

## Council meeting agenda

---

**Thursday, November 10, 2022**                      **10:30 AM**                      **Metro Regional Center Council Chamber,**  
**<https://youtu.be/364ZsULUHHc>,**  
**<https://zoom.us/j/615079992>, or**  
**877-853-5257 (toll free) (Webinar ID:**  
**615079992)**

---

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber. You can join the meeting on your computer or other device by using this link:  
<https://youtu.be/364ZsULUHHc>

- 1. Call to Order and Roll Call**
- 2. Public Communication**

Public comment may be submitted in writing and will also be heard by electronic communication (videoconference or telephone). Written comments should be submitted electronically by emailing [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Written comments received by 4pm the day before the meeting will be provided to the council 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 503-797-1916 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda 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. Consent Agenda**

- 3.1 Consideration of the June 30th, Council Meeting Minutes [22-5792](#)  
Attachments: [063022 Minutes](#)

- 3.2 Resolution No. 22-5289, For the Purpose of Adding Existing Projects in the 2021-26 Metropolitan Transportation Improvement Program (MTIP) to Meet Required Fall Obligation Targets or Federal Approval Steps (OC23-02-OCT) [RES 22-5289](#)
- Attachments: [Resolution No. 22-5289](#)  
[Exhibit A](#)  
[Staff Report](#)  
[Attachment 1](#)

**4. Ordinances (Second Reading and Vote)**

- 4.1 Ordinance No. 22-1486 For the Purpose of Annexing to the Metro District Boundary Approximately 53.76 Acres Located East of NW Helvetia Road in Hillsboro [ORD 22-1486](#)
- Presenter(s): Tim O'Brien (he/him), Metro
- Attachments: [Ordinance No. 22-1486](#)  
[Exhibit A](#)  
[Staff Report](#)  
[Attachment 1](#)

**5. Other Business**

- 5.1 Affordable Housing Bond Site Acquisition Team Update [22-5784](#)
- Presenter(s): Patricia Rojas (she/her), Metro  
Eryn Kehe (she/her), Metro  
Emily Lieb (she/her), Metro  
Jon Williams (he/him), Metro  
Willie Poinsette (she/her), Respond to Racism- Lake Oswego
- Attachments: [Staff Report](#)

**6. Chief Operating Officer Communication**

**7. Councilor Communication**

**8. Adjourn**

# Metro respects civil rights

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

### Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

### Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

### Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

### Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

### Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

### Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、[www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要望に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការប្រឹក្សាស្តីពីការរើសអើងសូមទូរស័ព្ទទៅលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទ) ។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទ) ។ ប្រសិនបើលោកអ្នកមានសំណើសុំប្រើប្រាស់ភាសាខ្មែរ ឬភាសាដទៃទៀត ក្នុងការប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទ) ។

### إشعار بعدم التمييز من Metro

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

### Paunawa ng Metro sa kawalan ng diskriminasyon

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

### Notificación de no discriminación de Metro

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

### Уведомление о недопущении дискриминации от Metro

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

### Avizul Metro privind nediscriminare

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

### Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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

**Consideration of the June 30<sup>th</sup> 2022 Council Meeting  
Minutes**  
*Consent Agenda*

Metro Council Meeting  
Thursday, November 10th, 2022

# **Metro**

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



**Metro**

## **Minutes**

**Thursday, June 30, 2022**

**10:30 AM**

**<https://zoom.us/j/615079992> (Webinar ID: 615079992) or  
929-205-6099 (toll free)**

**Council meeting**

**1. Call to Order and Roll Call**

Deputy Council President Lewis called the Metro Council Meeting to order at 10:30 a.m.

**Present:** 5 - Councilor Shirley Craddick, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, and Councilor Gerritt Rosenthal

**Excused:** 2 - Council President Lynn Peterson, and Councilor Duncan Hwang

**2. Public Communication**

Deputy Council President Lewis opened the meeting to members of the public wanting to testify on a non-agenda item.

There were none.

**3. Presentations****3.1 Financial Condition of Metro: FY 2011-12 to FY 2020-21**

Deputy Council President Lewis introduced Brian Evans (he/him)

Staff pulled up the Financial Condition of Metro FY 2011-12 to FY 2020-21 presentation to present to Council.

Brian Evans explained the scope and methodology of the report, summary trends developed from the audit, total revenue growth, revenue resources, total expenditures, cost of employees, risk management funds, fixed costs, capital spending, departmental expenditures, total debt, capital assets, general fund balance, and demographic and economic trends.

*Council Discussion*

Brian Kennedy explained Metro disagrees with the Auditors

summarization of their debt.

Councilor Rosenthal asked if the asset increase is adjusted for inflation.

Brian Evans explained that all numbers in the report are adjusted for inflation.

**4. Consent Agenda**

**A motion was made by Councilor Rosenthal, seconded by Councilor Nolan, that this was approved the Consent Agenda. The motion carried by the following vote:**

**Aye:** 5 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

**Excused:** 2 - Council President Peterson, and Councilor Hwang

4.1 Resolution No. 22-5276, For the Purpose of Accepting the May 17, 2022 Primary Election Abstract of Votes for Metro

4.2

Consideration of the May 3, 2022 Council Meeting Minutes

**5. Ordinances (First Reading and Public Hearing)**

5.1 **Ordinance No. 22-1481**, For the Purpose of Annexing to the Metro District Boundary Approximately 23.85 acres located in the vicinity of SW Frog Pond Lane in Wilsonville

Deputy Council President Lewis called on (Tim O'Brien (he/him), Metro, to present to Council.

Metro Attorney, Carrie MacLaren (she/her), explained the procedural requirements for Ordinance No. 22-1481

No council members identified ex parte contacts or conflicts of interest.

Tim O'Brian explained the process of annexation.

*Council Discussion:*

There were none.

**6. Chief Operating Officer Communication**

Andrew Scott provided an update on the following events or items:

- Gratitude for Elissa Gertler as she moved onto another opportunity.

**7. Councilor Communication**

Councilors provided updates on the following meetings and events:

- Councilor Craddick provided an update on the 2023 Regional Transportation Plan.
- Councilor Rosenthal provided an update on the opening of the View Finder affordable housing unit in Tigard.

**8. Adjourn**

There being no further business, Deputy Council President Lewis adjourned the Metro Council Meeting at 11:40 a.m.

Respectfully submitted,

*Brianna Dolbin*

Brianna Dolbin, Legislative Assistant





**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

## Council meeting action update

---

Thursday, June 30, 2022

10:30 AM

<https://zoom.us/j/615079992> (Webinar  
ID: 615079992) or 929-205-6099 (toll free)

---

**1. Call to Order and Roll Call**

**Present:** 5 - Councilor Shirley Craddick, Councilor Christine Lewis,  
Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, and  
Councilor Gerritt Rosenthal  
Council President Lynn Peterson, and Councilor Duncan  
**Excused:** 2 - Hwang

**2. Public Communication**

**3. Presentations**

3.1 Financial Condition of Metro: FY 2011-12 to FY 2020-21

**4. Consent Agenda**

**A motion was made by Councilor Rosenthal, seconded by  
Councilor Nolan, that this was approved the Consent  
Agenda. The motion carried by the following vote:**

**Yes:** 5 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez,  
Councilor Nolan, and Councilor Rosenthal

**Excused:** 2 - Council President Peterson, and Councilor Hwang

4.1 **Resolution No. 22-5276**, For the Purpose of Accepting the May 17, 2022  
Primary Election Abstract of Votes for Metro

4.2 Consideration of the May 3, 2022 Council Meeting Minutes

**5. Ordinances (First Reading and Public Hearing)**

5.1 **Ordinance No. 22-1481**, For the Purpose of Annexing to the Metro District  
Boundary Approximately 23.85 acres located in the vicinity of SW Frog  
Pond Lane in Wilsonville

**6. Chief Operating Officer Communication**

**7. Councilor Communication**

**8. Adjourn**

---

**PLEASE NOTE:** Official copies of legislation will be available in electronic format via format via [Metro Online Records](#). For assistance, please contact Becky Shoemaker, Metro Records Officer at ext. 1740.

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF June 30, 2022**

| <b>ITEM</b> | <b>DOCUMENT TYPE</b> | <b>DOC DATE</b> | <b>DOCUMENT DESCRIPTION</b>                | <b>DOCUMENT No.</b> |
|-------------|----------------------|-----------------|--|---------------------|
| <b>3.1</b>  | PowerPoint           | 6/30/2022       | Financial Conditions of Metro Presentation | 063022c-01          |

**Resolution No. 22-5289, For the Purpose of Adding Existing  
Projects in the 2021-26 Metropolitan Transportation  
Improvement Program (MTIP) to Meet Required Fall  
Obligation Targets or Federal Approval Steps (OC23-02-  
OCT)**

*Consent Agenda*

Metro Council Meeting  
Thursday, November 10th, 2022

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF ADDING NEW OR** ) RESOLUTION NO. 22-5289  
**AMENDING EXISTING PROJECTS IN THE 2021-** )  
**26 METROPOLITAN TRANSPORTATION** ) Introduced by: Chief Operating Officer  
**IMPROVEMENT PROGRAM TO MEET** ) Marissa Madrigal in concurrence with  
**REQUIRED FALL OBLIGATION TARGETS OR** ) Council President Lynn Peterson  
**FEDERAL APPROVAL STEPS** )

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

WHEREAS, in July 2020, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5110 to adopt the 2021-24 MTIP; and

WHEREAS, pursuant to the U.S. Department of Transportation's 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, this amendment adds one new project to the MTIP and completes cost adjustments and scope updates to six projects in preparation for upcoming federal approval steps and to ensure timely obligation of federal transportation funds; and

WHEREAS, the amendment combines two Transportation Demand Management (TDM) projects that will provide TDM services to six capital projects administered by the City of Portland, to streamline the funding and delivery of these TDM services; and

WHEREAS, in September 2022, the Oregon Transportation Commission approved funding adjustments to their Americans with Disabilities Act (ADA) program, authorizing additional funding to Region 1 projects necessary because of inflation-related cost impacts to their OR47/OR8/US30 Curb Ramps ADA improvement project and the US30BY Curb Ramps ADA improvement project; and

WHEREAS, ODOT's review and update to their All Roads Transportation Safety program determined two Region 1 safety upgrade projects, US26: SE 8th Ave - SE 58th Ave Sec. and a OR213: Glen Oak Rd - S Barnards Rd Sec., did not require the full proposed safety improvements and could reduce the project scopes without compromising the needed safety improvements; and

WHEREAS, TriMet received a FTA Section 5339b Bus and Bus Facilities discretionary grant with a federal award of \$5,566,583 to support their planned renovation of the Beaverton Transit Center, which requires MTIP programming to move forward for later fund obligation and expenditure; and

WHEREAS, the scope changes, cost adjustments, shifting of funds, and additions to the TriMet project exceed FHWA and FTA's administrative change thresholds and require a formal MTIP amendment; and

WHEREAS, Metro staff reviewed all projects for consistency with the RTP, including fiscal constraint verification in the long-range plan, possible air quality impacts assessment, and for consistency with regional approved goals and strategies; and

WHEREAS, Metro staff reviewed and confirmed the MTIP's financial constraint finding is maintained with this amendment; and

WHEREAS, on October 7, 2022, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on October 20, 2022, JPACT recommended that the Metro Council approve this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts JPACT's recommendation approves this resolution.

ADOPTED by the Metro Council this 10th day of November 2022.

---

Lynn Peterson, Council President

Approved as to Form:

---

Carrie MacLaren, Metro Attorney

2021-2026 Metropolitan Transportation Improvement Program  
**Exhibit A to Resolution 22-5289**

October FFY 2023 Formal Transition Amendment Bundle Contents  
 Amendment Type: Formal/Full  
 Amendment #: OC23-02-OCT  
 Total Number of Projects: 7

| Key Number & MTIP ID                                      | Lead Agency | Project Name   | Project Description  | Amendment Action   |
|---|-------------|--|--|--|
| (#1)<br>ODOT Key #<br><b>TDM-2026</b><br>MTIP ID<br>71262 | Metro       | <b>Portland Transportation Demand Management Activities</b>  | Through the RTO program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA Award from Key 22134, 22135 and 22138)  | <b>COMBINE PROJECT:</b><br>The Formal Amendment combines the project and funding into Key 21593 to be implemented together. See next project   |
| (#2)<br>ODOT Key #<br><b>21593</b><br>MTIP ID<br>71067    | Metro       | <del>Transportation Demand Management (Metro)</del><br><b>Portland Transportation Demand Management Activities</b> | <del>Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options (2019-21 RFFA Award) Keys 20812/20813/20814</del><br><b>Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives (2019-21 RFFA Keys 20812, 20813, &amp; 20814 plus 2022-24 awards in Keys 22134, 22135, 22138)</b> | <b>COMBINE PROJECT:</b><br>The Formal Amendment combines Key TDM-2026 into 21593 to enable single project delivery through FTA's flex transfer process and TrAMS (Transit Award Management System) |
| (#3)<br>ODOT Key #<br><b>22435</b><br>MTIP ID<br>71257    | ODOT        | <b>OR47/OR8/US30 Curb Ramps</b>  | Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons  | <b>COST INCREASE:</b><br>Add OTC approved funding to address a construction phase funding shortfall due to inflationary cost impacts.  |

| Key Number & MTIP ID                                   | Lead Agency | Project Name  | Project Description  | Amendment Action  |
|--|-------------|---|--|---|
| (#4)<br>ODOT Key #<br><b>22432</b><br>MTIP ID<br>71248 | ODOT        | <b>US30BY Curb Ramps</b>  | At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.   | <b><u>COST INCREASE:</u></b><br>Add OTC approved funding to address a construction phase funding shortfall due to inflationary cost impacts.              |
| (#5)<br>ODOT Key #<br><b>21614</b><br>MTIP ID<br>71168 | ODOT        | <del>US26: SE 8th Ave - SE 87th Ave</del><br><b>US26: SE 8th Ave - SE 58th Ave Sec.</b> | Update signals and improve intersection warning signage to improve safety on this section of highway.  | <b><u>SCOPE &amp; COST CHANGE:</u></b><br>Reduce project limits and adjust approved ARTS program funding for the project                                  |
| (#6)<br>ODOT Key #<br><b>21638</b><br>MTIP ID<br>71191 | ODOT        | <del>OR213: I 205 - OR211</del><br><b>OR213: Glen Oak Rd - S Barnards Rd Sec.</b>       | Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.   | <b><u>SCOPE &amp; COST CHANGE:</u></b><br>Reduce project limits, adjust approved ARTS program funding, and correct the approved fund code for the project |
| (#7)<br>ODOT Key #<br><b>NEW</b><br>MTIP ID<br>TBD     | TriMet      | <b>TriMet Beaverton Transit Center Renovation (2022 5339b)</b>                          | Reconfigure, update, and renovate depreciated and undersized bus layover facilities at TriMet's Beaverton Transit Center to provide a safer pedestrian environment, improved layover pull-in/pull-out procedures, and added space for service operations | <b><u>ADD NEW PROJECT:</u></b><br>Add new FTA 5339b discretionary award to the MTIP supporting the Beaverton Transit Center renovation.                   |



**2021-2026 MTIP Formal Amendment - Exhibit A**

**October 2022 Formal Amendment for FFY 2023 - Amendment Number OC23-02-OCT**

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete.



**Metro  
2021-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Update Entry  
COMBINE PROJECT**  
Combine project into Key 21593 for  
single TrAMS grant app.

|   |          |                        |                                 |                   |                    |
|---|----------|------------------------|---------------------------------|-------------------|--------------------|
| <b>Lead Agency:</b> Metro   |          | Project Type:          | Other (Transit)                 | <b>ODOT Key:</b>  | <b>TDM-2026</b>    |
| <b>Project Name:</b><br><b>Portland Transportation Demand Management Activities</b>   | <b>1</b> | Fiscal Constraint Cat: | SM&O                            | <b>MTIP ID:</b>   | <b>71262</b>       |
|   |          | ODOT Type              | N/A                             | <b>Status:</b>    | <b>A &amp; T22</b> |
| <b>Project Status:</b><br>A = (Planning) In approved MTIP moving forward to obligate funds.<br>also<br>T22 (Transit) = Programming actions in progress or programmed in current MTIP  |          | Performance Meas:      | Transit                         | <b>Comp Date:</b> | <b>12/31/2025</b>  |
|   |          | Capacity Enhancing:    | No                              | RTP ID:           | 12078              |
|   |          | Conformity Exempt:     | Yes                             | CMP:              | No                 |
|   |          | 30 Day Notice Begin:   | 10/4/2022                       | TCM:              | No                 |
|   |          | 30 Day Notice End:     | 11/2/2022                       | TSMO Award        | No                 |
|   |          | Funding Source         | Metro                           | TSMO Cycle        | N/A                |
|   |          | Funding Type:          | STBG-U                          | RFFA ID:          | N/A                |
|   |          | State Highway Route    | No                              | RFFA Cycle:       | 2022-24            |
|   |          | Mile Post Begin:       | N/A                             | UPWP:             | Yes                |
|   |          | Mile Post End:         | N/A                             | UPWP Cycle:       | SFY24              |
| <b>Short Description:</b><br>Through the RTO program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA Award from Key 22134, 22135 and 22138). |          | Length:                | N/A                             | Past Amend:       | 3                  |
|   |          | Flex Transfer to FTA   | <b>YES</b>                      | Council Appr:     | Yes                |
|   |          | FTA Conversion Code:   | <b>5307</b>                     | Council Date:     | 11/10/2022         |
|   |          | 1st Year Program'd:    | 2023                            | OTC Approval:     | No                 |
|   |          | Years Active:          | 1                               | OTC Date          | N/A                |
| <b>STIP Amend #: TBD</b>  |          |                        | <b>MTIP Amnd #: OC23-02-OCT</b> |                   |                    |

**Detailed Description:** In the city of Portland supporting Portland project Key 22134, 22135 and 22138, implement TDM outreach and education to residents via Metro's RTO program advocating transportation options and alternatives in the NE 122nd Ave Beech to Wasco area, plus Washington and Stark Streets between 91st and 109th Aves (TDM funding component to a larger 2022-2024 RFFA safety award in Key 22134, 22135 and 22138).

STIP Description: N/A

Last Amendment of Modification: None. Administrative - May 2022 - AM22-18-MAY1- ADD FUNDS: Combine \$85k total from Key 22135 representing required TDM activities

**PROJECT FUNDING DETAILS**

| Fund Type                                  | Fund Code | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other (Transit)        | Total                 |
|--|-----------|------|----------|-------------------------|--------------|--------------|------------------------|-----------------------|
| <b>Federal Funds</b>                       |           |      |          |                         |              |              |                        |                       |
| STBG-U                                     | Y230      | 2026 | -        |                         |              |              | <del>\$ 250,109</del>  | <del>\$ -</del>       |
|  |           |      |          |                         |              |              |                        | \$ -                  |
| TDM-2026 is being combined into Key 21593  |           |      |          |                         |              |              | <b>Federal Totals:</b> | <b>\$ -</b>           |
| <b>State Funds</b>                         |           |      |          |                         |              |              |                        |                       |
|  |           |      |          |                         |              |              |                        | \$ -                  |
|  |           |      |          |                         |              |              |                        | \$ -                  |
|  |           |      |          |                         |              |              | <b>State Total:</b>    | <b>\$ -</b>           |
| <b>Local Funds</b>                         |           |      |          |                         |              |              |                        |                       |
| Local                                      | Match     | 2026 | -        |                         |              |              | <del>\$ 28,626</del>   | \$ -                  |
|  |           |      |          |                         |              |              |                        | \$ -                  |
|  |           |      |          |                         |              |              |                        | \$ -                  |
| Other funds = local overmatch contribution |           |      |          |                         |              |              | <b>Local Total</b>     | <b>\$ -</b>           |
| Phase Totals Before Amend:                 |           |      | \$ -     | \$ -                    | \$ -         | \$ -         | <del>\$ 278,735</del>  | <del>\$ 278,735</del> |
| Phase Totals After Amend:                  |           |      | \$ -     | \$ -                    | \$ -         | \$ -         | \$ -                   | \$ -                  |
| Total Project Cost Estimate (all phases):  |           |      |          |                         |              |              | \$                     | \$ -                  |
| Year of Expenditure Cost Amount:           |           |      |          |                         |              |              | \$                     | \$ -                  |

**Programming Summary Details**

Why project is short programmed:

|                        |      |      |      |      |              |              |
|------------------------|------|------|------|------|--------------|--------------|
| Phase Change Amount:   | \$ - | \$ - | \$ - | \$ - | \$ (278,735) | \$ (278,735) |
| Phase Change Percent:  | 0%   | 0%   | 0%   | 0%   | -100%        | -100%        |
| Revised Match Federal: | \$ - | \$ - | \$ - | \$ - | \$ -         | \$ -         |
| Revised Match Percent: | N/A  | N/A  | N/A  | N/A  | 0%           | 0%           |

| Phase Obligations and Expenditures Summary |          |    |     |              |       |   |
|--|----------|----|-----|--------------|-------|---|
| Item                                       | Planning | PE | ROW | Construction | Other |   |
| Total Funds Obligated:                     |          |    |     |              |       | Federal Aid ID  |
| Federal Funds Obligated:                   |          |    |     |              |       | N/A   |
| Initial Obligation Date:                   |          |    |     |              |       | Other Notes<br>STBG-U to be flex transferred to FTA. Flex NLT target date is 5/2023. Obligation by FTA to follow. |
| EA Number:                                 |          |    |     |              |       |   |
| EA Start Date:                             |          |    |     |              |       |   |
| EA End Date:                               |          |    |     |              |       |   |
| Known Expenditures:                        |          |    |     |              |       |   |

**MTIP Programming Consistency Check Details and Glossary**

| General Areas |   |
|---------------|---|
| 1             | Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.  |
| 2             | Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.  |
| 3             | This amendment to the MTIP completes what action: The formal amendment combines the existing funding into Key 21593. Key 21593 is a second TDM project with RFFA Step funds awarded to Portland and programed separately for TDM activities. The TDM projects are being combined into a single project to allow one FTA TrAMS grant to be submitted to obligate the funds which support a total of six Portland projects. Metro is authorized to flex transfer the eligible funds to FTA and provides a much simpler expenditure process for Portland to utilize through Metro's Regional Travel (RTO) program. |
| 4             | MTIP Programming Submitted Supporting Documentation: Current project programming and Metro management authorization to combine projects   |
| 5A            | Was a 30 Public Notification/Opportunity to Comment Period Required? Yes  |
| 5B            | What were the 30 day Public Notification/Opportunity to Comment start and end dates? October 4, 2022 to November 2, 2022  |
| 5C            | Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes  |
| 5D            | Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes   |
| 5E            | Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No  |
| 6             | <p>Added clarifying notes:</p> <ol style="list-style-type: none"> <li>1. ODOT key number is temporary placeholder which will be canceled though the combining effort into Key 21593. TDM-2026 is canceled as a result.</li> <li>2. Flex transfer/TrAMS grant submission planned for early CY 2023.</li> </ol>   |

| <b>Fiscal Constraint Consistency Check Areas</b> |  |
|--|--|
| 1  | Will Performance Measurements Apply? Transit indirectly, but this is more of a planning type project   |
| 2A   | Does the amendment include fiscal updates? Yes, The approved STBG is being combined into Key 21593. As a result Key TDM-2026 is zero programmed.   |
| 2B   | What is the funding source for the project? The STBG originates from RFFA Step award funds to Portland project Keys 22134, 22135, and 22138  |
| 2C   | Was the Proof-of Funding requirement satisfied and how? This is a lateral shift of existing approved funding forward to FFY 2023. No new funds are being added as a result of the combining effort.  |
| 2D   | Was overall fiscal constraint demonstrated? Yes. From the STIP's perspective, new funds are being added to Key 21593. The MTIP action advances the funds from the non-constrained outer years to the constrained FFY 2023. This triggers the formal amendment requirement. |

| <b>RTP Consistency Check Areas</b> |  |
|------------------------------------|--|
| 1A                                 | RTP ID and Name: #12078 - Portland Citywide TDM Strategy   |
| 1B                                 | RTP Project Description: Develop and implement a citywide Transportation Demand Management (TDM) strategy to reduce motor vehicle trip demand  |
| 2A                                 | Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under 126, Table 2  |
| 2B                                 | What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.  |
| 3A                                 | Is the project considered capacity enhancing? No   |
| 3B                                 | If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing                    |
| 4                                  | What RTP Goal does the project support? Goal #1 Vibrant Communities, Objective #1.2 Walkable Communities – Increase the share of households in walkable, mixed-use areas served by current and planned frequent transit service. |
| 5                                  | Does the project appear to be subject to Performance Measurements analysis and what type? Although technically a planning project, it supports Indirectly transit advocating the use of more transit facilities and options.     |
| 6                                  | Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No.                                |

| <b>UPWP Consistency Check Areas</b> |  |
|-------------------------------------|--|
| 1A                                  | Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP. Indirectly, yes. The project will be identified as part of the RFFA step 1 allocation under the RTO program                              |
| 1B                                  | Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. The MTIP can proceed as the RFFA step 2 funding has been awarded to the Portland street projects. The TDM scope is a separated scope element from these projects. |
| 2                                   | What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Metro Funded Regionally Significant under the RTO program.                 |

**Other Review Areas**

|    |   |
|----|---|
| 1  | Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable   |
| 2A | Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable |
| 2B | What is the Metro modeling designation? Not applicable  |
| 3  | Is the project designated as a Transportation Control Measure (TCM)? No   |
| 4  | Is the project location identified on a Congestion Management Plan route? No  |

**Fund Type Codes References**

|        |  |
|--------|--|
| STBG-U | (Metro STBG) Federal Surface Transportation Block Grant funds appropriated to ODOT and with a portion allocated under a formula to the MPOs and then committed to eligible projects via a discretionary award process  |
| Local  | General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds  |
| 5307   | Federal FTA Section 5307 funds, referred to as Urbanized Area Formula Program Grants. Upon completion of the flex transfer process FTA converts the STBG-U into eligible 5307 funds under which provide transit capital and operating assistance and for transportation related planning in urbanized areas. |

[home](#)
[admin](#)
[RTP](#)
[RFFA](#)
[MTIP](#)
[FUND](#)

[details](#)
[costs](#)
[programming](#)
[map](#)
[amendments](#)
[obligations](#)
[earmarks](#)
[comments](#)

**ODOT Key: TDM-2026 | MTIP ID: 71262**  
 Portland Transportation Demand Management Activities - Cycle 2021-26

**Current Programming**

| phase                  | year | fund type  | federal amount | minimum local match | other amount | total     | hold from mtip           |
|------------------------|------|------------|----------------|---------------------|--------------|-----------|--------------------------|
| Other (explain)        | 2026 |            | \$250,109      | \$28,626            |              | \$278,735 | <input type="checkbox"/> |
|                        | 2026 | STBG-URBAN | \$250,109      | \$28,626            |              | \$278,735 |                          |
| <b>Totals &gt;&gt;</b> |      |            | \$250,109      | \$28,626            | \$0          | \$278,735 |                          |



Metro  
2021-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Update Entry**  
**COMBINE PROJECT**  
Combine Key TDM-2026 into Key  
21593 for single TrAMS grant app.

