100	2.80	3	1	Portland	SE 37TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	2.80	4	1	Portland	SE 37TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	2.85	2	1	Portland	SE 38TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.00	1	1	Portland	SE 40TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.00	1	2	Portland	SE 40TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.00	2	1	Portland	SE 40TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.00	2	2	Portland	SE 40TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.00	3	1	Portland	SE 40TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.00	4	1	Portland	SE 40TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.21	2	1	Portland	SE 45TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.21	3	1	Portland	SE 45TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.21	4	1	Portland	SE 45TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.30	1	1	Portland	SE 47TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.30	4	1	Portland	SE 47TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.31	1	1	Portland	MIDBLOCK CROSSING	Yes
PH 3	US26	MT HOOD	02600100	3.31	4	1	Portland	MIDBLOCK CROSSING	Yes
PH 3	US26	MT HOOD	02600100	3.39	3	1	Portland	SE 49TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.39	3	2	Portland	SE 49TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.39	4	1	Portland	SE 49TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.39	4	2	Portland	SE 49TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.52	1	1	Portland	SE 51ST AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.52	2	1	Portland	SE 51ST AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.52	3	1	Portland	SE 51ST AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.52	4	1	Portland	SE 51ST AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.62	1	1	Portland	SE 53RD AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.62	2	1	Portland	SE 53RD AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.62	3	1	Portland	SE 53RD AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.62	4	1	Portland	SE 53RD AVE.	Yes
PH 3	US26	MT HOOD	02600100	3.71	1	1	Portland	LEG (FROM SE 54TH AVE.)(SE 55TH AVE.)	Yes
PH 3	US26	MT HOOD	02600100	3.71	1	2	Portland	LEG (FROM SE 54TH AVE.)(SE 55TH AVE.)	Yes
PH 3	US26	MT HOOD	02600100	3.71	2	1	Portland	LEG (FROM SE 54TH AVE.)(SE 55TH AVE.)	Yes



Key 23734 ADA Upgrade Sites  
Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:  
Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	US26	MT HOOD	02600I00	3.71	3	1	Portland	LEG (FROM SE 54TH AVE.)(SE 55TH AVE.)	Yes
PH 3	US26	MT HOOD	02600I00	3.71	4	1	Portland	LEG (FROM SE 54TH AVE.)(SE 55TH AVE.)	Yes
PH 3	US26	MT HOOD	02600I00	3.76	1	1	Portland	SE 56TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.76	2	1	Portland	SE 56TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.76	2	2	Portland	SE 56TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.76	3	1	Portland	SE 56TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.76	4	1	Portland	SE 56TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.92	1	1	Portland	SE 59TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.92	2	1	Portland	SE 59TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.92	3	1	Portland	SE 59TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	3.92	4	1	Portland	SE 59TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.13	1	1	Portland	SE 64TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.13	4	1	Portland	SE 64TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.22	1	1	Portland	SE 66TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.22	2	1	Portland	SE 66TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.22	3	1	Portland	SE 66TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.22	4	1	Portland	SE 66TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.27	1	1	Portland	SE 67TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.27	1	2	Portland	SE 67TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.27	2	1	Portland	SE 67TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.27	2	2	Portland	SE 67TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.27	3	1	Portland	SE 67TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.27	3	2	Portland	SE 67TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.27	4	1	Portland	SE 67TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.27	4	2	Portland	SE 67TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.33	1	1	Portland	SE 68TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.33	2	1	Portland	SE 68TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.33	3	1	Portland	SE 68TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.33	4	1	Portland	SE 68TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.44	2	1	Portland	SE 70TH AVE.	Yes
PH 3	US26	MT HOOD	02600I00	4.50	1	1	Portland	SE 71ST AVE.	Yes

Key 23734 ADA Upgrade Sites  
 Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:  
 Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	US26	MT HOOD	02600100	4.50	2	1	Portland	SE 71ST AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.59	1	1	Portland	SE 73RD AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.59	2	1	Portland	SE 73RD AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.59	3	1	Portland	SE 73RD AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.59	4	1	Portland	SE 73RD AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.63	1	1	Portland	SE 74TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.63	2	1	Portland	SE 74TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.63	3	1	Portland	SE 74TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.63	5	1	Portland	SE 74TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.63	5	2	Portland	SE 74TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.63	6	1	Portland	SE 74TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.63	6	2	Portland	SE 74TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.63	6A	1	Portland	SE 74TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.63	6A	2	Portland	SE 74TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.74	1	1	Portland	SE 76TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.74	2	1	Portland	SE 76TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.74	2	2	Portland	SE 76TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.74	3	1	Portland	SE 76TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.74	3	2	Portland	SE 76TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.74	4	1	Portland	SE 76TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.74	4	2	Portland	SE 76TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.84	1	1	Portland	SE 78TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.84	2	1	Portland	SE 78TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.84	3	1	Portland	SE 78TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.84	3	2	Portland	SE 78TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.84	4	1	Portland	SE 78TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.84	4	2	Portland	SE 78TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.89	1	1	Portland	LEG (FROM SE 79TH AVE.) (SE 79TH AVE.)	Yes
PH 3	US26	MT HOOD	02600100	4.89	1	2	Portland	LEG (FROM SE 79TH AVE.) (SE 79TH AVE.)	Yes
PH 3	US26	MT HOOD	02600100	4.89	2	1	Portland	LEG (FROM SE 79TH AVE.)(SE 79TH AVE.)	Yes
PH 3	US26	MT HOOD	02600100	4.89	2	2	Portland	LEG (FROM SE 79TH AVE.)(SE 79TH AVE.)	No

## Portland Metro Area 2024-2027 Curb Ramps, Phase 3

## Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	US26	MT HOOD	02600100	4.89	3	1	Portland	LEG (FROM SE 79TH AVE.)(SE 79TH AVE.)	No
PH 3	US26	MT HOOD	02600100	4.89	3	2	Portland	LEG (FROM SE 79TH AVE.)(SE 79TH AVE.)	Yes
PH 3	US26	MT HOOD	02600100	4.89	4	2	Portland	LEG (FROM SE 79TH AVE.)(SE 79TH AVE.)	Yes
PH 3	US26	MT HOOD	02600100	4.94	2	1	Portland	SE 80TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.94	3	1	Portland	SE 80TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	4.94	4	1	Portland	SE 80TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.21	1	1	Portland	SE 84TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.21	1	2	Portland	SE 84TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.21	2	1	Portland	SE 84TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.21	3	1	Portland	SE 84TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.21	4	1	Portland	SE 84TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.21	4	2	Portland	SE 84TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.21	5	1	Portland	SE 84TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.21	6	1	Portland	SE 84TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.27	1	1	Portland	SE 85TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.27	2	1	Portland	SE 85TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.27	3	1	Portland	SE 85TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.27	3	2	Portland	SE 85TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.27	4	2	Portland	SE 85TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.35	1	1	Portland	SE 87TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.35	2	1	Portland	SE 87TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.35	3	1	Portland	SE 87TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.35	3	2	Portland	SE 87TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.35	4	1	Portland	SE 87TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.40	1	1	Portland	SE 88TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.40	4	1	Portland	SE 88TH AVE.	Yes
PH 3	US26	MT HOOD	02600100	5.49	2	1	Portland	SE 90TH PL.	Yes
PH 3	US26	MT HOOD	02600100	5.49	3	2	Portland	SE 90TH PL.	Yes
PH 3	US26	MT HOOD	02600100	5.49	4	1	Portland	SE 90TH PL.	Yes
PH 3	US26	MT HOOD	02600100	5.49	4	2	Portland	SE 90TH PL.	Yes

Key 23734 ADA Upgrade Sites  
Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:  
Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.45	3	1	Portland	081BR CONN. M.P. 3C1.58 (081AC CONN. M.P. 1C1.47)	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.45	4	1	Portland	081BR CONN. M.P. 3C1.58 (081AC CONN. M.P. 1C1.47)	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.45	3A	1	Portland	081BR CONN. M.P. 3C1.58 (081AC CONN. M.P. 1C1.47)	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.45	3A	2	Portland	081BR CONN. M.P. 3C1.58 (081AC CONN. M.P. 1C1.47)	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.55	3	1	Portland	081AD CONN. M.P. 2C1.55	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.55	4	1	Portland	081AD CONN. M.P. 2C1.55	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.61	3	2	Portland	SE FRANKLIN ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.61	4	1	Portland	SE FRANKLIN ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.72	3	2	Portland	SE HAIG ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.72	4	1	Portland	SE HAIG ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.82	4	1	Portland	SE 7TH AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.85	3	2	Portland	SE RHONE ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	1.85	4	1	Portland	SE RHONE ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	2.03	3	2	Portland	SE CENTER ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	2.03	4	1	Portland	SE CENTER ST.	Yes

Key 23734 ADA Upgrade Sites  
Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:  
Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	2.28	3	2	Portland	SE REYNOLDS ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	2.28	4	1	Portland	SE REYNOLDS ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	2.49	3	2	Portland	SE LONG ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100D00	2.49	4	1	Portland	SE LONG ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	2.33	4	2	Portland	081AE CONN. (SE HOLGATE BLVD.) M.P. 1C2.33	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	2.33	5	1	Portland	081AE CONN. (SE HOLGATE BLVD.) M.P. 1C2.33	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	2.79	1	2	Portland	SE 18TH AVE.	Yes (Not Listed)
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	2.79	2	1	Portland	SE 18TH AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	2.99	1	2	Portland	SE INSLEY ST.	Yes (Not Listed)
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	2.99	2	1	Portland	SE INSLEY ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	3.45	2	1	Portland	SE TOLMAN ST.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	3.72	2	1	Portland	SE 23RD AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	4.44	1	2	Portland	081BP CONN. M.P. 1C4.44	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	4.44	2	1	Portland	081BP CONN. M.P. 1C4.44	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	08100I00	4.49	1	2	Portland	SE UMATILLA ST.	Yes

Key 23734 ADA Upgrade Sites  
Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:  
Key 23734 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.52	1	1	Portland	SE 6TH AVE. (081BR CONN. M.P.3C1.52)	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.52	2	1	Portland	SE 6TH AVE.(081BR CONN. M.P.3C1.52)	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.52	3	1	Portland	SE 6TH AVE.(081BR CONN. M.P.3C1.52)	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.52	4	1	Portland	SE 6TH AVE.(081BR CONN. M.P.3C1.52)	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.52	4	2	Portland	SE 6TH AVE.(081BR CONN. M.P.3C1.52)	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.57	1	1	Portland	026AE CONN.(SE 7TH AVE.) M.P.1C1.14	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.57	1	2	Portland	026AE CONN.(SE 7TH AVE.) M.P.1C1.14	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.57	2	1	Portland	026AE CONN.(SE 7TH AVE.) M.P.1C1.14	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.57	3	1	Portland	026AE CONN.(SE 7TH AVE.) M.P.1C1.14	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.57	4	1	Portland	026AE CONN.(SE 7TH AVE.) M.P.1C1.14	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.62	1	1	Portland	SE 8TH AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.62	2	1	Portland	SE 8TH AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.62	3	1	Portland	SE 8TH AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.62	3	2	Portland	SE 8TH AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081ACI00	1.62	4	1	Portland	SE 8TH AVE.	Yes

Key 23734 ADA Upgrade Sites  
 Portland Metro Area 2024-2027 Curb Ramps, Phase 3

Attachment 2:  
 Key 23734 Project Locations

<b>STATUS</b>	<b>ROUTE #</b>	<b>HWY NAME</b>	<b>LRM</b>	<b>MP</b>	<b>Corner</b>	<b>Ramp</b>	<b>City</b>	<b>Cross Street Name</b>	<b>Settlement</b>
PH 3	OR99E	PACIFIC HIGHWAY EAST	081AFI00	2.65	1	1	Portland	SE MILWAUKIE AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081AFI00	2.65	2	1	Portland	SE MILWAUKIE AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081AFI00	2.65	3	1	Portland	SE MILWAUKIE AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081AFI00	2.65	4	1	Portland	SE MILWAUKIE AVE.	Yes
PH 3	OR99E	PACIFIC HIGHWAY EAST	081AFI00	2.65	4	2	Portland	SE MILWAUKIE AVE.	Yes

