

Exhibit A
February #2, 2025, (Regular) Formal/Full MTIP Amendment Summary
Formal Amendment #: FB25-06-FEB2

The February 2025 Regular Quarter MTIP Formal Amendment contains four projects. One ODOT Rail crossing hazards mitigation is being canceled. Three new Metro planning projects are being added through the formal amendment for historical purposes. The three new planning projects will be included in the Metro Unified Planning Work Program (UPWP) as well. A summary of the nine projects includes the following:

- **Key 23834 (New Project) - Regional Rail Futures Study (Metro)**: Key 23834 is a Oregon Legislature SB5701 awarded planning study totaling \$500,000 to evaluate the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes.
- **Key TBD (New Project) - Reconnecting 82nd Ave Community Planning Study (Metro)**: The MTIP formal amendment adds the new awarded Reconnecting Communities Pilot (RCP) program discretionary grant funded project on 82nd Ave in Portland to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.
- **Key TBD (New Project) - TV Highway Community Connections Planning Study (Metro)**: The MTIP formal amendment adds the new awarded Reconnecting Communities Pilot (RCP) program discretionary grant funded study on and around Tualatin Valley Highway Hwy/OR8 to develop equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision
- **Key 23090 - US30B: (NE Lombard St) NE Lombard PI - NE 11th (ODOT)**: The formal amendment cancels the Preliminary Engineering phase which effectively cancel the project.

Exhibit A Tables (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 February #2 Formal MTIP Amendment bundle of projects.

2024-2027 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 25-5465

February #2 2025 Rose Quarter Formal Amendment Bundle Contents
Amendment Type: Formal/Full
Amendment #: FB25-06-FEB2
Total Number of Projects: 4

| Key Number & MTIP ID | Lead Agency | Project Name | Project Description | Amendment Action |
|--|-------------|---|---|---|
| Category: Adding New Projects to the 2024-2027 MTIP: | | | | |
| (#1) ODOT Key # 23834 MTIP ID TBD <i>New Project</i> | Metro | Regional Rail Futures Study | Key 23834 is a new approved Oregon Legislature SB5701 funded study to evaluate the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes | <u>ADD NEW PROJECT:</u> The formal amendment is adding the project to the 2024-27 for historical purposes. Inclusion in Metro’s Unified Planning Work Program (UPW) also will occur. |
| (#2) ODOT Key # TBD - New MTIP ID TBD – New <i>New Project</i> | Metro | Reconnecting 82nd Ave Community Planning Study | On 82nd Ave in Portland from approximately PDX airport and then south to Clackamas Town Center, complete a planning study to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision. | <u>ADD NEW PROJECT:</u> The formal amendment is adding the new 2024 Reconnecting Communities Pilot (RCP) awarded planning project to the 2024-27 for historical purposes. Inclusion in Metro’s Unified Planning Work Program (UPW) also will occur. |

| | | | | |
|--|-------|--|--|--|
| (#3) ODOT Key # TBD - New MTIP ID TBD – New <i>New Project</i> | Metro | TV Highway Community Connections Planning Study | On OR8/Tualatin Valley Highway from Beaverton west to Forest Grove, complete a planning to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision | <u>ADD NEW PROJECT:</u> The formal amendment is adding the new 2024 Reconnecting Communities Pilot (RCP) awarded planning project to the 2024-27 for historical purposes. Inclusion in Metro’s Unified Planning Work Program (UPW) also will occur |
|--|-------|--|--|--|

Category: Projects Cancellationsto the 2024-2027 MTIP:

| | | | | |
|--|------|---|--|---|
| (#3) ODOT Key # 23090 MTIP ID 71370 | ODOT | US30B: (NE Lombard St) NE Lombard PI - NE 11th | Design and right-of-way to improve the rail crossing on NE11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave. | <u>CANCEL PHASE/PROJECT:</u> The formal amendment cancels the Preliminary Engineering phase which effectively cancel the project. Presently, a lack of identified construction phase funding, and the (unfunded) expense of ongoing maintenance fees greatly hinder the ability of the agency to successfully finish the project. ODOT has decided to cancel the project as a result. |
|--|------|---|--|---|

Proposed Amendment Review and Approval Steps

February #2 2025 (FB25-05-FEB2) Regular Formal Amendment estimated processing and approval timing

| Date | Action |
|-----------------------------|---|
| Wednesday, February 5, 2025 | Post amendment & begin 30-day notification/comment period. (Comment period is February 5, 2025 to March 6, 2025.) |
| Friday, February 7, 2025 | TPAC meeting – Rose Quarter formal amendment introduction and overview. |
| Thursday, February 20, 2025 | JPACT Meeting – Rose Quarter amendment introduction and overview. |
| Thursday, March 13, 2025 | Metro Council Meeting – Final Metro amendment approval request provided |
| Mid-April 2025 | Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed. |



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the planning project to the
 2024-27 MTIP

Project #1

| Project Details Summary | | | | | | | |
|-------------------------|-------|--------------|--------------------|-----------|-------|----------------------------|------------|
| ODOT Key # | 23834 | RFFA ID: | N/A | RTP ID: | 11103 | RTP Approval Date: | 11/30/2023 |
| MTIP ID: | TBD | CDS ID: | N/A | Bridge #: | N/A | FTA Flex & Conversion Code | No |
| MTIP Amendment ID: | | FB25-06-FEB2 | STIP Amendment ID: | | TBD | | |

Summary of Amendment Changes Occurring:
 The formal amendment adds the new Metro planning project to the 2024-27 MTIP for historical accounting purposes. The is included in Metro's UPWP. The project has moved forward and been implemented.

| | | | | | | | |
|----------------------------|------------------------------------|--------------------------------|-------|--|-------------------------------|----|--|
| Project Name: | Regional Rail Futures Study | | | | | | |
| Lead Agency: | Metro | Applicant: | Metro | | Administrator: | | |
| Certified Agency Delivery: | Yes | Non-Certified Agency Delivery: | No | | Delivery as Direct Recipient: | No | |

Short Description:
 SB5701 funded study to evaluate the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes.