|  |   |                          |                        |                 |  |                                 |
|--|---|--------------------------|------------------------|-----------------|--|---------------------------------|
| <b>Lead Agency:</b> Metro  |   |                          | Project Type:          | Other (Transit) |  | <b>ODOT Key:</b> 21593          |
| <b>Project Name:</b><br><del>Transportation Demand Management (Metro)</del><br>Portland Transportation Demand Management Activities  | 2 |                          | Fiscal Constraint Cat: | SM&O            |  | <b>MTIP ID:</b> 71067           |
|  |   |                          | ODOT Type              | N/A             |  | <b>Status:</b> A & T22          |
| <b>Project Status:</b><br>A = (Planning) In approved MTIP moving forward to obligate funds.<br>also<br>T22 (Transit) = Programming actions in progress or programmed in current MTIP   |   |                          | Performance Meas:      | Transit         |  | <b>Comp Date:</b> 12/31/2025    |
|  |   |                          | Capacity Enhancing:    | No              |  | RTP ID: 12078                   |
|  |   |                          | Conformity Exempt:     | Yes             |  | CMP: No                         |
|  |   |                          | 30 Day Notice Begin:   | 10/4/2022       |  | TCM: No                         |
|  |   |                          | 30 Day Notice End:     | 11/2/2022       |  | TSMO Award: No                  |
|  |   |                          | Funding Source         | Metro           |  | TSMO Cycle: N/A                 |
|  |   |                          | Funding Type:          | STBG-U          |  | RFFA ID: N/A                    |
|  |   |                          | State Highway Route    | No              |  | RFFA Cycle: 2022-24             |
|  |   |                          | Mile Post Begin:       | N/A             |  | UPWP: Yes                       |
|  |   |                          | Mile Post End:         | N/A             |  | UPWP Cycle: SFY24               |
| <b>Short Description:</b><br><del>Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options (2019-21 RFFA Award) Keys 20812/20813/20814-</del><br>Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives (2019-21 RFFA Keys 20812, 20813, & 20814 plus 2022-24 awards in Keys 22134, 22135, 22138)  |   |                          | Length:                | N/A             |  | Past Amend: 4                   |
|  |   |                          | Flex Transfer to FTA   | YES             |  | Council Appr: Yes               |
|  |   |                          | FTA Conversion Code:   | 5307            |  | Council Date: 11/10/2022        |
|  |   |                          | 1st Year Program'd:    | 2021            |  | OTC Approval: No                |
|  |   |                          | Years Active:          | 3               |  | OTC Date: N/A                   |
|  |   | <b>STIP Amend #: TBD</b> |                        |                 |  | <b>MTIP Amnd #: OC23-02-OCT</b> |
| <b>Detailed Description:</b> In the city of Portland supporting Portland project Keys 20812, 20813, <del>and</del> 20814, <b>22134, 22135, and 22138</b> , implement TDM outreach and education to residents via Metro's RTO program advocating transportation options and alternatives <del>in the Brentwood-Darlington, NE Halsey St between 65th Ave and 92nd Ave, and Jade/Montavilla neighborhood centers (TDM funding component to a larger 2019-2021 RFFA ped/bike/transit Award to the three projects)</del> <b>across multiple neighborhoods in the Portland area</b> |   |                          |                        |                 |  |                                 |
| <b>STIP Description:</b> Through the Metro Regional Transportation Options program, Portland will conduct outreach and education to connect residents on available bike/pedestrian/transit transportation alternatives and options.  |   |                          |                        |                 |  |                                 |

Last Amendment of Modification: None. Administrative - December 2021 - AM22-07-DEC1 - Slip Other phase with \$126,400 of STBG plus match from FFY 2022 to FFY 2023

**PROJECT FUNDING DETAILS**

| Fund Type                                  | Fund Code        | Year            | Planning     | Preliminary Engineering | Right of Way | Construction | Other (Transit)                           | Total                 |
|--|------------------|-----------------|--------------|-------------------------|--------------|--------------|---|-----------------------|
| <b>Federal Funds</b>                       |                  |                 |              |                         |              |              |   |                       |
| <del>STBG-U</del>                          | <del>Z230</del>  | <del>2023</del> | <del>-</del> |                         |              |              | <del>\$ 126,400</del>                     | <del>\$ -</del>       |
| STBG-U                                     | Y230             | 2023            |              |                         |              |              | \$ 376,509                                | \$ 376,509            |
| TA-U                                       | Z301             | 2023            |              |                         |              |              | \$ 40,000                                 | \$ 40,000             |
|  |                  |                 |              |                         |              |              | \$ -                                      | \$ -                  |
| TDM-2026 is being combined into Key 21593  |                  |                 |              |                         |              |              | <b>Federal Totals:</b>                    | <b>\$ 416,509</b>     |
| <b>State Funds</b>                         |                  |                 |              |                         |              |              |   |                       |
|  |                  |                 |              |                         |              |              | \$ -                                      | \$ -                  |
|  |                  |                 |              |                         |              |              | \$ -                                      | \$ -                  |
|  |                  |                 |              |                         |              |              | \$ -                                      | \$ -                  |
|  |                  |                 |              |                         |              |              | <b>State Total:</b>                       | <b>\$ -</b>           |
| <b>Local Funds</b>                         |                  |                 |              |                         |              |              |   |                       |
| <del>Local</del>                           | <del>Match</del> | <del>2023</del> | <del>-</del> |                         |              |              | <del>\$ 14,467</del>                      | <del>\$ -</del>       |
| Local                                      | Match            | 2023            |              |                         |              |              | \$ 43,093                                 | \$ 43,093             |
| Local                                      | Match            | 2023            |              |                         |              |              | \$ 4,578                                  | \$ 4,578              |
|  |                  |                 |              |                         |              |              | \$ -                                      | \$ -                  |
| Other funds = local overmatch contribution |                  |                 |              |                         |              |              | <b>Local Total</b>                        | <b>\$ 47,671</b>      |
| Phase Totals Before Amend:                 |                  |                 | \$ -         | \$ -                    | \$ -         | \$ -         | <del>\$ 185,445</del>                     | <del>\$ 185,445</del> |
| Phase Totals After Amend:                  |                  |                 | \$ -         | \$ -                    | \$ -         | \$ -         | \$ 464,180                                | \$ 464,180            |
|  |                  |                 |              |                         |              |              | Total Project Cost Estimate (all phases): | \$ 464,180            |
|  |                  |                 |              |                         |              |              | Year of Expenditure Cost Amount:          | \$ 464,180            |

**Programming Summary Details**

|                                  |    |     |    |     |    |     |    |         |    |         |
|----------------------------------|----|-----|----|-----|----|-----|----|---------|----|---------|
| Why project is short programmed: |    |     |    |     |    |     |    |         |    |         |
| Phase Change Amount:             | \$ | -   | \$ | -   | \$ | -   | \$ | 278,735 | \$ | 278,735 |
| Phase Change Percent:            |    | 0%  |    | 0%  |    | 0%  |    | 150%    |    | 150%    |
| Revised Match Federal:           | \$ | -   | \$ | -   | \$ | -   | \$ | 47,671  | \$ | 47,671  |
| Revised Match Percent:           |    | N/A |    | N/A |    | N/A |    | 10.27%  |    | 10.27%  |

| Phase Obligations and Expenditures Summary |          |    |     |              |       |   |
|--|----------|----|-----|--------------|-------|---|
| Item                                       | Planning | PE | ROW | Construction | Other |   |
| Total Funds Obligated:                     |          |    |     |              |       | Federal Aid ID  |
| Federal Funds Obligated:                   |          |    |     |              |       | N/A   |
| Initial Obligation Date:                   |          |    |     |              |       | Other Notes<br>STBG-U to be flex transferred to FTA. Flex NLT target date is 5/2023. Obligation by FTA to follow. |
| EA Number:                                 |          |    |     |              |       |   |
| EA Start Date:                             |          |    |     |              |       |   |
| EA End Date:                               |          |    |     |              |       |   |
| Known Expenditures:                        |          |    |     |              |       |   |

**MTIP Programming Consistency Check Details and Glossary**

| General Areas |   |
|---------------|---|
| 1             | Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.  |
| 2             | Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.  |
| 3             | This amendment to the MTIP completes what action: The formal amendment combines the existing funding from Key TDM-2026 into Key 21593. Key 21593 is a TDM project with RFFA Step funds awarded to Portland and programed separately. The TDM projects are being combined into a single project to allow one FTA TrAMS grant to be submitted to obligate the funds which support a total of six Portland projects. Metro is authorized to flex transfer the eligible funds to FTA and provides a much simpler expenditure process for Portland to utilize through Metro's Regional Travel (RTO) program. |
| 4             | MTIP Programming Submitted Supporting Documentation: Current project programming and Metro management authorization to combine projects   |
| 5A            | Was a 30 Public Notification/Opportunity to Comment Period Required? Yes  |
| 5B            | What were the 30 day Public Notification/Opportunity to Comment Start and end dates? October 4, 2022 to November 2, 2022  |
| 5C            | Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes  |
| 5D            | Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes   |
| 5E            | Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No  |
| 6             | <p>Added clarifying notes:</p> <ol style="list-style-type: none"> <li>1. ODOT key number is temporary placeholder which will be canceled though the combining effort into Key 21593. TDM-2026 is canceled as a result.</li> <li>2. Flex transfer/TrAMS grant submission planned for early CY 2023.</li> </ol>   |



| <b>Fiscal Constraint Consistency Check Areas</b> |  |
|--|--|
| 1  | Will Performance Measurements Apply? Transit indirectly, but this is more of a planning type project   |
| 2A   | Does the amendment include fiscal updates? Yes, The approved STBG is being combined into Key 21593. As a result Key TDM-2026 is zero programmed.   |
| 2B   | What is the funding source for the project? The STBG originates from RFFA Step award funds to Portland project Keys 20812,20813, and 20814, 22134, 22135, and 22138  |
| 2C   | Was the Proof-of Funding requirement satisfied and how? This is a lateral shift of existing approved funding forward to FFY 2023. No new funds are being added as a result of the combining effort.  |
| 2D   | Was overall fiscal constraint demonstrated? Yes. From the STIP's perspective, new funds are being added to Key 21593. The MTIP action advances the funds from the non-constrained outer years to the constrained FFY 2023. This triggers the formal amendment requirement. |

| <b>RTP Consistency Check Areas</b> |  |
|------------------------------------|--|
| 1A                                 | RTP ID and Name: #12078 - Portland Citywide TDM Strategy   |
| 1B                                 | RTP Project Description: Develop and implement a citywide Transportation Demand Management (TDM) strategy to reduce motor vehicle trip demand  |
| 2A                                 | Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under 126, Table 2  |
| 2B                                 | What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.  |
| 3A                                 | Is the project considered capacity enhancing? No   |
| 3B                                 | If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing                    |
| 4                                  | What RTP Goal does the project support? Goal #1 Vibrant Communities, Objective #1.2 Walkable Communities – Increase the share of households in walkable, mixed-use areas served by current and planned frequent transit service. |
| 5                                  | Does the project appear to be subject to Performance Measurements analysis and what type? Although technically a planning project, it supports Indirectly transit advocating the use of more transit facilities and options.     |
| 6                                  | Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No.                                |

| <b>UPWP Consistency Check Areas</b> |  |
|-------------------------------------|--|
| 1A                                  | Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP. Indirectly, yes. The project will be identified as part of the RFFA step 1 allocation under the RTO program                              |
| 1B                                  | Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. The MTIP can proceed as the RFFA step 2 funding has been awarded to the Portland street projects. The TDM scope is a separated scope element from these projects. |
| 2                                   | What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Metro Funded Regionally Significant under the RTO program.                 |

**Other Review Areas**

|    |   |
|----|---|
| 1  | Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable   |
| 2A | Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable |
| 2B | What is the Metro modeling designation? Not applicable  |
| 3  | Is the project designated as a Transportation Control Measure (TCM)? No   |
| 4  | Is the project location identified on a Congestion Management Plan route? No  |

**Fund Type Codes References**

|        |  |
|--------|--|
| STBG-U | (Metro STBG) Federal Surface Transportation Block Grant funds appropriated to ODOT and with a portion allocated under a formula to the MPOs and then committed to eligible projects via a discretionary award process  |
| Local  | General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds  |
| 5307   | Federal FTA Section 5307 funds, referred to as Urbanized Area Formula Program Grants. Upon completion of the flex transfer process FTA converts the STBG-U into eligible 5307 funds under which provide transit capital and operating assistance and for transportation related planning in urbanized areas. |



[home](#)
[admin](#)
[RTP](#)
[RFFA](#)
[MTIP](#)
[FUND](#)

[details](#)
[costs](#)
[programming](#)
[map](#)
[amendments](#)
[obligations](#)
[earmarks](#)
[comments](#)

**ODOT Key: 21593 | MTIP ID: 71067**  
**Transportation Demand Management (Metro) - Cycle 2021-26**

**Current Programming**

| phase                  | year        | fund type  | federal amount   | minimum local match | other amount | total            | hold from mtip           |
|------------------------|-------------|------------|------------------|---------------------|--------------|------------------|--------------------------|
| <b>Other (explain)</b> | <b>2023</b> |            | <b>\$166,400</b> | <b>\$19,045</b>     |              | <b>\$185,445</b> | <input type="checkbox"/> |
|                        | 2021        | STBG-URBAN | \$126,400        | \$14,467            |              | \$140,867        |                          |
|                        | 2021        | TA - URBAN | \$40,000         | \$4,578             |              | \$44,578         |                          |
| <b>Totals &gt;&gt;</b> |             |            | <b>\$166,400</b> | <b>\$19,045</b>     | <b>\$0</b>   | <b>\$185,445</b> |                          |

**2021-2026 MTIP Formal Amendment - Exhibit A**

**October 2022 Formal Amendment for FFY 2023 - Amendment Number OC23-02-OCT**

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete.



**Metro  
2021-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Update Entry  
COST INCREASE**  
Add OTC approved funding to the project to address Cons shortfall

|  |          |                        |                                 |                                 |                   |
|--|----------|------------------------|---------------------------------|---------------------------------|-------------------|
| <b>Lead Agency:</b> ODOT   |          | Project Type:          | Highway                         | <b>ODOT Key:</b>                | <b>22435</b>      |
| <b>Project Name:</b><br>OR47/OR8/US30 Curb Ramps   | <b>3</b> | Fiscal Constraint Cat: | SM&O                            | <b>MTIP ID:</b>                 | <b>71257</b>      |
|  |          | ODOT Type              | ADAP                            | <b>Status:</b>                  | <b>4</b>          |
| <b>Project Status:</b><br>4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).  |          | Performance Meas:      | Safety                          | <b>Comp Date:</b>               | <b>12/31/2027</b> |
|  |          | Capacity Enhancing:    | No                              | RTP ID:                         | 12095             |
|  |          | Conformity Exempt:     | Yes                             | CMP:                            | Yes               |
|  |          | 30 Day Notice Begin:   | 10/4/2022                       | TCM:                            | No                |
|  |          | 30 Day Notice End:     | 11/2/2022                       | TSMO Award                      | No                |
|  |          | Funding Source         | ODOT                            | TSMO Cycle                      | N/A               |
|  |          | Funding Type:          | State STBG                      | RFFA ID:                        | No                |
|  |          | State Highway Route    | OR47/8/30                       | RFFA Cycle:                     | N/A               |
|  |          | Mile Post Begin:       | Multiple                        | UPWP:                           | No                |
|  |          | Mile Post End:         | Multiple                        | UPWP Cycle:                     | N/A               |
| <b>Short Description:</b><br>Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons |          | Length:                | Multiple                        | Past Amend:                     | 4                 |
|  |          | Flex Transfer to FTA   | No                              | Council Appr:                   | Yes               |
|  |          | FTA Conversion Code:   | N/A                             | Council Date:                   | 11/10/2022        |
|  |          | 1st Year Program'd:    | 2021                            | OTC Approval:                   | Yes               |
|  |          | Years Active:          | 2                               | OTC Date                        | 9/13/2022         |
|  |          |                        | <b>STIP Amend #: 21-24-2623</b> | <b>MTIP Amnd #: OC23-02-OCT</b> |                   |

**Detailed Description:** At approximately 22 locations on OR47, OR8, and US30, construct to ADA standards curbs and ramps as part of the ODOT/AOCIL settlement to help reduce mobility barriers and make state highways more accessible to disable persons (RTP ID: 12095), (PGB = Yes, Safety & Ops) (OTC approval: March 2021, Item G), (Exempt 40 CFR93.126, Table 2, Air Quality - Bicycle and Pedestrian Improvements)

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

Last Amendment of Modification: Administrative - July 2022, - AM22-24-JUL1 - PHASE SLIP: The Administrative Modification adds \$739,737 of new funds approved to the project in support of ROW phase cost needs. The admin mod also slips the ROW phase to FFY 2023.

**PROJECT FUNDING DETAILS**

| Fund Type                                  | Fund Code        | Year            | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction            | Total                   |
|--|------------------|-----------------|----------|-------------------------|--------------|----------------------------|-------------------------|-------------------------|
| <b>Federal Funds</b>                       |                  |                 |          |                         |              |                            |                         |                         |
| State STBG                                 | Z24E             | 2022            |          | \$ 1,969,369            |              |                            |                         | \$ 1,969,369            |
| <del>AC-STBGS</del>                        | <del>ACP0</del>  | <del>2022</del> |          | <del>\$ 1,799,291</del> |              |                            |                         | \$ -                    |
| State STBG                                 | Y240             | 2022            |          | \$ 1,799,291            |              |                            |                         | \$ 1,799,291            |
| AC-STBGS                                   | ACP0             | 2023            |          |                         | \$ 1,356,718 |                            |                         | \$ 1,356,718            |
| <del>AC-STBGS</del>                        | <del>ACP0</del>  | <del>2024</del> |          |                         |              |                            | <del>\$ 3,017,855</del> | \$ -                    |
| State STBG                                 | Y240             | 2024            |          |                         |              |                            | \$ 7,944,848            | \$ 7,944,848            |
|  |                  |                 |          |                         |              |                            | <b>Federal Totals:</b>  | <b>\$ 13,070,226</b>    |
| <b>State Funds</b>                         |                  |                 |          |                         |              |                            |                         |                         |
| State                                      | Match            | 2022            |          | \$ 225,403              |              |                            |                         | \$ 225,403              |
| State                                      | Match            | 2022            |          | \$ 205,937              |              |                            |                         | \$ 205,937              |
| State                                      | Match            | 2023            |          |                         | \$ 155,282   |                            |                         | \$ 155,282              |
| <del>State</del>                           | <del>Match</del> | <del>2024</del> |          |                         |              |                            | <del>\$ 345,407</del>   | \$ -                    |
| State                                      | Match            | 2024            |          |                         |              |                            | \$ 909,323              | \$ 909,323              |
|  |                  |                 |          |                         |              |                            | <b>State Total:</b>     | <b>\$ 1,495,945</b>     |
| <b>Local Funds</b>                         |                  |                 |          |                         |              |                            |                         |                         |
|  |                  |                 |          |                         |              |                            |                         | \$ -                    |
|  |                  |                 |          |                         |              |                            |                         | \$ -                    |
| Other funds = local overmatch contribution |                  |                 |          |                         |              |                            | <b>Local Total</b>      | <b>\$ -</b>             |
| Phase Totals Before Amend:                 |                  |                 | \$ -     | \$ 4,200,000            | \$ 1,512,000 | \$ -                       | <del>\$ 3,363,262</del> | <del>\$ 9,075,262</del> |
| Phase Totals After Amend:                  |                  |                 | \$ -     | \$ 4,200,000            | \$ 1,512,000 | \$ -                       | \$ 8,854,171            | \$ 14,566,171           |
| Total Project Cost Estimate (all phases):  |                  |                 |          |                         |              |                            | \$                      | <b>14,566,171</b>       |
| Year of Expenditure Cost Amount:           |                  |                 |          |                         |              |                            | \$                      | <b>14,566,171</b>       |

**Programming Summary Details**

Why project is short programmed: Not applicable. The project is not short programmed

|                        |      |            |            |      |              |              |
|------------------------|------|------------|------------|------|--------------|--------------|
| Phase Change Amount:   | \$ - | \$ -       | \$ -       | \$ - | \$ 5,490,909 | \$ 5,490,909 |
| Phase Change Percent:  | 0%   | 0%         | 0%         | 0%   | 163%         | 60.5%        |
| Revised Match Federal: | \$ - | \$ 431,340 | \$ 155,282 | \$ - | \$ 909,323   | \$ 1,495,945 |
| Revised Match Percent: | N/A  | 10.27%     | 10.27%     | N/A  | 10.27%       | 10.27%       |

**Phase Obligations and Expenditures Summary**

| Item                     | Planning | PE            | ROW | Other/Utility | Construction |                |
|--------------------------|----------|---------------|-----|---------------|--------------|----------------|
| Total Funds Obligated:   |          | \$ 4,200,000  |     |               |              | Federal Aid ID |
| Federal Funds Obligated: |          | \$ 3,768,660  |     |               |              | SA00(466)      |
| Initial Obligation Date: |          | 12/22/2021    |     |               |              | Other Notes    |
| EA Number:               |          | PE003364      |     |               |              |                |
| EA Start Date:           |          | Not Available |     |               |              |                |
| EA End Date:             |          | Not Available |     |               |              |                |
| Known Expenditures:      |          | Not Available |     |               |              |                |

**MTIP Programming Consistency Check Details and Glossary**

**General Areas**

|    |  |
|----|--|
| 1  | Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.   |
| 2  | Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step. |
| 3  | This amendment to the MTIP completes what action: The formal amendment adds funding approved by the OTC to the Construction phase to address the updated cost estimate due to inflationary impacts.  |
| 4  | MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, Project Location Maps, plus OTC Staff Report   |
| 5A | Was a 30 Public Notification/Opportunity to Comment Period Required? Yes   |
| 5B | What were the 30 day Public Notification/Opportunity to Comment Start and end dates?   |
| 5C | Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan?   |
| 5D | Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments?  |
| 5E | Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff?  |
| 6  | Added clarifying notes: Cost increase equal 60% which is above the 20% threshold for administrative cost adjustments which triggers need for the formal amendment.   |

| <b>Fiscal Constraint Consistency Check Areas</b> |  |
|--|--|
| 1  | Will Performance Measurements Apply? Yes, Safety   |
| 2A   | Does the amendment include fiscal updates? Yes. Added funding to the construction phases |
| 2B   | What is the funding source for the project? OTC approved IJA funding                     |
| 2C   | Was the Proof-of Funding requirement satisfied and how? OTC Staff Report                 |
| 2D   | Was overall fiscal constraint demonstrated? Yes.   |

| <b>RTP Consistency Check Areas</b> |  |
|------------------------------------|--|
| 1A                                 | RTP ID and Name: #12095 - Safety & Operations Projects   |
| 1B                                 | RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity. |
| 2A                                 | Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes  |
| 2B                                 | What is the exception category per the regulation: 40 CFR 93.126, Table 2, Safety - Projects that correct, improve, or eliminate a hazardous location or feature.  |
| 3A                                 | Is the project considered capacity enhancing? No   |
| 3B                                 | If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? Not applicable. The project is not capacity enhancing.  |
| 4                                  | What RTP Goal does the project support? Goal #5, Safety and Security - Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.  |
| 5                                  | Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. A special performance assessment evaluation is not required.                           |

| <b>UPWP Consistency Check Areas</b> |  |
|-------------------------------------|--|
| 1A                                  | Does the MTIP action also require an UPWP amendment? No  |
| 1B                                  | Can the MTIP amendment proceed ahead of the UPWP amendment? Not applicable   |
| 2                                   | What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not applicable |

**Other Review Areas**

|    |   |
|----|---|
| 1  | Is the project location identified on the National Highway System (NHS), and what is its designation? - Applies to OR47 in Forest Grove only: OR47 in the project limits is identified as a MAP-21 Principal Arterial on the NHS  |
| 2A | Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes, Motor Vehicle, Pedestrian, and Bicycle   |
| 2B | What is the Metro modeling designation? (OR47 through forest Grove is the applicable roadway reference in the Metro MPA for the project. Additional site locations are outside of the Metro MPA boundary<br>- OR47 Motor Vehicle = Throughway<br>- OR47 Pedestrian = Pedestrian Parkway<br>- OR47 Bicycle = Bicycle Parkway |
| 3  | Is the project designated as a Transportation Control Measure (TCM)? No   |
| 4  | Is the project location identified on a Congestion Management Plan route? Yes   |

**Fund Type Codes References**

|            |  |
|------------|--|
| ADVCON     | A general Federal Advance Construction fund type placeholder used by ODOT when the expected federal fund code (e.g. HSIP, NHPP) is not available or designated yet. ODOT covers the initial expenditures allowing the phase obligation to occur. Later the federal conversion fund code is assigned. |
| AC-STBGS   | Federal Advance Construction fund type code with the anticipated federal conversion code identified. For AC-STBGS, the anticipated conversion code is State STBG   |
| State STBG | Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects   |
| State      | General state funds committed to the project normally to support the match requirement against the federal funds.  |

| Fund Codes          |                  |   |       |                  |                |                     |                      |                     |                      |                   |                     |
|---------------------|------------------|---|-------|------------------|----------------|---------------------|----------------------|---------------------|----------------------|-------------------|---------------------|
| Phase               | Fund Code        | Description   | ICA P | Percent of Phase | Total Amount   | Federal Percent     | Federal Amount       | State Percent       | State Amount         | Local Percent     | Local Amount        |
| PE                  | Y240             | Surface Transportation Block Grant (STBG) - Flex IIJA | Y     | 47.74%           | 2,005,228.00   | 89.73%              | 1,799,291.08         | 10.27%              | 205,936.92           | 0.00%             | 0.00                |
|                     | Z24E             | Surface transportation block grants - flex FAST ext   | Y     | 52.26%           | 2,194,772.00   | 89.73%              | 1,969,368.92         | 10.27%              | 225,403.08           | 0.00%             | 0.00                |
|                     | <b>PE Totals</b> |   |       |                  | <b>100.00%</b> | <b>4,200,000.00</b> |                      | <b>3,768,660.00</b> |                      | <b>431,340.00</b> |                     |
| RW                  | ACPO             | ADVANCE CONSTRUCT PR                                  |       | 100.00%          | 1,512,000.00   | 89.73%              | 1,356,717.60         | 10.27%              | 155,282.40           | 0.00%             | 0.00                |
|                     | <b>RW Totals</b> |   |       |                  | <b>100.00%</b> | <b>1,512,000.00</b> |                      | <b>1,356,717.60</b> |                      | <b>155,282.40</b> |                     |
| CN                  | Y240             | Surface Transportation Block Grant (STBG) - Flex IIJA |       | 100.00%          | 8,854,171.00   | 89.73%              | 7,944,847.64         | 10.27%              | 909,323.36           | 0.00%             | 0.00                |
|                     | <b>CN Totals</b> |   |       |                  | <b>100.00%</b> | <b>8,854,171.00</b> |                      | <b>7,944,847.64</b> |                      | <b>909,323.36</b> |                     |
| <b>Grand Totals</b> |                  |   |       |                  |                |                     | <b>14,566,171.00</b> |                     | <b>13,070,225.24</b> |                   | <b>1,495,945.76</b> |

Agenda Item F: Attachment 02

| Key Number<br>(leave blank if new) | Region | Project Name                                       | BMP   | EMP   | Bridge # | Phase | Primary Work Type | Funding Responsibility | Current Total<br>(0 if new) | Proposed Total   | Difference       |
|------------------------------------|--------|--|-------|-------|----------|-------|-------------------|------------------------|-----------------------------|------------------|------------------|
| 22431                              | 1      | OR141/OR217 curb ramps                             | 4.97  | 7.07  |          | CN    | ADA               | SW ADA TRANSITION      | \$ 4,662,297.00             | \$ 7,518,278.00  | \$ 2,855,981.00  |
| 22432                              | 1      | US30BY curb ramps                                  | 1.28  | 14.74 |          | CN    | ADA               | SW ADA TRANSITION      | \$25,556,438.00             | \$ 38,810,000.00 | \$ 13,253,562.00 |
| 22434                              | 2      | US101 curb ramps (Lincoln City/Lincoln Beach)      | 112.3 | 125   |          | CN    | ADA               | SW ADA TRANSITION      | \$12,063,225.00             | \$19,149,070.00  | \$ 7,085,845.00  |
| 22435                              | 2      | OR47/OR8/US30 curb ramps                           | 17.88 | 90.59 |          | CN    | ADA               | SW ADA TRANSITION      | \$ 9,075,262.00             | \$14,566,171.00  | \$ 5,490,909.00  |
| 22437                              | 3      | US101/OR241/OR540 curb ramps (Coos Bay/North Bend) | VAR   | VAR   |          | CN    | ADA               | SW ADA TRANSITION      | \$ 8,066,607.00             | \$13,435,375.00  | \$ 5,368,768.00  |
| 22438                              | 2      | OR540 curb ramps: Coos Bay city limits -           | 4.89  | 8.49  |          | CN    | ADA               | SW ADA                 | \$ 1,800,000.00             | \$ 1,800,000.00  | \$ 0.00          |



**2021-2026 MTIP Formal Amendment - Exhibit A**

**October 2022 Formal Amendment for FFY 2023 - Amendment Number OC23-02-OCT**

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete.