## Portland Metro Area 2024-2027 Curb Ramps, Phase 5

## Key 23762 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 5	OR8	TUALATIN VALLEY	02900D00	12.69	1	1	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.69	1	2	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.69	2	1	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.69	2	2	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.69	3	1	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.69	3	2	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.69	4	1	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.69	4	2	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.86	1	1	Hillsboro	SE 5TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.86	1	2	Hillsboro	SE 5TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.86	3	1	Hillsboro	SE 5TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	12.86	3	2	Hillsboro	SE 5TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.04	1	1	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.04	1	2	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.04	2	1	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.04	2	2	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.04	3	1	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.04	3	2	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.04	4	1	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.04	4	2	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.29	1	1	Hillsboro	SW ADAMS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.29	1	2	Hillsboro	SW ADAMS AVE.	NO
PH 5	OR8	TUALATIN VALLEY	02900D00	13.29	3	1	Hillsboro	SW ADAMS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.35	1	1	Hillsboro	SW BAILEY AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.35	4	2	Hillsboro	SW BAILEY AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.5	1	1	Hillsboro	SW DENNIS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.5	1	2	Hillsboro	SW DENNIS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.5	2	1	Hillsboro	SW DENNIS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.5	2	2	Hillsboro	SW DENNIS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.5	3	1	Hillsboro	SW DENNIS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.5	3	2	Hillsboro	SW DENNIS AVE.	Yes



Key 23762 ADA Upgrade Sites  
 Portland Metro Area 2024-2027 Curb Ramps, Phase 5

Attachment 3:  
 Key 23762 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 5	OR8	TUALATIN VALLEY	02900D00	13.5	4	1	Hillsboro	SW DENNIS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.5	4	2	Hillsboro	SW DENNIS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	13.74	4	1	Hillsboro	SW ARMCO AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	16.44	1	1	Cornelius	N 14TH AVE. (S 14TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	16.44	1	2	Cornelius	N 14TH AVE. (S 14TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	16.44	2	1	Cornelius	N 14TH AVE. (S 14TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	16.44	2	2	Cornelius	N 14TH AVE. (S 14TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	16.44	3	1	Cornelius	N 14TH AVE. (S 14TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	16.44	4	2	Cornelius	N 14TH AVE. (S 14TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	16.67	1	1	Cornelius	N 10TH AVE. (S 10TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	16.67	2	1	Cornelius	N 10TH AVE. (S 10TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	16.67	2	2	Cornelius	N 10TH AVE. (S 10TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	17.03	1	1	Cornelius	N 4TH AVE. (S 4TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	17.03	2	1	Cornelius	N 4TH AVE. (S 4TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	17.03	3	1	Cornelius	N 4TH AVE. (S 4TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	17.03	3	2	Cornelius	N 4TH AVE. (S 4TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	17.03	4	1	Cornelius	N 4TH AVE. (S 4TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	17.03	4	2	Cornelius	N 4TH AVE. (S 4TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	17.34	3	1	Forest Grove	YEW ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900D00	17.34	4	1	Forest Grove	YEW ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.18	1	1	Hillsboro	SE MAPLE ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.18	3	1	Hillsboro	SE MAPLE ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.27	2	1	Hillsboro	SE CEDAR ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.27	3	1	Hillsboro	SE CEDAR ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.27	4	1	Hillsboro	SE CEDAR ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.36	1	1	Hillsboro	SE WALNUT ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.36	2	1	Hillsboro	SE WALNUT ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.36	3	1	Hillsboro	SE WALNUT ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	12.36	4	1	Hillsboro	SE WALNUT ST.	Yes

Key 23762 ADA Upgrade Sites  
 Portland Metro Area 2024-2027 Curb Ramps, Phase 5

Attachment 3:  
 Key 23762 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 5	OR8	TUALATIN VALLEY	02900100	12.44	1	1	Hillsboro	HWY. 029 M.P. (2)12.41 (SE OAK ST.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.44	2	1	Hillsboro	HWY. 029 M.P. (2)12.41 (SE OAK ST.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.44	2	2	Hillsboro	HWY. 029 M.P. (2)12.41 (SE OAK ST.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.44	3	1	Hillsboro	HWY. 029 M.P. (2)12.41 (SE OAK ST.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.44	3	2	Hillsboro	HWY. 029 M.P. (2)12.41 (SE OAK ST.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.44	4A	1	Hillsboro	HWY. 029 M.P. (2)12.41 (SE OAK ST.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.44	4A	2	Hillsboro	HWY. 029 M.P. (2)12.41 (SE OAK ST.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.53	1	1	Hillsboro	SE BASELINE ST. (SE 10TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.53	1	2	Hillsboro	SE BASELINE ST. (SE 10TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.53	2	1	Hillsboro	SE BASELINE ST. (SE 10TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.53	3	1	Hillsboro	SE BASELINE ST. (SE 10TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.53	4	1	Hillsboro	SE BASELINE ST. (SE 10TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.69	2	1	Hillsboro	SE 8TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.69	2	2	Hillsboro	SE 8TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.69	3	1	Hillsboro	SE 8TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.69	3	2	Hillsboro	SE 8TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.77	1	1	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.77	2	1	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.77	2	2	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.77	3	1	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.77	3	2	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.77	4	1	Hillsboro	SE 7TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.93	2	1	Hillsboro	SE 5TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.93	2	2	Hillsboro	SE 5TH AVE.	Yes

## Portland Metro Area 2024-2027 Curb Ramps, Phase 5

## Key 23762 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 5	OR8	TUALATIN VALLEY	02900100	12.93	4	1	Hillsboro	SE 5TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	12.93	4	2	Hillsboro	SE 5TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	13.13	1	1	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	13.13	3	1	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	13.13	3	2	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	13.13	4	1	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	13.13	4	2	Hillsboro	SE 3RD AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	13.21	2	1	Hillsboro	SE 2ND AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	13.36	1	1	Hillsboro	SW ADAMS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	13.36	2	1	Hillsboro	SW ADAMS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	13.36	3	1	Hillsboro	SW ADAMS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	13.36	4	1	Hillsboro	SW ADAMS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	13.36	4	2	Hillsboro	SW ADAMS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	13.58	1	1	Hillsboro	SW DENNIS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	13.58	2	1	Hillsboro	SW DENNIS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	13.58	2	2	Hillsboro	SW DENNIS AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	13.92	1	1	Hillsboro	SW MAIN ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	13.92	2	1	Hillsboro	SW MAIN ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	13.92	3	1	Hillsboro	SW MAIN ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	13.92	3	2	Hillsboro	SW MAIN ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	13.92	4	1	Hillsboro	SW MAIN ST.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	14.15	3	1	Hillsboro	SW 17TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	14.15	3	2	Hillsboro	SW 17TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	14.15	4	1	Hillsboro	SW 17TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	15.36	1	1	Cornelius	SW 345TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	15.36	2	1	Cornelius	SW 345TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	15.36	3	1	Cornelius	SW 345TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	15.72	1	1	Cornelius	N 26TH AVE. (S 26TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	15.72	1	2	Cornelius	N 26TH AVE. (S 26TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	15.72	2	1	Cornelius	N 26TH AVE. (S 26TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	15.72	2	2	Cornelius	N 26TH AVE. (S 26TH AVE.)	Yes

Key 23762 ADA Upgrade Sites  
 Portland Metro Area 2024-2027 Curb Ramps, Phase 5

Attachment 3:  
 Key 23762 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 5	OR8	TUALATIN VALLEY	02900100	15.72	3	1	Cornelius	N 26TH AVE. (S 26TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	15.72	3	2	Cornelius	N 26TH AVE. (S 26TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	15.72	4	1	Cornelius	N 26TH AVE. (S 26TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	15.72	4	2	Cornelius	N 26TH AVE. (S 26TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	15.9	1	1	Cornelius	ENTRANCE TO CORNELIUS GATEWAY	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	15.9	1	2	Cornelius	ENTRANCE TO CORNELIUS GATEWAY	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	15.9	2	1	Cornelius	ENTRANCE TO CORNELIUS GATEWAY	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	15.9	2	2	Cornelius	ENTRANCE TO CORNELIUS GATEWAY	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	15.9	3	1	Cornelius	ENTRANCE TO CORNELIUS GATEWAY	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	15.9	4	1	Cornelius	ENTRANCE TO CORNELIUS GATEWAY	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	16.06	1	1	Cornelius	N 20TH AVE. (S 20TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	16.06	2	1	Cornelius	N 20TH AVE. (S 20TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	16.06	3	1	Cornelius	N 20TH AVE. (S 20TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	16.06	4	1	Cornelius	N 20TH AVE. (S 20TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	16.06	4	2	Cornelius	N 20TH AVE. (S 20TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	16.06	5	1	Cornelius	N 20TH AVE. (S 20TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	16.06	1A	1	Cornelius	N 20TH AVE. (S 20TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	16.06	1A	2	Cornelius	N 20TH AVE. (S 20TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	16.06	1A	3	Cornelius	N 20TH AVE. (S 20TH AVE.)	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	16.44	1	1	Cornelius	N 14TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	16.44	1	2	Cornelius	N 14TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	16.44	2	1	Cornelius	N 14TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	16.44	2	2	Cornelius	N 14TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	16.44	3	1	Cornelius	N 14TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900100	16.44	3	2	Cornelius	N 14TH AVE.	Yes

Key 23762 ADA Upgrade Sites  
 Portland Metro Area 2024-2027 Curb Ramps, Phase 5

Attachment 3:  
 Key 23762 Project Locations

STATUS	ROUTE #	HWY NAME	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 5	OR8	TUALATIN VALLEY	02900I00	16.44	4	1	Cornelius	N 14TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	16.44	4	2	Cornelius	N 14TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	17.03	1	1	Cornelius	N 4TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	17.03	2	1	Cornelius	N 4TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	17.03	3	1	Cornelius	N 4TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	17.03	4	1	Cornelius	N 4TH AVE.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	17.48	1	1	Forest Grove	MOUNTAIN VIEW LN.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	17.48	2	1	Forest Grove	MOUNTAIN VIEW LN.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	17.48	3	1	Forest Grove	MOUNTAIN VIEW LN.	Yes
PH 5	OR8	TUALATIN VALLEY	02900I00	17.48	4	1	Forest Grove	MOUNTAIN VIEW LN.	Yes
PH 5	OR219	HILLSBORO-SILVERTON	14000I00	0.18	1	1	Hillsboro	SW WALNUT ST. (SE WALNUT ST.)	Yes
PH 5	OR219	HILLSBORO-SILVERTON	14000I00	0.18	2	1	Hillsboro	SW WALNUT ST. (SE WALNUT ST.)	Yes
PH 5	OR219	HILLSBORO-SILVERTON	14000I00	0.18	3	1	Hillsboro	SW WALNUT ST. (SE WALNUT ST.)	Yes
PH 5	OR219	HILLSBORO-SILVERTON	14000I00	0.18	4	1	Hillsboro	SW WALNUT ST. (SE WALNUT ST.)	Yes
PH 5	OR219	HILLSBORO-SILVERTON	14000I00	0.26	3	1	Hillsboro	SE CEDAR ST.	Yes
PH 5	OR219	HILLSBORO-SILVERTON	14000I00	0.26	3	2	Hillsboro	SE CEDAR ST.	Yes
PH 5	OR219	HILLSBORO-SILVERTON	14000I00	0.26	4	1	Hillsboro	SE CEDAR ST.	Yes
PH 5	OR219	HILLSBORO-SILVERTON	14000I00	0.26	4	2	Hillsboro	SE CEDAR ST.	Yes

Key 23748 ADA Upgrade Sites  
 Portland Metro Area 2024-2027 Curb Ramps, Phase 4

Attachment 4:  
 Key 23748 Project Locations

STATUS	Route #	Hwy Name	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 4	I-84	COLUMBIA RIVER	002BBI00	10.28	1	1	Portland	NE 122ND AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002BBI00	10.28	1	2	Portland	NE 122ND AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002BBI00	10.28	2	1	Portland	NE 122ND AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002BBI00	10.28	3	1	Portland	NE 122ND AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002BBI00	10.28	4	1	Portland	NE 122ND AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002BBI00	10.28	4	2	Portland	NE 122ND AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002BDI00	13.05	1	1	Gresham	NE 181ST AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002BDI00	13.05	2	2	Gresham	NE 181ST AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002BDI00	13.05	3	1	Gresham	NE 181ST AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002BDI00	13.05	4	1	Gresham	NE 181ST AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	16.9	1	1	Troutdale	002BM CONN. (NW MARINE DR.) M.P. 1C16.90	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	16.9	2	1	Troutdale	002BM CONN. (NW MARINE DR.) M.P. 1C16.90	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	16.9	2	2	Troutdale	002BM CONN. (NW MARINE DR.) M.P. 1C16.90	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	16.9	3	1	Troutdale	002BM CONN. (NW MARINE DR.) M.P. 1C16.90	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	16.9	3	2	Troutdale	002BM CONN. (NW MARINE DR.) M.P. 1C16.90	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	16.9	4	1	Troutdale	002BM CONN. (NW MARINE DR.) M.P. 1C16.90	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	16.9	4	2	Troutdale	002BM CONN. (NW MARINE DR.) M.P. 1C16.90	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	16.99	1	1	Troutdale	NW CULPEPPER DR.	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	16.99	2	1	Troutdale	NW CULPEPPER DR.	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	17.22	1	1	Troutdale	NW PHOENIX DR.	Yes
PH 4	I-84	COLUMBIA RIVER	002BKI00	17.22	2	1	Troutdale	NW PHOENIX DR.	null
PH 4	I-84	COLUMBIA RIVER	002BSI00	18.6	1	1		002BR CONN. M.P. 1C18.03	Yes
PH 4	I-84	COLUMBIA RIVER	002BSI00	18.6	2	1		002BR CONN. M.P. 1C18.03	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.49	3	1	Hood River	N 8TH ST.	Yes