MTIP Detailed Description (Internal Metro use only):
 In and around the Portland area complete a rail transit study to evaluate the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes to assess heavy rail corridors for their ability to serve travel markets

STIP Description:
 TBD

| Project Classification Details | | | |
|--------------------------------|-------------------|----------|------------------------|
| Project Type | Category | Features | System Investment Type |
| Planning | Planning - System | N/A | Planning |
| ODOT Work Type: | TBD | | |

Phase Funding and Programming

| Fund Type | Fund Code | Year | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation (UR) | Construction (Cons) | Other | Total |
|------------------------|-----------|------|----------|------------------------------|--------------------|-------------------------|---------------------|-------|-------|
| Federal Funds | | | | | | | | | \$ - |
| | | | | | | | | | \$ - |
| Federal Totals: | | | \$ - | | \$ - | \$ - | | \$ - | \$ - |

State Funds

| Fund Type | Fund Code | Year | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total |
|----------------------|-----------|------|------------|------------------------------|--------------------|--------------------|--------------|-------|------------|
| State | S010 | 2024 | \$ 500,000 | | | | | | \$ 500,000 |
| | | | | | | | | | \$ - |
| State Totals: | | | \$ 500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

Note: State funds award originate from SB5701.

Local Funds

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

| Phase Totals | Planning | PE | ROW | UR | Cons | Other | Total |
|------------------------------------|-----------------|------|------|------|------|-------|-----------------|
| Existing Programming Totals: | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Amended Programming Totals | \$ 500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 500,000 |
| Total Estimated Project Cost | | | | | | | \$ 500,000 |
| Total Cost in Year of Expenditure: | | | | | | | \$ 500,000 |

| | | | | | | | |
|----------------------------------|------------|--------------------------------------|------|------|------|-------|------------|
| 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 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 500,000 |
| Phase Change Percent: | 100.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |
| Amended Phase Matching Funds: | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Amended Phase Matching Percent: | 0.0% | N/A | N/A | N/A | N/A | 0.00% | 0.00% |

Phase Programming Summary Totals

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

Phase Composition Percentages

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

| Project Phase Obligation History | | | | | | | |
|--|----------|----|---------------------------------------|----|------|------------------------------------|--------------------|
| Item | Planning | PE | ROW | UR | Cons | Other | Federal |
| Total Funds Obligated | | | | | | | Aid ID |
| Federal Funds Obligated: | | | | | | | N/A - state funded |
| EA Number: | | | | | | | FHWA or FTA |
| Initial Obligation Date: | | | | | | | N/A - state funded |
| EA End Date: | | | | | | | FMIS or TRAMS |
| Known Expenditures: | | | | | | | N/A - state funded |
| | | | | | | Estimated Project Completion Date: | 6/30/2026 |
| 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? Oregon Legislature SB5701 grant award funding. |
| 2. Does the amendment include changes or updates to the project funding? Yes. New State awarded funds are being added to the MTIP. |
| 3. Was proof-of-funding documentation provided to verify the funding change? Yes, via approval of SB5701. |
| 4. Level of required funding approval?: Oregon Legislature approval. |
| 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 | |
| | Not Applicable | | Not Applicable | Not Applicable | |

| Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification | | | | | | | |
|---|----------------|----------------|----------------|------------------------|----------------|-------------------------------------|----------------|
| 1st Year Programmed | 2025 | Years Active | 0 | Project Status | D | Project implementation in progress. | |
| 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? | Non-capacity enhancing project |
| Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3? | Yes. The project is exempt per 40 CFR 93.126, Table 2 |
| Exemption Reference: | Other - Planning and Technical Studies. |
| Was an air analysis required as part of RTP inclusion? | No. Not Applicable |
| If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion? | No. Not applicable. The project is not capacity enhancing |
| RTP Constrained Project ID and Name: | RTP ID - 11103: Regional MPO Activities for 2023-2030 |
| RTP Project Description: | Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as a metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars. |

| Additional RTP Consistency Check Areas | |
|--|---|
| 1. | Is the project designated as a Transportation Control Measure? No. |
| 2. | Is the project identified on the Congestion Management Process (CMP) plan? No. |
| 3. | Is the project included as part of the approved: UPWP? Yes. The project is included in the Metro UPWP. |
| 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 (Primary Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Non-Metro funded, but Metro managed stand-alone |
| 4. | <p>Applicable RTP Goals:</p> <p><u>Goal # 1 - Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><u>Goal #4 - Thriving Economy:</u> Objective 4.1 - Connected region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region.</p> |
| 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 Wednesday, February 5, 2025 to Thursday, March 6, 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

| | |
|-------|--|
| State | General State funds committed to support the project. For this project, the State funds originate from SB5071. |
|-------|--|

Modeling Network , NHS, and Performance Measure Designations

Not applicable. This is a planning study

National Highway System and Functional Classification Designations

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

Anticipated Required Performance Measurements Monitoring

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

Added notes:

Enrolled
Senate Bill 5701

Sponsored by JOINT COMMITTEE ON WAYS AND MEANS

CHAPTER

AN ACT

Relating to state financial administration; creating new provisions; amending section 3, chapter 452, Oregon Laws 2023, section 2, chapter 475, Oregon Laws 2023, sections 87, 159, 232, 248 and 318, chapter 605, Oregon Laws 2023, and section 40, chapter ____, Oregon Laws 2024 (Enrolled House Bill 5204); repealing section 275, chapter 605, Oregon Laws 2023; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

(2) If any of the moneys appropriated under subsection (1) of this section are not allocated by the Emergency Board prior to December 1, 2024, the moneys remaining on that date become available for any purpose for which the Emergency Board lawfully may allocate funds.

SECTION 502. In addition to and not in lieu of any other appropriation, there is appropriated to the Water Resources Department, for the biennium ending June 30, 2025, out of the General Fund, the amount of \$60,000, for distribution to the City of Sodaville for water hauling

SECTION 503. In addition to and not in lieu of any other appropriation, there is appropriated to the Department of Transportation, for the biennium ending June 30, 2025, out of the General Fund, the amount of \$500,000, for distribution to the metropolitan service district organized under ORS chapter 268 to study the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to existing transportation modes.

SECTION 504. Notwithstanding any other law limiting expenditures, the limitation on expenditures established by section 4 (3), chapter 475, Oregon Laws 2023, for the biennium



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 planning project to
 the 2024-27 MTIP

Project #2

| Project Details Summary | | | | | | | |
|-------------------------|------------------|---------------------|-----|--------------------|-------|----------------------------|------------|
| ODOT Key # | TBD - New | RFFA ID: | N/A | RTP ID: | 11103 | RTP Approval Date: | 11/30/2023 |
| MTIP ID: | TBD | CDS ID: | N/A | Bridge #: | N/A | FTA Flex & Conversion Code | No |
| MTIP Amendment ID: | | FB25-06-FEB2 | | STIP Amendment ID: | | TBD | |

Summary of Amendment Changes Occurring:
 The formal amendment adds the new Reconnecting Communities Pilot (RCP) awarded planning project to the 2024-27 MTIP. Inclusion in the Metro UPWP also will occur.

| | | | | | | | |
|----------------------------|---|--------------------------------|-------|--|-------------------------------|-----------|--|
| Project Name: | Reconnecting 82nd Ave Community Planning Study | | | | | | |
| Lead Agency: | Metro | Applicant: | Metro | | Administrator: | USDOT | |
| Certified Agency Delivery: | Yes | Non-Certified Agency Delivery: | No | | Delivery as Direct Recipient: | No | |

Short Description:
 A study to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.