**Metro  
2021-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Update Entry  
COST INCREASE**  
Add OTC approved funding to the project to address Cons shortfall

|   |          |                        |                                 |                                 |                   |
|---|----------|------------------------|---------------------------------|---------------------------------|-------------------|
| <b>Lead Agency:</b> ODOT  |          | Project Type:          | Highway                         | <b>ODOT Key:</b>                | <b>22432</b>      |
| <b>Project Name:</b><br>US30BY Curb Ramps   | <b>4</b> | Fiscal Constraint Cat: | O&M                             | <b>MTIP ID:</b>                 | <b>71248</b>      |
|   |          | ODOT Type              | ADAP                            | <b>Status:</b>                  | <b>4</b>          |
| <b>Project Status:</b><br>4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). |          | Performance Meas:      | Safety                          | <b>Comp Date:</b>               | <b>12/31/2027</b> |
|   |          | Capacity Enhancing:    | No                              | RTP ID:                         | 12095             |
|   |          | Conformity Exempt:     | Yes                             | CMP:                            | Yes               |
|   |          | 30 Day Notice Begin:   | 10/4/2022                       | TCM:                            | No                |
|   |          | 30 Day Notice End:     | 11/2/2022                       | TSMO Award                      | No                |
|   |          | Funding Source         | ODOT                            | TSMO Cycle                      | N/A               |
|   |          | Funding Type:          | State STBG                      | RFFA ID:                        | No                |
|   |          | State Highway Route    | OR47/8/30                       | RFFA Cycle:                     | N/A               |
|   |          | Mile Post Begin:       | Multiple                        | UPWP:                           | No                |
|   |          | Mile Post End:         | Multiple                        | UPWP Cycle:                     | N/A               |
| <b>Short Description:</b><br>At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.   |          | Length:                | Multiple                        | Past Amend:                     | 3                 |
|   |          | Flex Transfer to FTA   | No                              | Council Appr:                   | Yes               |
|   |          | FTA Conversion Code:   | N/A                             | Council Date:                   | 11/10/2022        |
|   |          | 1st Year Program'd:    | 2021                            | OTC Approval:                   | Yes               |
|   |          | Years Active:          | 2                               | OTC Date                        | 9/13/2022         |
|   |          |                        | <b>STIP Amend #: 21-24-2623</b> | <b>MTIP Amnd #: OC23-02-OCT</b> |                   |

**Detailed Description:** On US30 Bypass at multiple locations between MP 1.28 to 14.76) in the NE Portland area, construct ADA compliant curbs and ramps for safety improvements. (ADA PGB)

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

Last Amendment of Modification: Formal - June 2022 - JN22-14-JUN2 - COST INCREASE Add new IJJA funding totaling \$8,333,069 to PE and ROW phases to address phase funding shortfalls. Total project cost increases from \$17,223,368 to \$25,556,437 representing a 48.4% increase to the project

**PROJECT FUNDING DETAILS**

| Fund Type                                  | Fund Code        | Year            | Planning | Preliminary Engineering | Right of Way            | Other (Utility Relocation) | Construction            | Total                    |
|--|------------------|-----------------|----------|-------------------------|-------------------------|----------------------------|-------------------------|--------------------------|
| <b>Federal Funds</b>                       |                  |                 |          |                         |                         |                            |                         |                          |
| State STBG                                 | Z24E             | 2021            |          | \$ 5,361,060            |                         |                            |                         | \$ 5,361,060             |
| <del>ST STBG-IJJA</del>                    | <del>Z909</del>  | <del>2021</del> |          | <del>\$ 5,594,973</del> |                         |                            |                         | \$ -                     |
| HIP  | Z909             | 2021            |          | \$ 3,927,127            |                         |                            |                         | \$ 3,927,127             |
| HIP  | Z918             | 2021            |          | \$ 1,667,846            |                         |                            |                         | \$ 1,667,846             |
| <del>AC-STBGS</del>                        | <del>ACP0</del>  | <del>2023</del> |          |                         | <del>\$ 1,886,370</del> |                            |                         | \$ -                     |
| <del>ST STBG-IJJA</del>                    | <del>Y240</del>  | <del>2023</del> |          |                         | <del>\$ 1,882,290</del> |                            |                         | \$ -                     |
| ST STBG-IJJA                               | Y240             | 2023            |          |                         | \$ 3,768,660            |                            |                         | \$ 3,768,660             |
| <del>AC-STBGS</del>                        | <del>ACP0</del>  | <del>2023</del> |          |                         |                         |                            | <del>\$ 8,207,099</del> | \$ -                     |
| ST STBG- IJJA                              | Y240             | 2023            |          |                         |                         |                            | \$ 20,099,520           | \$ 20,099,520            |
|  |                  |                 |          |                         |                         |                            | <b>Federal Totals:</b>  | <b>\$ 34,824,213</b>     |
| <b>State Funds</b>                         |                  |                 |          |                         |                         |                            |                         |                          |
| State                                      | Match            | 2021            |          | \$ 613,597              |                         |                            |                         | \$ 613,597               |
| <del>State</del>                           | <del>Match</del> | <del>2021</del> |          | <del>\$ 640,370</del>   |                         |                            |                         | \$ -                     |
| State                                      | Match            | 2021            |          | \$ 449,477              |                         |                            |                         | \$ 449,477               |
| State                                      | Match            | 2021            |          | \$ 190,893              |                         |                            |                         | \$ 190,893               |
| <del>State</del>                           | <del>Match</del> | <del>2023</del> |          |                         | <del>\$ 215,903</del>   |                            |                         | \$ -                     |
| <del>State</del>                           | <del>Match</del> | <del>2023</del> |          |                         | <del>\$ 215,437</del>   |                            |                         | \$ -                     |
| State                                      | Match            | 2023            |          |                         | \$ 431,340              |                            |                         | \$ 431,340               |
| <del>State</del>                           | <del>Match</del> | <del>2023</del> |          |                         |                         |                            | <del>\$ 939,339</del>   | \$ -                     |
| State                                      | Match            | 2023            |          |                         |                         |                            | \$ 2,300,480            | \$ 2,300,480             |
|  |                  |                 |          |                         |                         |                            | <b>State Total:</b>     | <b>\$ 3,985,787</b>      |
| <b>Local Funds</b>                         |                  |                 |          |                         |                         |                            |                         |                          |
|  |                  |                 |          |                         |                         |                            |                         | \$ -                     |
| Other funds = local overmatch contribution |                  |                 |          |                         |                         |                            | <b>Local Total</b>      | <b>\$ -</b>              |
| Phase Totals Before Amend:                 |                  |                 | \$ -     | \$ 12,210,000           | \$ 4,200,000            | \$ -                       | <del>\$ 9,146,438</del> | <del>\$ 25,556,438</del> |
| Phase Totals After Amend:                  |                  |                 | \$ -     | \$ 12,210,000           | \$ 4,200,000            | \$ -                       | \$ 22,400,000           | \$ 38,810,000            |
| Total Project Cost Estimate (all phases):  |                  |                 |          |                         |                         |                            | \$                      | \$ 38,810,000            |
| Year of Expenditure Cost Amount:           |                  |                 |          |                         |                         |                            | \$                      | \$ 38,810,000            |

**Programming Summary Details**

Why project is short programmed: Not applicable. The project is not short programmed

|                        |      |              |            |      |               |               |
|------------------------|------|--------------|------------|------|---------------|---------------|
| Phase Change Amount:   | \$ - | \$ -         | \$ -       | \$ - | \$ 13,253,562 | \$ 13,253,562 |
| Phase Change Percent:  | 0%   | 0%           | 0%         | 0%   | 145%          | 51.9%         |
| Revised Match Federal: | \$ - | \$ 1,253,967 | \$ 431,340 | \$ - | \$ 2,300,480  | \$ 3,985,787  |
| Revised Match Percent: | N/A  | 10.27%       | 10.27%     | N/A  | 10.27%        | 10.27%        |

**Phase Obligations and Expenditures Summary**

| Item                     | Planning | PE            | ROW | Other/Utility | Construction |  |
|--------------------------|----------|---------------|-----|---------------|--------------|--|
| Total Funds Obligated:   |          | \$ 12,210,000 |     |               |              | Federal Aid ID                           |
| Federal Funds Obligated: |          | \$ 10,956,033 |     |               |              | S123(025)                                |
| Initial Obligation Date: |          | 9/1/2021      |     |               |              | Other Notes<br>OTC approval<br>9/13/2022 |
| EA Number:               |          | PE003334      |     |               |              |  |
| EA Start Date:           |          | Not Available |     |               |              |  |
| EA End Date:             |          | Not Available |     |               |              |  |
| Known Expenditures:      |          | Not Available |     |               |              |  |

**MTIP Programming Consistency Check Details and Glossary**

**General Areas**

|    |  |
|----|--|
| 1  | Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.   |
| 2  | Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step. |
| 3  | This amendment to the MTIP completes what action: The formal amendment adds funding approved by the OTC to the Construction phase to address the updated cost estimate due to inflation.   |
| 4  | MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, Project Location Map, plus OTC Staff Report  |
| 5A | Was a 30 Public Notification/Opportunity to Comment Period Required? Yes   |
| 5B | What were the 30 day Public Notification/Opportunity to Comment Start and end dates? October 4, 2022 to November 2, 2022.  |
| 5C | Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes   |
| 5D | Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes  |
| 5E | Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No   |
| 6  | Added clarifying notes: Cost increase equals 51.9% which is above the 20% threshold for administrative cost adjustments which triggers need for the formal amendment.  |

| <b>Fiscal Constraint Consistency Check Areas</b> |  |
|--|--|
| 1  | Will Performance Measurements Apply? Yes, Safety   |
| 2A   | Does the amendment include fiscal updates? Yes. Added funding to the construction phases |
| 2B   | What is the funding source for the project? OTC approved IJIA funding                    |
| 2C   | Was the Proof-of Funding requirement satisfied and how? OTC Staff Report                 |
| 2D   | Was overall fiscal constraint demonstrated? Yes.   |

| <b>RTP Consistency Check Areas</b> |  |
|------------------------------------|--|
| 1A                                 | RTP ID and Name: #12095 - Safety & Operations Projects   |
| 1B                                 | RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity. |
| 2A                                 | Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes  |
| 2B                                 | What is the exception category per the regulation: 40 CFR 93.126, Table 2, Safety - Projects that correct, improve, or eliminate a hazardous location or feature.  |
| 3A                                 | Is the project considered capacity enhancing? No   |
| 3B                                 | If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? Not applicable. The project is not capacity enhancing.  |
| 4                                  | What RTP Goal does the project support? Goal #5, Safety and Security - Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.  |
| 5                                  | Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. A special performance assessment evaluation is not required.                           |

| <b>UPWP Consistency Check Areas</b> |  |
|-------------------------------------|--|
| 1A                                  | Does the MTIP action also require an UPWP amendment? No  |
| 1B                                  | Can the MTIP amendment proceed ahead of the UPWP amendment? Not applicable   |
| 2                                   | What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not applicable |

**Other Review Areas**

|    |   |
|----|---|
| 1  | Is the project location identified on the National Highway System (NHS), and what is its designation? - Applies to OR47 in Forest Grove only: OR47 in the project limits is identified as a MAP-21 Principal Arterial on the NHS  |
| 2A | Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes, Motor Vehicle, Pedestrian, and Bicycle   |
| 2B | What is the Metro modeling designation? (OR47 through forest Grove is the applicable roadway reference in the Metro MPA for the project. Additional site locations are outside of the Metro MPA boundary<br>- OR47 Motor Vehicle = Throughway<br>- OR47 Pedestrian = Pedestrian Parkway<br>- OR47 Bicycle = Bicycle Parkway |
| 3  | Is the project designated as a Transportation Control Measure (TCM)? No   |
| 4  | Is the project location identified on a Congestion Management Plan route? Yes   |

**Fund Type Codes References**

|            |  |
|------------|--|
| ADVCON     | A general Federal Advance Construction fund type placeholder used by ODOT when the expected federal fund code (e.g. HSIP, NHPP) is not available or designated yet. ODOT covers the initial expenditures allowing the phase obligation to occur. Later the federal conversion fund code is assigned. |
| AC-STBGS   | Federal Advance Construction fund type code with the anticipated federal conversion code identified. For AC-STBGS, the anticipated conversion code is State STBG   |
| State STBG | Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects   |
| State      | General state funds committed to the project normally to support the match requirement against the federal funds.  |

| Fund Codes          |                  |   |       |                  |                |                      |                |                      |              |                     |              |             |
|---------------------|------------------|---|-------|------------------|----------------|----------------------|----------------|----------------------|--------------|---------------------|--------------|-------------|
| Phase               | Fund Code        | Description   | ICA P | Percent of Phase | Total Amount   | Federal Percent      | Federal Amount | State Percent        | State Amount | Local Percent       | Local Amount |             |
| PE                  | Z24E             | Surface transportation block grants - flex FAST ext   | Y     | 48.93%           | 5,974,657.00   | 89.73%               | 5,361,059.73   | 10.27%               | 613,597.27   | 0.00%               | 0.00         |             |
|                     | Z909             | Highway infrastructure any                            | Y     | 35.84%           | 4,376,604.42   | 89.73%               | 3,927,127.15   | 10.27%               | 449,477.27   | 0.00%               | 0.00         |             |
|                     | Z918             | Highway infrastructure any                            | Y     | 15.23%           | 1,858,738.58   | 89.73%               | 1,667,846.12   | 10.27%               | 190,892.46   | 0.00%               | 0.00         |             |
|                     | <b>PE Totals</b> |   |       |                  | <b>100.00%</b> | <b>12,210,000.00</b> |                | <b>10,956,033.00</b> |              | <b>1,253,967.00</b> |              | <b>0.00</b> |
| RW                  | Y240             | Surface Transportation Block Grant (STBG) - Flex IJJA |       | 100.00%          | 4,200,000.00   | 89.73%               | 3,768,660.00   | 10.27%               | 431,340.00   | 0.00%               | 0.00         |             |
|                     | <b>RW Totals</b> |   |       |                  | <b>100.00%</b> | <b>4,200,000.00</b>  |                | <b>3,768,660.00</b>  |              | <b>431,340.00</b>   |              | <b>0.00</b> |
| CN                  | Y240             | Surface Transportation Block Grant (STBG) - Flex IJJA |       | 100.00%          | 22,400,000.00  | 89.73%               | 20,099,520.00  | 10.27%               | 2,300,480.00 | 0.00%               | 0.00         |             |
|                     | <b>CN Totals</b> |   |       |                  | <b>100.00%</b> | <b>22,400,000.00</b> |                | <b>20,099,520.00</b> |              | <b>2,300,480.00</b> |              | <b>0.00</b> |
| <b>Grand Totals</b> |                  |   |       |                  |                | <b>38,810,000.00</b> |                | <b>34,824,213.00</b> |              | <b>3,985,787.00</b> |              | <b>0.00</b> |

Agenda Item F; Attachment 02

| Key Number (leave blank if new) | Region | Project Name                                       | BMP   | EMP   | Bridge # | Phase | Primary Work Type | Funding Responsibility | Current Total (0 if new) | Proposed Total   | Difference       |
|---------------------------------|--------|--|-------|-------|----------|-------|-------------------|------------------------|--------------------------|------------------|------------------|
| 22431                           | 1      | OR141/OR217 curb ramps                             | 4.97  | 7.07  |          | CN    | ADA               | SW ADA TRANSITION      | \$ 4,662,297.00          | \$ 7,518,278.00  | \$ 2,855,981.00  |
| 22432                           | 1      | US30BY curb ramps                                  | 1.28  | 14.74 |          | CN    | ADA               | SW ADA TRANSITION      | \$25,556,438.00          | \$ 38,810,000.00 | \$ 13,253,562.00 |
| 22434                           | 2      | US101 curb ramps (Lincoln City/Lincoln Beach)      | 112.3 | 125   |          | CN    | ADA               | SW ADA TRANSITION      | \$12,063,225.00          | \$19,149,070.00  | \$ 7,085,845.00  |
| 22435                           | 2      | OR47/OR8/US30 curb ramps                           | 17.88 | 90.59 |          | CN    | ADA               | SW ADA TRANSITION      | \$ 9,075,262.00          | \$14,566,171.00  | \$ 5,490,909.00  |
| 22437                           | 3      | US101/OR241/OR540 curb ramps (Coos Bay/North Bend) | VAR   | VAR   |          | CN    | ADA               | SW ADA TRANSITION      | \$ 8,066,607.00          | \$13,435,375.00  | \$ 5,368,768.00  |
| 22511                           | 3      | OR540 curb ramps: Coos Bay city limits -           | 4.80  | 8.40  |          | CN    | ADA               | SW ADA                 | \$ 1,800,000.00          | \$ 1,800,000.00  | \$ 0.00          |

2021-2026 MTIP Formal Amendment - Exhibit A

October 2022 Formal Amendment for FFY 2023 - Amendment Number OC23-02-OCT

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete.



Metro  
2021-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Update Entry**  
**SCOPE & COST CHANGE**  
Reduce project limits and adjust funding

|  |          |                        |                                 |                   |                   |
|--|----------|------------------------|---------------------------------|-------------------|-------------------|
| <b>Lead Agency:</b> ODOT   |          | Project Type:          | Highway                         | <b>ODOT Key:</b>  | <b>21614</b>      |
| <b>Project Name:</b><br><del>US26: SE 8th Ave - SE 87th Ave</del><br>US26: SE 8th Ave - SE 58th Ave Sec.                           | <b>5</b> | Fiscal Constraint Cat: | SM&O                            | <b>MTIP ID:</b>   | <b>71168</b>      |
|  |          | ODOT Type              | Safety                          | <b>Status:</b>    | <b>4</b>          |
| <b>Project Status:</b><br>4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated). |          | Performance Meas:      | Safety                          | <b>Comp Date:</b> | <b>12/31/2026</b> |
|  |          | Capacity Enhancing:    | No                              | RTP ID:           | 12095             |
| <b>Short Description:</b><br>Update signals and improve intersection warning signage to improve safety on this section of highway. |          | Conformity Exempt:     | Yes                             | CMP:              | Yes               |
|  |          | 30 Day Notice Begin:   | 10/4/2022                       | TCM:              | No                |
|  |          | 30 Day Notice End:     | 11/2/2022                       | TSMO Award        | No                |
|  |          | Funding Source         | ODOT                            | TSMO Cycle        | N/A               |
|  |          | Funding Type:          | State                           | RFFA ID:          | N/A               |
|  |          | State Highway Route    | US26                            | RFFA Cycle:       | N/A               |
|  |          | Mile Post Begin:       | 1.14                            | UPWP:             | No                |
|  |          | Mile Post End:         | <del>5.35</del><br>3.86         | UPWP Cycle:       | N/A               |
|  |          | Length:                | <del>4.21</del><br>2.72         | Past Amend:       | 3                 |
|  |          | Flex Transfer to FTA   | No                              | Council Appr:     | Yes               |
|  |          | FTA Conversion Code:   | N/A                             | Council Date:     | 11/10/2026        |
|  |          | 1st Year Program'd:    | 2021                            | OTC Approval:     | No                |
| Years Active:  | 2        | OTC Date               | N/A                             |                   |                   |
| <b>STIP Amend #: 21-24-2652</b>  |          |                        | <b>MTIP Amnd #: OC23-02-OCT</b> |                   |                   |

**Detailed Description:** *Modify detailed description with the following --> On US26 (SE Powell Blvd) in the southeast Portland area between MP 1.14 to MP 3.86, update signals and improve intersection warning signage to improve safety on this section of highway (ARTS Region 1 approved project)*

**STIP Description:** Update signals and improve intersection warning signage to improve safety on this section of highway.

Last Amendment of Modification: Administrative - January 2022 - AM22-09-JAN1 - The Administrative Modification convert the SFLP funds back to state funds on PE and ROW per ODOT request

**PROJECT FUNDING DETAILS**

| Fund Type                                  | Fund Code | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction           | Total                |
|--|-----------|------|----------|-------------------------|--------------|----------------------------|------------------------|----------------------|
| <b>Federal Funds</b>                       |           |      |          |                         |              |                            |                        |                      |
|  |           |      |          |                         |              |                            |                        | \$ -                 |
|  |           |      |          |                         |              |                            |                        | \$ -                 |
|  |           |      |          |                         |              |                            | <b>Federal Totals:</b> | \$ -                 |
| <b>State Funds</b>                         |           |      |          |                         |              |                            |                        |                      |
| State                                      | S010      | 2021 |          | <del>\$ 22,626</del>    |              |                            |                        | \$ -                 |
| State                                      | S010      | 2021 |          | \$ 50,000               |              |                            |                        | \$ 50,000            |
| State                                      | S010      | 2022 |          |                         |              |                            | <del>\$ 74,759</del>   | \$ -                 |
| State                                      | S010      | 2023 |          |                         |              |                            | \$ 278,723             | \$ 278,723           |
|  |           |      |          |                         |              |                            |                        | \$ -                 |
|  |           |      |          |                         |              |                            | <b>State Total:</b>    | \$ 328,723           |
| <b>Local Funds</b>                         |           |      |          |                         |              |                            |                        |                      |
|  |           |      |          |                         |              |                            |                        | \$ -                 |
|  |           |      |          |                         |              |                            |                        | \$ -                 |
| Other funds = local overmatch contribution |           |      |          |                         |              |                            | <b>Local Total</b>     | \$ -                 |
| Phase Totals Before Amend:                 |           |      | \$ -     | <del>\$ 22,626</del>    | \$ -         | \$ -                       | <del>\$ 74,759</del>   | <del>\$ 97,385</del> |
| Phase Totals After Amend:                  |           |      | \$ -     | \$ 50,000               | \$ -         | \$ -                       | \$ 278,723             | \$ 328,723           |
| Total Project Cost Estimate (all phases):  |           |      |          |                         |              |                            | \$                     | 328,723              |
| Year of Expenditure Cost Amount:           |           |      |          |                         |              |                            | \$                     | 328,723              |

**Programming Summary Details**

Why project is short programmed: The project is not short programmed. - KL

|                        |      |           |      |      |            |            |
|------------------------|------|-----------|------|------|------------|------------|
| Phase Change Amount:   | \$ - | \$ 27,374 | \$ - | \$ - | \$ 203,964 | \$ 231,338 |
| Phase Change Percent:  | 0%   | 121%      | 0%   | 0%   | 273%       | 238%       |
| Revised Match Federal: | N/A  | N/A       | N/A  | N/A  | N/A        | N/A        |
| Revised Match Percent: | N/A  | N/A       | N/A  | N/A  | N/A        | N/A        |



| Phase Obligations and Expenditures Summary |          |               |     |               |              |                |
|--|----------|---------------|-----|---------------|--------------|----------------|
| Item                                       | Planning | PE            | ROW | Other/Utility | Construction |                |
| Total Funds Obligated:                     |          | \$ 50,000     |     |               |              | Federal Aid ID |
| Federal Funds Obligated:                   |          | \$ -          |     |               |              | S026(167)      |
| Initial Obligation Date:                   |          | 7/19/2021     |     |               |              | Other Notes    |
| EA Number:                                 |          | PE003317      |     |               |              |                |
| EA Start Date:                             |          | Not Available |     |               |              |                |
| EA End Date:                               |          | Not Available |     |               |              |                |
| Known Expenditures:                        |          | Not Available |     |               |              |                |

### MTIP Programming Consistency Check Details and Glossary

#### General Areas

|    |  |
|----|--|
| 1  | Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.   |
| 2  | Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step. |
| 3  | This amendment to the MTIP completes what action: The amendment reduces the project limits and adjusts the authorized ARTS program funding for the project. The net cost increase at 238% exceeds the 50% cost change threshold for administrative cost adjustments.                           |
| 4  | MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, and Project Location Map   |
| 5A | Was a 30 Public Notification/Opportunity to Comment Period Required? Yes   |
| 5B | What were the 30 day Public Notification/Opportunity to Comment Start and end dates? 10-4-2022 to 11/2/2022  |
| 5C | Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes   |
| 5D | Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes  |
| 5E | Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No   |
| 6  | Added clarifying notes: The cost adjustment is a relative small amount which is authorized by the ARTS manager.  |

#### Fiscal Constraint Consistency Check Areas

|    |   |
|----|---|
| 1  | Will Performance Measurements Apply? Yes, safety  |
| 2A | Does the amendment include fiscal updates? Additional State funds are being committed to the project        |
| 2B | What is the funding source for the project? ODOT ARTS program   |
| 2C | Was the Proof-of Funding requirement satisfied and how? STIP Impacts Worksheet funding authorization change |
| 2D | Was overall fiscal constraint demonstrated? Yes   |

| <b>RTP Consistency Check Areas</b> |  |
|------------------------------------|--|
| 1A                                 | RTP ID and Name: #12095 - Safety & Operations Projects   |
| 1B                                 | RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity. |
| 2A                                 | Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per Table 2   |
| 2B                                 | What is the exception category per the regulation: Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.  |
| 3A                                 | Is the project considered capacity enhancing? No   |
| 3B                                 | If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing  |
| 4                                  | What RTP Goal does the project support? Goal 5 - Transportation Safety and Security, Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.  |
| 5                                  | Does the project appear to be subject to Performance Measurements analysis and what type? Yes, Safety  |
| 6                                  | Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or exceeds \$100 million dollars                 |

| <b>UPWP Consistency Check Areas</b> |   |
|-------------------------------------|---|
| 1A                                  | Does the MTIP action also require an UPWP amendment: No   |
| 1B                                  | Can the MTIP amendment proceed ahead of the UPWP amendment? N/A   |
| 2                                   | What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A |

| <b>Other Review Areas</b> |  |
|---------------------------|--|
| 1                         | Is the project location identified on the National Highway System (NHS), and what is its designation? Yes, MAP-21 NHS Principal Arterials  |
| 2A                        | Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Motor Vehicle, Transit, Freight, Bike & Pedestrian   |
| 2B                        | What is the Metro modeling designation?<br>- Motor Vehicle: Major Arterial<br>- Transit: Enhanced Transit Connector<br>- Freight: Roadway Connector<br>- Bike: Bicycle Parkway<br>- Pedestrian: Pedestrian Parkway |
| 3                         | Is the project designated as a Transportation Control Measure (TCM)? No  |
| 4                         | Is the project location identified on a Congestion Management Plan route? Yes  |

| <b>Fund Type Codes References</b> |   |
|-----------------------------------|---|
| State                             | General state funds committed to the project normally to support the match requirement against the federal funds. For this project, no federal funds are part of the project. The project is 100% state funded and provide the funding source similar to projects that are 100% locally funded. |

| Fund Codes          |                  |             |       |                  |                   |                 |                |               |                   |               |              |
|---------------------|------------------|-------------|-------|------------------|-------------------|-----------------|----------------|---------------|-------------------|---------------|--------------|
| Phase               | Fund Code        | Description | ICA P | Percent of Phase | Total Amount      | Federal Percent | Federal Amount | State Percent | State Amount      | Local Percent | Local Amount |
| PE                  | S010             | STATE       |       | 100.00%          | 50,000.00         | 0.00%           | 0.00           | 100.00%       | 50,000.00         | 0.00%         | 0.00         |
|                     | <b>PE Totals</b> |             |       | <b>100.00%</b>   | <b>50,000.00</b>  |                 | <b>0.00</b>    |               | <b>50,000.00</b>  |               | <b>0.00</b>  |
| RW                  | S010             | STATE       |       | 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>  |
| CN                  | S010             | STATE       |       | 100.00%          | 278,723.00        | 0.00%           | 0.00           | 100.00%       | 278,723.00        | 0.00%         | 0.00         |
|                     | <b>CN Totals</b> |             |       | <b>100.00%</b>   | <b>278,723.00</b> |                 | <b>0.00</b>    |               | <b>278,723.00</b> |               | <b>0.00</b>  |
| <b>Grand Totals</b> |                  |             |       |                  | <b>328,723.00</b> |                 | <b>0.00</b>    |               | <b>328,723.00</b> |               | <b>0.00</b>  |

2021-2026 MTIP Formal Amendment - Exhibit A

October 2022 Formal Amendment for FFY 2023 - Amendment Number OC23-02-OCT

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete.