Key 23748 ADA Upgrade Sites  
 Portland Metro Area 2024-2027 Curb Ramps, Phase 4

Attachment 4:  
 Key 23748 Project Locations

STATUS	Route #	Hwy Name	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.49	4	1	Hood River	N 8TH ST.	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.62	3	1	Hood River	ANCHOR WAY	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.88	2	1	Hood River	002DR CONN. M.P. 2C64.31	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.88	3	2	Hood River	002DR CONN. M.P. 2C64.31	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.88	4	1	Hood River	002DR CONN. M.P. 2C64.31	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.88	1A	1	Hood River	002DR CONN. M.P. 2C64.31	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.88	1A	2	Hood River	002DR CONN. M.P. 2C64.31	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.88	1A	3	Hood River	002DR CONN. M.P. 2C64.31	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.95	1	1	Hood River	002DQ CONN. M.P. 1C63.93	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.95	1	2	Hood River	002DQ CONN. M.P. 1C63.93	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.95	2	1	Hood River	002DQ CONN. M.P. 1C63.93	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.95	3	1	Hood River	002DQ CONN. M.P. 1C63.93	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	63.95	4	1	Hood River	002DQ CONN. M.P. 1C63.93	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	64.02	1	1	Hood River	CASCADE AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	64.02	1	2	Hood River	CASCADE AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	64.02	2	1	Hood River	CASCADE AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	64.02	2	2	Hood River	CASCADE AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	64.02	3	1	Hood River	CASCADE AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	64.02	3	2	Hood River	CASCADE AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	64.02	4	1	Hood River	CASCADE AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002DSI00	64.02	4	2	Hood River	CASCADE AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.32	1	1	Hood River	002DY FRONT. (DOCK RD.) M.P. 1F64.21	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.32	2	1	Hood River	002DY FRONT. (DOCK RD.) M.P. 1F64.21	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.42	1	1	Hood River	002IV CONN. M.P. 6C64.38	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.42	2	1	Hood River	002IV CONN. M.P. 6C64.38	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.42	4	2	Hood River	002IV CONN. M.P. 6C64.38	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.42	1A	1	Hood River	002IV CONN. M.P. 6C64.38	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.48	1	2	Hood River	002DW CONN. M.P. 4C64.74	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.48	2	1	Hood River	002DW CONN. M.P. 4C64.74	null

## Portland Metro Area 2024-2027 Curb Ramps, Phase 4

## Key 23748 Project Locations

STATUS	Route #	Hwy Name	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.52	1	1	Hood River	E MARINA WAY	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.52	2	1	Hood River	E MARINA WAY	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.52	3	1	Hood River	E MARINA WAY	Yes
PH 4	I-84	COLUMBIA RIVER	002DUI00	64.52	4	1	Hood River	E MARINA WAY	Yes
PH 4	I-84	COLUMBIA RIVER	002HRI00	13.74	1	2	Gresham	NE 181ST AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002HRI00	13.74	2	1	Gresham	NE 181ST AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002HRI00	13.74	3	1	Gresham	NE 181ST AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002HRI00	13.74	4A	1	Gresham	NE 181ST AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002HRI00	13.74	4A	2	Gresham	NE 181ST AVE.	Yes
PH 4	I-84	COLUMBIA RIVER	002IJI00	14.39	2	1	Fairview	002IK CONN. M.P. 3C14.42	Yes
PH 4	I-84	COLUMBIA RIVER	002IJI00	14.39	2	2	Fairview	002IK CONN. M.P. 3C14.42	Yes
PH 4	I-84	COLUMBIA RIVER	002IJI00	14.39	3	1	Fairview	002IK CONN. M.P. 3C14.42	Yes
PH 4	I-84	COLUMBIA RIVER	002IJI00	14.39	4	1	Fairview	002IK CONN. M.P. 3C14.42	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	15.97	1	1	Wood Village	002BJ CONN. M.P. 2C15.97	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	15.97	1	2	Wood Village	002BJ CONN. M.P. 2C15.97	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	15.97	2	1	Wood Village	002BJ CONN. M.P. 2C15.97	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	15.97	2	2	Wood Village	002BJ CONN. M.P. 2C15.97	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	15.97	3	1	Wood Village	002BJ CONN. M.P. 2C15.97	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	15.97	3	2	Wood Village	002BJ CONN. M.P. 2C15.97	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	15.97	4	1	Wood Village	002BJ CONN. M.P. 2C15.97	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	15.97	4	2	Wood Village	002BJ CONN. M.P. 2C15.97	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	16.06	1	2	Wood Village	002HQ CONN. M.P. 3C16.44	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	16.06	2	1	Wood Village	002HQ CONN. M.P. 3C16.44	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	16.06	3	1	Wood Village	002HQ CONN. M.P. 3C16.44	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	16.06	3	2	Wood Village	002HQ CONN. M.P. 3C16.44	Yes
PH 4	I-84	COLUMBIA RIVER	002IOI00	16.06	4	1	Wood Village	002HQ CONN. M.P. 3C16.44	Yes
PH 4	US26	MT. HOOD	026BFI00	53.5	1	1		E WYEAST TRAIL	Yes
PH 4	US26	MT. HOOD	026BFI00	53.5	2	1		E WYEAST TRAIL	Yes
PH 4	US26	MT. HOOD	026BFI00	53.5	3	1		E WYEAST TRAIL	Yes
PH 4	US26	MT. HOOD	026BFI00	53.5	4	1		E WYEAST TRAIL	Yes



Key 23748 ADA Upgrade Sites  
Portland Metro Area 2024-2027 Curb Ramps, Phase 4

Attachment 4:  
Key 23748 Project Locations

STATUS	Route #	Hwy Name	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 4	US26	MT. HOOD	026BFI00	53.55	1	1		E MULTORPOR DR. (E BLOSSOM TRAIL)	Yes
PH 4	US26	MT. HOOD	026BFI00	53.55	1	2		E MULTORPOR DR. (E BLOSSOM TRAIL)	Yes
PH 4	US26	MT. HOOD	026BFI00	53.55	2	1		E MULTORPOR DR. (E BLOSSOM TRAIL)	Yes
PH 4	US26	MT. HOOD	026BFI00	53.55	2	2		E MULTORPOR DR. (E BLOSSOM TRAIL)	Yes
PH 4	US26	MT. HOOD	026BFI00	53.55	3	1		E MULTORPOR DR. (E BLOSSOM TRAIL)	Yes
PH 4	US26	MT. HOOD	026BFI00	53.55	3	2		E MULTORPOR DR. (E BLOSSOM TRAIL)	Yes
PH 4	US26	MT. HOOD	026BFI00	53.55	4	1		E MULTORPOR DR. (E BLOSSOM TRAIL)	Yes
PH 4	US26	MT. HOOD	026BFI00	53.55	4	2		E MULTORPOR DR. (E BLOSSOM TRAIL)	Yes
PH 4	US26	MT. HOOD	026BFI00	53.59	1	1		E MELDRUM ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.59	1	2		E MELDRUM ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.59	2	1		E MELDRUM ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.59	2	2		E MELDRUM ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.59	3	1		E MELDRUM ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.59	3	2		E MELDRUM ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.59	4	1		E MELDRUM ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.59	4	2		E MELDRUM ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.61	1	1		E YULE ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.61	2	1		E YULE ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.61	3	1		E YULE ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.61	3	2		E YULE ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.61	4	1		E YULE ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.61	4	2		E YULE ST.	Yes
PH 4	US26	MT. HOOD	026BFI00	53.67	1	1		E LITTLE TRAIL	Yes

Key 23748 ADA Upgrade Sites  
 Portland Metro Area 2024-2027 Curb Ramps, Phase 4

Attachment 4:  
 Key 23748 Project Locations

STATUS	Route #	Hwy Name	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 4	US26	MT. HOOD	026BFI00	53.67	2	1		E LITTLE TRAIL	Yes
PH 4	US26	MT. HOOD	026BFI00	53.67	3	1		E LITTLE TRAIL	Yes
PH 4	US26	MT. HOOD	026BFI00	53.67	4	1		E LITTLE TRAIL	Yes
PH 4	US26	MT. HOOD	026BFI00	53.67	4	2		E LITTLE TRAIL	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	12.94	1	1	Oregon City	TUMWATER ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	12.94	2	1	Oregon City	TUMWATER ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	12.98	1	1	Oregon City	ACCESS TO PARKING	Yes (Not Listed)
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	12.99	4	1	Oregon City	START OF SIDEWALK	null
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13	1	1	Oregon City	S 2ND ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13	2	1	Oregon City	S 2ND ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13	3	1	Oregon City	S 2ND ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13	4	1	Oregon City	S 2ND ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.44	2	1	Oregon City	HEDGES ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.44	3	1	Oregon City	HEDGES ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.49	1	1	Oregon City	MILLER ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.49	2	1	Oregon City	MILLER ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.49	3	1	Oregon City	MILLER ST.	Yes

Key 23748 ADA Upgrade Sites  
Portland Metro Area 2024-2027 Curb Ramps, Phase 4

Attachment 4:  
Key 23748 Project Locations

<b>STATUS</b>	<b>Route #</b>	<b>Hwy Name</b>	<b>LRM</b>	<b>MP</b>	<b>Corner</b>	<b>Ramp</b>	<b>City</b>	<b>Cross Street Name</b>	<b>Settlement</b>
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.49	4	1	Oregon City	MILLER ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.54	1	1	Oregon City	JEROME ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.54	2	1	Oregon City	JEROME ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.54	3	1	Oregon City	JEROME ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.54	4	1	Oregon City	JEROME ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.6	1	1	Oregon City	APPERSON ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.6	2	1	Oregon City	APPERSON ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.6	3	1	Oregon City	APPERSON ST.	Yes
PH 4	OR99E	PACIFIC HIGHWAY EAST	08100I00	13.6	4	1	Oregon City	APPERSON ST.	Yes
PH 4	US30	HISTORIC COLUMBIA RIVER	10000I00	2.55	2	1		SE STARK ST.	Yes
PH 4	US30	HISTORIC COLUMBIA RIVER	10000I00	2.55	2	2		SE STARK ST.	Yes
PH 4	US30	HISTORIC COLUMBIA RIVER	10000I00	4.27	4	1		E BELL RD.	Yes
PH 4	US30	HISTORIC COLUMBIA RIVER	10000I00	6.77	3	1		NE EVANS RD.	Yes
PH 4	US30	HISTORIC COLUMBIA RIVER	10000I00	6.77	4	1		NE EVANS RD.	Yes
PH 4	US30	HISTORIC COLUMBIA RIVER	10000I00	30.46	2	1	Cascade Locks	TOLL HOUSE PARK RD.	Yes

Key 23748 ADA Upgrade Sites  
 Portland Metro Area 2024-2027 Curb Ramps, Phase 4

Attachment 4:  
 Key 23748 Project Locations

STATUS	Route #	Hwy Name	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 4	US30	HISTORIC COLUMBIA RIVER	10000I00	30.81	2	1	Cascade Locks	SW ONEONTA ST.	Yes
PH 4	OR211	WOODBURN-ESTACADA	16100I00	33.49	2	1	Estacada	HWY. 171 M.P. 23.36	Yes
PH 4	OR211	WOODBURN-ESTACADA	16100I00	33.49	3	1	Estacada	HWY. 171 M.P. 23.36	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.06	1	1	Hood River	STATE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.06	2	1	Hood River	STATE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.06	3	1	Hood River	STATE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.06	3	2	Hood River	STATE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.06	4	1	Hood River	STATE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.06	4	2	Hood River	STATE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.1	1	1	Hood River	SHERMAN AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.1	1	2	Hood River	SHERMAN AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.1	2	1	Hood River	SHERMAN AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.1	3	1	Hood River	SHERMAN AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.1	4	1	Hood River	SHERMAN AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.16	2	1	Hood River	EUGENE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.16	3	1	Hood River	EUGENE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.16	3	2	Hood River	EUGENE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.16	4	1	Hood River	EUGENE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.16	4	2	Hood River	EUGENE ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.23	1	1	Hood River	MONTELLO AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.23	1	2	Hood River	MONTELLO AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.23	2	1	Hood River	MONTELLO AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.23	2	2	Hood River	MONTELLO AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.23	3	1	Hood River	MONTELLO AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.23	3	2	Hood River	MONTELLO AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.23	4	1	Hood River	MONTELLO AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.23	4	2	Hood River	MONTELLO AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.83	1	1	Hood River	NIX DR.	Yes