MTIP Detailed Description (Internal Metro use only):
 On 82nd Ave in Portland from approximately PDX airport and then south to Clackamas Town Center, complete a planning study to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision. Planning actions will plan includes support for community engagement, workforce development strategies, a transit-oriented development (TOD) and affordable housing study, as well as heat island mitigation and green infrastructure initiatives.

STIP Description:
 TBD

| Project Classification Details | | | | | | | | | |
|------------------------------------|--|------|-----------------|------------------------------|--------------------|-------------------------|---------------------|------------------------|-----------------|
| Project Type | Category | | | Features | | | | System Investment Type | |
| Planning ODOT Work Type: | Planning - Corridor Area Planning PLANING | | | | | | | Planning | |
| Phase Funding and Programming | | | | | | | | | |
| Fund Type | Fund Code | Year | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation (UR) | Construction (Cons) | Other | Total |
| Federal Funds | | | | | | | | | |
| AC-RCP24 | ACPO | 2025 | \$ 2,000,000 | | | | | | \$ 2,000,000 |
| | | | | | | | | | \$ - |
| Federal Totals: | | | \$ 2,000,000 | | \$ - | \$ - | | \$ - | \$ 2,000,000 |
| State Funds | | | | | | | | | |
| Fund Type | Fund Code | Year | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total |
| | | | | | | | | | \$ - |
| | | | | | | | | | \$ - |
| State Totals: | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Local Funds | | | | | | | | | |
| Fund Type | Fund Code | Year | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total |
| Local | Match | 2025 | \$ 500,000 | | | | | | \$ 500,000 |
| | | | | | | | | | \$ - |
| Local Totals: | | | \$ 500,000 | \$ - | \$ - | \$ - | | \$ - | \$ 500,000 |
| Phase Totals | | | Planning | PE | ROW | UR | Cons | Other | Total |
| Existing Programming Totals: | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Amended Programming Totals | | | \$ 2,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,500,000 |
| Total Estimated Project Cost | | | | | | | | | \$ 2,500,000 |
| Total Cost in Year of Expenditure: | | | | | | | | | \$ 2,500,000 |

| | | | | | | | |
|----------------------------------|--------------|--------------------------------------|------|------|------|-------|--------------|
| Programming Summary | Yes/No | Reason if short Programmed | | | | | |
| Is the project short programmed? | No | The project is not short programmed. | | | | | |
| Programming Adjustments Details | Planning | PE | ROW | UR | Cons | Other | Totals |
| Phase Programming Change: | \$ 2,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,500,000 |
| Phase Change Percent: | 100.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |
| Amended Phase Matching Funds: | \$ 500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 500,000 |
| Amended Phase Matching Percent: | 20.00% | N/A | N/A | N/A | N/A | N/A | 20.00% |

Phase Programming Summary Totals

| Fund Category | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total |
|---------------|--------------|------------------------------|--------------------|--------------------|--------------|-------|--------------|
| Federal | \$ 2,000,000 | | \$ - | \$ - | | \$ - | \$ 2,000,000 |
| State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Local | \$ 500,000 | \$ - | \$ - | \$ - | | \$ - | \$ 500,000 |
| Total | \$ 2,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,500,000 |

Phase Composition Percentages

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

Phase Programming Percentage

| Fund Category | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total |
|---------------|----------|------------------------------|--------------------|--------------------|--------------|-------|--------|
| Federal | 80.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 80.00% |
| State | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Local | 20.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 20.00% |
| Total | 100.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

| Project Phase Obligation History | | | | | | | |
|--|----------|---------------------------------------|-----|----|------|------------------------------------|------------------|
| Item | Planning | PE | ROW | UR | Cons | Other | Federal |
| Total Funds Obligated | | | | | | | Aid ID |
| Federal Funds Obligated: | | | | | | | Not Assigned Yet |
| EA Number: | | | | | | | FHWA or FTA |
| Initial Obligation Date: | | | | | | | FHWA |
| EA End Date: | | | | | | | FMIS or TRAMS |
| Known Expenditures: | | | | | | | FMIS or Delphi |
| | | | | | | Estimated Project Completion Date: | 12/31/2028 |
| Completion Date Notes: | | | | | | | |
| Are federal funds being flex transferred to FTA? | No | If yes, expected FTA conversion code: | | | N/A | | |

| Fiscal Constraint Consistency Review |
|---|
| 1. What is the source of funding? FFY 2024 USDOT Reconnecting Communities Pilot Program planning grant awarded funds |
| 2. Does the amendment include changes or updates to the project funding? Yes. New RCP awarded funds are being added to the MTIP. |
| 3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the USDOT award letter and project awards confirmation list. |
| 4. Level of funding approval? USDOT Reconnecting Communities Pilot Program grant award 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 | OR213/82nd Ave | Not Applicable | Not Applicable | See local cross references |
| Cross Streets | Route or Arterial | Cross Street | Cross Street | | |
| | 82nd Ave | PDX | Clackamas Town Center | | |

| Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification | | | | | | | |
|---|----------------|----------------|----------------|------------------------|----------------|---------------------|----------------|
| 1st Year Programmed | 2025 | Years Active | 0 | Project Status | A | Pre-implementation | |
| 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? | Non-capacity enhancing project |
| Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3? | Yes. The project is exempt per 40 CFR 93.126, Table 2 |
| Exemption Reference: | Other - Planning and Technical Studies |
| Was an air analysis required as part of RTP inclusion? | No. Not Applicable |
| If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion? | No. Not applicable. The project is not capacity enhancing |
| RTP Constrained Project ID and Name: | RTP ID - 11103: Regional MPO Activities for 2023-2030 |
| RTP Project Description: | Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as an metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars. |
| Additional RTP Consistency Check Areas | |
| 1. Is the project designated as a Transportation Control Measure? No. | |
| 2. Is the project identified on the Congestion Management Process (CMP) plan? No. | |
| 3. Is the project included as part of the approved: UPWP? Yes. The project is being added to the current UPWP. | |
| 3a. If yes, is an amendment required to the UPWP? Yes. An administrative modification will occur to the UPWP to include the project. | |
| 3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes. | |
| 3c. What is the UPWP category (Primary Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Discretionary funded, Metro led stand-alone project. | |
| 4. Applicable RTP Goals the planning study support: <u>Goal # 3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs <u>Goal #4 - Thriving Economy:</u> Objective 4.1 - Connected Regions: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region. <u>Goal #5: Climate Action and Resilience:</u> Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service. | |
| 5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? 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 Wednesday, February 5, 2025 to Thursday, March 6, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

| | |
|--|---|
| Local | General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds |
| Advance Construction ADVCON (AC funds) | A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules. |
| AC-RCP24 | Advance Construction funds with the expected conversion code to be ISDOT Reconnecting Communities Program (RCP) federal funds. |