Metro  
2021-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Update Entry**  
**SCOPE CHANGE**  
Adjust project MP limits based on updated scope for the project

|   |          |                        |                                  |                   |                   |
|---|----------|------------------------|----------------------------------|-------------------|-------------------|
| <b>Lead Agency:</b> ODOT  |          | Project Type:          | Highway                          | <b>ODOT Key:</b>  | <b>21638</b>      |
| <b>Project Name:</b><br><del>OR213: I-205 - OR211</del><br><b>OR213: Glen Oak Rd - S Barnards Rd Sec.</b>   | <b>6</b> | Fiscal Constraint Cat: | SM&O                             | <b>MTIP ID:</b>   | <b>71191</b>      |
|   |          | ODOT Type              | Safety                           | <b>Status:</b>    | <b>4</b>          |
| <b>Project Status:</b><br>4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).  |          | Performance Meas:      | Safety                           | <b>Comp Date:</b> | <b>12/31/2026</b> |
|   |          | Capacity Enhancing:    | No                               | RTP ID:           | 12095             |
| <b>Short Description:</b><br>Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway. |          | Conformity Exempt:     | Yes                              | CMP:              | Yes               |
|   |          | 30 Day Notice Begin:   | 10/4/2022                        | TCM:              | No                |
|   |          | 30 Day Notice End:     | 11/2/2022                        | TSMO Award        | No                |
|   |          | Funding Source         | ODOT                             | TSMO Cycle        | N/A               |
|   |          | Funding Type:          | State                            | RFFA ID:          | N/A               |
|   |          | State Highway Route    | OR213                            | RFFA Cycle:       | N/A               |
|   |          | Mile Post Begin:       | <del>0.0</del><br><b>3.69</b>    | UPWP:             | No                |
|   |          | Mile Post End:         | <del>16.11</del><br><b>14.55</b> | UPWP Cycle:       | N/A               |
|   |          | Length:                | <del>16.11</del><br><b>10.86</b> | Past Amend:       | 3                 |
|   |          | Flex Transfer to FTA   | No                               | Council Appr:     | Yes               |
|   |          | FTA Conversion Code:   | N/A                              | Council Date:     | 11/10/2026        |
|   |          | 1st Year Program'd:    | 2021                             | OTC Approval:     | No                |
| Years Active:   | 2        | OTC Date               | N/A                              |                   |                   |
| <b>STIP Amend #: 21-24-2651</b>   |          |                        | <b>MTIP Amnd #: OC23-02-OCT</b>  |                   |                   |

**Detailed Description:** Existing—Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.

**Change to be -->** At approximately 33 site locations on OR213 from MP 3.69 to MP 14.55 in Clackamas County, complete various safety upgrades including signals reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway (ARTS awarded project)

**STIP Description:** Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.

Last Amendment of Modification: Administrative - December 2021 - AM22-07-DEC1 - Slip ROW phase with \$48,255 of State SFLP from FFY 2022 to FFY 2023. Slip Other/UR phase with \$15,090 of State SFLP funds from FFY 2022 to FFY 2023.

| PROJECT FUNDING DETAILS   |           |      |          |                         |                      |                            |                        |                       |
|---|-----------|------|----------|-------------------------|----------------------|----------------------------|------------------------|-----------------------|
| Fund Type   | Fund Code | Year | Planning | Preliminary Engineering | Right of Way         | Other (Utility Relocation) | Construction           | Total                 |
| <b>Federal Funds</b>  |           |      |          |                         |                      |                            |                        |                       |
|   |           |      |          |                         |                      |                            |                        | \$ -                  |
|   |           |      |          |                         |                      |                            |                        | \$ -                  |
|   |           |      |          |                         |                      |                            | <b>Federal Totals:</b> | \$ -                  |
| <b>State Funds</b>  |           |      |          |                         |                      |                            |                        |                       |
| SFLP  | S060      | 2021 |          | \$ <del>64,260</del>    |                      |                            |                        | \$ -                  |
| State   | S010      | 2021 |          | \$ 64,261               |                      |                            |                        | \$ 64,261             |
| SFLP  | S060      | 2023 |          |                         | \$ <del>48,255</del> |                            |                        | \$ -                  |
| SFLP  | S060      | 2023 |          |                         | -                    | \$ <del>15,090</del>       |                        | \$ -                  |
| SFLP  | S060      | 2022 |          |                         |                      |                            | \$ <del>409,142</del>  | \$ -                  |
| State   | S010      | 2023 |          |                         |                      |                            | \$ 193,543             | \$ 193,543            |
|   |           |      |          |                         |                      |                            |                        | \$ -                  |
| Note: State funds were incorrectly programmed as SFLP and are being corrected here. |           |      |          |                         |                      |                            | <b>State Total:</b>    | \$ 257,804            |
| <b>Local Funds</b>  |           |      |          |                         |                      |                            |                        |                       |
|   |           |      |          |                         |                      |                            |                        | \$ -                  |
|   |           |      |          |                         |                      |                            |                        | \$ -                  |
|   |           |      |          |                         |                      |                            | <b>Local Total</b>     | \$ -                  |
| Phase Totals Before Amend:  |           |      | \$ -     | \$ 64,260               | \$ -                 | \$ -                       | \$ <del>409,142</del>  | \$ <del>473,402</del> |
| Phase Totals After Amend:   |           |      | \$ -     | \$ 64,261               | \$ -                 | \$ -                       | \$ 193,543             | \$ 257,804            |
| Total Project Cost Estimate (all phases):   |           |      |          |                         |                      |                            | \$                     | 257,804               |
| Year of Expenditure Cost Amount:  |           |      |          |                         |                      |                            | \$                     | 257,804               |

| Programming Summary Details  |      |      |      |      |              |              |
|--|------|------|------|------|--------------|--------------|
| Why project is short programmed: The project is not short programmed. - KL |      |      |      |      |              |              |
| Phase Change Amount:   | \$ - | \$ 1 | \$ - | \$ - | \$ (193,499) | \$ (215,598) |
| Phase Change Percent:  | 0%   | 0%   | 0%   | 0%   | -47.3%       | -45.5%       |
| Revised Match Federal:   | N/A  | N/A  | N/A  | N/A  | N/A          | N/A          |
| Revised Match Percent:   | N/A  | N/A  | N/A  | N/A  | N/A          | N/A          |

| Phase Obligations and Expenditures Summary |          |               |     |               |              |                |
|--|----------|---------------|-----|---------------|--------------|----------------|
| Item                                       | Planning | PE            | ROW | Other/Utility | Construction |                |
| Total Funds Obligated:                     |          | \$ 64,261     |     |               |              | Federal Aid ID |
| Federal Funds Obligated:                   |          | \$ -          |     |               |              | S160(057)      |
| Initial Obligation Date:                   |          | 7/19/2021     |     |               |              | Other Notes    |
| EA Number:                                 |          | PE003318      |     |               |              |                |
| EA Start Date:                             |          | Not Available |     |               |              |                |
| EA End Date:                               |          | Not Available |     |               |              |                |
| Known Expenditures:                        |          | Not Available |     |               |              |                |

| MTIP Programming Consistency Check Details and Glossary |  |
|---|--|
| General Areas   |  |
| 1   | Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.   |
| 2   | Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.   |
| 3   | This amendment to the MTIP completes what action: The amendment reduces the project limits and adjusts the authorized ARTS program funding for the project. ODOT's Traffic Division determined that the safety upgrades are only required in the revised project limits area. The scope change triggers the need for a formal amendment. |
| 4   | MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, and Project Location Map   |
| 5A  | Was a 30 Public Notification/Opportunity to Comment Period Required? Yes   |
| 5B  | What were the 30 day Public Notification/Opportunity to Comment Start and end dates? 10-4-2022 to 11/2/2022  |
| 5C  | Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes   |
| 5D  | Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes  |
| 5E  | Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No   |
| 6   | Added clarifying notes: The fund type code (from SFLP back to State) is being corrected as part of the amendment as well.  |

| <b>Fiscal Constraint Consistency Check Areas</b> |   |
|--|---|
| 1  | Will Performance Measurements Apply? Yes, safety  |
| 2A   | Does the amendment include fiscal updates? Yes, the State SFLP funds are converted back to general State funds. |
| 2B   | What is the funding source for the project? ODOT State funds from the ARTS program                              |
| 2C   | Was the Proof-of Funding requirement satisfied and how? STIP Impacts Worksheet funding authorization change     |
| 2D   | Was overall fiscal constraint demonstrated? Yes   |

| <b>RTP Consistency Check Areas</b> |  |
|------------------------------------|--|
| 1A                                 | RTP ID and Name: #12095 - Safety & Operations Projects   |
| 1B                                 | RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity. |
| 2A                                 | Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per Table 2   |
| 2B                                 | What is the exception category per the regulation: Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.  |
| 3A                                 | Is the project considered capacity enhancing? No   |
| 3B                                 | If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing  |
| 4                                  | What RTP Goal does the project support? Goal 5 - Transportation Safety and Security, Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.  |
| 5                                  | Does the project appear to be subject to Performance Measurements analysis and what type? Yes, Safety  |
| 6                                  | Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or exceeds \$100 million dollars                 |

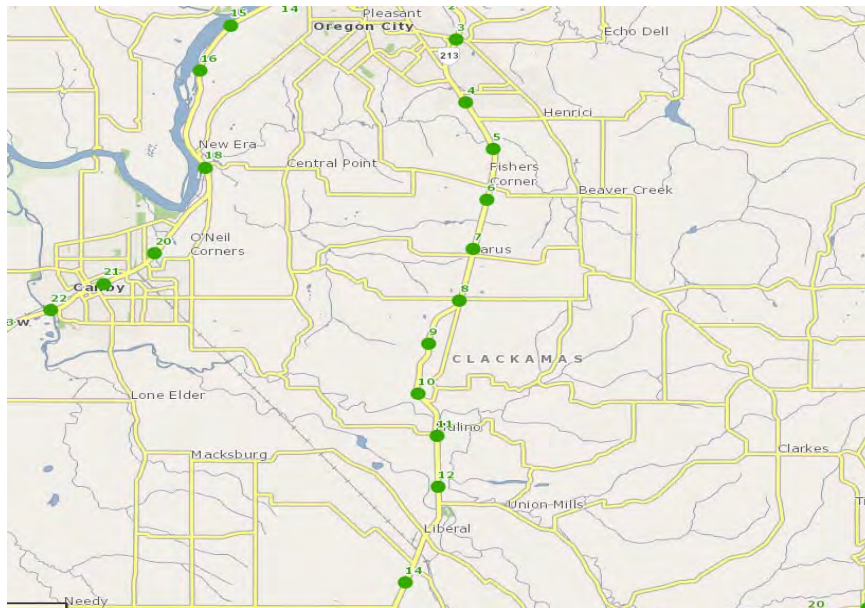
| <b>UPWP Consistency Check Areas</b> |   |
|-------------------------------------|---|
| 1A                                  | Does the MTIP action also require an UPWP amendment: No   |
| 1B                                  | Can the MTIP amendment proceed ahead of the UPWP amendment? N/A   |
| 2                                   | What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A |

| <b>Other Review Areas</b> |   |
|---------------------------|---|
| 1                         | Is the project location identified on the National Highway System (NHS), and what is its designation? Yes, MAP-21 NHS Principal Arterials                     |
| 2A                        | Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes. Motor Vehicle, Transit, Freight, and Bicycle     |
| 2B                        | What is the Metro modeling designation?<br>- Motor Vehicle: Throughway<br>- Transit: Regional Bus<br>- Freight: Roadway Connector<br>- Bike: Regional Bikeway |
| 3                         | Is the project designated as a Transportation Control Measure (TCM)? No   |
| 4                         | Is the project location identified on a Congestion Management Plan route? Yes   |

**Fund Type Codes References**

|       |   |
|-------|---|
| State | General state funds committed to the project normally to support the match requirement against the federal funds. For this project, no federal funds are part of the project. The project is 100% state funded and provide the funding source similar to projects that are 100% locally funded. |
| SFLP  | State Funded Local Projects. ODOT converts eligible smaller federally funded projects into state funds to expedite project delivery.  |

| Fund Codes          |                  |             |       |                  |                   |                 |                |               |                   |               |              |
|---------------------|------------------|-------------|-------|------------------|-------------------|-----------------|----------------|---------------|-------------------|---------------|--------------|
| Phase               | Fund Code        | Description | ICA P | Percent of Phase | Total Amount      | Federal Percent | Federal Amount | State Percent | State Amount      | Local Percent | Local Amount |
| PE                  | S010             | STATE       |       | 100.00%          | 64,261.00         | 0.00%           | 0.00           | 100.00%       | 64,261.00         | 0.00%         | 0.00         |
|                     | <b>PE Totals</b> |             |       | <b>100.00%</b>   | <b>64,261.00</b>  |                 | <b>0.00</b>    |               | <b>64,261.00</b>  |               | <b>0.00</b>  |
| RW                  | S010             | STATE       |       | 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>  |
| UR                  | S010             | STATE       |       | 0.00%            | 0.00              | 0.00%           | 0.00           | 0.00%         | 0.00              | 0.00%         | 0.00         |
|                     | <b>UR Totals</b> |             |       | <b>0.00%</b>     | <b>0.00</b>       |                 | <b>0.00</b>    |               | <b>0.00</b>       |               | <b>0.00</b>  |
| CN                  | S010             | STATE       |       | 100.00%          | 193,543.00        | 0.00%           | 0.00           | 100.00%       | 193,543.00        | 0.00%         | 0.00         |
|                     | <b>CN Totals</b> |             |       | <b>100.00%</b>   | <b>193,543.00</b> |                 | <b>0.00</b>    |               | <b>193,543.00</b> |               | <b>0.00</b>  |
| <b>Grand Totals</b> |                  |             |       |                  | <b>257,804.00</b> |                 | <b>0.00</b>    |               | <b>257,804.00</b> |               | <b>0.00</b>  |





**2021-2027 MTIP Formal Amendment - Exhibit A**

**October 2022 Formal Amendment for FFY 2023 - Amendment Number OC23-02-OCT**

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro  
2021-26 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment  
ADD NEW PROJECT**  
Add new 5339(b) bus facility  
improvement project to MTIP

|  |          |                          |           |                                 |                   |
|--|----------|--------------------------|-----------|---------------------------------|-------------------|
| <b>Lead Agency:</b> TriMet   |          | Project Type:            | Transit   | <b>ODOT Key:</b>                | <b>New - TBA</b>  |
| <b>Project Name:</b><br>TriMet Beaverton Transit Center Renovation (2022 5339b)  | <b>7</b> | Fiscal Constraint Cat:   | Capital   | <b>MTIP ID:</b>                 | <b>New - TBA</b>  |
|  |          | ODOT Type                | TBD       | <b>Status:</b>                  | <b>T22</b>        |
| <b>Project Status:</b><br>T22 = Programming actions in progress or programmed in current MTIP  |          | Performance Meas:        | Transit   | <b>Comp Date:</b>               | <b>12/31/2027</b> |
|  |          | Capacity Enhancing:      | No        | RTP ID:                         | 11338             |
|  |          | Conformity Exempt:       | Yes       | CMP:                            | No                |
|  |          | 30 Day Notice Begin:     | 10/4/2022 | TCM:                            | No                |
|  |          | 30 Day Notice End:       | 11/2/2022 | TSMO Award                      | No                |
|  |          | Funding Source           | FTA       | TSMO Cycle                      | N/A               |
|  |          | Funding Type:            | 5339      | RFFA ID:                        | N/A               |
|  |          | State Highway Route      | N/A       | RFFA Cycle:                     | N/A               |
|  |          | Mile Post Begin:         | NA        | UPWP:                           | No                |
|  |          | Mile Post End:           | N/A       | UPWP Cycle:                     | N/A               |
| <b>Short Description:</b><br>Reconfigure, update, and renovate depreciated and undersized bus layover facilities at TriMet's Beaverton Transit Center to provide a safer pedestrian environment, improved layover pull-in/ pull-out procedures, and added space for service operations |          | Length:                  | N/A       | Past Amend:                     | 0                 |
|  |          | Flex Transfer to FTA     | No        | Council Appr:                   | Yes               |
|  |          | FTA Conversion Code:     | N/A       | Council Date:                   | 11/10/2022        |
|  |          | 1st Year Program'd:      | 2023      | OTC Approval:                   | No                |
|  |          | Years Active:            | 0         | OTC Date                        | N/A               |
|  |          | <b>STIP Amend #:</b> TBD |           | <b>MTIP Amnd #:</b> OC23-02-OCT |                   |

**Detailed Description:** In Beaverton at the TriMet Beaverton Transit Center, relocate, reconfigure and expand the pick-up and bus layover area to increase safety, support planned service upgrades and provide space for sixty-foot, articulated, battery electric buses and remodel and expand the Operator Layover Facility to accommodate 9 additional operators and update worn spaces and fixtures (2022 IJA 5339(b) Bus & Bus Facilities FTA Award)

STIP Description: TBD

Last Amendment of Modification: None. Initial project programming in the MTIP.

**PROJECT FUNDING DETAILS**

| Fund Type                                 |       | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other (Workforce)      | Total               |
|---|-------|------|----------|-------------------------|--------------|--------------|------------------------|---------------------|
| <b>Federal Funds</b>                      |       |      |          |                         |              |              |                        |                     |
| 5339(b)                                   |       | 2023 |          | \$ 677,112              |              |              |                        | \$ 677,112          |
| 5339(b)                                   |       | 2025 |          |                         | \$ 12,972    |              |                        | \$ 12,972           |
| 5339(b)                                   |       | 2025 |          |                         |              | \$ 4,620,499 |                        | \$ 4,620,499        |
| 5339(b)                                   |       | 2025 |          |                         |              |              | \$ 256,000             | \$ 256,000          |
| PE combines Eng + Outreach                |       |      |          |                         |              |              | <b>Federal Totals:</b> | <b>\$ 5,566,583</b> |
| <b>State Funds</b>                        |       |      |          |                         |              |              |                        |                     |
|   |       |      |          |                         |              |              |                        | \$ -                |
|   |       |      |          |                         |              |              | <b>State Total:</b>    | <b>\$ -</b>         |
| <b>Local Funds</b>                        |       |      |          |                         |              |              |                        |                     |
| Local-STIF                                | Match | 2023 |          | \$ 169,278              |              |              |                        | \$ 169,278          |
| Local-STIF                                | Match | 2025 |          |                         | \$ 3,243     |              |                        | \$ 3,243            |
| Local-STIF                                | Match | 2025 |          |                         |              | \$ 1,155,125 |                        | \$ 1,155,125        |
| Local-STIF                                | Match | 2025 |          |                         |              |              | \$ 64,000              | \$ 64,000           |
|   |       |      |          |                         |              |              | <b>Local Total</b>     | <b>\$ 1,391,646</b> |
| Phase Totals Before Amend:                |       |      | \$ -     | \$ -                    | \$ -         | \$ -         | \$ -                   | <del>\$ -</del>     |
| Phase Totals After Amend:                 |       |      | \$ -     | \$ 846,390              | \$ 16,215    | \$ 5,775,624 | \$ 320,000             | \$ 6,958,229        |
| Total Project Cost Estimate (all phases): |       |      |          |                         |              |              | \$                     | 6,958,229           |
| Year of Expenditure Cost Amount:          |       |      |          |                         |              |              | \$                     | 6,958,229           |

**Programming Summary Details**

Why project is short programmed: N/A. The project is not short programmed.

|                        |      |            |           |              |            |              |
|------------------------|------|------------|-----------|--------------|------------|--------------|
| Phase Change Amount:   | \$ - | \$ 846,390 | \$ 16,215 | \$ 5,775,624 | \$ 320,000 | \$ 6,958,229 |
| Phase Change Percent:  | 0%   | 100%       | 100%      | 100%         | 100.0%     | 100.0%       |
| Revised Match Federal: | \$ - | \$ 169,278 | \$ 3,243  | \$ 1,155,125 | \$ 64,000  | \$ 1,391,646 |
| Revised Match Percent: | N/A  | 20.0%      | 20.0%     | 20.0%        | 20.0%      | 20.0%        |

| Phase Obligations and Expenditures Summary |          |    |     |               |              |                |
|--|----------|----|-----|---------------|--------------|----------------|
| Item                                       | Planning | PE | ROW | Other/Utility | Construction |                |
| Total Funds Obligated:                     |          |    |     |               |              | Federal Aid ID |
| Federal Funds Obligated:                   |          |    |     |               |              |                |
| Initial Obligation Date:                   |          |    |     |               |              | Other Notes    |
| EA Number:                                 |          |    |     |               |              |                |
| EA Start Date:                             |          |    |     |               |              |                |
| EA End Date:                               |          |    |     |               |              |                |
| Known Expenditures:                        |          |    |     |               |              |                |

**MTIP Programming Consistency Check Details and Glossary**

| General Areas |  |
|---------------|--|
| 1             | Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.   |
| 2             | Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step. |
| 3             | This amendment to the MTIP completes what action: The formal amendment adds the new FTA 5339b discretionary award to TriMet to the MTIP enabling the project to move forward in TrAMS and be implemented.  |
| 4             | MTIP Programming Submitted Supporting Documentation: FTA grant award notification, 5339 grant application, and other related supporting documentation  |
| 5A            | Was a 30 Public Notification/Opportunity to Comment Period Required? Yes   |
| 5B            | What were the 30 day Public Notification/Opportunity to Comment Start and end dates? October 4, 2022 to November 2, 2022   |
| 5C            | Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes   |
| 5D            | Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes  |
| 5E            | Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No   |
| 6             | Added clarifying notes:  |

**Fiscal Constraint Consistency Check Areas**

|    |   |
|----|---|
| 1  | Will Performance Measurements Apply? Yes, Transit   |
| 2A | Does the amendment include fiscal updates? Yes, changes to the current 5339b funding levels                                 |
| 2B | What is the funding source for the project? FTA discretionary grant - FY22 Bus and Low-and-No Emission Grant Awards program |
| 2C | Was the Proof-of Funding requirement satisfied and how? Yes, FTA Award notification website                                 |
| 2D | Was overall fiscal constraint demonstrated? Yes.  |

**RTP Consistency Check Areas**

|    |  |
|----|--|
| 1A | RTP ID and Name: ID# 11338 - Operating Capital: Equipment and Facilities Phase 2   |
| 1B | RTP Project Description: Equipment and facilities to support system replacement, refurbishment, and growth.  |
| 2A | Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2   |
| 2B | What is the exception category per the regulation: Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).   |
| 3A | Is the project considered capacity enhancing? No   |
| 3B | If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing  |
| 4  | What RTP Goal does the project support? Goal #10 - Fiscal Stewardship, Objective 10.1 - Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs |
| 5  | Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars              |

**UPWP Consistency Check Areas**

|    |  |
|----|--|
| 1A | Does the MTIP action also require an UPWP amendment: No.   |
| 1B | Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable   |
| 2  | What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable |

**Other Review Areas**

|    |  |
|----|--|
| 1  | Is the project location identified on the National Highway System (NHS), and what is its designation? No                     |
| 2A | Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes. Transit network |
| 2B | What is the Metro modeling designation? Transit Center   |
| 3  | Is the project designated as a Transportation Control Measure (TCM)? No  |
| 4  | Is the project location identified on a Congestion Management Plan route? No   |

**Fund Type Codes References**

|         |   |
|---------|---|
| 5339(b) | Federal Transit Administration (FTA) based funding for eligible Bus and Bus Facility improvements. For this specific award, the funds are part of the discretionary component and fall under FTA's Section 5339(b) which can be used to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. The required minimum match is normally 20% against the federal portion of 80%. |
| Local   | General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. For this discretionary award, the minimum match requirement is 20%.  |



[Home](#) / [Funding](#) / [Grants](#)

[Grant Programs](#)

[Program Pages](#)

[Applicants](#)

[Grantee Tools](#)

[Contact Your Regional Office](#)

[FAQ](#)



## FY22 FTA Bus and Low- and No-Emission Grant Awards

FTA's FY22 Low- and No-Emission and Bus and Bus Facilities programs will provide \$1.66 billion in grants to transit agencies, territories and states across the country to invest in bus fleets and facilities. Funded by the President's Bipartisan Infrastructure Law, the majority of funded projects will use zero-emissions technology, which reduces air pollution and helps meet the President's goal of net-zero emissions by 2050.

- Read the [press release](#)
- Watch a [1-minute video](#)

| State | Project Sponsor   | Funding     | Bus/Low-No               | Description   |
|-------|---|-------------|--------------------------|---|
| OR    | Tri-County Metropolitan Transportation District of Oregon | \$5,566,583 | Buses and Bus Facilities | TriMet will receive funding to renovate and expand the Beaverton Transit Center to better support bus operations and planned service upgrades for the Portland region, including space to accommodate new electric buses. |



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: October 20, 2022  
To: Metro Council and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: October FFY 2023 MTIP Formal Amendment & Resolution 22-5289 Approval Request

---

## **FORMAL MTIP AMENDMENT STAFF REPORT**

### **Amendment Purpose Statement**

#### **FOR THE PURPOSE OF ADDING NEW OR AMENDING EXISTING PROJECTS IN THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO MEET REQUIRED FALL OBLIGATION TARGETS OR FEDERAL APPROVAL STEPS (OC23-02-OCT)**

### **BACKGROUND**

#### **What This Is:**

The October FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment regular bundle continues the effort to add required new projects, position projects for fall obligations, and complete necessary updates enabling the next federal approval step to occur. The bundle contains a total of seven project amendments. They include:

- Combining two Transportation Demand Management outreach projects (Keys TDM-2026 and 21593) for Portland. This action will streamline the project's obligation through FTA's flex transfer and TrAMS grant approval process enabling the final obligation and expenditure process for Metro and Portland to move forward faster.
- Adjusting Keys 22435 and 22432 which are ODOT ADA curb and ramp improvement projects that have a significant construction phase funding shortfall. Through OTC action, the amendment is adding the required extra funds.
- Amending Keys 21614 and 21638 which include scope changes plus adjusted milepost limits and cost adjustments.
- Adding TriMet's new FTA Section 5339b discretionary grant to renovate the Beaverton Transit Center.