Key 23748 ADA Upgrade Sites  
Portland Metro Area 2024-2027 Curb Ramps, Phase 4

Attachment 4:  
Key 23748 Project Locations

STATUS	Route #	Hwy Name	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 4	OR281	HOOD RIVER	28100I00	0.83	2	1	Hood River	NIX DR.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.83	3	1	Hood River	NIX DR.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.83	4	1	Hood River	NIX DR.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.92	1	1	Hood River	PACIFIC AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.92	1	2	Hood River	PACIFIC AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.92	2	1	Hood River	PACIFIC AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.92	3	1	Hood River	PACIFIC AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	0.92	4	1	Hood River	PACIFIC AVE.	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.04	1	1	Hood River	ROAD	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.04	2	1	Hood River	ROAD	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.04	2	2	Hood River	ROAD	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.04	3	1	Hood River	ROAD	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.04	4	1	Hood River	ROAD	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.04	4A	1	Hood River	ROAD	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.04	4A	2	Hood River	ROAD	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.17	1	1	Hood River	BROOKSIDE DR. (ELIOT DR.)	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.17	2	1		BROOKSIDE DR. (ELIOT DR.)	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.17	3	1		BROOKSIDE DR. (ELIOT DR.)	Yes
PH 4	OR281	HOOD RIVER	28100I00	1.17	4	1	Hood River	BROOKSIDE DR. (ELIOT DR.)	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.79	1	1		2ND ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.79	2	1		2ND ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.79	3	1		2ND ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.84	1	1		3RD ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.84	2	1		3RD ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.84	3	1		3RD ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.84	4	1		3RD ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.88	3	1		4TH ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.88	3	2		4TH ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.88	4	1		4TH ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.88	4	2		4TH ST.	Yes
PH 4	OR281	HOOD RIVER	28100I00	16.9	4	1		MIDBLOCK CROSSING	Yes

Key 23748 ADA Upgrade Sites  
 Portland Metro Area 2024-2027 Curb Ramps, Phase 4

Attachment 4:  
 Key 23748 Project Locations

STATUS	Route #	Hwy Name	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
PH 4	OR282	ODELL	28200I00	2.05	3	1		HOMESTEAD DR.	Yes
PH 4	OR282	ODELL	28200I00	2.05	4	1		HOMESTEAD DR.	Yes
PH 4	OR282	ODELL	28200I00	2.16	2	1		EAGLE LOOP	Yes
PH 4	OR282	ODELL	28200I00	2.23	1	1		EAGLE LOOP (A.G.A. ROAD)	Yes
PH 4	OR282	ODELL	28200I00	2.23	2	1		EAGLE LOOP (A.G.A. ROAD)	Yes
PH 4	OR282	ODELL	28200I00	2.64	1	1		ATKINSON DR.	Yes
PH 4	OR282	ODELL	28200I00	2.64	2	1		ATKINSON DR.	Yes

**4.2 Consideration of the December 19, 2024  
JPACT Minutes**

*Consent Agenda*

Joint Policy Advisory Committee on Transportation  
Thursday, January 16, 2025



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

December 19<sup>th</sup> 2024

Metro Regional Center, Council Chamber

MEMBERS PRESENT

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

AFFILIATION

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

MEMBERS EXCUSED

Jesse Beason  
Mingus Mapps  
Curtis Robinhold  
Duncan Hwang

AFFILIATION

Multnomah County  
City of Portland  
Port of Portland  
Metro Council

ALTERNATES PRESENT

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

AFFILIATION

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



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

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

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

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

Chair Gonzalez called the role and declared a quorum.

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

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

Mark Ottenad – Ottenad, the Public and Government Affairs Director for the City of Wilsonville and the South Metro Regional Area Transit Agency (SMART), request that their transit agency receive a direct seat at the JPACT table, citing the lack of transit operator representation in the committee.

Dwight Brashear – Brashear, the transit director for the City of Wilsonville, reiterated Ottenad's testimony and urged the committee to ensure small transit providers have a voice on JPACT.

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

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

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

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

Chair Gonzalez also provided a summary of applications received for RFFA Step 2 allocation process. He noted that Metro received 24 applications for requests of a total of \$139 million, and described where committee members could find a summary of these applications. He also spoke on representation at JPACT and promised to take the topic up at a future meeting to discuss further.

#### **4. CONSENT AGENDA**

Chair Gonzalez noted that there were two items on the Consent Agenda, Resolution No. 25-5448 For The Purpose Of Adding Or Amending A Total Of Eleven Projects To The 2024-27 MTIP to Meet Federal Project Delivery Requirements, and the consideration of the November 21, 2024 JPACT Minutes.

**MOTION:** Mayor Anne McErerny-Ogle moved to approve the consent agenda, seconded by Ali Mizrakhalili.

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

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

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

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

Chair Gonzalez introduced Grace Cho (she/her), Principal Transportation Planner, Metro, to discuss the topic.

Staff pulled up the PowerPoint presentation.

##### *Presentation Summary:*

Cho outlined the progress and context of the regional flexible fund allocation process, emphasizing the development of a new project bond proposal guided by principles focusing on transit projects, regional transportation plan goals, and funding leverage. The presentation reviewed technical evaluations of nine candidate projects across three categories, assessing alignment with bond principles, RTP goals, and project delivery feasibility. Key findings highlighted varied project performance based on development status, funding strategies, and project scale. Next steps include scenario development, financial assessment, and public comment, aiming for final recommendations in spring. She noted that discussion seeks input to refine bond scenarios meeting program objectives and balancing trade-offs.

##### *JPACT Member Discussion:*

Mayor McErerny-Ogle asked why the IBR wasn't included, and Cho explained that the IBR project did not apply.

Commissioner Lori Stegmann expressed her honor of representing Multnomah County and voiced support for leveraging bond revenue to advance RTP goals, highlighting the Earthquake Ready Burnside Bridge project's regional significance, funding leverage, and alignment with equity, while advocating for higher project scores and emphasizing the importance of selecting implementation-ready projects across all program categories to maximize RTP outcomes.

Commissioner Paul Savas thanked Commissioner Stegmann for her service and wished her luck in her next endeavors. He also pointed out that the scoring system for this application process downplayed large-capacity projects in Clackamas. Cho described the evaluation framework that was applied for the project.

Priya Dhanapal suggested evaluating bonding, which can be a costly funding mechanism, and recommended being as strategic as possible with these funds.

Mayor Joe Buck asked if the decision to move forward or not on this project a Metro staff decision, and Ted Leybold

explained that the flexible funds decisions are chosen by the Metro Council.

Mayor Steve Callaway brought up the TV Highway project as one of the most important if improving safety is the priority.

Sam Desue agreed with Priya and urged a cautious approach to bonding with the incoming federal administration.

Commissioner Nafisa Fai commented that Washington County infrastructure needs to keep up with its growing population, noting the importance of the TV Highway project as well.

Margi Bradway appreciated the way Metro organized the bond funding into three buckets and suggested not comparing apples to oranges but to look at the apples and oranges in each of those three buckets.

Councilor Christine Lewis expressed support of doing work on these corridors, and to be cautious cutting projects before we know what the funding environment will be like.

Commissioner Savas noted the areas that have received a lot of large project funding, and the areas that have continued to receive very little, like the Sunrise Corridor in Clackamas County.

Ali Mirzakhilili expressed some confusion over the selection process. Cho clarified the process and how projects will be prioritized.

Councilor Ashton Simpson supported discussions and hoped to uplift the priority of safety and transit access for people in poverty.

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

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

Chair Gonzalez introduced Lake McTighe (she/they), Principal Transportation Planner, Metro, to present on the topic.

Staff pulled up the PowerPoint presentation.

### *Presentation Summary:*

McTighe described the annual safety update, highlighting ongoing efforts in regional transportation safety through initiatives like the Safe Streets for All project. They emphasized the progress made with safety action plans in Washington County, Multnomah County, and Tigard, as well as advancements in systemic safety analysis to proactively address crash risks. While traffic deaths remain a challenge, McTighe noted successes in data-driven strategies, securing grants, and regional collaboration to improve safety, including updates to the Regional Transportation Safety Strategy and the development of a crash prediction model. Despite setbacks,

they expressed optimism in the potential of targeted, cost-effective interventions to reduce fatalities and serious injuries.

*JPACT Member Discussion:*

Mayor Callaway asked if there was any data for distracted drivers, specifically cell phones, and McTighe responded that they do not because it is difficult to track but they are working on finding ways to acquire that information. He also asked if there is any information on people using neighborhood roads to avoid freeways and causing increased danger, and McTighe said they did not have that data but appreciated the suggestion.

Commissioner Savas acknowledged and thanked Mayor Callaway for his service to JPACT. He also mentioned the positive impact of traffic patrols on a decrease of traffic accidents and asked if that is being included in this research.

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

**6. MEMBER UPDATES**

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

**7. ADJOURN**

Chair Gonzalez adjourned the meeting at 9:30AM.

Respectfully Submitted,

*Sam Hart*

Sam Hart,  
Recording Secretary

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

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
3.0	Presentation	12/19/2024	Fatal Crash Slide	121924-01
3.1	Presentation	12/19/2024	Transit Minute	121924-02
5.1	Presentation	12/19/2024	RFFA: Step 1A.1 Project evaluation results and building of bond scenarios Presentation	121924-03
5.2	Presentation	12/19/2024	Safe Streets for All Update Presentation	121924-04

## **5.1 JPACT Workplan Review**

*Information/Discussion Items*

Joint Policy Advisory Committee on Transportation  
Thursday, January 16, 2025

# JPACT Worksheet

**Agenda Item Title:** JPACT workplan review

**Presenters:** Ted Leybold (he/him), Transportation Policy Director; Betsy Emery (she/her), Federal Affairs Advisor

**Contact for this worksheet/presentation:** Jaye Cromwell, [jaye.cromwell@oregonmetro.gov](mailto:jaye.cromwell@oregonmetro.gov)

## **Purpose/Objective**

The purpose of this item is to review the JPACT workplan for 2025 as proposed by the Metro staff and JPACT leadership. Staff will highlight items that are federal or state requirements, as well as regional projects and strategic JPACT initiatives. Staff will hear comments and discussion from JPACT members.

## 2025 workplan

2025 will be a busy year for JPACT and statewide transportation funding. Along with federally required items like the Regional Flexible Funds Allocation and the Unified Planning Work Program (UPWP), JPACT will also continue to keep informed of happenings in the 2025 State legislative session that starts in February. JPACT will also need to approve locally preferred alternatives (LPAs) for three local projects to move forward in their work: 82<sup>nd</sup> Avenue, TV Highway, and Montgomery Park Street Car. Also included in our work plan are updates and decision points around regional program efforts and studies including the Community Connector Transit Study and the Regional Travel Options program.

## Federal strategy

The JPACT workplan also includes our federal advocacy strategy for transportation policy and funding. With any change in administration and political leadership, it's important to reassess advocacy strategies and tactics to ensure they are most effective. Historically, JPACT's federal advocacy strategy has been a large group "fly in" to D.C. to lobby our members of Congress about our priorities. President-elect Trump's priorities to enact an FY25 budget, tax package, and large-scale immigration policies will likely limit capacity for conversations about transportation policy or the reauthorization bill this year. Advocacy opportunities at USDOT and FTA might also be impacted given the time it takes to staff up the Secretary's office. Further, we have two new Portland-area Members of Congress that will be orienting themselves to new committees and the inner workings of D.C.

Given that context, Metro's lobbyist and government affairs staff are considering a new federal advocacy strategy for this coming year that pivots away from the large group trip to D.C. in favor of in-district advocacy and targeted small group trips to D.C. that are tied to strategic opportunities. This new strategy could employ a variety of tactics, such as a bus tour with Members to highlight examples of high-impact projects across the region that received funding from the Bipartisan Infrastructure Law, meetings with USDOT or FTA staff that attend the MPACT conference in late October, or a small group trip to D.C. focused on advocating for the CIG program.