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- [Reconnecting Communities Pilot \(RCP\) Program](#) >
- [Awarded Projects](#) >
- [Reconnecting Communities Pilot \(RCP\) Program FY24 Awards](#)
- [Reconnecting Communities and Neighborhoods \(RCN\) Grant FY23 Awards](#)

Reconnecting Communities Pilot (RCP) Program FY24 Awards

On January 10, 2025, [U.S. Department of Transportation announced](#) \$544.6 million in grant awards for 81 projects in 31 states through the Reconnecting Communities Pilot (RCP) Program. These awards include 15 Capital Construction Grants and 66 Community Planning Grants.

Expressions of interest in RCP FY24 greatly outpaced the level of available funding. The RCP program received 403 applications requesting over \$3 billion in funding.

| Round | Project Type | UEI | State, U.S. Territory, or Tribe | Project Name | Applicant | Award Amount |
|------------|--------------------------|--------------|---------------------------------|---|-----------|--------------|
| RCP FY2024 | Community Planning Grant | KEE8T4H68H88 | OR | Reconnecting 82nd Ave Community Planning Study | Metro | \$2,000,000 |
| RCP FY2024 | Community Planning Grant | LZHQWPQTPNY3 | OR | TV Highway Community Connections Planning Study | Metro | \$2,000,000 |

Modeling Network , NHS, and Performance Measure Designations

| National Highway System and Functional Classification Designations | | | |
|--|-----|----------------|--------------------------------|
| System | Y/N | Route | Designation |
| NHS Project | No | 82nd Ave/OR213 | MAP-21 Principal Arterial |
| Functional Classification | Yes | 82nd Ave/OR213 | 3 = Other Principal Arterial |
| Federal Aid Eligible Facility | Yes | 82nd Ave/OR213 | Urban Other Principal Arterial |

| Anticipated Required Performance Measurements Monitoring | | | | | | | | |
|--|--------------------------------|-----------------------------------|------------------------------|----------------------------------|-------------------------------|-----------------------------|-----------------------------|-------|
| Metro RTP Performance Measurements | Provides Congestion Mitigation | Provides Climate Change Reduction | Provides Economic Prosperity | Supports Equity Focus Area Goals | Provides Mobility Improvement | Safety Upgrade Type Project | Safety High Injury Corridor | Notes |
| | | X | X | X | | | | |

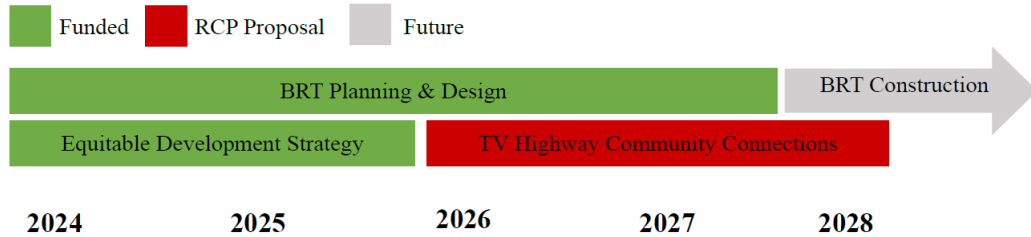
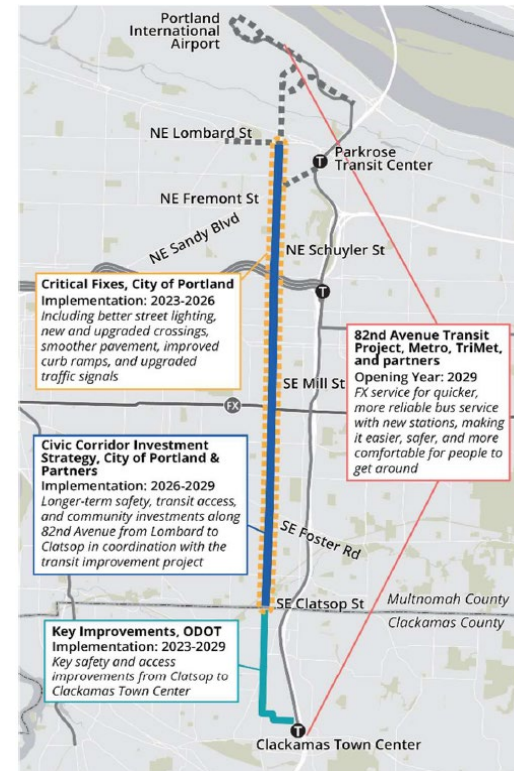


Figure 1. The TV Highway BRT Project Components including the Reconnecting Communities Pilot (RCP) proposal





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 planning project to
 the 2024-27 MTIP

Project #3

| Project Details Summary | | | | | | | |
|-------------------------|------------------|---------------------|-----|--------------------|-------|----------------------------|------------|
| ODOT Key # | TBD - New | RFFA ID: | N/A | RTP ID: | 11103 | RTP Approval Date: | 11/30/2023 |
| MTIP ID: | TBD | CDS ID: | N/A | Bridge #: | N/A | FTA Flex & Conversion Code | No |
| MTIP Amendment ID: | | FB25-06-FEB2 | | STIP Amendment ID: | | TBD | |

Summary of Amendment Changes Occurring:
 The formal amendment adds the new Reconnecting Communities Pilot (RCP) awarded planning project to the 2024-27 MTIP. Inclusion in the Metro UPWP also will occur.

| | | | | | | | |
|----------------------------|--|--------------------------------|-------|--|-------------------------------|-----------|--|
| Project Name: | TV Highway Community Connections Planning Study | | | | | | |
| Lead Agency: | Metro | Applicant: | Metro | | Administrator: | USDOT | |
| Certified Agency Delivery: | Yes | Non-Certified Agency Delivery: | No | | Delivery as Direct Recipient: | No | |

Short Description:
 A study on TV Hwy/OR8 to develop equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.

