

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, October 17, 2024

7:30 AM

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

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

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

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

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

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

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

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. Individuals will have three minutes to testify unless otherwise stated at the meeting.

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

4. Consent Agenda (7:50AM)

- 4.1 Resolution No. 24-5434 For the purpose of amending, canceling, or adding a total of twelve projects to the 2024-27 MTIP to meet federal project delivery requirements

[COM](#)
[24-0846](#)

Attachments: [JPACT Worksheet](#)
[Draft Resolution 24-5434 FFY 2025 Formal MTIP Amendment](#)
[Exhibit A - 2025 MTIP FA JPACT](#)
[JPACT Staff Report](#)
[Attachment 1](#)

- 4.2 Consideration of the September 19, 2024 JPACT Minutes

[COM](#)
[24-0847](#)

Attachments: [091924 JPACT Minutes](#)

5. Action Items (7:55AM)

- 5.1 Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development Action (7:55AM)

[COM](#)
[24-0839](#)

Attachments: [JPACT Worksheet](#)
[Attachment A - JPACT Priorities](#)

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

- 6.1 Interstate Bridge Replacement Program (IBRP) Draft Supplemental Environmental Impact Statement (Draft SEIS) (8:05AM)

[COM](#)
[24-0833](#)

Presenter(s): Greg Johnson, Program Administrator, IBR

Attachments: [JPACT Worksheet](#)
[Attachment A Resolution No.22-5273](#)

6.2 Community Connector Transit Study (8:25AM)

[COM](#)
[24-0840](#)

Presenter(s): Ally Holmqvist, Metro

Attachments: [JPACT Worksheet](#)
[Transit 101 Fact Sheet](#)
[About CCT Fact Sheet](#)
[Simple Work Plan](#)
[Engagement Plan](#)
[Past Feedback Summary](#)

6.3 Introduction to the Regional Transportation Demand
Management Strategy & Assessment (8:55AM)

[COM](#)
[24-0841](#)

Presenter(s): Ted Leybold, PDR Transportation Policy Director (he/him)
Grace Stainback, Associate Transportation Planner
(she/her)
Noel Mickelberry, Senior Transportation Planner (she/her)

Attachments: [JPACT Worksheet TDM](#)
[TDM Memo](#)

7. Updates From JPACT Members (9:25)

8. Adjourn (9:30AM)

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

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4.1 Resolution No. 24-5434 For the purpose of amending, canceling, or adding a total of twelve projects to the 2024-27 MTIP to meet federal project delivery requirements

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, October 17, 2024

JPACT Worksheet

Agenda Item Title: October FFY 2025 MTIP Formal Amendment Approval Request – Resolution 24-5434

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

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

Purpose/Objective:

FOR THE PURPOSE OF AMENDING, CANCELING, OR ADDING A TOTAL OF TWELVE PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS.

Outcome:

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

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

- Prior TPAC action: TPAC received their official notification on October 4, 2024 and provided an unanimous approval recommendation for JPACT to approve Resolution 24-5434
- JPACT: Not Applicable. This is the first time the October FFY 2025 MTIP formal amendment has been brought before JPACT for approval.

What packet material do you plan to include?

1. Draft Resolution 24-54346 covering the October FFY 2025 MTIP Formal Amendment bundle now with a total twelve projects.
2. Exhibit A to draft Resolution 24-5434 (also referred to as the MTIP Worksheets) containing the specific changes to the project and required approvals Metro must complete IAW our FHWA delegated MTIP management responsibilities.
3. Staff Report in support of the October FFY 2025 MTIP Formal Amendment providing a summary of the project changes, review processes, and required approval steps. One supporting attachment is also included with the staff report.

October FFY 2025 Amendment Overview:

The amendment can be divided into three basic project categories:

- ODOT funded projects being adjusted, reduced, or canceled to help address the current ODOT budget funding shortfall. OTC approval was required for most of the project changes.
- Adjustments and additions to committed funding supporting ODOT's Public Transportation Division (PTD) resulting in funding adjustments to existing projects, or adding new projects with confirmed funding allocations. Most of these projects required OTC approval to complete the funding adjustments.

Added note: Required OTC approval has occurred during their August 2024 meeting, or will be at their October 10, 2024 meeting.

- Adding two new USDOT and FTA discretionary grant awards to TriMet supporting replacement bus procurements, and required support and upgrades to the TriMet Powell Blvd Maintenance Garage and the new Columbia Zero-Emissions Bus Operations Facility

Summary:

The October FFY 2025 MTIP Formal Amendment bundle represents the first formal amendment to the 2024-27 MTIP for federal fiscal years 2025.