**Outcome**

JPACT members will understand the workplan for 2025, ask questions about initiatives the committee will undertake, and provide input on work plan activities.

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

JPACT annually reviews its work plan at the first meeting of the year. The workplan continually updated throughout the year.

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

Copy of the draft work plan



## 2025 JPACT Work Program

*As of 1/8/25*

*Items in italics are tentative*

<p><b><u>January 16, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>• Comments from the Chair- Regional Rail Study Update (5 min)</li> <li>• JPACT workplan review (Ted Leybold, Metro; Betsy Emery, Metro; 20 min)</li> <li>• Cooling Corridors (Andre' Lightsey-Walker, Metro; 30 min)</li> <li>• RFFA: Draft Scenario Assessment (Grace Cho and Ted Leybold; 30 min)</li> </ul>	<p><b><u>February 20, 2025- online</u></b></p> <ul style="list-style-type: none"> <li>• Consideration of December Minutes</li> <li>• Consideration of January 16 Minutes</li> <li>• 82<sup>nd</sup> Avenue Transit Project LPA update (Melissa Ashbough, 30 min)</li> <li>• <i>RFFA: Revised Scenario Assessment</i> (Grace Cho, Metro, 30 min)</li> <li>• Comprehensive Climate Action Plan: greenhouse gas inventory and targets (Eliot Rose, Metro; 30 min)</li> <li>• Rose Quarter MTIP (TBD)</li> </ul>
<p><b><u>March 20, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>• Federal Surface Transportation Reauthorization regional priorities &amp; T4A Transportation Overview (Beth Osbourne (invited), Transportation for America; Betsy Emery, Metro; 20 min)</li> <li>• Rose Quarter MTIP (action)</li> <li>• TV Highway LPA Update (Kate Hawkins, Metro; 30 min)</li> <li>• State Legislative Update (Anneliese Koehler, Metro; 20 min)</li> <li>• RFAA: Recommendation for public comment (Grace Cho, Metro, 30 min)</li> </ul>	<p><b><u>April 17, 2025- online</u></b></p> <ul style="list-style-type: none"> <li>• Unified Planning Work Program (John Mermin, Metro)</li> <li>• Community Connections Transit Study: Policy Framework and Vision Considerations (Ally Holmqvist)</li> <li>• US DOT Certification of MPO: Findings (Tom Kloster and Ted Leybold &amp; Federal staff; 40 min)</li> </ul>
<p><b><u>May 15, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>• UPWP (action)</li> <li>• 82<sup>nd</sup> Avenue LPA Adoption (action)</li> <li>• State Legislative Update</li> <li>• Oregon Transportation Survey</li> <li>• CPRG &amp; Climate Smart</li> </ul>	<p><b><u>June 12, 2025- online</u></b></p> <ul style="list-style-type: none"> <li>• JPACT Trip update</li> <li>• Montgomery Park LPA Update ( Alex Oreschak, Metro; 20 min)</li> <li>• Federal Surface Transportation Reauthorization regional priorities (draft discussion)</li> <li>• Regional TDM Strategy Update</li> </ul>
<p><b><u>July 17, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>• Annual Transit Budget Updates (comment)</li> <li>• Montgomery Park LPA Adoption (Action)</li> <li>• RFFA Step 1A Bond (Action)</li> </ul>	<p><b><u>August- cancelled</u></b></p>

<ul style="list-style-type: none"> <li>• Federal Surface Transportation Reauthorization regional priorities (action)</li> <li>• State Legislative Update</li> <li>• CPRG</li> </ul>	
<p><b><u>September 18, 2025- online</u></b></p> <ul style="list-style-type: none"> <li>• 82<sup>nd</sup> Avenue Transit project; Possible RTP amendment</li> <li>• TV Highway LPA Discussion</li> <li>• Cooling Corridors</li> </ul>	<p><b><u>October 16, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>• TV Highway (action)</li> <li>• JPACT trip report back</li> <li>• CCT Study: Priorities</li> <li>• Hold for IBR LUFO</li> </ul>
<p><b><u>November 20, 2025- online</u></b></p>	<p><b><u>December 18, 2025- in person</u></b></p> <ul style="list-style-type: none"> <li>• SS4A Annual update</li> <li>•</li> </ul>

***Holding Tank:***

- Better Bus Program update

## **5.2 Cooling Corridors**

*Information/Discussion Items*

Joint Policy Advisory Committee on Transportation  
Thursday, January 16, 2025

# JPACT Worksheet

**Agenda Item Title:** Cooling Corridors Study – Overview and Introduction

**Presenters:** André Lightsey-Walker (he, him) and Joe Gordon (he, him)

**Contact for this worksheet/presentation:** Joe Gordon, André Lightsey-Walker

## **Purpose/Objective:**

The purpose of this presentation is to inform MPAC of Metro’s Cooling Corridors study, including the project timeline, goals, and deliverables, and to seek feedback on who to engage in this work and how MPAC would like to be involved or informed as the project moves forward.

## **Outcome:**

JPACT has an opportunity ask questions about the study and provide feedback on these questions:

- Has your agency or organization done work in this area?
- Do you have suggestions for who to engage in this study?
- How would you like to continue to be involved or informed about this project?

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

This is the first time that JPACT is receiving information about this project.

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

Cooling Corridors study factsheet (see attached).

# Cooling Corridors Study

*This project offers the opportunity to develop a data informed approach on ways to increase regional resilience to extreme heat in future work, including an updated 2040 Vision.*

## Introduction

The Portland-Vancouver region, like many places in the world, is experiencing the impact of global climate change in the form of more frequent and longer periods of extreme heat at higher temperatures, with higher impacts to people of color, older adults, and low-income and unhoused people. These effects on people are compounded by damage to the natural environment and critical infrastructure, such as buckling roads and transit rail lines, and heat-related power outages.

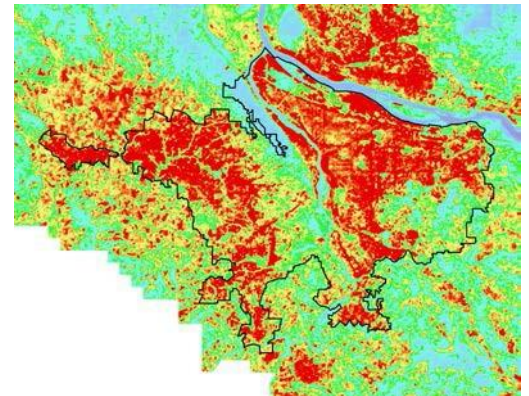
## Project description

The project team will engage and partner with subject matter experts, community-based organizations, and other jurisdictions to learn how other places across the country and the world are addressing more frequent, intense and prolonged extreme heat events. The project team will identify areas of heat risk, paired with potential intervention strategies. The strategies will be identified through best practices research, a review of federal guidance and governmental tools and programs, and engagement with expert panels and community-based organizations. This work will identify the benefits of a regional approach and how it could guide future policies and investment decisions.

## Project outcomes

Research findings and recommendations will be summarized in a final report that includes:

- **Research on existing efforts and best practices** in the region and among peer regions, including cost-effectiveness and benefits of different approaches.



*Metro heat mapping analysis*

- **Regional geographic information system (GIS) analysis** (e.g., heat island mapping, topography, hydrology, meteorology, land cover, tree canopy) to visualize heat risk areas, existing cooling corridors and potential opportunities to connect existing cooling corridors.
- **Equity analysis** to understand which geographic areas and communities in the region are disproportionately affected by urban heat.
- **Implementation recommendations** on opportunities to help make the region cooler and provide relief during extreme heat events.
- **A network of subject matter experts, community-based organizations, and jurisdictions** to engage in heat resiliency projects and strategies for funding.

# Project timeline





### **5.3 RFFA: Draft Scenario Assessment**

*Information/Discussion Items*

Joint Policy Advisory Committee on Transportation  
Thursday, January 16, 2025



# JPACT Worksheet

**Agenda Item Title:** 28-30 Regional Flexible Fund Bond Development (Step 1A.1) – Bond Scenarios and Reference Scenario Options

**Presenters:** Grace Cho & Ted Leybold

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

## **Purpose/Objective**

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

- Initial bond scenarios according to themes heard;
- Outline an approach for getting to final bond scenarios to take through financial assessment; and
- Outline reference scenarios options, beginning to give the financial picture for the bond.

## **Outcome**

JPACT members provide Metro staff direction to finalize the bond scenarios to undergo financial assessment and begin to understand the financial picture for the bond.

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

Metro staff are returning to JPACT to present initial bond scenarios for further discussion prior to setting the limited number of bond scenarios which will under financial assessment. The financial assessment for the bond scenarios are to gather clarity whether the package of investment considered for bond proceeds can meet the purpose and principles for the bond outlined in the Program Direction. Further, Metro staff will begin to share reference scenarios helping to outline the financial picture for the bond proposal in consideration by the region.

A short update on the next steps is to be provided.

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

- Cover memo



# Memo

Date: Tuesday, January 7, 2025  
To: Joint Policy Advisory Committee on Transportation and Interested Parties  
From: Grace Cho, Principal Transportation Planner  
Ted Leybold, Transportation Policy Director  
Subject: 2028-2030 Regional Flexible Fund Step 1A.1 – Bond Scenarios and Reference Scenarios

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**Purpose:** To provide an overview of five bond scenarios and reference scenario options and gather JPACT input prior to finalizing the scenarios to undergoing the financial assessment for the new project bond proposal development process.

## **Background & Current Place in Development:**

As part of the adoption of the 2028-2030 Regional Flexible Fund Program Direction, regional leadership agreed to move forward in the development of a new project bond proposal (also referred to as Step 1A.1) for consideration by the region. After the candidate project evaluation of the nine transit projects in contention and gathering input towards concepts/themes as direction in shaping bond scenarios, the following materials are to share five identified potential bond scenarios (not financially assessed to date) and financial information for the reference book end scenarios.

## **28-30 RFFA Step 1A.1: Getting to a Preferred Bond Scenario**

As a reminder, the potential scenarios presented for input and the subsequent financial assessment of finalized scenarios are among several pieces of information to inform and shape an eventual preferred bond scenario/proposal for consideration by TPAC, JPACT, and Metro Council. These pieces include:

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

## **Summary Input on Bond Scenario Concepts & Themes**

The input on the concepts and themes is to help guide and shape bond scenarios (also known as investment packages) to undergo financial assessment. The financial assessment of scenarios will help to answer critical questions on debt servicing, schedule, proceeds availability and understand the trade-offs. The information will support a discussion among regional partners as to whether a potential package can meet all the program direction objectives and ultimately if the region sees it as a strategic decision to move forward with a bond package at this time.

At the December meetings of TPAC and JPACT, Metro staff requested input on concepts and themes for bond scenarios development. Members responded and a summary of what was heard included the following:

- Maximize advancing the RTP goals and outcomes, with particular emphasis on equity, safety, and climate.
- Ensure the costs of bonding creates positive value and therefore:
  - Emphasize discretionary funding leverage
  - Take into account project readiness for implementation
- Represent a mix of transit investment types by having the three transit project categories represented.
  - Honor the deliberation by JPACT to expand bonding for other types of transit projects beyond high capacity transit.
- Emphasize regional and corridor-scale projects meeting regional needs.
- Ensure all Program Direction objectives are met, including having regional flexible funds invested throughout the region.
  - To create public support and unified lobbying power for federal discretionary dollars.

Metro staff aims to have a limited and manageable number of bond scenarios taken through the financial assessment to understand the overall commitment, tradeoffs, and costs for advancing revenues. In addition, Metro has a set of reference book ends scenarios to set context (described in a following section). As previously stated, regardless of the bond scenario concept, all bond scenarios will need to meet the policy direction adopted in the 2028-30 RFFA Program Direction.

### Initial Bond Scenarios

Based on the inputs available to date, Metro staff developed an initial draft set of scenarios which focuses on maximizing an individual theme. Table 1. outlines the draft scenario according to the theme. The theme of funding projects throughout the region – geographic representation – is not an individual project performance theme, but rather assessed on the package of projects identified. It may be utilized, along with other bond packaging considerations, such as the financial analysis, as a factor in selecting projects to include in a proposed bond package.