MTIP Detailed Description (Internal Metro use only):
 On OR8/Tualatin Valley Highway from Beaverton west to Forest Grove, complete a planning to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.

STIP Description:
 TBD

| Project Classification Details | | | | | | | | | |
|------------------------------------|--|------|-----------------|------------------------------|--------------------|-------------------------|---------------------|------------------------|-----------------|
| Project Type | Category | | | Features | | | | System Investment Type | |
| Planning ODOT Work Type: | Planning - Corridor Area Planning PLANING | | | | | | | Planning | |
| Phase Funding and Programming | | | | | | | | | |
| Fund Type | Fund Code | Year | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation (UR) | Construction (Cons) | Other | Total |
| Federal Funds | | | | | | | | | |
| AC-RCP24 | ACPO | 2025 | \$ 2,000,000 | | | | | | \$ 2,000,000 |
| | | | | | | | | | \$ - |
| Federal Totals: | | | \$ 2,000,000 | | \$ - | \$ - | | \$ - | \$ 2,000,000 |
| State Funds | | | | | | | | | |
| Fund Type | Fund Code | Year | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total |
| | | | | | | | | | \$ - |
| | | | | | | | | | \$ - |
| State Totals: | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Local Funds | | | | | | | | | |
| Fund Type | Fund Code | Year | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total |
| Local | Match | 2025 | \$ 500,000 | | | | | | \$ 500,000 |
| | | | | | | | | | \$ - |
| Local Totals: | | | \$ 500,000 | \$ - | \$ - | \$ - | | \$ - | \$ 500,000 |
| Phase Totals | | | Planning | PE | ROW | UR | Cons | Other | Total |
| Existing Programming Totals: | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Amended Programming Totals | | | \$ 2,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,500,000 |
| Total Estimated Project Cost | | | | | | | | | \$ 2,500,000 |
| Total Cost in Year of Expenditure: | | | | | | | | | \$ 2,500,000 |

| | | | | | | | |
|----------------------------------|--------------|--------------------------------------|------|------|------|-------|--------------|
| Programming Summary | Yes/No | Reason if short Programmed | | | | | |
| Is the project short programmed? | No | The project is not short programmed. | | | | | |
| Programming Adjustments Details | Planning | PE | ROW | UR | Cons | Other | Totals |
| Phase Programming Change: | \$ 2,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,500,000 |
| Phase Change Percent: | 100.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |
| Amended Phase Matching Funds: | \$ 500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 500,000 |
| Amended Phase Matching Percent: | 20.00% | N/A | N/A | N/A | N/A | N/A | 20.00% |

Phase Programming Summary Totals

| Fund Category | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total |
|---------------|--------------|------------------------------|--------------------|--------------------|--------------|-------|--------------|
| Federal | \$ 2,000,000 | | \$ - | \$ - | | \$ - | \$ 2,000,000 |
| State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Local | \$ 500,000 | \$ - | \$ - | \$ - | | \$ - | \$ 500,000 |
| Total | \$ 2,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,500,000 |

Phase Composition Percentages

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

Phase Programming Percentage

| Fund Category | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total |
|---------------|----------|------------------------------|--------------------|--------------------|--------------|-------|--------|
| Federal | 80.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 80.00% |
| State | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Local | 20.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 20.00% |
| Total | 100.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

| Project Phase Obligation History | | | | | | | |
|--|----------|----|---------------------------------------|----|------|------------------------------------|------------------|
| Item | Planning | PE | ROW | UR | Cons | Other | Federal |
| Total Funds Obligated | | | | | | | Aid ID |
| Federal Funds Obligated: | | | | | | | Not Assigned Yet |
| EA Number: | | | | | | | FHWA or FTA |
| Initial Obligation Date: | | | | | | | FHWA |
| EA End Date: | | | | | | | FMIS or TRAMS |
| Known Expenditures: | | | | | | | FMIS or Delphi |
| | | | | | | Estimated Project Completion Date: | 12/31/2028 |
| Completion Date Notes: | | | | | | | |
| Are federal funds being flex transferred to FTA? | | No | If yes, expected FTA conversion code: | | | N/A | |

| Fiscal Constraint Consistency Review |
|---|
| 1. What is the source of funding? FFY 2024 USDOT Reconnecting Communities Pilot Program planning grant awarded funds |
| 2. Does the amendment include changes or updates to the project funding? Yes. New RCP awarded funds are being added to the MTIP. |
| 3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the USDOT award letter and project awards confirmation list. |
| 4. Level of funding approval? USDOT Reconnecting Communities Pilot Program grant award 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 | Approximate MP Begin | Approximate MP End | Length |
| | No | TV Hwy/OR8 | 3.2 | 17.9 | 14.7 |
| Approximate Cross Streets | Route or Arterial | | Cross Street | | Cross Street |
| | TV Hwy | | SW 117th Ave | | Pacific Ave/OR47 intersection |

| Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification | | | | | | | |
|---|----------------|----------------|----------------|------------------------|----------------|---------------------|----------------|
| 1st Year Programmed | 2025 | Years Active | 0 | Project Status | A | Pre-implementation | |
| 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? | Non-capacity enhancing project |
| Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3? | Yes. The project is exempt per 40 CFR 93.126, Table 2 |
| Exemption Reference: | Other - Planning and Technical Studies |
| Was an air analysis required as part of RTP inclusion? | No. Not Applicable |
| If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion? | No. Not applicable. The project is not capacity enhancing |
| RTP Constrained Project ID and Name: | RTP ID - 11103: Regional MPO Activities for 2023-2030 |
| RTP Project Description: | Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as an metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars. |
| Additional RTP Consistency Check Areas | |
| 1. Is the project designated as a Transportation Control Measure? No. | |
| 2. Is the project identified on the Congestion Management Process (CMP) plan? No. | |
| 3. Is the project included as part of the approved: UPWP? Yes. The project is being added to the current UPWP. | |
| 3a. If yes, is an amendment required to the UPWP? Yes. An administrative modification will occur to the UPWP to include the project. | |
| 3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes. | |
| 3c. What is the UPWP category (Primary Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Discretionary funded, Metro led stand-alone project. | |
| 4. Applicable RTP Goals the planning study support: <u>Goal # 3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs <u>Goal #4 - Thriving Economy:</u> Objective 4.1 - Connected Regions: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region. <u>Goal #5: Climate Action and Resilience:</u> Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service. | |
| 5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? 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 Wednesday, February 5, 2025 to Thursday, March 6, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

| | |
|--|---|
| Local | General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds |
| Advance Construction ADVCON (AC funds) | A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules. |
| AC-RCP24 | Advance Construction funds with the expected conversion code to be ISDOT Reconnecting Communities Program (RCP) federal funds. |



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- [Awarded Projects](#) >
- [Reconnecting Communities Pilot \(RCP\) Program FY24 Awards](#)**
- [Reconnecting Communities and Neighborhoods \(RCN\) Grant FY23 Awards](#)

Reconnecting Communities Pilot (RCP) Program FY24 Awards

On January 10, 2025, [U.S. Department of Transportation announced](#) \$544.6 million in grant awards for 81 projects in 31 states through the Reconnecting Communities Pilot (RCP) Program. These awards include 15 Capital Construction Grants and 66 Community Planning Grants.