**JPACT October 20, 2022 Meeting Summary:** JPACT met on October 20, 2022. The October FFY 2023 MTIP Formal Amendment was included on the Consent Agenda. JPACT members unanimously approved the Consent Agenda including the MTIP Formal Amendment without discussion.

**TPAC October 7, 2022 Meeting Summary:** TPAC members receives their notification and overview of the October Formal MTIP Amendment contents and proposed changes. There was no discussion or questions raised about the proposed project changes. TPAC members then recommended approval to JPACT to approve Resolution 22-5289. TPAC's approval recommendation was unanimous.

A summary of the projects and amendment actions within the bundle are shown on the next pages.

| October FFY 2023 Formal Transition Amendment Bundle Contents |             |  |  |  |
|--|-------------|--|--|--|
| Amendment Type: Formal/Full                                  |             |  |  |  |
| Amendment #: OC23-02-OCT                                     |             |  |  |  |
| Total Number of Projects: 7                                  |             |  |  |  |
| Key Number & MTIP ID   | Lead Agency | Project Name   | Project Description  | Amendment Action   |
| (#1)<br>ODOT<br>Key #<br><b>TDM-2026</b><br>MTIP ID<br>71262 | Metro       | <b>Portland Transportation Demand Management Activities</b>  | Through the RTO program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA Award from Key 22134, 22135 and 22138)  | <b>COMBINE PROJECT:</b><br>The Formal Amendment combines the project and funding into Key 21593 to be implemented together. See next project |
| (#2)<br>ODOT<br>Key #<br><b>21593</b><br>MTIP ID<br>71067    | Metro       | <del>Transportation Demand Management (Metro)</del><br><b>Portland Transportation Demand Management Activities</b> | <del>Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options (2019-21 RFFA Award) Keys 20812/20813/20814</del><br><b>Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives (2019-21 RFFA Keys 20812, 20813, &amp; 20814 plus 2022-24 awards in Keys 22134, 22135, 22138)</b> | <b>COMBINE PROJECT:</b><br>The Formal Amendment combines Key TDM-2026 into Key 21593 to be obligated and implemented together                |
| (#3)<br>ODOT<br>Key #<br><b>22435</b><br>MTIP ID<br>71257    | ODOT        | <b>OR47/OR8/US30 Curb Ramps</b>  | Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons  | <b>COST INCREASE:</b><br>Add OTC approved funding to address a construction phase funding shortfall due to inflationary cost impacts.        |

|  |        |   |   |   |
|--|--------|---|---|---|
| (#4)<br>ODOT<br>Key #<br><b>22432</b><br>MTIP ID:<br>71248 | ODOT   | <b>US30BY Curb Ramps</b>  | At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.  | <b><u>COST INCREASE:</u></b><br>Add OTC approved funding to address a construction phase funding shortfall due to inflationary cost impacts.              |
| (#5)<br>ODOT<br>Key #<br><b>21614</b><br>MTIP ID:<br>71168 | ODOT   | <del>US26: SE 8th Ave - SE 87th Ave</del><br><b>US26: SE 8th Ave - SE 58th Ave Sec.</b> | Update signals and improve intersection warning signage to improve safety on this section of highway.   | <b><u>SCOPE &amp; COST CHANGE:</u></b><br>Reduce project limits and adjust approved ARTS program funding for the project                                  |
| (#6)<br>ODOT<br>Key #<br><b>21638</b><br>MTIP ID:<br>71191 | ODOT   | <del>OR213: I-205 - OR211</del><br><b>OR213: Glen Oak Rd - S Barnards Rd Sec.</b>       | Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.  | <b><u>SCOPE &amp; COST CHANGE:</u></b><br>Reduce project limits, adjust approved ARTS program funding, and correct the approved fund code for the project |
| (#7)<br>ODOT<br>Key #<br><b>New</b><br>MTIP ID:<br>TBD     | TriMet | <b>TriMet Beaverton Transit Center Renovation (2022 5339b)</b>                          | Reconfigure, update, and renovate depreciated and undersized bus layover facilities at TriMet's Beaverton Transit Center to provide a safer pedestrian environment, improved layover pull-in/ pull-out procedures, and added space for service operations | <b><u>ADD NEW PROJECT:</u></b><br>Add new FTA 5339b discretionary award to the MTIP supporting the Beaverton Transit Center renovation.                   |

**What is the requested action?**

**JPACT approved Resolution 22-5289 consisting of additions and changes or new projects which are required to be added to the MTIP enabling federal reviews and fund obligations to then occur in fall of 2022 and now recommends approval by Metro Council.**

**AMENDMENT BUNDLE SUMMARY:**

The October FFY 2023 Formal MTIP Amendment bundle involves combining two projects to simplify and streamline the later obligation and expenditure process between Portland and Metro, cost and scope updates to four ODOT projects and adds a new FTA 533b discretionary grant award to the MTIP supporting the Beaverton Transit Center renovation.

A total of seven projects are included in the October, OC23-02-OCT amendment bundle. All projects in the bundle completed a 30-day public notification/opportunity to comment period consistent with Metro's Public Participation Plan. The public comment period opened on October 4, 2022 and closed on November 2, 2022.



The included projects require a formal/full MTIP amendment because they exceed the administrative change thresholds FHWA and FTA have established for the MTIP and STIP.

Generally, the project changes triggered a formal amendment were due to the following reasons:

- The change resulted in adding the project to the MTIP.
- The change updated project costs which:
  - Were above the 30% cost change threshold for transit projects.
  - Were above the 30% cost change threshold for roadway/capital improvement projects with a total project cost between \$1 and 5 million dollars.
  - Were above the 20% cost change threshold for roadway/capital improvement projects with a total project cost above \$5 million.
- The required changes significantly impact the existing project’s scope which triggers the need for the formal/full amendment and a review that the project is still consistent with the RTP.

A more detailed overview of each project amendment in the bundle begins below.

| Project #1   | Portland Transportation Demand Management Activities |
|--|--|
| <p><b><u>Project Description:</u></b><br/>                     Through the RTO program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA Award from Key 22134, 22135, and 22138).</p>   |  |
| <p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> <li>• Lead Agency: Metro</li> <li>• ODOT Key Number: <b>TDM-2026</b></li> <li>• MTIP ID#: 71262</li> <li>• RTP ID: 12078</li> <li>• Proof-of Funding/Fiscal Constraint Demonstrated: Yes</li> <li>• Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements</li> <li>• OTC approval required: No</li> <li>• Performance Measurements applicable: Indirectly, Transit</li> <li>• Special Amendment Performance Assessment Required: No</li> <li>• Were overall RTP Consistency checks achieved and satisfactory: Yes</li> <li>• Can the required changes be made, or can the project be added to the MTIP without issues: Yes</li> </ul>   |  |
| <p><b><u>Description of Changes</u></b><br/>                     Through the October FFY 2023 Formal Amendment Key TDM-2026 is combined into Key 21593. Both projects are Transportation Demand Management (TDM) projects which will provide outreach and education to residents via Metro's RTO program advocating transportation options and alternatives. The projects fall under Metro as lead agency to flex transfer the funds through FTA and obligate them through FTA’s Transit Award Management System (TrAMS). The funding is dedicated to Portland to complete the required TDM activities.</p> <p>The funding originated from Metro awarded Regional Flexible Fund Allocation awards to Portland over two different funding calls. Three Portland awarded projects are impacted from the 2022-24 RFFA call with the TDM portion and are programmed in TDM-2026. They include:</p> |  |

- **Key 22134, NE 122nd Ave Safety & Access: Beech – Wasco):**  
Construct new enhanced and marked crossings in NE 122nd Ave near NE Beech Street/NE Failing Street NE Sacramento Street/NE Brazee Street NE Broadway/NE Hancock Street and NE Wasco St/NE Multnomah St to improve safety and accessibility.
- **Key 22135, NE MLK Blvd Safety & Access to Transit: Cook-Highland:**  
Construct pedestrian crossing and intersection channelization improvements on NE MLK Blvd at various locations between Cook St and Highland St. Complete signal upgrades at NE Fremont and NE Killingsworth. Add protected left turn lane at both intersection
- **Key 22138, Stark & Washington Safety: SE 92nd Ave - SE 109th Ave:**  
Construct protected bike lanes protected signal phasing for peds and bikes transit islands to improve transit operations and comfort ped islands to shorten crossing distance and signal controller upgrades to better manage speeds and traffic flow.

The TDM scope was removed from three projects and programmed separately to ensure IGA conflicts with ODOT did not occur. TDM activities are a general condition of approval for RFFA Step 2 projects for the eligible projects and agencies which can complete the required work. The TDM reprogramming in the MTIP and STIP for the above three projects occurred around the time of the kick-off meetings among Metro, ODOT, and Portland.

Key 21593 contains the similar Portland projects with TDM removed from the 2019-21 RFFA call. When the project funding TDM-2026 is combined into Key 21593, Key 21593 will represent a total six Portland TDM projects. Metro then can move on to flex transfer the funds to FTA and complete the FTA TrAMS grant to obligate the funds. Once obligated, Metro's RTO program can issue a notice to proceed to Portland's TDM office to begin completing the work and expend the funds. The process parallels the Metro's RTO sub-recipient grant allocation format to complete other TDM activities.

**Support Item(s): Location Maps**

**Key 22134**

**F: 122nd Ave**  
Safety, Access & Transit

**Project context and background**

Currently, 122nd Ave is a High Crash Corridor that does not adequately serve all modes. Five of the City's thirty highest crash intersections are along 122nd Ave. Since 2010, there have been over 400 people injured while traveling on 122nd, including 127 people walking and biking. Nine people have died in the past 8 years.

122nd Ave is a stressful environment to walk, bike, cross the street and access transit. The street is typically a five lane arterial with on-street parking and narrow bike lanes that becomes turn lanes at major signalized intersection. The sidewalks are often narrow and substandard. Most of 122nd Avenue does not meet the City's new guidelines for marked crosswalk spacing. Drivers experience delay, including slow average speeds, high dwell time at stops and significant travel speed variability during peak travel times.

PBOT is developing a plan to identify improvements on 122nd Ave, between SE Foster and NE Marine Dr, with the goal to increase safety for all, improve pedestrian & bicycle access and support better transit while balancing needs of freight & other modes, identify improvements to help eliminate serious injuries and fatalities, and remove 122nd Ave from the Vision Zero High Crash Corridor network.

**Project details**

PBOT's RFA application scope draws from staff recommendations and public stakeholder feedback on elements of the draft 122nd Ave Plan, Safety, Access and Transit. The improvements proposed to be included in the RFA project scope include new enhanced and marked crossings in the vicinity of NE Beech, NE Sacramento/ Brazeo (dependent on funding/actual costs), NE Broadway/ Hancock, and NE Wasco/Multnomah.

Project Cost Estimate: \$6,491,000  
Local Match: \$1,842,300; RFA Grant Request: \$4,648,700

**FOR MORE INFORMATION**  
April Bertelsen  
Portland Bureau of Transportation - Transit Coordinator  
April.Bertelsen@portlandoregon.gov | 503.823.8177

**PBOT**  
2022-2024 RFA PROJECT CANDIDATES | 2022



122ND AVE | SAFETY ACCESS & TRANSIT  
UPDATED: JUNE 14 2019

**Key 22135**

**NE MLK Jr Blvd**  
Safety & Access to Transit

**Project context and background**

NE MLK Jr Blvd already has one of Portland's highest concentrations of affordable housing, and a great deal more is in the pipeline. As more and more people live on this corridor, pedestrian and commercial activity is increasing, which leads to conflicts with the high volumes of high speed traffic on this major thoroughfare.

The PBOT Safe Routes to School Plan also identified several crossing needs along the corridor. This project will focus on providing enhanced pedestrian crossings at regular spacing along MLK Jr Blvd to ensure safety and access to transit.

NE Martin Luther King Jr Blvd is a major destination and business hub for Black Portlanders. This project would not only seek to direct investments in crossing and transit amenities, but would also include streetscape improvements such as pedestrian scale lighting and a community-driven process to further develop the corridor's identity to celebrate NE MLK Jr Blvd as a vibrant business district.

**Project details**

- SIGNAL UPGRADE**  
(add protected signal phase for vehicles turning onto NE Martin Luther King Jr Blvd)
- NEW ENHANCED CROSSING**  
(existing marked crossing exists, project will upgrade)
- FUNDED CROSSING IMPROVEMENT**
- EXISTING SIGNALIZED INTERSECTION**
- EXISTING OR FUTURE BIKEWAY CONNECTION**

Project Cost Estimate: \$4,723,000  
Local Match: \$600,000; RFA Grant Request: \$4,123,000

**FOR MORE INFORMATION**  
Shane Valle  
Portland Bureau of Transportation - Transportation Planner  
shane.valle@portlandoregon.gov | 503.823.7736



NE MLK JR BLVD | SAFETY & ACCESS TO TRANSIT  
UPDATED: JUNE 14 2019

**PBOT**

**Key 22138**

**E: Stark/Washington**  
Corridor Improvements



**Project background and details**

The Stark/Washington couplet is one of the major business hubs in Gateway, but is currently very auto-oriented and sees high rates of crashes, with three to four lanes in each direction, difficult pedestrian crossings, and narrow sidewalks and bike lanes. This project will transform this area into a more ped/bike/transit oriented hub for East Portland, with safety improvements ranging from protected bike lanes to bus lanes and transit islands to enhanced crossings. This is a Vision Zero project on a High Crash Corridor and serves a high equity need. This project was also prioritized in the Growing Transit Communities Plan, adopted in 2017.

Project Cost Estimate: \$6,532,000  
Local Match: \$1,200,000; RFA Grant Request: \$5,332,000

**FOR MORE INFORMATION**  
David Backes  
Portland Bureau of Transportation - Project Manager  
david.backes@portlandoregon.gov | 503.823.5811

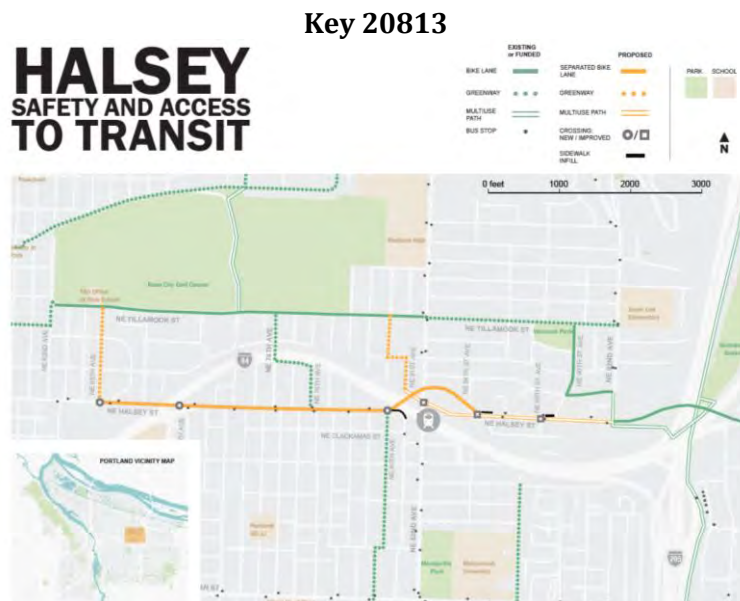
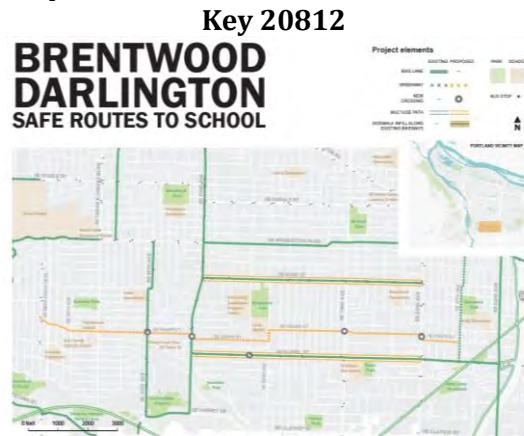
STARK/WASHINGTON CORRIDOR IMPROVEMENTS  
UPDATED: JUNE 14 2019

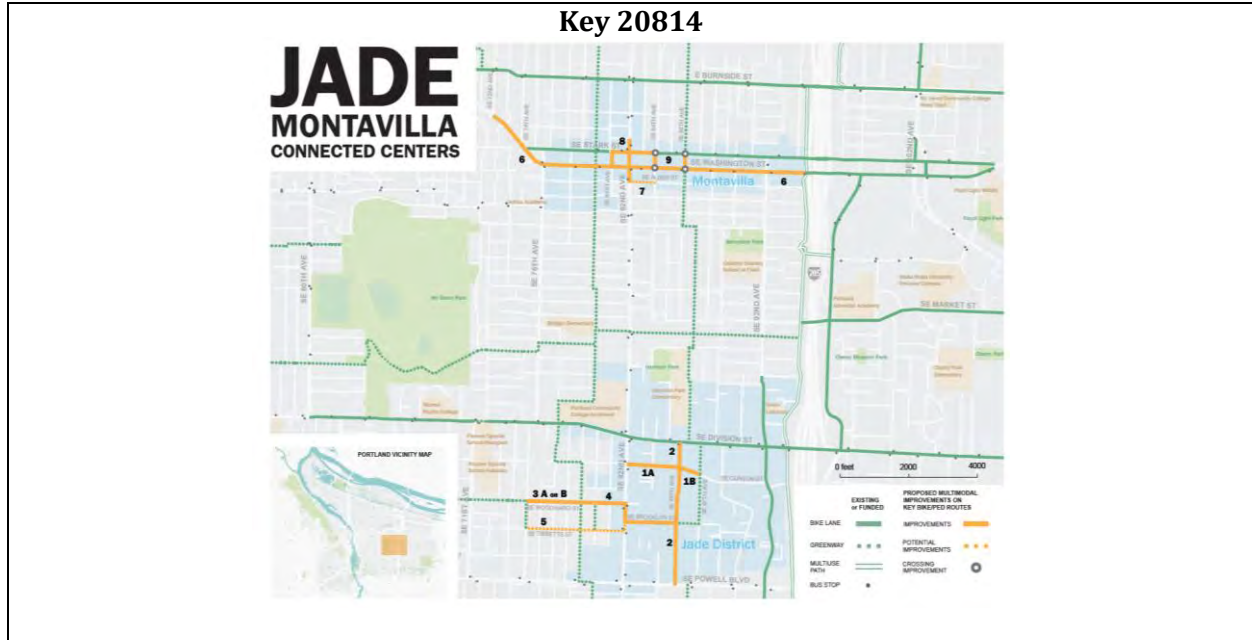
**PBOT**  
2022-2024 RFA PROJECT CANDIDATES | 89

|   |  |
|---|--|
| <b>Project #2</b>   | <del>Transportation Demand Management (Metro)</del><br><b>Portland Transportation Demand Management Activities</b> |
| <p><b><u>Project Description:</u></b><br/> <del>Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options (2019-21 RFFA Award) Keys 20812/20813/20814</del><br/> <b>Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives (2019-21 RFFA Keys 20812, 20813, &amp; 20814 plus 2022-24 awards in Keys 22134, 22135, 22138)</b></p>   |  |
| <p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> <li>• Lead Agency: Metro</li> <li>• ODOT Key Number: <b>21593</b></li> <li>• MTIP ID#: 71067</li> <li>• RTP ID: 12078</li> <li>• Proof-of Funding/Fiscal Constraint Demonstrated: Yes</li> <li>• Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements</li> <li>• OTC approval required: No</li> <li>• Performance Measurements applicable: Indirectly, Transit</li> <li>• Special Amendment Performance Assessment Required: No</li> <li>• Were overall RTP Consistency checks achieved and satisfactory: Yes</li> <li>• Can the required changes be made, or can the project be added to the MTIP without issues: Yes</li> </ul>   |  |
| <p><b><u>Description of Changes</u></b></p> <p>Through the October FFY 2023 Formal Amendment Key TDM-2026 is combined into Key 21593. Both projects are Transportation Demand Management (TDM) projects which will provide outreach and education to residents via Metro's RTO program advocating transportation options and alternatives. The projects fall under Metro as lead agency to flex transfer the funds through FTA and obligate them through FTA's Transit Award Management System (TrAMS). The funding is dedicated to Portland to complete the required TDM activities.</p> <p>The funding originated from Metro awarded Regional Flexible Fund Allocation awards to Portland over two different funding calls. A total of six projects are covered as part of the changes to Key 21593. They include three projects from Key TDM-2026 and three projects within Key 21593. Key 21593 now will apply to the following six projects:</p> <p style="text-align: center;">From Key TDM-2026 (and combined into 21593)</p> <ul style="list-style-type: none"> <li>• <b>Key 22134, NE 122nd Ave Safety &amp; Access: Beech - Wasco)</b></li> <li>• <b>Key 22135, NE MLK Blvd Safety &amp; Access to Transit: Cook-Highland:</b></li> <li>• <b>Key 22138, Stark &amp; Washington Safety: SE 92nd Ave - SE 109th Ave:</b></li> </ul> <p style="text-align: center;">Existing Projects within Key 21593</p> <ul style="list-style-type: none"> <li>• <b>Key 20812, Brentwood Darlington Bike/Ped Improvements:</b><br/>             Connect to parks, community gardens and shopping. Sidewalks fill gaps in the ped network. Greenway provides connections between bikeways in Springwater corridor(2019-21 RFFA Award)</li> </ul> |  |

- **Key 20813, NE Halsey Street Bike/Ped/Transit Improvements:**  
Signal improvements, intersection redesigns, bus stop improvements and high-priority crossings on NE Halsey between 65th and 92nd, bikeway from 65th to 92nd, path from the 82nd Ave. MAX station (19-21 FFFA Award)
- **Key 20814, Jade and Montavilla Multi-modal Improvements:**  
Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers. (19-21 RFFA Award)

**Support Item(s):** Location Maps





|   |                                 |
|---|---------------------------------|
| <b>Project #3</b>   | <b>OR47/OR8/US30 Curb Ramps</b> |
| <p><b><u>Project Description:</u></b><br/>                 Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons</p>  |                                 |
| <p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> <li>• Lead Agency: ODOT</li> <li>• ODOT Key Number: <b>22435</b></li> <li>• MTIP ID#: 71257</li> <li>• RTP ID: 12095</li> <li>• Proof-of Funding/Fiscal Constraint Demonstrated: Yes</li> <li>• Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements</li> <li>• OTC approval Yes – September 13, 2022</li> <li>• Performance Measurements applicable: Yes – Safety</li> <li>• Special Amendment Performance Assessment Required: No</li> <li>• Were overall RTP Consistency checks achieved and satisfactory: Yes</li> <li>• Can the required changes be made, or can the project be added to the MTIP without issues: Yes</li> </ul> |                                 |
| <p><b><u>Description of Changes</u></b><br/>                 The impact of inflation upon transportation capital projects continues to leave its unapologetic footprint upon many projects. Key 22435 is no exception. The formal amendment addresses a construction phase funding shortfall. The amendment adds \$5.4 million to the project resulting in a 60% increase to the construction phase. OTC approval was required and occurred on September 13, 2022.</p>  |                                 |

Key 22435 is one of several statewide ADA curb improvement projects that will replace or modify ADA ramps throughout the state, primarily through outsourced design and contracted construction. The Program is scheduled to replace or modify over 25,000 curb ramps on or along the state highway system between 2017 and 2032. Key 22435 involves multiple routes and covers areas in both region 1 and Region 2. The project contains currently 22 site location planned for ADA improvements.

The OTC staff report cites two keys factors for the cost increase to the project. They include (1) capacity issues of concrete construction industry, and (2) increases in bid costs practices. See Attachment 1 (OTC ADA Staff Item) for additional details.

The added costs results in a 60% cost increase to the project which is well above the 20% administrative threshold for cost changes resulting in the need for a formal/full amendment.