*Table 1. Bond Scenarios to Maximize Individual Themes*

<b>Scenario</b>	<i>Maximized RTP Outcomes</i>	<i>Leverage</i>	<i>Categorical Representation</i>	<i>Regional/Corridor Scale</i>	<i>Readiness</i>
<b>Projects</b>	82 <sup>nd</sup> Avenue Transit Project	82 <sup>nd</sup> Avenue Transit Project	82 <sup>nd</sup> Avenue Transit Project	82 <sup>nd</sup> Avenue Transit Project	82 <sup>nd</sup> Avenue Transit Project
	TV Highway Transit Project	TV Highway Transit Project	TV Highway Transit Project	TV Highway Transit Project	TV Highway Transit Project
	Montgomery Park Streetcar Extension	Montgomery Park Streetcar Extension	Better Bus Program	Sunrise Gateway Corridor Project	Montgomery Park Streetcar Extension
	Transit Access and	Transit Access and	Sunrise Gateway	Transit Access and Vehicle	Transit Access and

	Vehicle Priority – Burnside Bridge	Vehicle Priority – Burnside Bridge	Corridor Project	Priority – Burnside Bridge	Vehicle Priority – Burnside Bridge
	OR99E (McLoughlin Boulevard)	185 <sup>th</sup> MAX Overcrossing			
<b>Requested Bond Proceeds Total</b>	\$114 million	\$117,618,499 million	\$86 million	\$100 million	\$105 million
<b>Other Themes/Factor Achieved</b>					
Readiness	high	medium-high	medium-low	medium	high
Leverage	high-medium	high	medium-low	medium	high
RTP Outcomes	high-medium	medium-high	Medium	medium-high	high
Category Representation	high	high	High	high	medium
Corridor/Regional Scale	medium	medium	medium-high	high	high-medium
Geographic Representation	high	low	High	high	low

The draft bond scenario concepts try to maximize performance according to an individual theme. As identified in the “other themes achieved” section of the table, maximizing performance under one theme can lower performance in other themes. Under these draft bond scenario concepts, no one scenarios can meet all the Program Direction objectives without considering a tradeoff in performance.

With the resulting bond scenario concepts unable to meet all the Program Direction objectives, Metro staff propose developing bond scenarios that achieve a balance of maximizing acceptable performance across all the bond themes. The development of these scenarios will be informed by the input and performance analysis to date. These scenarios will be utilized, along with financial analysis of bond funding capacity and costs, to frame the development of a preferred bond proposal. Metro staff seeks input on this approach. The approach will be presented to TPAC at their January 10<sup>th</sup> meeting and subsequently to the Metro Council at their January 14<sup>th</sup> work session. input received at those meetings will be summarized in the JPACT meeting presentation materials for the January meeting.

Financial assessment has not begun on the bond scenarios, so at this time it is still undetermined as to whether the scenario as an investment package can meet certain key bond principles as outlined in the Program Direction.

### **Bond Mechanism Reference Options**

In efforts to provide context setting for the building the bond scenario packages, Metro staff developed a set of bond mechanism reference scenarios. While a bond mechanism has yet to be selected, among the several different factors affecting the selection of a bond mechanism, two basic options are in consideration.

- Bond mechanism option 1 – single bond: use of a single bond mechanism to advance funds for projects identified in the preferred bond scenario, as long as the projects meet bond requirements and administrative criteria. Requires additional partnerships to facilitate the ability to utilize a single bond mechanism to meet the bond mechanism requirements or administrative criteria.
- Bond mechanism option 2 – multiple bonds: use of more than one bond mechanism to advance funds for projects identified in the preferred bond scenario. Allows for different types of projects without additional partnerships to meet bond mechanism requirements or administrative criteria.

Based on revenue forecasts, each bond mechanism option has a high and low estimate of possible proceeds to be generated to address the Program Direction principles specified for consideration of bonding Regional Flexible Fund revenues.

#### Bond Mechanism Option 1 – Single Bond

Optimistic RFFA Revenue Forecast	
Proceeds generated	\$84M
Overall cost (in year of expenditure)	\$127M
Less Optimistic RFFA Revenue Forecast	
Proceeds generated	\$70M
Overall cost (in year of expenditure)	\$109M

#### Bond Mechanism Option 2 – Multiple Bond\*

Optimistic RFFA Revenue Forecast	
Proceeds generated	\$TBD
Overall cost (in year of expenditure)	\$TBD
Less Optimistic RFFA Revenue Forecast	
Proceeds generated	\$TBD
Overall cost (in year of expenditure)	\$TBD

\*Multiple bond mechanism costs are still under development

While the proceeds and costs under a multiple bond mechanism are still under development, the higher costs to account for double the number of fees and requirements will likely result in less bond proceeds available to allocate to projects. Lastly, if the region elects not to move forward with a new project bond at this time, then the estimated 28-30 Regional Flexible Funds under each category is as follows:

- Step 1A - \$51.78 million
- Step 1B - \$40.58 million
- Step 2 - approximately \$57-\$60 million

#### Discussion Questions

1. What input do JPACT members have on utilizing an approach that balances maximizing acceptable performance across all the bond themes of: RTP outcomes performance, leveraging of other funds, inclusion of all transit category types, corridor scale projects, project readiness, and geographical representation, to develop bond package scenarios and a preferred bond package? (e.g. are there specific trade-offs in performance of bond themes that JPACT members would like to have presented by draft bond package scenarios? Are there local factors or priorities for consideration?)

2. What questions do JPACT members have in relation to the bond mechanism reference scenarios?

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

Through March 2025, Metro staff will continue analysis and provide information to support the discussion of shaping bond scenarios and ultimately shaping a preferred bond scenario in which TPAC and JPACT will approve to carry through public comment. Tables 2. summarizes upcoming bond development activities and key dates leading through the process.

*Table 2. Upcoming Activities, Timeframe, and Audiences*

<b>Timeframe</b>	<b>Activities</b>	<b>Audiences</b>
January 2025	Technical Information <ul style="list-style-type: none"> <li>Financial assessment of bond scenarios (draft)</li> </ul> Financial, Administrative, and Regulatory <ul style="list-style-type: none"> <li>Bond mechanism identification and requirements (e.g. restrictions, reporting, costs)</li> </ul> Partner and Public Input <ul style="list-style-type: none"> <li>Metro Council input bond scenario themes/concepts</li> </ul>	TPAC JPACT Metro Council
February 2025	Technical Information <ul style="list-style-type: none"> <li>Financial assessment of bond scenarios (revised)</li> </ul> Financial, Administrative, and Regulatory <ul style="list-style-type: none"> <li>Bond mechanism selection and requirements (e.g. restrictions, reporting, costs) (tentative)</li> </ul> Policy Direction <ul style="list-style-type: none"> <li>28-30 RFFA Program Direction objectives met</li> </ul> Partner and Public Input <ul style="list-style-type: none"> <li>TPAC, JPACT, and Metro Council input on local priorities</li> </ul>	TPAC JPACT
March 2025	Technical Information <ul style="list-style-type: none"> <li>Financial assessment of bond scenarios (for preferred scenario)</li> </ul> Policy Direction <ul style="list-style-type: none"> <li>28-30 RFFA Program Direction objectives met</li> </ul> Partner and Public Input <ul style="list-style-type: none"> <li>TPAC, JPACT, and Metro Council input on local priorities</li> <li>Open public comment</li> </ul>	TPAC JPACT
April 2025	Partner and Public Input <ul style="list-style-type: none"> <li>Public comment</li> <li>Public hearing</li> </ul>	Public
May 2025	Partner and Public Input <ul style="list-style-type: none"> <li>Public comment report with comment summary, responses, and as appropriate staff recommendations</li> </ul> Technical Information <ul style="list-style-type: none"> <li>Updated financial assessment of bond scenario (if necessary)</li> </ul> Policy Direction <ul style="list-style-type: none"> <li>Continue assessment 28-30 RFFA Program Direction objectives met</li> </ul>	TPAC JPACT
June 2025	Partner and Public Input <ul style="list-style-type: none"> <li>TPAC, JPACT, and Metro Council deliberations</li> </ul>	TPAC JPACT

	<p>Technical Information</p> <ul style="list-style-type: none"> <li>• Updated final financial assessment of bond scenario (if necessary)</li> </ul> <p>Policy Direction</p> <ul style="list-style-type: none"> <li>• Final assessment 28-30 RFFA Program Direction objectives met</li> </ul> <p>Financial, Administrative, and Regulatory</p> <ul style="list-style-type: none"> <li>• Draft conditions on the allocation approval                             <ul style="list-style-type: none"> <li>○ Maintenance of Program Direction principles and objectives</li> <li>○ Bond mechanism and bonding agency requirements</li> <li>○ Intent of final allocation decision</li> <li>○ Project delivery risk management issues</li> </ul> </li> </ul>	
July 2025	TPAC and JPACT action on 2028-2030 RFFA including the preferred bond proposal (Step 1A.1) and Step 2	TPAC JPACT Metro Council*

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

Materials following this page were distributed at the meeting.



## December traffic deaths in Clackamas, Multnomah and Washington counties\*

Patricia J. Esler, 75, driving , NE Lombard St., Portland, Multnomah, 11/28

Hong Huynh, 75, walking, SE Division St., Portland, Multnomah, 12/4

Darin Boyd, 61, motorcycling, SW Minter Bridge Rd., Hillsboro, Washington, 12/5

Winchester Ryan Scott, 50, walking, NE Burnside Rd. near NE Cleveland Ave., Gresham, Multnomah, 12/7

Muoi Te Hua, 81, walking, Powell Blvd. and SE 82nd Ave., Portland, Multnomah, 12/15

John Erik Andersson, 59, driving, I-84 near milepost 25, Multnomah, 12/21

Matthew Leroy Cooper, 43, driving, Hwy 224, Clackamas, 12/27

Unidentified, driving, Hwy 99 W at SW Canterbury Ln., Tigard, Washington, 12/30

*\*Traffic deaths as of 12/31/24 ODOT initial fatal crash report, and police and news reports –information is preliminary and subject to change. May include names not included in the previous month's report.*



# *Continually committing to systemic change to prevent future traffic deaths*

**Safe Streets:** Redesign our most dangerous streets represented by the High Injury Corridors

**Safe Speeds:** Slow down travel speeds, using a variety of tools to do so

**Safe People:** Create a culture of shared responsibility through education, direct engagement, and safety campaigns

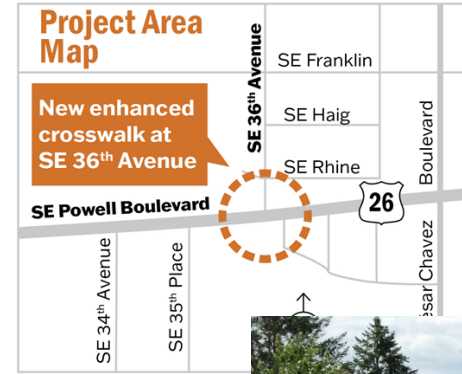
As well as **Safe Vehicle** size and technology and **Post-Crash Care** and response.