As of October 4, 2024, Portland's I-205 Overcrossing at NE Halsey project that is proposed to be canceled from the MTP and STIP due to an unresolved funding shortfall has generated multiple comments. Most are against the cancellation. A formal comment log has been established for the comments.

JPACT members should not think that the project is not Metro award or managed funds. The funding originates from an ODOT Enhance program award to Portland. Portland and ODOT have attempted to resolve the funding shortfall, but due to complexities with the project can not secure the required funding. Both agencies have mutually agreed to cancel the project. The ODOT funds will remain in Region 1 and be used to address other Region 1 project funding needs.

A copy of the current comments log will be sent to Council Office for JPACT review. Although the project cancellation is disappointing for active transportation system upgrades, Metro is acting only as the conduit through our delegated UDOT MTIP responsibilities to complete the cancellation from the MTIP and STIP. The federal funds do not belong to Metro, but are under ODOT management. Staff has completed follow discussions with ODOT and Portland to better understand the issue driving the cancellation. The MTIP amendment has been correctly and legally submitted to Metro.

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF AMENDING,
CANCELING, OR ADDING A TOTAL OF
TWELVE PROJECTS TO THE 2024-27
MTIP TO MEET FEDERAL PROJECT
DELIVERY REQUIREMENTS.**

) RESOLUTION NO. 24-5434
)
) Introduced by: Chief Operating
) Officer Marissa Madrigal in
) concurrence with Council President
) Lynn Peterson

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

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

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

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

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

WHEREAS, the Oregon Department of Transportation's (ODOT) efforts to resolve the statewide funding shortfall continues to impact some ODOT funded projects and has resulted in the cancelation of their I-405 Fremont Bridge (Willamette River) East & West Ramps painting project from the STIP; and

WHEREAS, the updated cost estimate for Portland's I-205 Overcrossing (Sullivans Gulch) pedestrian and bicyclists safe access upgrade project has resulted in a funding shortage and Portland and ODOT have agreed to cancel the project from the STIP; and

WHEREAS, ODOT's Public Transportation Division has been evaluating past funding awards proposed to TriMet due to an updated funding allocation from the Federal Transit Administration which now results in the reduction of some projects and the ability to move forward to award multiple bus replacement and elderly and disabled transit needs projects to TriMet to ensure the funds are obligated and expended through FTA in a timely fashion; and

WHEREAS, Metro is correcting a FTA formula Section 5339 funding project removal mistake identified as part of the 2024-27 MTIP Update process by re-adding the bus replacement and rehabilitation upgrade project to the MTIP for SMART; and

WHEREAS, Beaverton's successful effort to secure a second Congressionally Directed Spending award is being added to the MTIP in support of their planned Beaverton Downtown Loop project, which will support the SW Hall Blvd from 1st to 3rd Street pedestrian and bicyclists safety upgrades segment; and

WHEREAS, ODOT has found a funding solution for their Willamette River Stormwater Source Control upgrades project allowing the required \$29.9 million construction phase to be added to the MTIP; and

WHEREAS, most of the ODOT funded and/or managed projects in the amendment bundle first required approval from the Oregon Transportation Commission which has occurred during their August and October 2024 meetings; and

WHEREAS, TriMet's successful effort to secure a \$25 million Rebuilding American Infrastructure with Sustainability and Equity discretionary grant in support of their new Columbia Zero Emissions Bus Operations Facility can now be added to the MTIP; and

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

WHEREAS, on October 4, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on October 17, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

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

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A
October FFY 2025 Formal/Full MTIP Amendment Summary
Formal Amendment #: OC25-01-OCT

The October Federal Fiscal Year (FFY) 2025 MTIP Formal Amendment represents the regular bundle of projects being amended or added to the 2024-27 MTIP to meet various federal delivery process approval requirements. The amendment bundle contains twelve projects. The amendment continued required project funding and scope adjustments to several ODOT funded projects due to their existing budget shortfall issues. At the same time, ODOT's Public Transportation Division (PTD) is updating several project transit allocations resulting in several new projects being now added to the MTIP and STIP. Finally, the formal amendment is catching up and adding a few new discretionary transit awards for TriMet that were awarded in late July but late to add to the FFY 2024 year in the MTIP and STIP. A summary of the twelve projects includes the following:

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

- **Key 22603 - I-405 Fremont Bridge (Willamette River) East & West Ramps (ODOT):** The project's summary scope of work is to inspect the paint condition on all approach ramps, develop a schedule of painting phases, repaint the highest priority ramps. Per OTC approval on August 1, 2024, the formal amendment cancels the project from the MTIP and STIP per approved Oregon Transportation Commission (OTC) action during their August 2024 meeting. Prior obligated but unexpended funding has now been de-obligated in the FHWA Financial Management Information System (FMIS) allowing the project to be canceled from the MTIP and STIP. The de-obligated funds will be returned to the ODOT Bridge program.
- **Key 20332 - I-205 Overcrossing (Sullivans Gulch) (Portland):** The project was intended provide safe access across I-205 for bicyclists and pedestrians by improving local street corridors on the west side of I-205 and constructing an east-west bicycle and pedestrian overcrossing. However, a funding shortfall has arisen that PBOT can't resolve. Per discussions between PBOT and ODOT, ODOT has agreed to allow Portland to cancel the project's Right-of-Way (ROW) and Construction phases and stop the project.