**Support Item(s):**

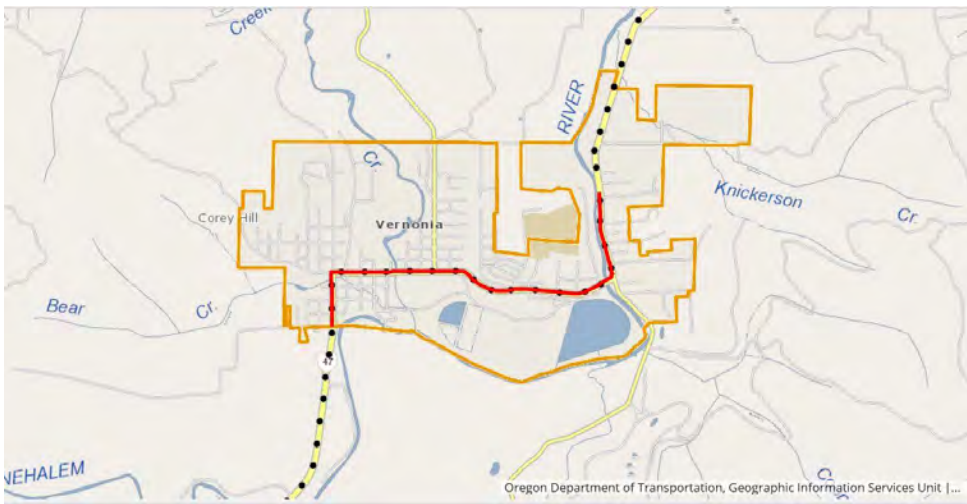
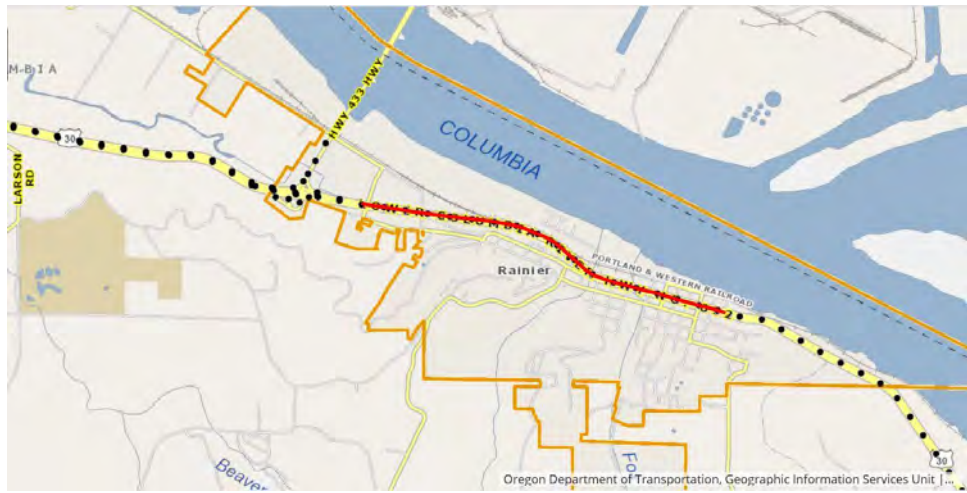
**ODOT OTC Partial Project Award List**

Agenda Item F: Attachment 02

| Key Number<br>(leave blank if new) | Region | Project Name                                       | BMP   | EMP   | Bridge # | Phase | Primary Work Type | Funding Responsibility | Current Total<br>(0 if new) | Proposed Total   | Difference       |
|------------------------------------|--------|--|-------|-------|----------|-------|-------------------|------------------------|-----------------------------|------------------|------------------|
| 22431                              | 1      | OR141/OR217 curb ramps                             | 4.97  | 7.07  |          | CN    | ADA               | SW ADA TRANSITION      | \$ 4,662,297.00             | \$ 7,518,278.00  | \$ 2,855,981.00  |
| 22432                              | 1      | US30BY curb ramps                                  | 1.28  | 14.74 |          | CN    | ADA               | SW ADA TRANSITION      | \$25,556,438.00             | \$ 38,810,000.00 | \$ 13,253,562.00 |
| 22434                              | 2      | US101 curb ramps (Lincoln City/Lincoln Beach)      | 112.3 | 125   |          | CN    | ADA               | SW ADA TRANSITION      | \$12,063,225.00             | \$19,149,070.00  | \$ 7,085,845.00  |
| 22435                              | 2      | OR47/OR8/US30 curb ramps                           | 17.88 | 90.59 |          | CN    | ADA               | SW ADA TRANSITION      | \$ 9,075,262.00             | \$14,566,171.00  | \$ 5,490,909.00  |
| 22437                              | 3      | US101/OR241/OR540 curb ramps (Coos Bay/North Bend) | VAR   | VAR   |          | CN    | ADA               | SW ADA TRANSITION      | \$ 8,066,607.00             | \$13,435,375.00  | \$ 5,368,768.00  |
| 22611                              | 3      | OR540 curb ramps: Coos Bay city limits -           | 4.89  | 8.49  |          | CN    | ADA               | SW ADA                 | \$ -                        | \$ 1,800,000.00  | \$ 1,800,000.00  |

**Project Location Area Maps**







Site Location List

| Locations |                             |          |        |        |        |              |            |       |
|-----------|-----------------------------|----------|--------|--------|--------|--------------|------------|-------|
| Route     | Highway                     | MP Begin | MP End | Length | Street | City         | County     | ACT   |
| OR-47     | 029 TUALATIN VALLEY HIGHWAY | 17.88    | 19.38  | 1.50   |        | FOREST GROVE | WASHINGTON | R1ACT |
| OR-47     | 029 TUALATIN VALLEY HIGHWAY | 20.21    | 20.29  | 0.08   |        |              | WASHINGTON | NWACT |
| OR-47     | 029 TUALATIN VALLEY HIGHWAY | 19.95    | 19.96  | 0.01   |        |              | WASHINGTON | R1ACT |
| OR-47     | 029 TUALATIN VALLEY HIGHWAY | 19.44    | 19.56  | 0.12   |        |              | WASHINGTON | R1ACT |
| OR-47     | 029 TUALATIN VALLEY HIGHWAY | 19.39    | 19.43  | 0.04   |        |              | WASHINGTON | R1ACT |
| OR-47     | 029 TUALATIN VALLEY HIGHWAY | 20.30    | 20.40  | 0.10   |        |              | WASHINGTON | NWACT |
| OR-47     | 029 TUALATIN VALLEY HIGHWAY | 21.08    | 21.60  | 0.52   |        |              | WASHINGTON | NWACT |
| OR-47     | 029 TUALATIN VALLEY HIGHWAY | 19.97    | 20.20  | 0.23   |        |              | WASHINGTON | R1ACT |
| OR-47     | 029 TUALATIN VALLEY HIGHWAY | 19.57    | 19.94  | 0.37   |        |              | WASHINGTON | NWACT |
| OR-47     | 029 TUALATIN VALLEY HIGHWAY | 25.37    | 25.71  | 0.34   |        | GASTON       | WASHINGTON | NWACT |
| OR-47     | 029 TUALATIN VALLEY HIGHWAY | 25.73    | 26.54  | 0.81   |        |              | YAMHILL    | MWACT |

|       |                             |       |       |      |  |              |            |       |
|-------|-----------------------------|-------|-------|------|--|--------------|------------|-------|
| OR-47 | 029 TUALATIN VALLEY HIGHWAY | 25.72 | 25.72 | 0.00 |  |              | YAMHILL    | MWACT |
| OR-47 | 102 NEHALEM                 | 88.68 | 88.70 | 0.02 |  |              | WASHINGTON | NWACT |
| OR-47 | 102 NEHALEM                 | 88.62 | 88.66 | 0.04 |  |              | WASHINGTON | NWACT |
| OR-47 | 102 NEHALEM                 | 88.67 | 88.80 | 0.13 |  |              | WASHINGTON | NWACT |
| OR-47 | 102 NEHALEM                 | 88.81 | 90.15 | 1.34 |  |              | WASHINGTON | R1ACT |
| OR-47 | 102 NEHALEM                 | 88.02 | 88.52 | 0.50 |  |              | WASHINGTON | NWACT |
| OR-47 | 102 NEHALEM                 | 88.54 | 88.61 | 0.07 |  |              | WASHINGTON | NWACT |
| OR-47 | 102 NEHALEM                 | 90.16 | 90.59 | 0.43 |  | FOREST GROVE | WASHINGTON | R1ACT |
| OR-47 | 102 NEHALEM                 | 88.53 | 88.53 | 0.00 |  |              | WASHINGTON | NWACT |
| OR-47 | 102 NEHALEM                 | 60.87 | 62.77 | 1.90 |  | VERNONIA     | COLUMBIA   | NWACT |
| US-30 | 092 LOWER COLUMBIA RIVER    | 46.66 | 48.40 | 1.74 |  | RAINIER      | COLUMBIA   | NWACT |

**Project #4 | US30BY Curb Ramps**

**Project Description:**

At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.

**Identifications/Key Consistency Check Areas:**

- Lead Agency: ODOT
- ODOT Key Number: **22432**
- MTIP ID#: 71248
- RTP ID: 12095
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval Yes – September 13, 2022
- Performance Measurements applicable: Yes – Safety
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

**Description of Changes**

The cost increase to Key 22432 is similar to the increase to Key 22435 (prior project). Key 22432 is an ODOT ADA curb and ramps improvement project which now faces a funding shortfall in the construction phase. Additional ADA program funds are being committed to address the funding shortfall. The amendment adds \$13.25 million to the project resulting in a 51% increase to the construction phase. OTC approval was required and occurred on September 13, 2022.

The OTC staff report is included as Attachment one and provides additional details for the cost increase. The added costs results in a 51% cost increase to the project which is well above the 20% administrative threshold for cost changes resulting in the need for a formal/full amendment.

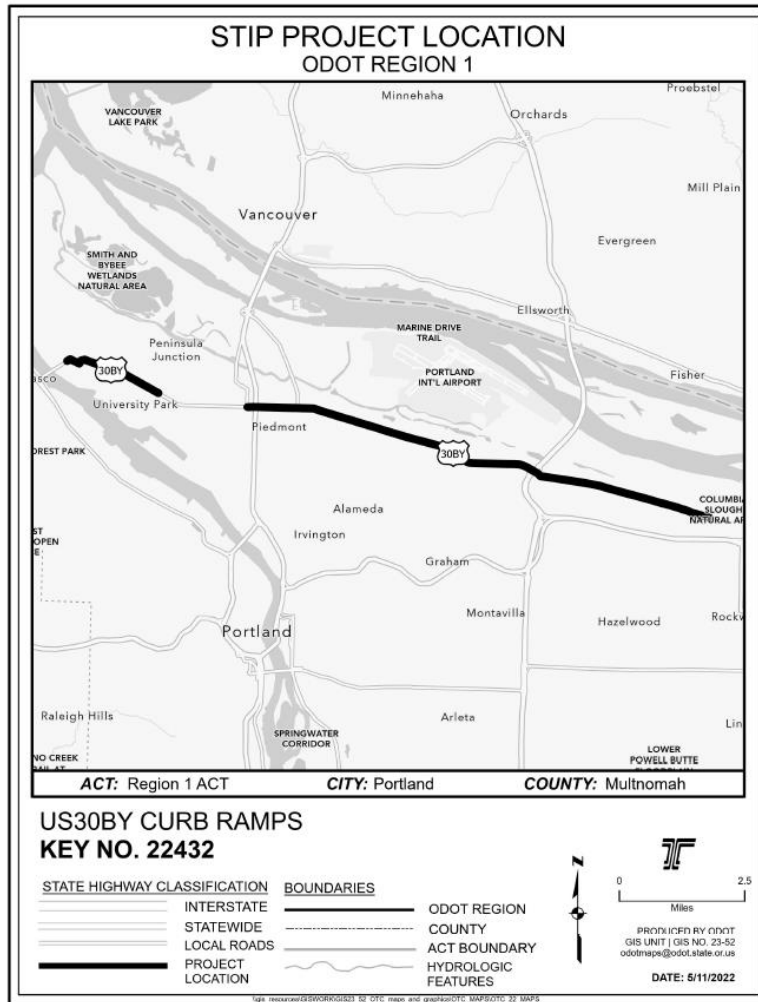
**Support Item(s):**

**ODOT OTC Partial Project Award List**

Agenda Item F: Attachment 02


| Key Number<br>(leave blank if new) | Region | Project Name                                       | BMP   | EMP   | Bridge # | Phase | Primary Work Type | Funding Responsibility | Current Total<br>(0 if new) | Proposed Total   | Difference       |
|------------------------------------|--------|--|-------|-------|----------|-------|-------------------|------------------------|-----------------------------|------------------|------------------|
| 22431                              | 1      | OR141/OR217 curb ramps                             | 4.97  | 7.07  |          | CN    | ADA               | SW ADA TRANSITION      | \$ 4,662,297.00             | \$ 7,518,278.00  | \$ 2,855,981.00  |
| 22432                              | 1      | US30BY curb ramps                                  | 1.28  | 14.74 |          | CN    | ADA               | SW ADA TRANSITION      | \$25,556,438.00             | \$ 38,810,000.00 | \$ 13,253,562.00 |
| 22434                              | 2      | US101 curb ramps (Lincoln City/Lincoln Beach)      | 112.3 | 125   |          | CN    | ADA               | SW ADA TRANSITION      | \$12,063,225.00             | \$19,149,070.00  | \$ 7,085,845.00  |
| 22435                              | 2      | OR47/OR8/US30 curb ramps                           | 17.88 | 90.59 |          | CN    | ADA               | SW ADA TRANSITION      | \$ 9,075,262.00             | \$14,566,171.00  | \$ 5,490,909.00  |
| 22437                              | 3      | US101/OR241/OR540 curb ramps (Coos Bay/North Bend) | VAR   | VAR   |          | CN    | ADA               | SW ADA TRANSITION      | \$ 8,066,607.00             | \$13,435,375.00  | \$ 5,368,768.00  |
| 22611                              | 3      | OR540 curb ramps: Coos Bay city limits -           | 4.89  | 8.49  |          | CN    | ADA               | SW ADA                 | \$ -                        | \$ 1,800,000.00  | \$ 1,800,000.00  |

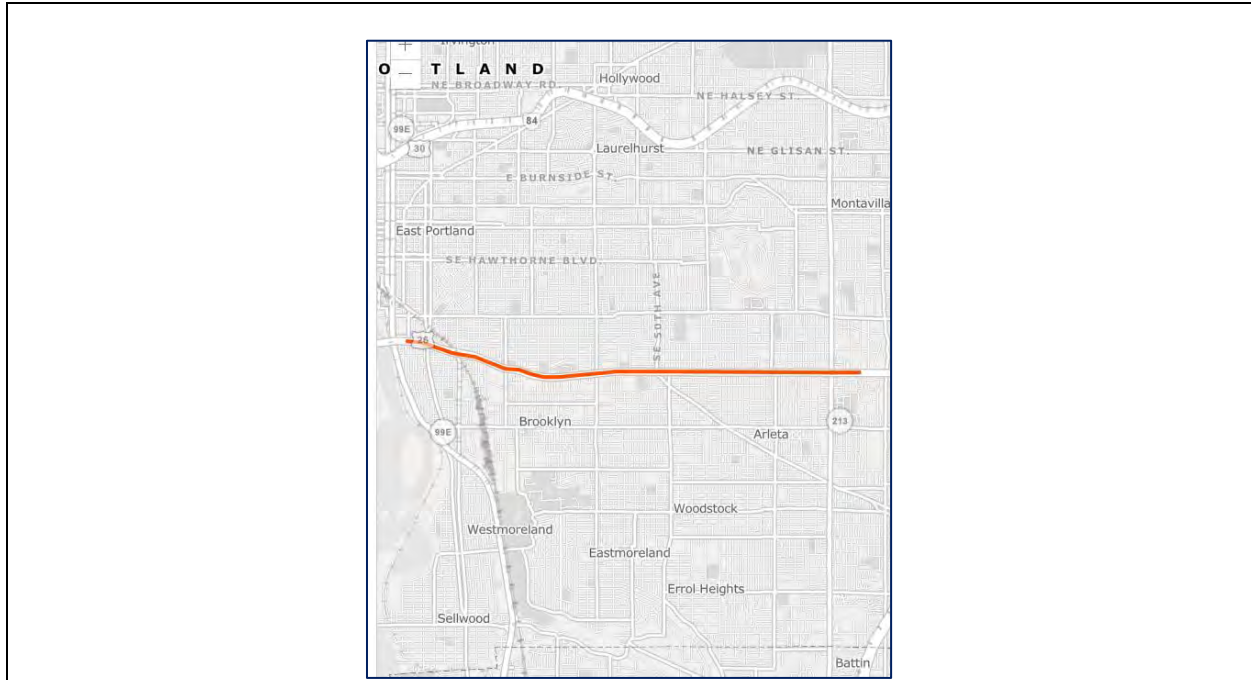
Project Location Area Map



Site Location List

| Locations |                        |          |        |        |        |          |           |       |
|-----------|------------------------|----------|--------|--------|--------|----------|-----------|-------|
| Route     | Highway                | MP Begin | MP End | Length | Street | City     | County    | ACT   |
| US-30BY   | 123 NORTHEAST PORTLAND | 11.33    | 13.18  | 1.85   |        | PORTLAND | MULTNOMAH | R1ACT |
| US-30BY   | 123 NORTHEAST PORTLAND | 14.72    | 14.73  | 0.01   |        | PORTLAND | MULTNOMAH | R1ACT |
| US-30BY   | 123 NORTHEAST PORTLAND | 14.74    | 14.76  | 0.02   |        | GRESHAM  | MULTNOMAH | R1ACT |
| US-30BY   | 123 NORTHEAST PORTLAND | 13.19    | 14.71  | 1.52   |        | PORTLAND | MULTNOMAH | R1ACT |
| US-30BY   | 123 NORTHEAST PORTLAND | 13.20    | 13.25  | 0.05   |        | PORTLAND | MULTNOMAH | R1ACT |
| US-30BY   | 123 NORTHEAST PORTLAND | 11.33    | 6.14   | 5.19   |        | PORTLAND | MULTNOMAH | R1ACT |
| US-30BY   | 123 NORTHEAST PORTLAND | 11.33    | 6.14   | 5.19   |        | PORTLAND | MULTNOMAH | R1ACT |
| US-30BY   | 123 NORTHEAST PORTLAND | 5.16     | 5.31   | 0.15   |        | PORTLAND | MULTNOMAH | R1ACT |
| US-30BY   | 123 NORTHEAST PORTLAND | 5.33     | 6.14   | 0.81   |        | PORTLAND | MULTNOMAH | R1ACT |
| US-30BY   | 123 NORTHEAST PORTLAND | 5.32     | 5.32   | 0.00   |        | PORTLAND | MULTNOMAH | R1ACT |
| US-30BY   | 123 NORTHEAST PORTLAND | 1.28     | 3.32   | 2.04   |        | PORTLAND | MULTNOMAH | R1ACT |

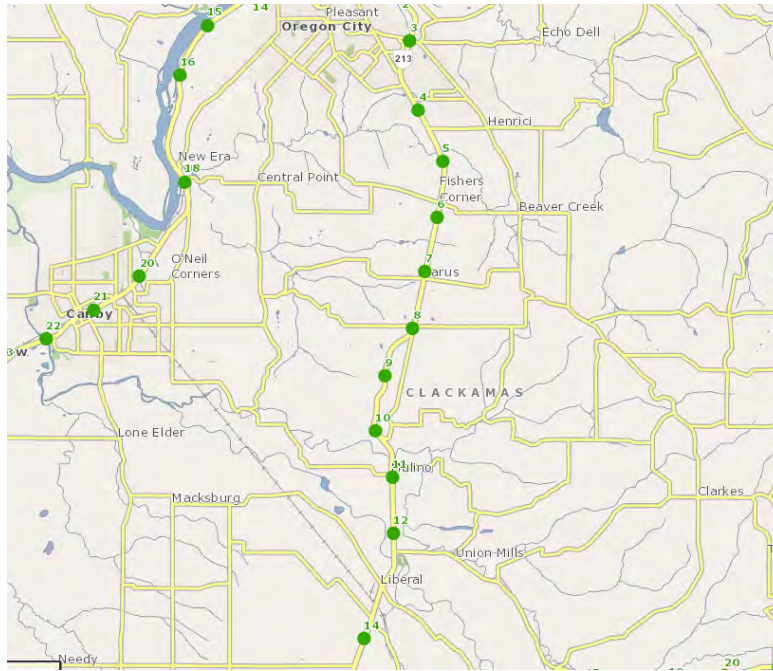
|   |  |
|---|--|
| <p><b>Project #5</b></p>  | <p><del>US26: SE 8th Ave - SE 87th Ave</del><br/> <b>US26: SE 8th Ave - SE 58th Ave Sec.</b></p> |
| <p><b><u>Project Description:</u></b><br/>                 Update signals and improve intersection warning signage to improve safety on this section of highway.</p>  |  |
| <p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> <li>• Lead Agency: ODOT</li> <li>• ODOT Key Number: <b>21614</b></li> <li>• MTIP ID#: 71168</li> <li>• RTP ID: 12095</li> <li>• Proof-of Funding/Fiscal Constraint Demonstrated: Yes</li> <li>• Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements</li> <li>• OTC approval: No</li> <li>• Performance Measurements applicable: Yes – Safety</li> <li>• Special Amendment Performance Assessment Required: No – The project is not capacity enhancing or exceeds \$100 million dollars</li> <li>• Were overall RTP Consistency checks achieved and satisfactory: Yes</li> <li>• Can the required changes be made, or can the project be added to the MTIP without issues: Yes</li> </ul> |  |
| <p><b><u>Description of Changes</u></b><br/>                 The October FFY 2023 Formal Amendments reduces the project limits and adjusts the authorized ARTS program funding for the project. ODOT Traffic section evaluated the proposed improvements for the corridor and determined that only the section between MP 1.14 and MP 3.86 are required. As a result, the project limits and scope are being adjusted to reflect the reduce project limits.</p> <p>An updated cost estimate requires additional ARTS program funding and exceeds the 50% cost change threshold for administrative cost adjustments for this project. The project cost increases from \$97,385 to \$328,723. The project remains funded completely with state funds.</p>   |  |
| <p><b>Support Items:</b></p> <p style="text-align: center;"><b>Project Location Maps</b></p>   |  |



|   |  |
|---|--|
| <b>Project #6</b>   | <b><del>OR213: I-205 - OR211</del><br/>OR213: Glen Oak Rd - S Barnards Rd Sec.</b> |
| <p><b><u>Project Description:</u></b><br/>Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.</p>  |  |
| <p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> <li>• Lead Agency: SMART</li> <li>• ODOT Key Number: <b>21638</b></li> <li>• MTIP ID#: 71191</li> <li>• RTP ID: 12095</li> <li>• Proof-of Funding/Fiscal Constraint Demonstrated: Yes</li> <li>• Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements</li> <li>• OTC approval No – not applicable</li> <li>• Performance Measurements applicable: Yes – Safety</li> <li>• Special Amendment Performance Assessment Required: No</li> <li>• Were overall RTP Consistency checks achieved and satisfactory: Yes</li> <li>• Can the required changes be made, or can the project be added to the MTIP without issues: Yes</li> </ul> |  |
| <p><b><u>Description of Changes</u></b><br/>The October formal amendment reduces the project limits and adjusts the authorized ARTS program funding for the project. ODOT's Traffic Division determined that the safety upgrades are only required in the revised project limits area. The scope change is significant and triggers the need for a formal amendment.</p>  |  |

**Support Items:**

**Project Site Locations Map**



**Revised Project Site Locations**

| ID                 | MP Begin | MP End | Route  | Highway             | City        | County    |
|--------------------|----------|--------|--------|---------------------|-------------|-----------|
| <a href="#">02</a> | 10.83    | 10.84  | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">03</a> | 10.90    | 12.45  | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">04</a> | 7.84     | 7.90   | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">05</a> | 8.12     | 8.13   | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">06</a> | 4.79     | 5.49   | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">07</a> | 10.45    | 10.56  | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">08</a> | 8.14     | 10.20  | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">09</a> | 12.46    | 13.78  | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">10</a> | 4.05     | 4.10   | OR-213 | 160 - CASCADE SOUTH | OREGON CITY | CLACKAMAS |

| ID                 | MP Begin | MP End | Route  | Highway             | City        | County    |
|--------------------|----------|--------|--------|---------------------|-------------|-----------|
| <a href="#">11</a> | 3.69     | 4.00   | OR-213 | 160 - CASCADE SOUTH | OREGON CITY | CLACKAMAS |
| <a href="#">12</a> | 10.21    | 10.39  | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">13</a> | 6.76     | 7.30   | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">14</a> | 5.74     | 6.75   | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">15</a> | 5.50     | 5.73   | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">16</a> | 7.31     | 7.65   | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">17</a> | 4.01     | 4.04   | OR-213 | 160 - CASCADE SOUTH | OREGON CITY | CLACKAMAS |
| <a href="#">18</a> | 13.79    | 14.55  | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">19</a> | 8.03     | 8.07   | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">20</a> | 4.19     | 4.51   | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">21</a> | 8.02     | 8.11   | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">22</a> | 4.11     | 4.13   | OR-213 | 160 - CASCADE SOUTH | OREGON CITY | CLACKAMAS |
| <a href="#">23</a> | 10.57    | 10.59  | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">24</a> | 10.40    | 10.44  | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">25</a> | 7.91     | 8.01   | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">26</a> | 4.17     | 4.18   | OR-213 | 160 - CASCADE SOUTH | OREGON CITY | CLACKAMAS |
| <a href="#">27</a> | 7.66     | 7.83   | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">28</a> | 7.32     | 7.54   | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">29</a> | 10.60    | 10.61  | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">30</a> | 10.64    | 10.82  | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">31</a> | 4.52     | 4.61   | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |
| <a href="#">32</a> | 4.14     | 4.16   | OR-213 | 160 - CASCADE SOUTH | OREGON CITY | CLACKAMAS |
| <a href="#">33</a> | 4.62     | 4.78   | OR-213 | 160 - CASCADE SOUTH |             | CLACKAMAS |

|  |  |
|--|--|
| <b>Project #7</b>  | <b>TriMet Beaverton Transit Center Renovation (2022 5339b)<br/>New Project</b> |
| <p><b><u>Project Description:</u></b><br/>                 Reconfigure, update, and renovate depreciated and undersized bus layover facilities at TriMet’s Beaverton Transit Center to provide a safer pedestrian environment, improved layover pull-in/ pull-out procedures, and added space for service operations</p>   |  |
| <p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> <li>• Lead Agency: TriMet</li> <li>• ODOT Key Number: <b>New</b> - To be assigned</li> <li>• MTIP ID#: New - To be assigned</li> <li>• RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2</li> <li>• Proof-of Funding/Fiscal Constraint Demonstrated: Yes - FTA grant award notification</li> <li>• Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements</li> <li>• OTC approval No - not applicable</li> <li>• Performance Measurements applicable: Yes - Transit</li> </ul> |  |

- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

**Description of Changes**

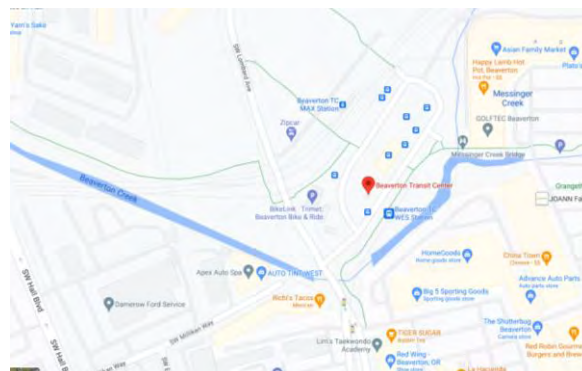
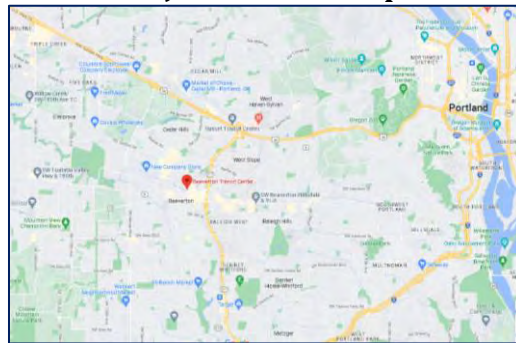
The October 2022 Formal MTIP amendment adds TriMet’s new FTA Section 5339b discretionary grant award to renovate the Beaverton Transit Center. The project grant award is from the FY22 FTA Bus and Low- and No-Emission Grant Awards discretionary program. FTA’s FY22 Low- and No-Emission and Bus and Bus Facilities programs provided \$1.66 billion in grants to transit agencies, territories and states across the country to invest in bus fleets and facilities.

TriMet’s Beaverton Transit Center Renovation will update and reconfigure depreciated and undersized bus layover facilities at TriMet’s Beaverton Transit Center. The outcome of these investments will be a safer pedestrian environment, improved operator break and layover spaces, more efficient layover pull-in and pull out procedures, new space required for service upgrades that will accommodate 60 foot, articulated, zero emissions buses (ZEB) and overhead opportunity fast-charging for both 60 and 40 foot battery electric buses.

TriMet will relocate, reconfigure and expand the pick-up and bus layover area at Beaverton Transit Center to increase safety, support planned service upgrades and provide space for sixty-foot, articulated, battery electric buses and remodel and expand the Operator Layover Facility to accommodate 9 additional operators and update worn spaces and fixtures.

**Support Items:**

**Project Location Maps**







### Project Award Notification

United States Department of Transportation

**Federal Transit Administration**

[About](#) [Funding](#) [Regulations & Programs](#)

[Home](#) / [Funding](#) / [Grants](#)

- [Grant Programs](#) >
- [Program Pages](#) >
- [Applicants](#) >
- [Grantee Tools](#) >
- [Contact Your Regional Office](#)
- [FAQ](#) >

### FY22 FTA Bus and Low- and No-Emission Grant Awards

FTA's FY22 Low- and No-Emission and Bus and Bus Facilities programs will provide \$1.66 billion in grants to transit agencies, territories and states across the country to invest in bus fleets and facilities. Funded by the President's Bipartisan Infrastructure Law, the majority of funded projects will use zero-emissions technology, which reduces air pollution and helps meet the President's goal of net-zero emissions by 2050.