Expressions of interest in RCP FY24 greatly outpaced the level of available funding. The RCP program received 403 applications requesting over \$3 billion in funding.

| Round | Project Type | UEI | State, U.S. Territory, or Tribe | Project Name | Applicant | Award Amount |
|------------|--------------------------|--------------|---------------------------------|---|-----------|--------------|
| RCP FY2024 | Community Planning Grant | KEE8T4H68H88 | OR | Reconnecting 82nd Ave Community Planning Study | Metro | \$2,000,000 |
| RCP FY2024 | Community Planning Grant | LZHQPQTPNY3 | OR | TV Highway Community Connections Planning Study | Metro | \$2,000,000 |

Modeling Network , NHS, and Performance Measure Designations

| National Highway System and Functional Classification Designations | | | |
|---|-----|------------|--------------------------------|
| System | Y/N | Route | Designation |
| NHS Project | No | TV Hwy/OR8 | Other NHS Route |
| Functional Classification | Yes | TV Hwy/OR8 | 3 = Other Principal Arterial |
| Federal Aid Eligible Facility | Yes | TV Hwy/OR8 | Urban Other Principal Arterial |

| Anticipated Required Performance Measurements Monitoring | | | | | | | | |
|---|--------------------------------|-----------------------------------|------------------------------|----------------------------------|-------------------------------|-----------------------------|-----------------------------|-------|
| Metro RTP Performance Measurements | Provides Congestion Mitigation | Provides Climate Change Reduction | Provides Economic Prosperity | Supports Equity Focus Area Goals | Provides Mobility Improvement | Safety Upgrade Type Project | Safety High Injury Corridor | Notes |
| | | | X | X | X | | | |

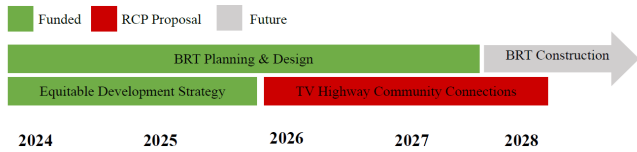


Figure 1. The TV Highway BRT Project Components including the Reconnecting Communities Pilot (RCP) proposal

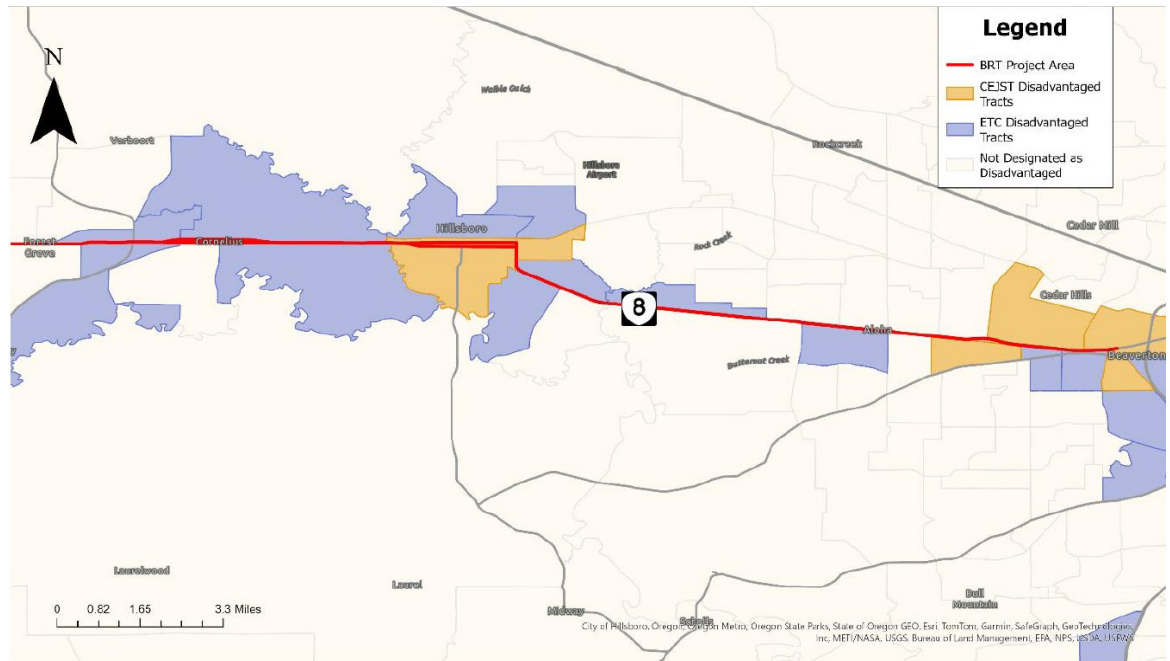


Figure 3. USDOT ETC identifies 50 percent of census tracts along TV Highway are disadvantaged (purple)



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

MTIP Formal Amendment
CANCEL PROJECT
 Cancel the PE phase effectively
 canceling the project

Project #4**CANCEL PROJECT**

| Project Details Summary | | | | | | | |
|-------------------------|-------|--------------|-----|--------------------|-------|----------------------------|------------|
| ODOT Key # | 23090 | RFFA ID: | N/A | RTP ID: | 10334 | RTP Approval Date: | 11/30/2023 |
| MTIP ID: | 71370 | CDS ID: | N/A | Bridge #: | N/A | FTA Flex & Conversion Code | No |
| MTIP Amendment ID: | | FB25-06-FEB2 | | STIP Amendment ID: | | 24-27-2283 | |

Summary of Amendment Changes Occurring:
 The formal amendment cancels the Preliminary Engineering phase which effectively cancel the project. Presently, a lack of identified construction phase funding, and the (unfunded) expense of ongoing maintenance fees greatly hinders the ability of the agency to successfully finish the project. No project kick-off has yet occurred for the project/ As a result of the funding situation, ODOT has decided to cancel the project and is returning the funding to their Rail Crossing program for later reallocation.

| | | | | | | | |
|----------------------------|---|--------------------------------|------|-------------------------------|----------------|------|--|
| Project Name: | US30B: (NE Lombard St) NE Lombard PI - NE 11th | | | | | | |
| Lead Agency: | ODOT | Applicant: | ODOT | | Administrator: | ODOT | |
| Certified Agency Delivery: | | Non-Certified Agency Delivery: | | Delivery as Direct Recipient: | | | |

Short Description:
 Design and right-of-way to improve the rail crossing on NE11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave.