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

- **Key 23742 - Bus Replacement Program FFY 2020 5310 Portion - TriMet (ODOT PTD):** The ODOT Public Transportation Division with OTC approval is allocating \$1,497,253 of State Surface Transportation Block Grant (STBG) from the FFY 2020 appropriation specifically reserved for Federal Transit Agency (FTA) Section 5310 elderly and disabled services needs. The funds will be flex transferred to FTA and converted to Section 5310 funds. TriMet will then access, obligate, and expend the funds in support of

their 5310 elderly and disabled persons transit program needs which is expected to involve 5310 eligible vehicle replacement or upgrades

- **Key 23713 - Mass Transit Vehicle Replacement FFY25 TriMet (ODOT PTD):** The formal amendment adds the new ODOT PTD awarded project to the MTIP which will support TriMet's later replacement vehicle procurement. The ODOT PTD initially is assigned as lead agency and will complete the flex transfer of the awarded STBG to FTA. The funds will be converted to FTA Section 5307 enabling TriMet to then submit their grant request to obligate and expend the funds for replacement buses.
- **Key 23727 - Oregon Transportation Network - TriMet FFY25 (ODOT PTD):** This is another ODOT Public Transportation Division transit award with funding that TriMet will apply in support of eligible projects covering the FTA 5310 enhanced mobility of seniors and individuals with disabilities program. As with the previous ODOT PTD awards, ODOT will complete the flex transfer of the awarded STBG funds to FTA. TriMet will then work with FTA through FTA's TrAMS grant system to access, obligate and expend the funds.
- **Key 23761 - 5339c Low No Emission Grant Bus purchase and Powell Garage upgrades (TriMet):** TriMet secured a discretionary FTA Section 5339c grant from the FTA Low or No Emission Grant Program. TriMet received a \$39 million grant award to purchase Hydrogen fuel-cell powered buses and to support needed upgrades at their Powell Blvd maintenance garage.
- **Key 23741 - SMART Bus and Bus Facilities (Capital) 2022 (SMART):** The formal amendment re-adds the project to the MTIP. The project was initially programmed under Key 22191. During the 2024-27 MTIP Update, the project was not coded correctly to be carried over into the new MTIP. The formal amendment corrects the mistake. The project will support the replacement/rehab of buses and related amenities to include equipment such as ADA lift, technology components, and signs for customer service.

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

- **Project Key 23530 - Beaverton Downtown Loop: Phase 1 Demo (Beaverton):** The second Congressionally Directed Spending (CDS) award is added to the project. A Right-of-Way (ROW) and Utility Relocation (UR) phase is added to the project. The project description is updated to clarify the project funding applies only to the SW Hall Blvd (1st to 3rd streets) Loop segment. Total project funding increases to approximately \$11.6 million.
- **Key 22552- Willamette River: Stormwater Source Control Improvements (ODOT):** The MTIP formal amendment adds the construction phase to the project. OTC approval is required and should occur during their October 2024 meeting.

- ◆ ~~Key 23042—Enhanced Mobility E&D (5310)—Tri County Area FY27~~
Oregon Transportation Network - TriMet FFY27 (ODOT PTD): The formal amendment reduces the authorized funding for the project based on a revised FTA allocation. The revised authorized federal funding decreases from \$4,968,103 to \$1,700,000. The funding will support elderly and disabled persons transit needs as part of the overall FTA Section 5310 program. The funding is allocated to TriMet. ODOT will flex transfer the funds to FTA. TriMet will then obligate and expend the funds through the FTA TrAMS grant process.
- **Key 22323 - Oregon Transportation Network - TriMet FFY24 (ODOT PTD):** The formal amendment reduces the authorized federal funding for the project per a revised FTA allocation to ODOT the funding is awarded to TriMet to support their FTA Section 5310 program for elderly and disabled persons transit needs. ODOT will flex transfer the funds to FTA for conversion to Section 5310 funding which TriMet will then access, obligate and expend in support of their 5310 program.
- **Key 23669 - Columbia Zero Emissions Bus Operations Facility – TriMet (TriMet):** The formal amendment adds a new \$25 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to complete the project. The Columbia ZEB Operations facility will be a hub for powering and maintaining zero emissions buses and training operators which will also serve fuel cell electric buses.