- Read the [press release](#)
- Watch a [1-minute video](#)

| State | Project Sponsor                    | Funding     | Bus/Low-No Emission | Description   |
|-------|------------------------------------|-------------|---------------------|---|
| AK    | Ketchikan Gateway Borough, The Bus | \$4,285,436 | Low or No Emission  | The Ketchikan Gateway Borough will receive funding to buy electric buses and charging equipment. The new buses will help improve service and reliability and, by improving air quality, advance environmental justice in the Ketchikan community in Southeast Alaska. |

#### Related Links

- [Grants for Buses and Bus Facilities Program](#)
- [Low or No Emission Vehicle](#)

|    |   |             |                          |  |
|----|---|-------------|--------------------------|--|
| OK | City of Norman, Oklahoma  | \$894,963   | Low or No Emission       | The City of Norman will receive funding to buy compressed natural gas buses to replace buses that have exceeded their useful life. This will improve the reliability of transit service, helping residents access jobs, schools, and essential services. |
| OR | Tri-County Metropolitan Transportation District of Oregon           | \$5,566,583 | Buses and Bus Facilities | TriMet will receive funding to renovate and expand the Beaverton Transit Center to better support bus operations and planned service upgrades for the Portland region, including space to accommodate new electric buses.                                |
| OR | Oregon Department of Transportation, Public Transportation Division | \$4,632,050 | Buses and Bus Facilities | The Oregon Department of Transportation will receive funding to buy battery electric buses and install electric chargers. UPTD will also build a maintenance facility and bus wash station and install a solar-powered covered parking area.             |

**METRO REQUIRED PROJECT AMENDMENT REVIEWS**

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification and eligible to be programmed in the MTIP.
- Passes fiscal constraint verification.
- Passes the RTP consistency review. Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
- 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 has completed required air conformity analysis and transportation demand modeling
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Reviewed and determined that Performance Measurement will or will not apply.
- Completion of the required 30 day Public Notification period:
- Meets MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

**APPROVAL STEPS AND TIMING**

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the October FFY 2023 Formal MTIP amendment (OC23-02-OCT) will include the following:

| <u>Action</u>   | <u>Target Date</u>       |
|---|--------------------------|
| • TPAC Agenda mail-out.....                                     | September 30, 2022       |
| • Initiate the required 30-day public notification process..... | October 4, 2022          |
| • TPAC notification and approval recommendation.....            | October 7, 2022          |
| • JPACT approval and recommendation to Council.....             | October 20, 2022         |
| • Completion of public notification process.....                | November 2, 2022         |
| • <b>Metro Council approval.....</b>                            | <b>November 10, 2022</b> |

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 time line is an estimation only):

| <u>Action</u>   | <u>Target Date</u>   |
|---|----------------------|
| • Final amendment package submission to ODOT & USDOT..... | November 16, 2022    |
| • USDOT clarification and final amendment approval.....   | Early December, 2022 |

**ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
  - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
  - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
  - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

**RECOMMENDED ACTION:**

**What is the requested action?**

**JPACT approved Resolution 22-5289 consisting of additions and changes or new projects which are required to be added to the MTIP enabling federal reviews and fund obligations to then occur in fall of 2022 and now recommends approval by Metro Council.**

One Attachment: OTC September 13, 2022 Staff Item – ADA Program Update



# Oregon

Kate Brown, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** September 1, 2022

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** **Agenda Item F** – Americans with Disabilities Act (ADA) Program Update and Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to allocate ADA STIP Program funds to projects.

**Requested Action:**

Receive an update on efforts to deliver compliant ADA curb ramps on or along the ODOT Highway system, current challenges, and the program funding plan. Request approval to amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add and modify projects by advancing funding from the 2024-2027 STIP.

**Background:**

*ODOT ADA Obligations*

The American with Disabilities Act (ADA) of 1990, as amended by the ADA Amendments of 2008, requires ODOT to provide people with disabilities an equal opportunity to participate in and benefit from ODOT programs, services, and activities. In 2017, ODOT completed an update of the State's inventory of ADA-compliant curb ramps on or along our state highway system consistent with ODOT and Association of Oregon Centers for Independent Living (AOCIL) Settlement Agreement. Data gathered in this effort indicated that a substantial number of the existing ADA ramps built over the last 50 years do not meet all of the ODOT ramp standards. To achieve our ultimate goal of providing better, more equitable pedestrian access, ODOT developed an ADA Ramp Plan with a defined schedule for upgrading noncompliant ramps to be ADA compliant. ODOT also created the ADA Program Unit (Program) to focus the Agency efforts on the ADA Ramp Plan, comply with the Settlement Agreement, and meet the intent of the Federal ADA legislation. The Program manages the funding of multiple STIP projects in each STIP cycle to replace or modify ADA ramps throughout the state, primarily through outsourced design and contracted construction.

### *Targets for Ramp Numbers*

The Program is scheduled to replace or modify over 25,000 curb ramps on or along the state highway system between 2017 and 2032. This effort is further divided into three 5-year time periods. In the first 5 years of the Ramp Plan, the Program created and funded projects intended to achieve 30% of the inventory (7,779 ramps) by December 2022. Each subsequent 5-year period has its own ramp target as shown: 11,956 additional ramps (cumulative of 75%) by 2027 and the final set of 6,642 ramps (complete at 100%) by 2032.

### *Capacity of Concrete Construction Industry*

ODOT launched the ADA Program with an implementation strategy focused on a lower production rate between 2017 and 2020, and increasing production in the final years of 2021-2022, to provide adequate time for the concrete construction industry to adjust to the sudden increase in demand. To meet its second 5-year target (75% completion), ODOT set an expected production rate of 2,500 ramps per year between 2023 and 2027 (an increase of 1,000 ramps per year). During initial program planning, ODOT anticipated the concrete construction industry's ability to accommodate this increased level of work. However, the increased production volume, appears to have placed stress on the concrete construction industry, likely contributing to increased prices and several failed solicitations.

### *Overview of ODOT Construction Contracting Practices*

ODOT hires private construction firms to build the ADA ramps. By the end of 2022, ODOT anticipates its ADA ramp construction contracts will stretch Oregon's concrete construction firms that have a history with ODOT ADA projects beyond their current capacity. For example, five of the fifteen 2022 ADA ramp projects are multi-year and have a contract completion date in 2023. Most construction firms will complete a majority of the ramps during the 2022 construction period. However, due to delay associated with a failed bid, one ADA Ramp project will not require a set number of ramps in 2022, due in part to the short construction window in the eastern part of Oregon before winter weather prevents construction.

Each contractor sets their construction schedule and delivers ramps based on resources available and the contractor's competing commitments. Currently, ODOT does not have a high level of confidence in the industry's ability to complete the number of ramps required in ODOT's contracts before December 2022. If a contractor does not meet the completion timeline for their 2022 ramps, they will be charged liquidated damages (a financial penalty). This provision encourages the contractor to prioritize the completion of their ODOT project, but it does not guarantee timely construction completion.

*Increases in Bid Costs Practices*

ODOT ADA ramp project costs increased significantly over the last three years. We believe this is due, in part, to increased ramp construction volumes, supply chain issues, and inflation. The average price of curb ramps (total project cost/ramps in the project) doubled from 2017 to 2021, and tripled by 2022.

Program staff are confident ODOT can develop the design packages for bidding to meet the increased ramp rate required over the next 5 years. However, the increasing bid prices have caused significant budget challenges. In response, the Program is developing strategies to attract more bidders and to increase construction capacity for the required volume of ADA ramp projects.

*The need for ADA Program Improvements*

During the creation of the ADA Ramp Plan in 2017, a number of assumptions and decisions occurred concerning funding, designing, and constructing the volume of curb ramps required. As part of ODOT's efforts for continuous improvement, the Program began a Refinement Study to evaluate its progress and key obstacles in the past five years to determine necessary program improvements. This effort, involving teams of subject matter experts from ODOT and across the transportation industry, will identify what is working well and prioritize needed program modifications going forward for the next 10 years. We are seeking input from across ODOT and external stakeholders including design consultants and construction contractors to prioritize improvements that will have the greatest impact.

*Continuous Improvement Advisory Committee Recommendations*

The Program presented an update at the Continuous Improvement Advisory Committee (CIAC) meeting on June 15, 2022. CIAC members provided their perspectives on the Program, including several areas for potential Program prioritization or improvements.

- The Program is unlike others in ODOT's portfolio and success will require considerable resources to meet the program timelines. As a unique program, ODOT should consider modifying the project delivery processes for the Program and not treat this work as "business as usual."
- Replacing or rebuilding ramps in an urban area is very difficult from a construction perspective in comparison to new ramp construction. Managing and sharing the risk between ODOT and the Contractors working on complex projects in these environments will be critical.
- The Program will gain from cooperation and collaboration with the contracting community in terms of process improvements and risk management.
- An established funding strategy and a protected program budget to fund the Program will be key to meeting the ADA Ramp Plan.
- Consider how the Project Delivery Model can benefit from utilizing the private sector to deliver this work – including an Outsourced Program Manager Model which would be a modified ADA version of the OTIA Bridge Program.

- Given the nature of the work, alternative delivery methods could be beneficial and should be explored, including:
  - CMGC: Construction Manager – General Contractor
  - IDIQ: Indefinite Delivery – Indefinite Quantity
  - Design Build

### *ADA Program Funding Plan*

The Delivery and Operations Division in cooperation with the Finance and Budget Division have developed an ADA Ramp Program Funding Plan to provide timely funding for the necessary STIP projects. The ADA program developed a cost model for the ADA Ramp Program through 2032 when the current ADA Agreement ends based on the cost of ADA Ramp projects bid and constructed so far.

The cost-per-ramp increased significantly over the last three years and this estimated budget may vary significantly in future years based on changes to the ADA delivery model, use of Alternative Delivery contracting, and capacity of the Concrete Industry.

Using today's market prices, the total cost projection of the ADA Ramp Program is approximately \$1.4 – \$1.5 billion. Due to the significant variables highlighted throughout this letter, the budget is expressed as a range. The current ADA Program funding level is just under \$427 million spent and/or programmed through 2024. Based on all of this, approximately \$1 billion in additional funding is needed to complete the ADA curb ramp program by December 31, 2032.

Based on the delivery of projects over several different STIP cycles and anticipated funding levels, the following funding strategy is proposed:

- \$700 million in additional funding through 2027.
- \$300 million in the next two STIP cycles from 2028 through 2032.

The \$700 million needed through 2027 would be provided from two sources.

- FHWA annual redistribution funds. In July 2022 the OTC approved dedicating up to \$100 million in federal funds for the program from 2022 through 2027 as part of the agency's strategy to allocate anticipated additional federal funds.
- Grant Anticipation Revenue Vehicles (GARVEE) Bonds would generate approximately \$600 million. GARVEE bonds are a federal program that permits the use of federal transportation funds for the debt service repayment. We anticipate 2-3 bond sales that will provide the needed funding at the appropriate time. GARVEE bonds typically require a 12-18 year repayment period, with annual debt service payments depending on interest rates and repayment period. Debt service will ramp up as each tranche of bonds are sold, reaching a maximum of approximately \$65 million per year in 2029, with the bonds paid off around 2040. ODOT intends to seek

legislative authorization for the first tranche of GARVEE bonds in 2023 so they can be sold in the 23-25 biennium. Debt service will start in 2025 and be paid from federal funds in the STIP.

The remaining \$300 million in the next two STIP cycles from 2028 through 2032 are anticipated to be paid for out of the STIP on an annual cash basis. This means the 27-30 STIP and 30-33 STIP will pay for both ADA program costs and the debt service on the GARVEE bonds.

Amending the current 2021-2024 STIP by modifying the funding for the projects identified in the attached list and advancing \$217 million in funding is the first step in implementing the funding plan as outlined above. ODOT will include the additional funding needed for the ADA program in the '24-'27 STIP when it is brought to the Commission for review and approval in 2023. ODOT will also build the required ADA funding into the STIP funding allocation for the '27-'30 and '30-33 STIPs when those are brought to the Commission. The Legislature and Commission will take separate action in the future to authorize each issuance of GARVEE bonds as ODOT determines the timing, amounts, and other details of its bond issuance plan.

Additional funding will be allocated to projects through future STIP actions.

Additional work to address push buttons at signalized intersections will be considered in the future. When an agreement, schedule, and cost estimate are completed, the push button improvements will be incorporated into the funding plan.

**Outcomes:**

With approval, ODOT will amend the 2021-2024 STIP to allocate funds to the identified projects and begin implementing the ADA Program Funding Plan.

Without approval, ODOT will not move the required curb ramp projects forward to meet the 15 year deadline and will need to reassess funding options for the OTC to consider.

**Attachments:**

- Attachment 1 – ADA Program Map
- Attachment 2 – September 2022 ADA STIP Amendment Project List



# OREGON DEPARTMENT OF TRANSPORTATION REGION MAP



**LEGEND**

- REGION OFFICE (Yellow triangle)
- STATE HIGHWAY (Red line)
- STATE HIGHWAY NUMBER (Red number)
- COUNTY BOUNDARY (Black line)
- REGION NUMBER (White number in colored box)
- ROUTE SHIELDS
  - INTERSTATE (Blue and red shield)
  - U.S. (White shield)
  - OREGON (White shield)

**Region 2 Ramps**  
1009 Remediated as of 2021  
8439 More required to be remediated

**Region 1 Ramps**  
1170 Remediated as of 2021  
6906 More required to be remediated

**Region 3 Ramps**  
578 Remediated as of 2021  
2887 More required to be remediated

**Region 4 Ramps**  
290 Remediated as of 2021  
1992 More required to be remediated

**Region 5 Ramps**  
667 Remediated as of 2021  
2937 More required to be remediated



| Key Number<br>(leave blank if new) | Region | Project Name   | BMP   | EMP    | Bridge # | Phase  | Primary Work Type | Funding Responsibility                  | Current Total<br>(0 if new) | Proposed Total   | Difference       | Description of Change (up to 200 characters)           |
|------------------------------------|--------|--|-------|--------|----------|--------|-------------------|---|-----------------------------|------------------|------------------|--|
| 22431                              | 1      | OR141/OR217 curb ramps                                 | 4.97  | 7.07   |          | CN     | ADA               | SW ADA TRANSITION                       | \$ 4,662,297.00             | \$ 7,518,278.00  | \$ 2,855,981.00  | Increase the Construction phase estimate               |
| 22432                              | 1      | US30BY curb ramps                                      | 1.28  | 14.74  |          | CN     | ADA               | SW ADA TRANSITION                       | \$25,556,438.00             | \$ 38,810,000.00 | \$ 13,253,562.00 | Increase the Construction phase estimate.              |
| 22434                              | 2      | US101 curb ramps (Lincoln City/Lincoln Beach)          | 112.3 | 125    |          | CN     | ADA               | SW ADA TRANSITION                       | \$12,063,225.00             | \$19,149,070.00  | \$ 7,085,845.00  | Increase the Construction phase estimate.              |
| 22435                              | 2      | OR47/OR8/US30 curb ramps                               | 17.88 | 90.59  |          | CN     | ADA               | SW ADA TRANSITION                       | \$ 9,075,262.00             | \$14,566,171.00  | \$ 5,490,909.00  | Increase the Construction phase estimate.              |
| 22437                              | 3      | US101/OR241/OR540 curb ramps (Coos Bay/North Bend)     | VAR   | VAR    |          | CN     | ADA               | SW ADA TRANSITION                       | \$ 8,066,607.00             | \$13,435,375.00  | \$ 5,368,768.00  | Increase the Construction phase estimate.              |
| 22611                              | 3      | OR540 curb ramps: Coos Bay city limits - Boat Basin Rd | 4.89  | 8.49   |          | CN     | ADA               | SW ADA TRANSITION                       | \$ -                        | \$ 1,800,000.00  | \$ 1,800,000.00  | Add a new child project of K22437.                     |
| 22438                              | 3      | Jackson County curb ramps, phase 2                     | VAR   | VAR    |          | CN     | ADA               | SW ADA TRANSITION                       | \$ 8,476,501.00             | \$10,729,128.00  | \$ 2,252,627.00  | Increase the Construction phase estimate.              |
| 22612                              | 3      | Jackson County curb ramps, phase 2A                    | VAR   | VAR    |          | CN     | ADA               | SW ADA TRANSITION                       | \$ -                        | \$ 3,600,000.00  | \$ 3,600,000.00  | Add a new child project of K22438.                     |
| 22442                              | 4      | Sisters and Bend curb ramps                            | VAR   | VAR    |          | CN     | ADA               | SW ADA TRANSITION                       | \$ 9,042,316.00             | \$17,633,346.00  | \$ 8,591,030.00  | Increase the Construction phase estimate.              |
| 22445                              | 5      | Burns & Hines curb ramps                               | 0     | 132.2  |          | CN     | ADA               | SW ADA TRANSITION                       | \$ 7,261,783.00             | \$10,936,935.00  | \$ 3,675,152.00  | Increase the Construction phase estimate.              |
| 22446                              | 5      | Grant County curb ramps                                | VAR   | VAR    |          | CN     | ADA               | SW ADA TRANSITION                       | \$ 6,279,410.00             | \$ 9,359,492.00  | \$ 3,080,082.00  | Increase the Construction phase estimate.              |
| 22447                              | 5      | Jordan Valley/Ontario/Huntington/Adrian curb ramps     | VAR   | VAR    |          | CN     | ADA, BIKPED       | SW ADA TRANSITION, FIX-IT SW SWIP BIKPE | \$ 5,750,309.00             | \$ 9,832,725.00  | \$ 4,082,416.00  | Increase the Construction phase estimate.              |
| 22621                              | 1      | US30 curb ramps (Hood River)                           | 49.07 | 50.98  |          | RW, CN | ADA               | SW ADA TRANSITION                       | \$ -                        | \$ 5,154,997.00  | \$ 5,154,997.00  | Add a new child project of K22204.                     |
| 22554                              | 2      | OR99W/OR18 curb ramps (McMinnville)                    | 34    | 47.38  |          | RW, CN | ADA               | SW ADA TRANSITION                       | \$ 5,780,000.00             | \$21,528,875.00  | \$ 15,748,875.00 | Add the Right of Way and Construction phase estimates. |
| 22555                              | 2      | OR223/OR99W curb ramps (Dallas/Rickreall)              | 0     | 57.81  |          | RW, CN | ADA               | SW ADA TRANSITION                       | \$ 3,676,700.00             | \$13,694,852.00  | \$ 10,018,152.00 | Add the Right of Way and Construction phase estimates. |
| 22556                              | 2      | OR18B curb ramps (Willamina/Sheridan)                  | 2     | 7.7    |          | RW, CN | ADA               | SW ADA TRANSITION                       | \$ 2,165,500.00             | \$ 8,066,022.00  | \$ 5,900,522.00  | Add the Right of Way and Construction phase estimates. |
| 22570                              | 3      | US101/OR540 curb ramps (Coos Bay/North Bend), phase 2  | 0.05  | 238.98 |          | RW, CN | ADA               | SW ADA TRANSITION                       | \$ 4,876,400.00             | \$20,165,433.00  | \$ 15,289,033.00 | Add the Right of Way and Construction phase estimates. |
| 22571                              | 3      | Jackson and Josephine County curb ramps, phase 3       | VAR   | VAR    |          | RW, CN | ADA               | SW ADA TRANSITION                       | \$ 4,698,430.00             | \$16,568,191.00  | \$ 11,869,761.00 | Add the Right of Way and Construction phase estimates. |
| 22558                              | 4      | OR126 & US26 curb ramps (Redmond/Priveville)           | 18.01 | 111.97 |          | RW, CN | ADA               | SW ADA TRANSITION                       | \$ 4,642,700.00             | \$20,787,608.00  | \$ 16,144,908.00 | Add the Right of Way and Construction phase estimates. |

|       |   |   |      |        |  |            |     |                                   |                 |                 |                  |   |
|-------|---|---|------|--------|--|------------|-----|-----------------------------------|-----------------|-----------------|------------------|---|
| 22560 | 5 | Umatilla County curb ramps (pendleton) Phase 2        | -0.7 | 2.9    |  | RW, CN     | ADA | SW ADA TRANSITION, BIKE/PED, SWIP | \$ 3,741,200.00 | \$10,995,000.00 | \$ 7,253,800.00  | Add the Right of Way and Construction phase estimates. New funding totals are \$7,995,000 ADA, \$2,500,000 Ped/Bike Strategic advanced from the 24-27 STIP, and \$500,000 SWIP. |
| 22561 | 5 | Umatilla/Morrow County curb ramps phase               | 0.04 | 184.2  |  | RW, CN     | ADA | SW ADA TRANSITION                 | \$ 6,153,900.00 | \$21,237,040.00 | \$ 15,083,140.00 | Add the Right of Way and Construction phase estimates.  |
|       |   |   |      |        |  |            |     |                                   |                 |                 |                  |   |
|       | 1 | Region 1 ADA curb ramps                               | VAR  | VAR    |  | PE         | ADA | SW ADA TRANSITION                 | \$ -            | \$19,600,000.00 | \$ 19,600,000.00 | Advance a portion of the Preliminary Engineering phase from the 24-27 STIP so design for ramps planned for 2025 and 2026 construction can begin early.                          |
|       | 2 | Region 2 ADA curb ramps                               | VAR  | VAR    |  | PE         | ADA | SW ADA TRANSITION                 | \$ -            | \$22,000,000.00 | \$ 22,000,000.00 | Advance a portion of the Preliminary Engineering phase from the 24-27 STIP so design for ramps planned for 2025 and 2026 construction can begin early.                          |
|       | 3 | Region 3 ADA curb ramps                               | VAR  | VAR    |  | PE         | ADA | SW ADA TRANSITION                 | \$ -            | \$ 7,000,000.00 | \$ 7,000,000.00  | Advance a portion of the Preliminary Engineering phase from the 24-27 STIP so design for ramps planned for 2025 and 2026 construction can begin early.                          |
|       | 5 | Region 5 ADA curb ramps                               | VAR  | VAR    |  | PE         | ADA | SW ADA TRANSITION                 | \$ -            | \$12,165,000.00 | \$ 12,165,000.00 | Advance the Preliminary Engineering phase from the 24-27 STIP so design for ramps planned for 2025 and 2026 construction can begin early.                                       |
|       |   |   |      |        |  |            |     |                                   |                 |                 |                  |   |
|       | 3 | US101/OR540 curb ramps (Coos Bay/North Bend), phase 3 | 0.05 | 238.98 |  | PE, RW, CN | ADA | SW ADA TRANSITION                 | \$ -            | \$36,830,000.00 | \$ 36,830,000.00 | Add a new design-build project.   |

|                  |
|------------------|
| \$261,194,560.00 |
|------------------|

**Ordinance No. 22-1486 For the Purpose of Annexing to the  
Metro District Boundary Approximately 53.76 Acres  
Located East of NW Helvetia Road in Hillsboro**  
*Ordinances (Second Reading and Vote)*

Metro Council Meeting  
Thursday, November 10th, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE ) ORDINANCE NO. 22-1486  
METRO DISTRICT BOUNDARY )  
APPROXIMATELY 53.76 ACRES LOCATED ) Introduced by Chief Operating Officer  
EAST OF NW HELVETIA ROAD IN ) Marissa Madrigal with the Concurrence of  
HILLSBORO ) Council President Lynn Peterson

WHEREAS, QTS Lenox has submitted a complete application for annexation of 53.76 acres in the North Hillsboro Industrial Area of Hillsboro (“the territory”) to the Metro District; and

WHEREAS, the Metro Council added this portion of the North Hillsboro Industrial Area to the urban growth boundary (UGB), including the territory, by Ordinance No. 04-1040B on June 24, 2004; and

WHEREAS, Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan requires annexation to the district prior to application of land use regulations intended to allow urbanization of the territory; and

WHEREAS, Metro has received consent to the annexation from the owners of the land in the territory; and

WHEREAS, the proposed annexation complies with Metro Code 3.09.070; and

WHEREAS, the Council held a public hearing on the proposed amendment on November 3, 2022; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The Metro District Boundary Map is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance.
2. The proposed annexation meets the criteria in section 3.09.070 of the Metro Code, as demonstrated in the Staff Report dated October 13, 2022, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this \_\_\_ day of November 2022.

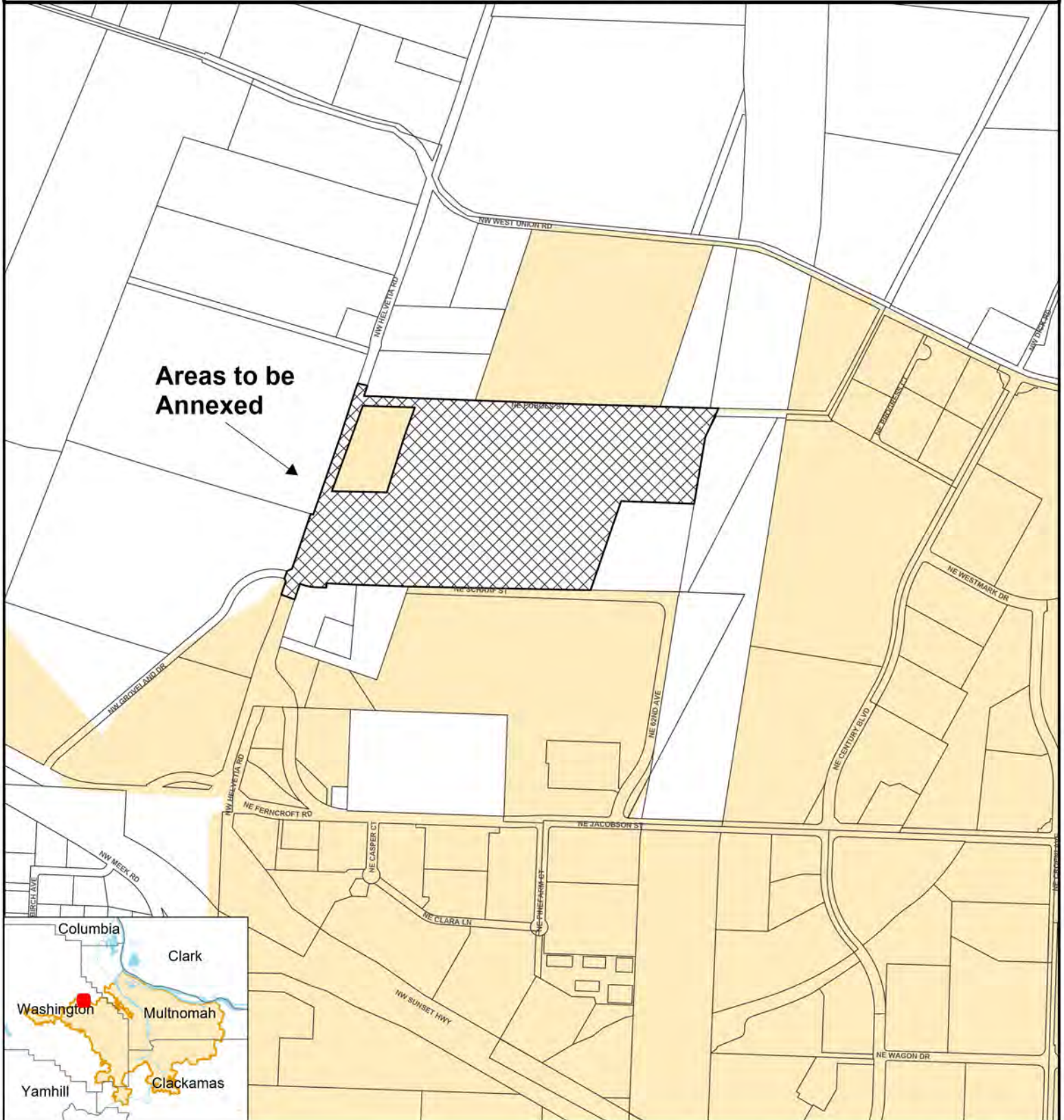
\_\_\_\_\_  
Lynn Peterson, Council President

Attest:

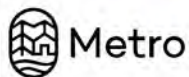
Approved as to form:

\_\_\_\_\_  
Connor Ayers, Recording Secretary

\_\_\_\_\_  
Carrie MacLaren, Metro Attorney



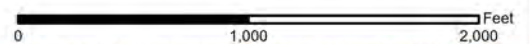
Areas to be Annexed



Research Center  
 600 NE Grand Ave  
 Portland, OR 97232-2736  
 (503) 797-1742  
<http://www.oregonmetro.gov/drc>

Metro district boundary  
 Taxlots

Proposal No. AN0522



The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

## STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 22-1486, FOR THE PURPOSE OF ANNEXING TO THE METRO BOUNDARY APPROXIMATELY 53.76 ACRES LOCATED EAST OF NW HELVETIA ROAD IN HILLSBORO

---

Date: October 13, 2022  
Department: Planning, Development & Research

Prepared by: Tim O'Brien  
Principal Regional Planner

---

### BACKGROUND

CASE: AN-0522, Annexation to Metro District Boundary

PETITIONER: QTS Lenox  
12851 Foster Street  
Overland Park, KS 66213

PROPOSAL: The petitioner requests annexation of land in Hillsboro to the Metro District Boundary.