MTIP Detailed Description (Internal Metro use only):
 Design and right-of-way to improve the rail crossing on NE11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave. Construct sidewalk infill west from NE 11th Ave to existing sidewalk . This project aims to improve safety at this location.

STIP Description:
 Design and right-of-way to improve the rail crossing on NE 11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave. Construct sidewalk infill west from NE 11th Ave to existing sidewalk. This project aims to improve safety at this location.

| Project Classification Details | | | | | | | | | |
|---|-----------------------------------|------|--------------------------------------|------------------------------|--------------------|-------------------------|------------------------|--------------|-------------------------|
| Project Type | Category | | Features | | | | System Investment Type | | |
| Highway ODOT Work Type: | Highway - Motor Vehicle SAFETY | | Lane Modification or Reconfiguration | | | | 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 |
| Federal Funds | | | | | | | | | |
| Rail | YS40 | 2025 | | \$ 1,882,000 | | | | | \$ - |
| | | | | | | | | | \$ - |
| Federal Totals: | | | \$ - | \$ - | \$ - | \$ - | | \$ - | \$ - |
| Note: Rail fund type code = federal Railway-Highway Crossing Hazard Elimination IJJA and is 100% federal funds. No required match | | | | | | | | | |
| State Funds | | | | | | | | | |
| Fund Type | Fund Code | Year | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total |
| | | | | | | | | | \$ - |
| | | | | | | | | | \$ - |
| State Totals: | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Local Funds | | | | | | | | | |
| Fund Type | Fund Code | Year | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total |
| | | | | | | | | | \$ - |
| | | | | | | | | | \$ - |
| Local Totals: | | | \$ - | \$ - | \$ - | \$ - | | \$ - | \$ - |
| Phase Totals | | | Planning | PE | ROW | UR | Cons | Other | Total |
| Existing Programming Totals: | | | \$ - | \$ 1,882,000 | \$ - | \$ - | \$ - | \$ - | \$ 1,882,000 |
| Amended Programming Totals | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Estimated Project Cost | | | | | | | | | N/A |
| Total Cost in Year of Expenditure: | | | | | | | | | N/A |

| Programming Summary | Yes/No | Reason if short Programmed | | | | | |
|----------------------------------|----------|--|--------|------|------|-------|----------------|
| Is the project short programmed? | No | The project is being canceled due to lack of sufficient funding. | | | | | |
| Programming Adjustments Details | Planning | PE | ROW | UR | Cons | Other | Totals |
| Phase Programming Change: | \$ - | \$ (1,882,000) | \$ - | \$ - | \$ - | \$ - | \$ (1,882,000) |
| Phase Change Percent: | 0.0% | 100.0% | 100.0% | 0.0% | 0.0% | 0.0% | 100.0% |
| Amended Phase Matching Funds: | \$ - | \$ - | \$ - | \$ - | | \$ - | \$ - |
| Amended Phase Matching Percent: | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

Phase Programming Summary Totals

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

Phase Composition Percentages

| Fund Type | Planning | PE | ROW | UR | Cons | Other | Total |
|-----------|----------|------|------|------|------|-------|-------|
| Federal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| State | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Local | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Total | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

Phase Programming Percentage

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

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

| Fiscal Constraint Consistency Review |
|--|
| 1. What is the source of funding? ODOT federal Rail Hazard crossing funding which is be canceled. |
| 2. Does the amendment include changes or updates to the project funding? Yes. The Rail funds are being canceled from the project. |
| 3. Was proof-of-funding documentation provided to verify the funding change? Yes, the ODOT confirmation memo |
| 4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Director. |
| 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 | US30B | Not stated | Not stated | Not stated |
| Cross Streets | Route or Arterial | | Cross Street | Cross Street | |
| | NE Lombard St | | N Lombard Ct | NE 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? | Non-capacity enhancing project |
| Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3? | Yes. The project is exempt per 40 CFR 93.126, Table 2 |
| Exemption Reference: | Safety - Projects that correct, improve, or eliminate a hazardous location or feature. |
| Was an air analysis required as part of RTP inclusion? | No. Not Applicable |
| If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion? | No. Not applicable. The project is not capacity enhancing |
| RTP Constrained Project ID and Name: | 10034 - 2018-23 RTP - Not carried over into 2023 RTP |
| RTP Project Description: | Note - RTP ID reference now becomes MTIP Project description as follows: Design and right-of-way to improve the rail crossing on NE11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave. Construct sidewalk infill west from NE 11th Ave to existing sidewalk . This project aims to improve safety at this location. |

| 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: | Not applicable. The project is being canceled. |
| 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 Wednesday, February 5, 2025 to Thursday, March 6, 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

| | |
|------|---|
| Rail | Federal funds supporting the Railway-Highway Crossing Hazard Elimination program funded from the IJJA legislation. The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at public railway-highway crossings. The funds are apportioned to States by formula. The funds are 100% federal. No match is required. |
|------|---|

| Fund Codes | | | | | | | | | | |
|---------------------|-----------|--|------------------|--------------|-----------------|----------------|---------------|--------------|---------------|--------------|
| Phase | Fund Code | Description | Percent of Phase | Total Amount | Federal Percent | Federal Amount | State Percent | State Amount | Local Percent | Local Amount |
| PE | YS40 | Railway-Highway Crossing Hazard Elimination IJJA | 0.00% | 0.00 | 0.00% | 0.00 | 0.00% | 0.00 | 0.00% | 0.00 |
| PE Totals | | | 0.00% | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| Grand Totals | | | | 0.00 | | 0.00 | | 0.00 | | 0.00 |