## Monthly highlights

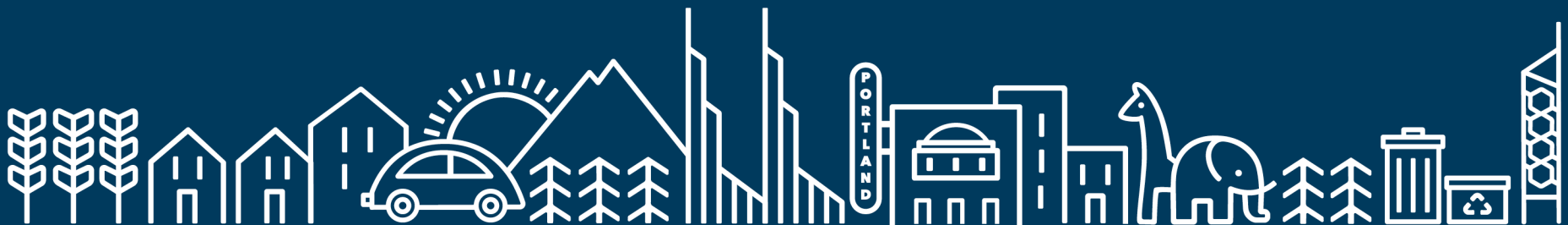
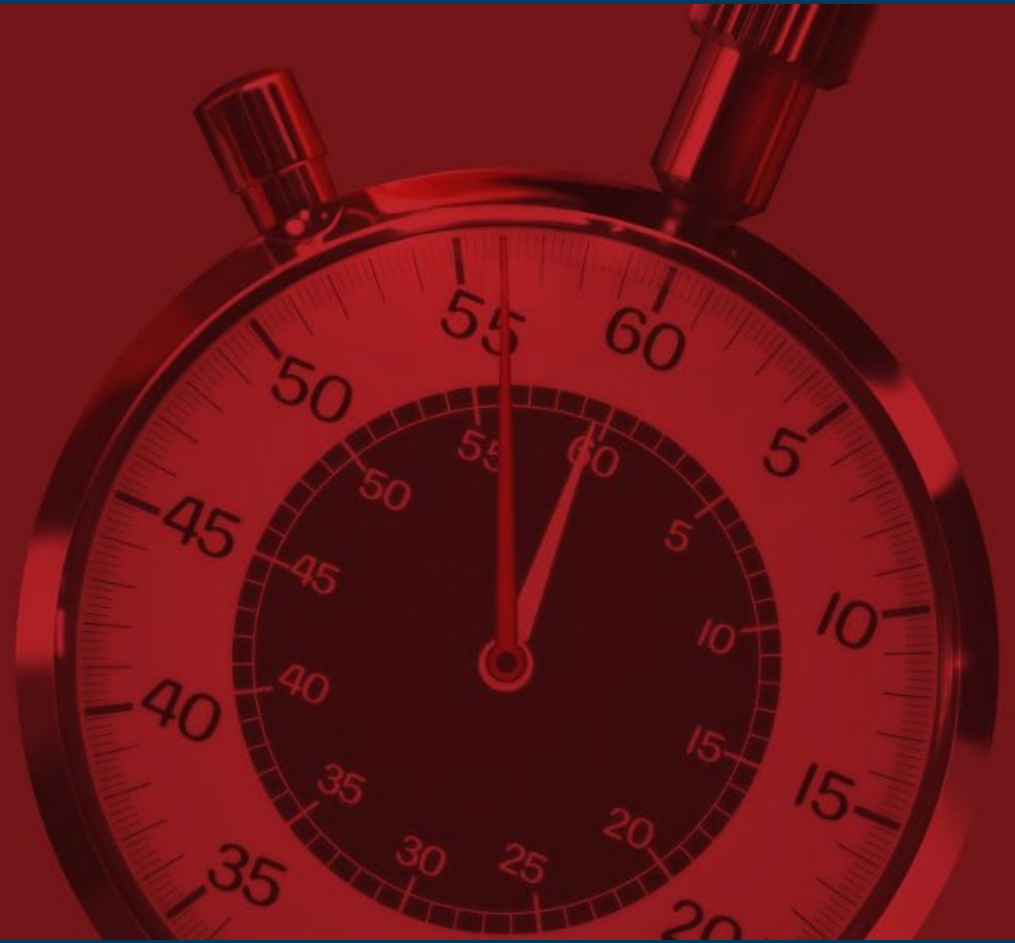
# Some of the actions regional partners are taking for safer streets

- **ODOT** is upgrading the currently unsignalized crosswalk on SE Powell Blvd. at SE 36th Ave. with a new pedestrian activated beacon, or Rectangular Rapid Flashing Beacon (RRFB).
- **NCHRP, Toole Design, Portland State University, Safe Streets Research and Consulting, and Oregon State University** partnered to develop new research with a decision tool and guidelines to reduce conflicts between people bicycling and turning motorists.
- **Tualatin** has installed Rectangular Rapid Flashing Beacons (RRFBs) at 30 crosswalks on local streets through the Tualatin Moving Forward program.

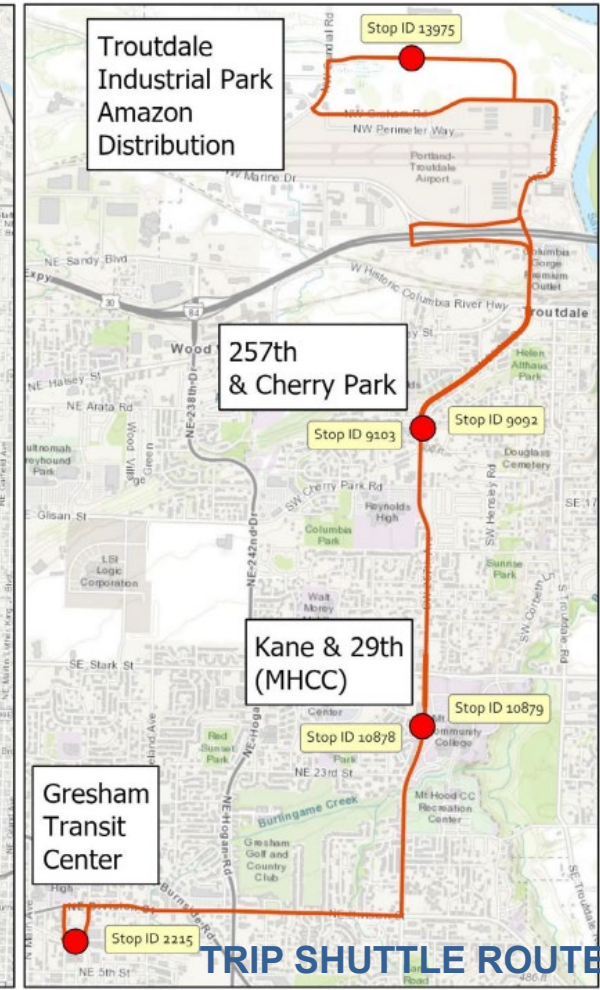


# Today in the transit minute...

60  
SECONDS



# December/January Transit News Highlight





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# 2025 JPACT Workplan Review

JPACT

Thursday, January 16<sup>th</sup>

Ted Leybold, Transportation Policy Director

Betsy Emery, Federal Affairs Advisor



# 2025 JPACT Workplan Highlights

- Federally required
  - Regional Flexible Funds Allocation
  - Unified Planning Work Program
  - MPO Certification
- Regional Transportation Advocacy
  - 2025 State Legislative Transportation Package
  - Federal engagement
    - Surface Transportation Reauthorization



# 2025 JPACT Workplan Highlights

- Project and corridor work
  - 82<sup>nd</sup> Ave. LPA
  - TV Highway LPA
  - Montgomery Park Streetcar LPA
  - Sunrise Corridor Visioning
  - Rose Quarter MTIP
- Program and policy work
  - Regional Demand Management and Travel Options Program
  - Community Connector Transit Study
  - Climate Pollution Reduction CCAP





# 2025 JPACT Workplan Highlights

## Regional JPACT Initiatives

- RFFA Step 1A.1 Bond proposal
- Regional outcomes evaluation discussions
- Mpact conference



# JPACT Federal Advocacy

Betsy Emery | Federal Affairs Advisor | Metro



# Political Context Informs Advocacy Strategy

- Republicans control House, Senate, and White House
- Likely won't be much emphasis on transportation policy this year, despite 2026 IIJA expiration
- Reps. Bynum and Dexter need orientation to regional transportation goals



# Pivoting our Federal Advocacy Strategy

Large group  
fly-in to D.C.  
during week of  
September 8th

**Pivot  
To**

In-district events with Congressionals to  
highlight regional goals + surface  
transportation reauthorization priorities

Leverage MPACT attendees for conversations  
with FTA/USDOT staff

Targeted small-group fly ins to D.C. as rapid  
response to strategic advocacy opportunities

# Questions?

**Ted Leybold | Transportation Policy Director |  
Ted.Leybold@oregonmetro.gov**

**Betsy Emery | Federal Affairs Advisor |  
Betsy.Emery@oregonmetro.gov**



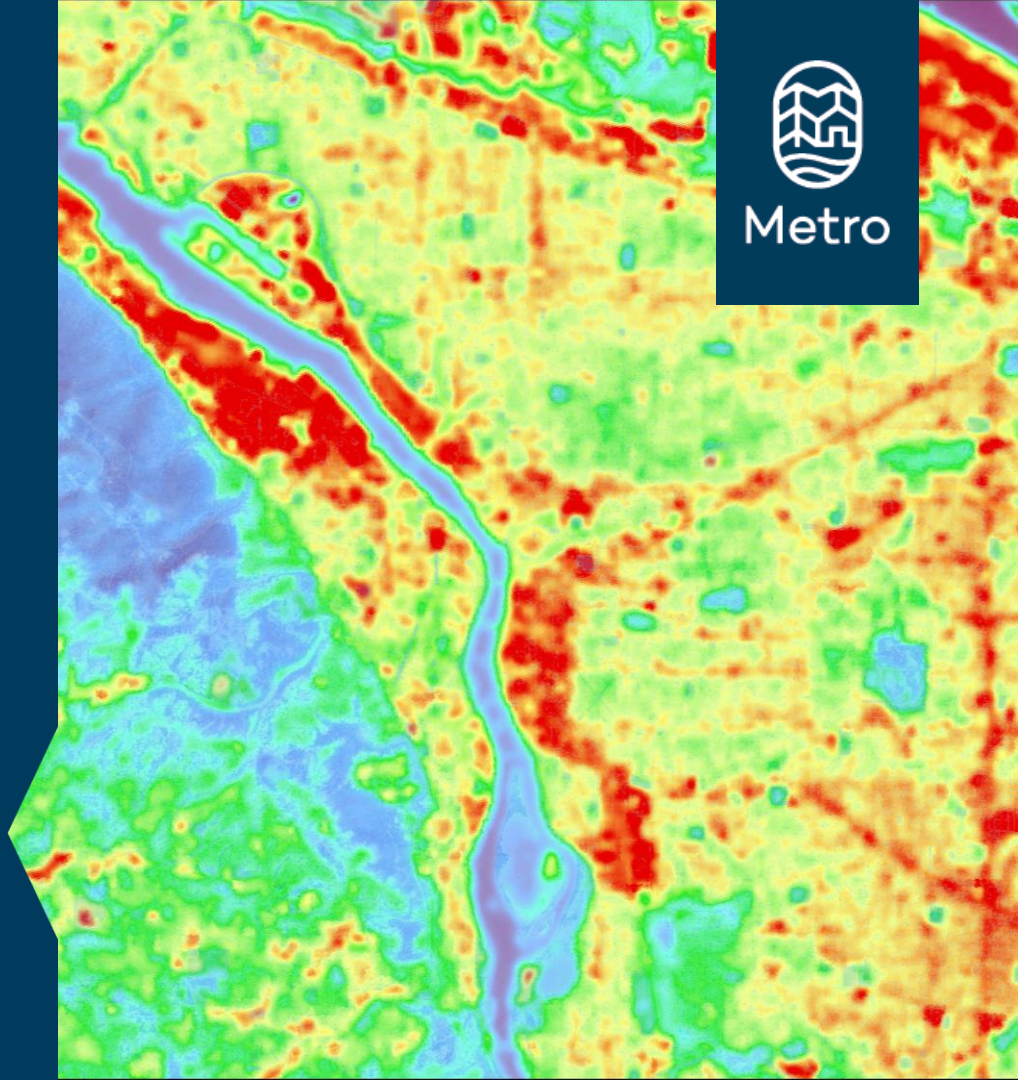
# Cooling Corridors Study

Joint Policy Advisory  
Committee on  
Transportation

January 16, 2025



Metro



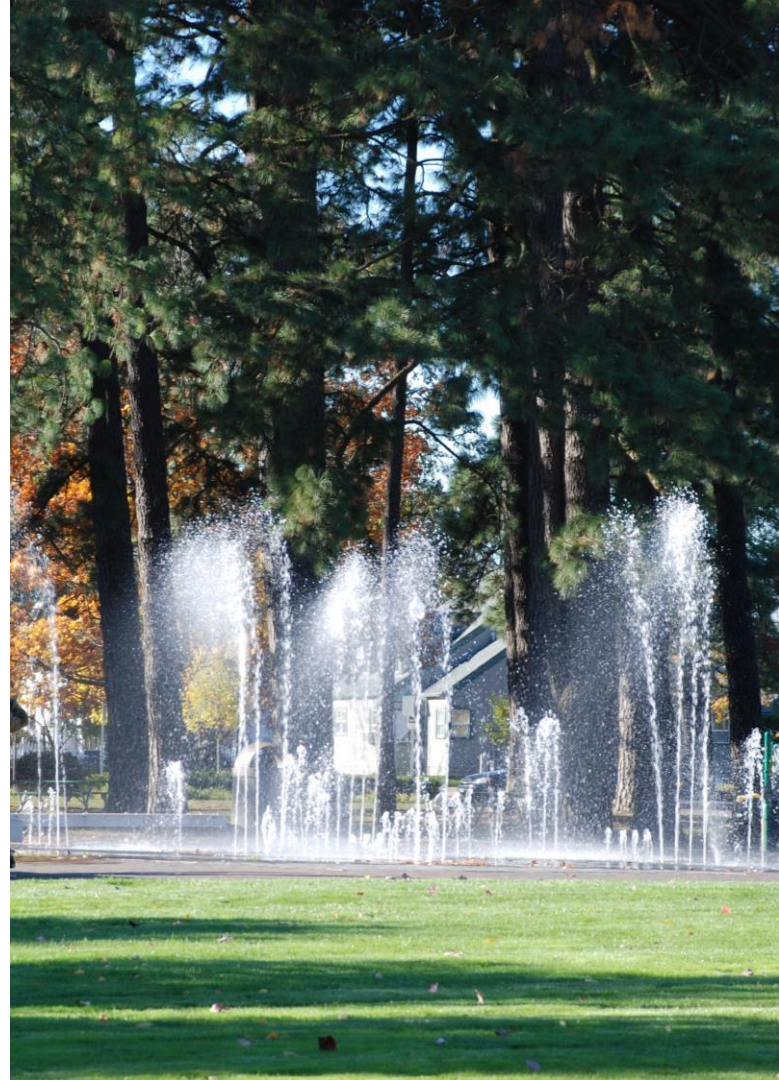
# Why cooling corridors?