LOCATION: The parcels are located east of NW Helvetia Road, totals approximately 53.76 acres in size and can be seen in Attachment 1.

ZONING: The land is zoned Future Development (FD-20) by Washington County.

The parcel was added to the urban growth boundary (UGB) in 2004 and is part of the North Hillsboro Industrial Area Plan District. The land must be annexed into the Metro District for urbanization to occur.

### APPLICABLE REVIEW CRITERIA

The criteria for an expedited annexation to the Metro District Boundary are contained in Metro Code Section 3.09.070.

#### *3.09.070 Changes to Metro's Boundary*

*(E) The following criteria shall apply in lieu of the criteria set forth in subsection (d) of section 3.09.050. The Metro Council's final decision on a boundary change shall include findings and conclusions to demonstrate that:*

- 1. The affected territory lies within the UGB;*

#### Staff Response:

The parcel was brought into the UGB in 2004 through the Metro Council's adoption of Ordinance No. 04-1040B. Thus, the affected territory is within the UGB.

- 2. The territory is subject to measures that prevent urbanization until the territory is annexed to a city or to service districts that will provide necessary urban services; and*

**Staff Response:**

The conditions of approval for Ordinance No. 04-1040B include a requirement that Washington County apply interim protection measures for areas added to the UGB as outlined in Urban Growth Management Functional Plan Title 11: Planning for New Urban Areas. Title 11 also requires that new urban areas be annexed into the Metro District Boundary prior to urbanization of the area. Washington County applied the Future Development-20 Acres (FD-20) designation to all the land included in Ordinance No. 04-1040B to prevent premature urbanization of the expansion area prior to the completion of the comprehensive planning of the area and annexation to the City of Hillsboro. The subject property is in the process of being annexed to the City of Hillsboro and Clean Water Services. Thus, the affected territory is subject to measures that prevent urbanization until the territory is annexed to the City.

3. *The proposed change is consistent with any applicable cooperative or urban service agreements adopted pursuant to ORS Chapter 195 and any concept plan.*

**Staff Response:**

The subject parcels proposed for annexation were part of the Helvetia Area Industrial Plan originally adopted in 2008. The Helvetia Area Industrial Plan was incorporated into the North Hillsboro Industrial Area Community Plan by the City of Hillsboro in 2012. The proposed annexation is consistent with these two plans and the Urban Planning Area Agreement between Washington County and the City of Hillsboro adopted in 2017. Thus, the inclusion of the affected territory within the Metro District is consistent with all applicable plans and agreements.

**ANALYSIS/INFORMATION**

**Known Opposition:** There is no known opposition to this application.

**Legal Antecedents:** Metro Code 3.09.070 allows for annexation to the Metro District boundary.

**Anticipated Effects:** This amendment will add approximately 53.76 acres to the Metro District. The land is currently within the UGB and approval of this request will allow for the urbanization of the land to occur consistent with the North Hillsboro Industrial Area Community Plan.

**Budget Impacts:** The applicant was required to file an application fee to cover all costs of processing this annexation request, thus there is no budget impact.

**RECOMMENDED ACTION**

Staff recommends adoption of Ordinance No. 22-1486.





**Affordable Housing Bond Site Acquisition Team Update**  
*Other Business*

Metro Council Meeting  
Thursday, November 10th, 2022

## UPDATE ON AFFORDABLE HOUSING SITE ACQUISITION PROGRAM

---

Date: October 25, 2022  
Department: Planning and Development  
Meeting Date: November 10, 2022

Prepared by: Jon Williams,  
[jonathan.williams@oregnmetro.gov](mailto:jonathan.williams@oregnmetro.gov),  
(971) 409-2075

Patricia Rojas, Regional Housing Director  
Emily Lieb, Affordable Housing Program Manager  
Eryn Kehe, Urban Policy and Development Manager  
Jon Williams, Principal Development Project Manager  
Andrea Pastor, Senior Development Project Manager  
Patrick McLaughlin, Senior Development Project Manager  
Potential guest from Lake Oswego engagement process

Length: 30 minutes

Presenter(s):

---

### **ISSUE STATEMENT**

As part of the Regional Affordable Housing Bond Program approved by voters in November 2018, Metro established an Affordable Housing Site Acquisition Program (SAP) to support Local Implementation Partners (LIPs) by acquiring sites for affordable housing within each of the LIP's boundaries and providing financial support to the projects selected for these sites.

The program advances racial equity by:

- Securing affordable housing sites where low-income residents can thrive;
- Elevating the perspectives of low income, houseless, disabled, and BIPOC community members in project visioning and selection; and
- Pursuing partnerships with developers with the capacity and commitment to achieve the stated goals of the Housing Bond, Local Implementation Partners, and engaged community members.

To date, the program has acquired or identified 7 of a planned 8 total sites. Developers have been selected on two of these sites, and developer solicitations are currently open on two additional sites.

Staff will provide a presentation followed by time for Council questions and discussion.

### **ACTION REQUESTED**

No immediate Council action is requested. This update is intended to provide an opportunity for Council members to ask questions and provide general feedback regarding the implementation of the Site Acquisition Program.

### **IDENTIFIED POLICY OUTCOMES**

Metro Council has awareness of the Site Acquisition Program's progress.

### **POLICY QUESTION(S)**

No policy direction is required at this time.

### **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

No policy direction is required at this time.

### **STAFF RECOMMENDATIONS**

Staff recommends continued implementation of the program as contemplated in the Site Acquisition Program Implementation Strategy and the Housing Bond Work Plan.

### **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

Metro's implementation of the Regional Affordable Housing Site Acquisition Program is guided by the core values of the Housing Bond Program including:

- Leading with Racial Equity
- Creating Opportunity for Those in Need
- Creating Opportunity Throughout the Region
- Ensuring Long Term Benefits and Good Use of Public Dollars

### **BACKGROUND**

In November 2018, greater Portland's voters took action to address the region's housing crisis, overwhelmingly passing the nation's first regional affordable housing bond, with a goal of creating 3,900 affordable homes across the region, of which at least half (1,950) would be sized for families with two bedrooms or more and 1,600 would be affordable to households with very low incomes (30% of area median income or below).

In January 2019, Metro Council Adopted the Affordable Housing Bond Work Program. Among other activities, the Work Program established the Regional Site Acquisition Program to support Local Implementation Partners in achieving their overall Unit Production Targets by using Bond funds to secure housing sites and supporting subsequent project development on the sites. Approximately \$65.2 million has been allocated to the Regional Site Acquisition Program.

The Council further directed staff to ensure that four core values, developed and refined through extensive stakeholder engagement in 2018, would guide implementation of the Affordable Housing Bond Program and the Regional Site Acquisition Program:

1. **Lead with racial equity.** Ensure that racial equity considerations guide and are integrated throughout all aspects of implementation, including community engagement, project location prioritization, tenant screening and marketing, resident and/or supportive services, and inclusive workforce strategies.

2. **Create opportunity for those in need.** Ensure that program investments serve people currently left behind in the region’s housing market, especially: communities of color, families with children and multiple generations, people living with disabilities, seniors, veterans, households experiencing or at risk of homelessness, and households at risk of displacement.
3. **Create opportunity throughout the region.** Ensure that investments are distributed across the region to (a) expand affordable housing options in neighborhoods that have not historically included sufficient supply of affordable homes, (b) increase access to transportation, employment, education, nutrition, parks and natural areas, and (c) help prevent displacement in changing neighborhoods where communities of color live today.
4. **Ensure long-term benefits and good use of public dollars.** Provide for community oversight to ensure transparency and accountability in program activities and outcomes. Ensure financially sound investments in affordable, high quality homes. Allow flexibility and efficiency to respond to local needs and opportunities, and to create immediate affordable housing opportunities for those in need.

In April 2019, Metro collaborated with its community partners to host five forums and conduct interviews during which Metro shared information and received input about three of the agency’s major focus areas: 1) the proposed parks and nature bond; 2) implementation of the Metro Regional Affordable Housing; and 3) priorities for the potential transportation funding measure in 2020. These forums and interviews were developed in collaboration with five community-based organizations: NAYA, APANO, Centro Cultural, Coalition of Communities of Color and Unite Oregon.

Over 140 interviews were conducted at these sessions and were used to prioritize locations for the Site Acquisition Program. Participants were asked to imagine a good location for affordable housing and then explain what made that locational ideal. The most frequently mentioned characteristics were:

- Near public transit
- Near grocery stores and affordable food options
- Near good public schools and childcare options
- Near parks, green space, recreation and natural areas
- Within people’s existing communities, where they know people and have connection to the land and community – friends, family, social and cultural circles

In September 2019, Metro Council approved the Regional Site Acquisition Program Implementation Strategy to guide implementation of Metro’s Site Acquisition Program. The program is structured to support local implementing jurisdictions by acquiring or securing affordable housing sites and that can be developed in alignment with Local Implementation Strategies and providing financial support for the resulting projects. The Site Acquisition Program Implementation Strategy calls for prioritization of sites as follows:

- In areas where there are existing marginalized communities including communities of color, English language learners, and low-income households.

- In areas lacking investments in affordable housing
- In neighborhoods where displacement is occurring or has occurred.
- Near amenities identified as priorities in Metro's community outreach process.

**ATTACHMENTS**

Staff will provide a PowerPoint presentation

[For work session:]

- Is legislation required for Council action?  Yes  No
- If yes, is draft legislation attached?  Yes  No
- What other materials are you presenting today? PowerPoint presentation

Materials following this page were distributed at the meeting.

# Metro Affordable Housing Bond Site Acquisition Program

Metro Council Update

November 10, 2022

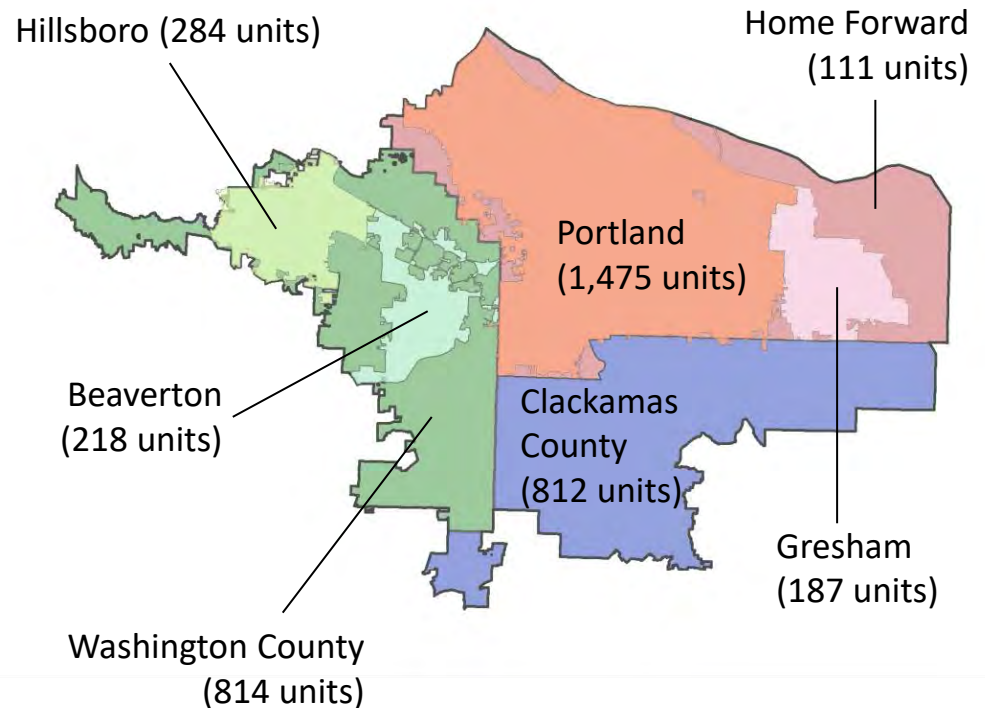




# Housing bond implementation

90% of funding is administered by local implementation partners

10% of funding is administered by Metro's Site Acquisition Program



# Production progress

## Progress underway



## Resources committed



# Site Acquisition Program Update

- Program approach
- How SAP advances equity
- Progress to date
- Project highlights
- Conclusions



# Site acquisition program

- \$62 million budget
- Coordinate with partners
- Acquire sites
- Finance development



# Funding allocation by implementation partner

## Proposed Metro Site Acquisition Program Regional Investment Distribution

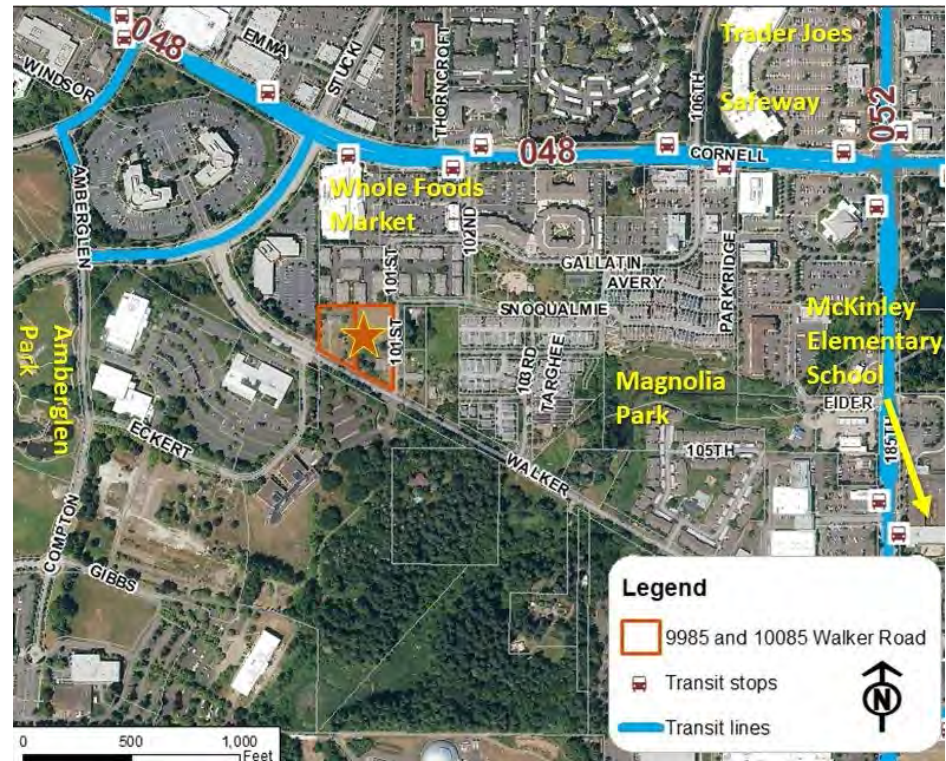
|                    | Unit Targets |              |              | Local Eligible Share | Metro Regional Site Acquisition Funds | Planned Projects |
|--------------------|--------------|--------------|--------------|----------------------|---------------------------------------|------------------|
|                    | Total        | 30% AMI      | Family-Sized |                      |                                       |                  |
| Beaverton          | 218          | 89           | 109          | \$31,140,595         | \$3,460,066                           | 1                |
| Clackamas County   | 812          | 333          | 406          | \$116,188,094        | \$12,909,788                          | 1                |
| Gresham            | 187          | 77           | 93           | \$26,756,995         | \$2,972,999                           | 1                |
| Hillsboro          | 284          | 117          | 142          | \$40,657,081         | \$4,517,453                           | 1                |
| Home Forward*      | 111          | 46           | 55           | \$15,879,123         | \$1,764,347                           | 1                |
| Portland           | 1,475        | 605          | 737          | \$211,056,579        | \$23,450,731                          | 2                |
| Washington County* | 814          | 334          | 407          | \$116,465,532        | \$12,940,615                          | 1-2              |
| <b>Total</b>       | <b>3,900</b> | <b>1,600</b> | <b>1,950</b> | <b>\$558,144,000</b> | <b>\$62,016,000</b>                   | <b>8 to 9</b>    |

# How SAP Advances Equity

- Buy sites in neighborhoods where low-income people want to live and lack affordable options
- Engage BIPOC, low-income, and formerly houseless people to create vision for future housing
- Attract and select developers committed to equitable vision

# Buy where people want to live

- Prioritize locations:
  - Near amenities sought by low-income people
  - Lacking affordable options and/or facing gentrification
- Leverage Metro's advantages



*"It is not easy acquire properties for affordable housing in Hillsboro. SAP (secured) a site that we are happy to bring forward."*

*- Chris Hartye, Senior Project Manager, City of Hillsboro*

# Set Vision with Community

- Bring BIPOC, low income, houseless people to table
- Survey broader community
- Co-create project values statement



*“People who have went through some of the challenges such as gentrification being part of a process that will allow many of us to return to our neighborhood is a beautiful thing.”*

*- Glisan engagement participant*



# Attract developers committed to equity

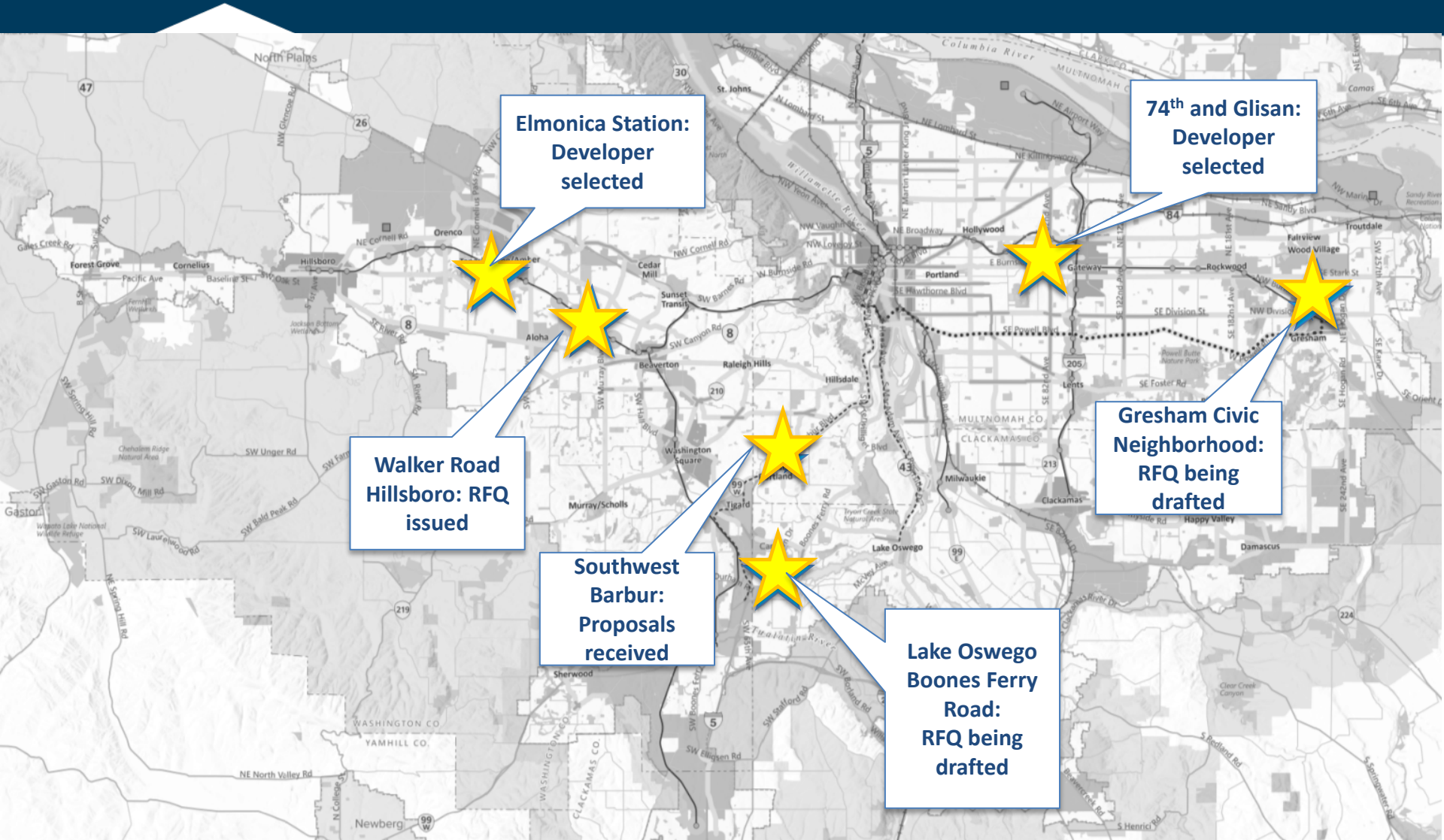
- Robust competition for Metro owned sites
- Developers respond to vision and commit to engagement + LIS requirements
- Stakeholders participate in selection

*Projects reflect the values and priorities of BIPOC, low-income, houseless disabled, and marginalized people*

*“When public partners can make suitable sites available to affordable housing developers, it reduces our costs and risks, allowing us to focus more resources and attention on building the best project for our residents.”*

*- Alma Flores, REACH CDC*

# Progress to date



# Spotlight:

## Portland – NE 74<sup>th</sup> Avenue and Glisan

### Engagement

- Panel of BIPOC, low-income and formerly houseless people as well as neighbors
- 839 survey responses
- Priority on green space and community serving uses

### Project features

- Family and Permanent Supportive Housing
- Large central courtyard and community garden
- Preschool and workforce training



*“Gathering spaces and gardens for connection, learning and growing food together.”*

*“Uses supportive of building residents and other low-income neighbors, additionally serving the broader community.”*

# Spotlight: Portland – Barbur Boulevard

## Location

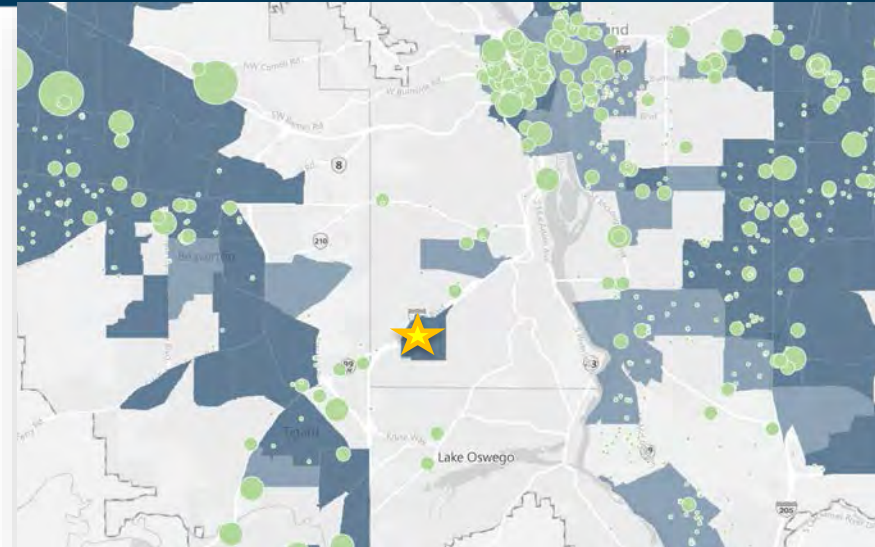
- Southwest Corridor, limited existing affordable housing

## Engagement

- Partnered with Southwest Equity Coalition
- Panel of BIPOC, low-income and formerly houseless people as well as neighbors

## Partnership

- Leasing motel site to County for interim shelter
- RFQ from PHB closed on Nov 4



# Spotlight:

## Lake Oswego – W. Sunset and Boone's Ferry Rd

### Location

- 1.4 acre site in Lake Grove neighborhood
- 1/3 mile to Albertsons grocery store
- 1 mile to Lake Grove Elementary

### Partnership

- Metro SAP acquiring site from City
- City rezone to accommodate affordable housing
- HACC committing bond funds

### Engagement Values

- Preserve the forested feel of Lake Grove neighborhood
- Provide peacefulness, convenience and mobility
- Foster connections between residents of the building and the broader community



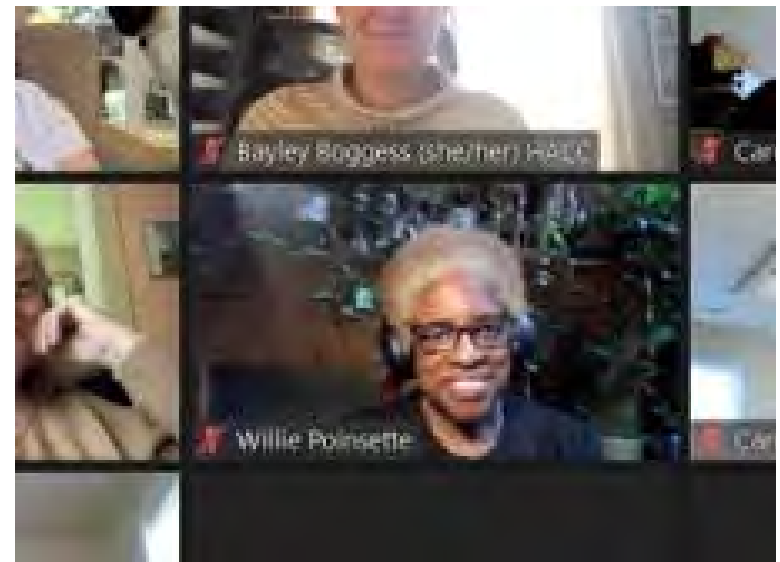
*“Peaceful, beautiful and safe shouldn’t just be for people with higher incomes.”*

- Lake Oswego engagement participant

# Feedback

## Willie Poinsette, engagement participant

- 36-year resident of Lake Oswego
- Cofounder of Respond to Racism (Lake Oswego anti-racism organization)
- Former teacher and principal



# Conclusions

Metro's site acquisition program advances Metro's racial equity goals by

- Pursuing land where residents want to live
- Elevating marginalized perspective in shaping project values
- Attracting capable developers committed to honoring project values

Program is delivering on schedule

- 6 of 8 sites acquired or under contract
- 2 developers selected
- 4 RFQs in process

Strong developer response on sites

- 5 proposals for Glisan and Elmonica sites
- 4 proposals for Barbur.

# Questions

*THANK YOU!*



**oregonmetro.gov**



# Spotlight: Beaverton – Elmonica

## Location

- 500 feet to MAX
- ¼ mile to Tualatin Hills Park
- 1/3 mile to elementary school

## Engagement

- Developer-led engagement with CBOs and REACH residents informed concept

## Project features

- Shared parking with TriMet
- Festival street, garden, play and picnic area
- Clustered units to support extended families