Modeling Network , NHS, and Performance Measure Designations

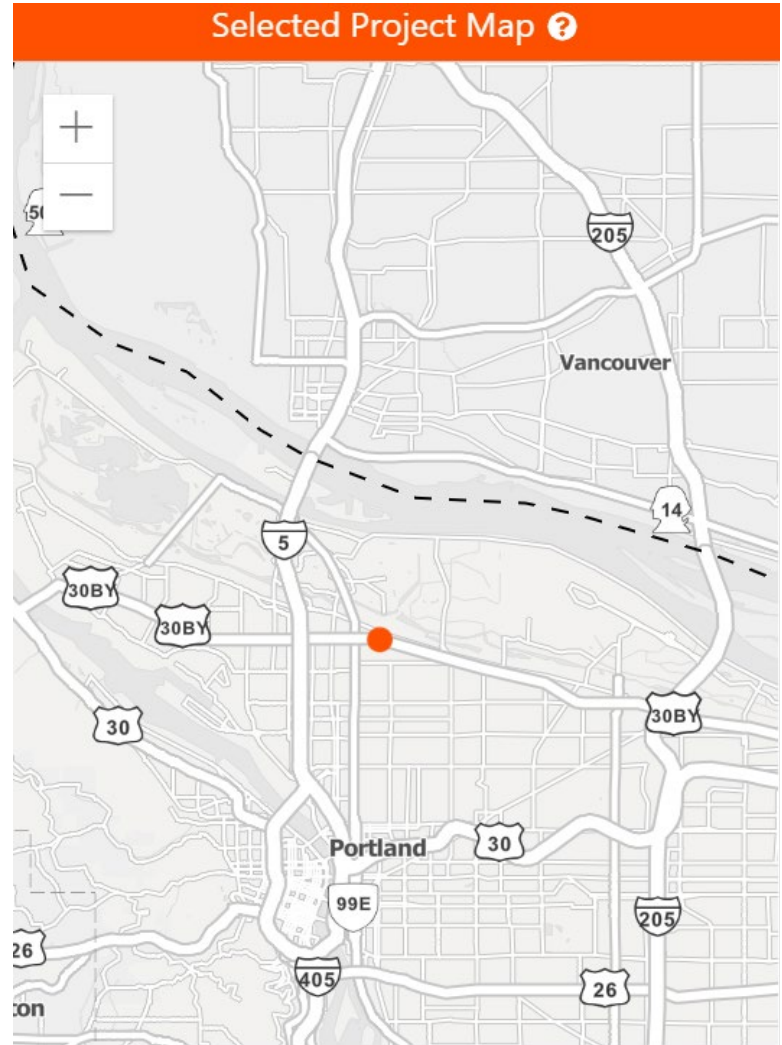
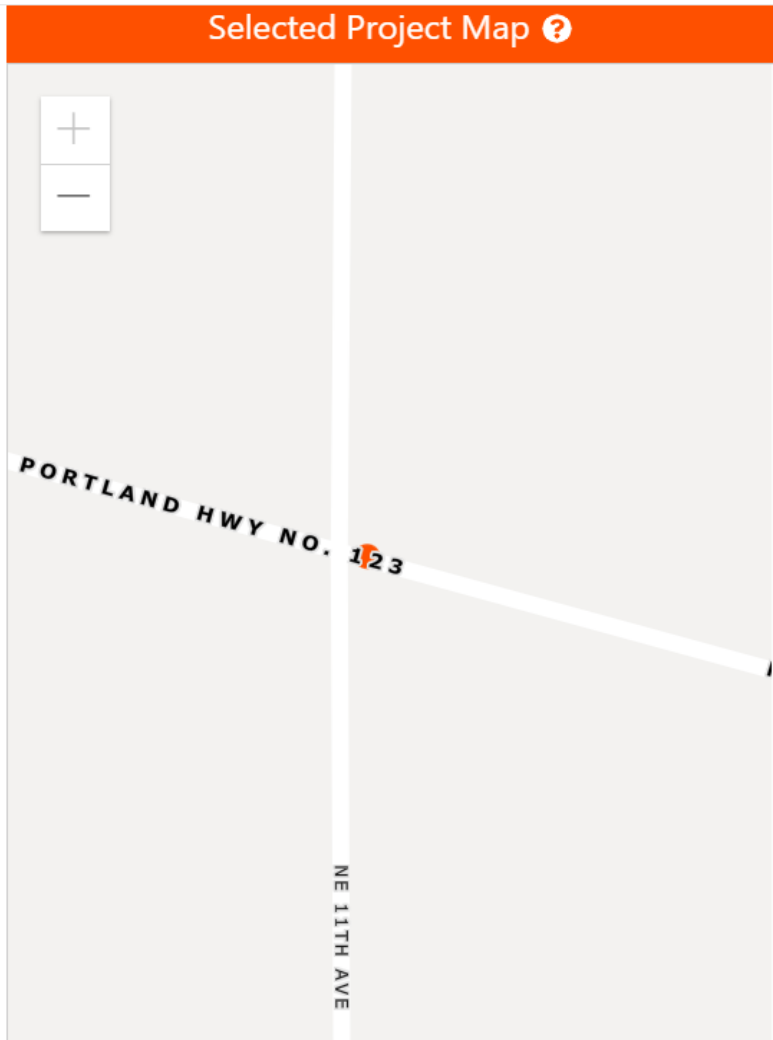
National Highway System and Functional Classification Designations

| System | Y/N | Route | Designation |
|-------------------------------|-----|---------------------|--------------------------------|
| NHS Project | No | US30B/NE Lombard St | MAP-21 Principal Arterials |
| Functional Classification | Yes | US30B/NE Lombard St | 3 = Other Principal Arterial |
| Federal Aid Eligible Facility | Yes | US30B/NE Lombard St | 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 |
|------------------------------------|--------------------------------|-----------------------------------|------------------------------|---------------------------------------|-------------------------------|-----------------------------|-----------------------------|-------|
| | N/A | | | | | | → | |

Added notes:





DATE:

TO: Kristopher W. Strickler
ODOT Director

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to cancel the *US30B: (NE Lombard St) NE Lombard Pl - NE 11th Ave* project.

Requested Action:

Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to cancel the *US30B: (NE Lombard St) NE Lombard Pl - NE 11th Ave* project (K23090) and return funds to the SW Rail Crossing financial plan.

| US30B: (NE Lombard St) NE Lombard Pl - NE 11th Ave (K23090) | | | |
|--|-------------|--------------------|-----------------|
| PHASE | YEAR | COST | |
| | | Current | Proposed |
| Preliminary Engineering | 2025 | \$1,882,000 | \$0.00 |
| TOTAL | | \$1,882,000 | \$0.00 |

Background:

The *US30B: (NE Lombard St) NE Lombard Pl - NE 11th Ave* project is intended improve the rail crossing on NE 11th Ave by closing the crossing at NE Lombard place, installing new railroad signals and gates, and improving the signalized intersection at NE Lombard St. and 11th Ave. Union Pacific Railroad has