- Interest in climate resilience, ventilation corridors, strategies for adapting to extreme heat
- Inform Metro Future Vision and 2028 Regional Transportation Plan update
- Could include different types of corridors
  - Land acquisition for greening
  - Targeted street interventions



# Project outcomes

- Understand current cooling resources and opportunities to reduce impacts of extreme heat on people and places
- Develop a network of subject matter experts, CBOs, and governmental partners to engage in urban heat resiliency projects
- Share best practices and use them to inform regional planning, policies and investments





# Identifying Cooling Corridors

- Assess distribution of tree canopy
- Assess distribution of cool corridors and urban heat islands
- Identify options for connecting corridors
- Identify areas without existing cool corridors
  - Including assessment of geographic “system”

# Pairing analysis with implementation

- What are the tools?
  - Green infrastructure, pavements, roofs, shade, water, parks, wind?
- What is Metro's role?
  - MPO, funder, technical assistance, trails, parks and nature conservation



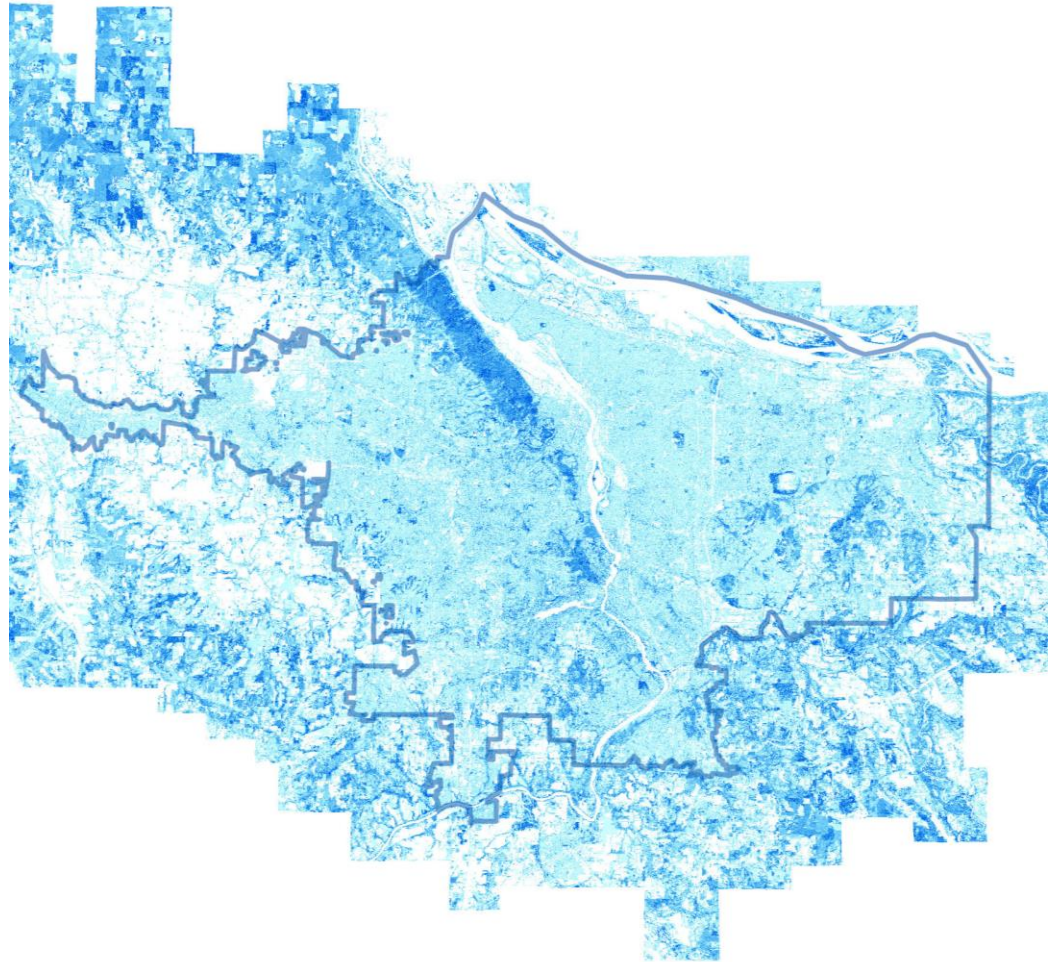
# Final report

- Research on existing efforts and best practices in region and peer regions
- Cost-effectiveness and benefits of different approaches
- Regional geographic information systems (GIS) analysis
- Equity analysis
- Implementation recommendations



# Engagement

- Metro staff
  - COO office
  - Planning, Development & Research
  - Parks and Nature
- Governmental partners
- Expert consultation
- Smart Surfaces Coalition
- Community-based organizations



# Project timeline

We are here



# Questions for JPACT

- Has your agency or organization done work in this area?
- Do you have suggestions for who to engage in this study?
- How would you like to continue to be involved or informed in this project?

# Thank you!

**Joe Gordon**

**Principal GIS Specialist**

[Joe.Gordon@oregonmetro.gov](mailto:Joe.Gordon@oregonmetro.gov)

**André Lightsey-Walker**

**Senior Transportation Planner**

[Andre.Lightsey-Walker@oregonmetro.gov](mailto:Andre.Lightsey-Walker@oregonmetro.gov)



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Parks and nature

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# 2028-30 Regional Flexible Funds Allocation (RFFA) Step 1A.1 – Bond and Reference Scenarios + Next Steps

JPACT

January 16, 2025



# Starting Place: Regional Input on Bond Scenarios

## Regional partners input

- Maximize advancing RTP goals
  - Emphasis on equity, safety, climate
- Make bonding worth it
- Leverage discretionary funding
- Account for project readiness and implementation
- Invest across nominating categories<sup>2</sup>
- Emphasis on regional or corridor scale investment
- Reflect all Program Direction objectives are met
  - Including investment across the region



# Candidate Projects

Project Title	Application Category	Activities for Bond Proceeds	Requested Bond Proceeds Amount
Portland Streetcar: Montgomery Park Extension	CIG	Construction	\$20,000,000
82nd Avenue Transit Project	CIG	Construction	\$30,000,000
Tualatin Valley Highway Transit Project	CIG	Construction	\$30,000,000
SW 185th Avenue MAX Overcrossing Project	Transit Vehicle Priority	Project Development	\$12,618,499
Better Bus Program	Transit Vehicle Priority	Planning, Project Development & Construction	\$11,000,000
Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project	Combined First-Last Mile & Transit Vehicle Priority	Construction	\$25,000,000
Sunrise Gateway Corridor/ Hwy 212	First-Last Mile/Safe Access	Project Development & Right of Way	\$15,000,000
OR99E (McLoughlin Boulevard) First and Last Mile and Safe Access to Transit Streetscape Enhancements	First-Last Mile/Safe Access	Project Development, Right of Way & Construction	\$9,000,000
72nd Ave. Phase 1 Tigard Triangle Corridor Improvements	First-Last Mile/Safe Access	Project Development, Right of Way & Construction	\$15,904,000

# Building Bond Scenarios

- Preliminary/opening exercise focused on:
  - Scenarios are illustrative; not final
  - Maximized performance according to one theme
    - Coming from regional input
  - Financially unconstrained
  - Candidate evaluation results
- Helps us to understand financial implications of bond proposals
- Helps answer Program Direction questions:
  - Schedule of proceeds available, length of debt repayment, bond size, Step 2 tradeoffs, overall consistency with Program Direction principles

# Bond Mechanism Reference Scenarios – Near Term

Implications for 2028-2030 Allocation (millions of \$)

RFFA Category	No Bond	Single Bond	Multiple Bond
Step 1A	\$51.78	\$51.78 + ~\$15	\$51.78 + TBD
Step 1A.1 yield	\$0	\$70 to \$84	TBD
Step 1B	\$40.58	\$40.58	\$40.58
Step 2	\$57 to \$60	\$42 to \$45	TBD

# Bond Mechanism Reference Scenarios – Long Term

Expenditure and Cost Implications Overall (millions of \$)

RFFA Category	No Bond	Single Bond	Multiple Bond
Step 1A.1 total expenditure (YOE)	\$0	\$109 – \$127	\$109 – \$127
Step 1A.1 cost (fees, interest, etc.)	\$0	\$39 – \$43	>\$39 – \$43

# Initial Bond Scenarios Theme & Composition

Scenario	Maximized RTP Outcomes	Leverage	Category Type	Regional-Corridor Scale	Readiness
Projects	82 <sup>nd</sup> Avenue Transit	82 <sup>nd</sup> Avenue Transit	82 <sup>nd</sup> Avenue Transit	82 <sup>nd</sup> Avenue Transit	82 <sup>nd</sup> Avenue Transit
	TV Highway Transit	TV Highway Transit	TV Highway Transit	TV Highway Transit	TV Highway Transit
	Montgomery Park Streetcar Extension	Montgomery Park Streetcar Extension	Better Bus Program	Sunrise Gateway Corridor	Montgomery Park Streetcar Extension
	Burnside Bridge Transit Access/Priority	Burnside Bridge Transit Access/Priority	Sunrise Gateway Corridor	Burnside Bridge Transit Access/Priority	Burnside Bridge Transit Access/Priority
	OR99E (McLoughlin Boulevard)	185 <sup>th</sup> MAX Overcrossing			
<b>Requested Bond Proceeds Total</b>	\$114 million	\$117,618,499	\$86 million	\$100 million	\$105 million

# Bond Scenarios Theme & Other Themes Achieved

Scenario	Maximized RTP Outcomes	Leverage	Category Type	Regional-Corridor Scale	Readiness
<b>Other Themes/Factor Achieved</b>					
<b>Readiness</b>	high	medium-high	medium-low	medium	high
<b>Leverage</b>	high-medium	high	medium-low	medium	high
<b>RTP Outcomes</b>	high-medium	medium-high	medium	medium-high	high
<b>Category Type</b>	high	high	high	high	medium
<b>Corridor-Regional Scale</b>	medium	medium	medium-high	high	high-medium
<b>Geographic Representation</b>	high	low	high	high	low



# Initial Bond Scenarios Findings & Takeaway

- Cannot meet Program Direction objectives with one driving theme
  - Maximizing one means lower performance in other themes
- Propose balanced approach for building scenarios
  - Minimum acceptable performance in all/most themes
  - Maximize overall performance across all themes
- Upcoming financial assessment contributes to whether Program Direction objectives met



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# Next Steps

# Next Steps

Bond Scenario Assessment: December 2024 – February 2025

Selecting Preferred Bond Scenario: March 2025

- TPAC recommendation to JPACT: March 7<sup>th</sup>
- JPACT approval: March 20<sup>th</sup>

Public Comment: March – April 2025

- Open public comment: March 24<sup>th</sup>
  - Includes public comment on Step 2 applications





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# **Input Received & Discussion Questions**

# TPAC Input

- Bonding is expensive; make it worth it
  - Prioritize leveraging of discretionary funding
- Make impactful investment across the region
  - Prioritize investment being made across the region
- Consider opportunity costs
  - What would get accomplished in the bonding timeframe?
  - Will dollars be less valuable in the future?
- Consider opportunity to scale requests

# Metro Council Input

- Keep the region poised to take advantage of opportunities
  - Continue to move forward and get ready
- Bonding comes at a premium
  - Acknowledge fiduciary responsibilities
- The decision will have long term effects to RFFA
  - Reduced Step 2 in future RFFA cycles through 2039
- Assess for racial equity advancement

# Bond & Reference Scenario Questions

- What input does JPACT have regarding the proposed approach?
  - Are there specific performance trade offs to explore or local factors to consider in creating final scenarios for assessment?
  - Does JPACT agree to the described balanced approach?
- Are there specific points from input received which resonate with JPACT?
- What questions do JPACT members have regarding the reference scenarios?

# Questions? Comments

Contact: Grace Cho

[grace.cho@oregonmetro.gov](mailto:grace.cho@oregonmetro.gov)

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



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