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

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 24-5434

October FFY 2025 Regular Formal Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: OC25-01-OCT

Total Number of Projects: 12

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Existing Projects Being Canceled in the 2024-27 MTIP				
(#1) ODOT Key # 22603 MTIP ID 71274	ODOT	I-405 Fremont Bridge (Willamette River) East & West Ramps	Inspect the paint condition on all approach ramps, develop a schedule of painting phases, repaint the highest priority ramps.	<u>CANCEL PROJECT:</u> The MTIP formal amendment de-obligates the PE phase and cancels the right-of-way phase. A construction phase will not be added to the project. This effectively cancels the project from the MTIP and STIP. OTC approval was required and occurred during their August 2024 meeting. The project cancelation results as part of the ongoing cost savings action to address ODOT's funding shortfall.
(#2) ODOT Key # 20332 MTIP ID 70947	Portland	I-205 Overcrossing (Sullivans Gulch)	Provide safe access across I-205 for bicyclists and pedestrians by improving local street corridors on the west side of I-205 and constructing an east-west bicycle and pedestrian overcrossing.	<u>CANCEL PROJECT:</u> The formal amendment cancels the project per Portland's request and ODOT's approval. PBOT is unable to accomplish the full objectives detailed in Agreement No. 32311 within the remaining programmed budget. Only local funds have been obligated and expended at this point.

Category: Adding New Projects to the 2024-2027 MTIP

Key # & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#3) ODOT Key # 23742 MTIP ID TBD <i>New Project</i>	ODOT Public Transportation Division	Bus Replacement Program FFY 2020 5310 Portion - TriMet	Federal fiscal year 2020 funding to improve public transportation fleet conditions statewide. Funds (5310) will be flexed to FTA for delivery which TriMet will utilize in support of elderly and disabled persons transit needs	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new ODOT PTD project to the MTIP supporting eligible Section 5310 bus replacement needs for elderly and disabled persons transit needs
(#4) ODOT Key # 23713 MTIP ID TBD <i>New Project</i>	ODOT Public Transportation Division	Mass Transit Vehicle Replacement FFY25 TriMet	The project provides funding for replacement or right sizing of category A or B transit vehicles in urban areas. This project will be delivered through FTA.	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new ODOT PTD awarded project to the MTIP. The project ODOT will complete the flex transfer to FTA which then enables TriMet the ability to submit their funding request to obligate and expend the funds.
(#5) ODOT Key # 23727 MTIP ID TBD <i>New Project</i>	ODOT	Oregon Transportation Network - TriMet FFY25	ODOT's PTD awarded funding to TriMet supporting the 5310 enhanced mobility of seniors and individuals with disabilities program for eligible 5310 capital projects (e.g., preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new project to the MTIP and STIP. ODOT will complete the flex transfer process for TriMet. The funding supports eligible FTA Section 5310 elderly and disabled persons program needs.
(#6) ODOT Key # 23761 MTIP ID TBD <i>New Project</i>	TriMet	Zero-Emission Buses Procurement and Powell Garage Upgrades	Purchase approximately 14 replacement articulated, 60-foot hydrogen Fuel Cell Electric Buses (FCEBs), update Powell garage maintenance bays, install a mobile fuel station to support the FCEBs operations, plus support workforce training needs.	<u>ADD NEW PROJECT:</u> The formal amendment adds TriMet's new FTA Section 5339c discretionary award that support the hydrogen fuel cell bus purchase and upgrades to the TriMet's Powell Blvd maintenance garage.

Key # & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#7) ODOT Key # 23741 MTIP ID TBD 71139	SMART	SMART Bus and Bus Facilities (Capital) 2022	Supports replacement/rehab of buses and related amenities to include equipment such as ADA lift, technology components, and signs for customer service.	RE-ADD PROJECT: The project was initially programmed under Key 22191. During the 2024-27 MTIP Update, the project was not identified correctly to carry over into FFY 2025. The formal amendment corrects this, but also requires the project to be assigned a new ODOT Key number.

Category: Existing MTIP Projects Being Amended

(#8) ODOT Key # 23530 MTIP ID 71410	Beaverton	Beaverton Downtown Loop: Phase 1 Demo	Design and construct demonstration project, on SW Hall Blvd from 1st to 3rd streets, containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction.	ADD FUNDS: The formal amendment adds the second CDS award to the project. A ROW and UR phase are added as well. The project description is updated to clarify the scope and funding represents one segment of multiple from the larger overall Downtown Loop project.
(#9) ODOT Key # 22552 MTIP ID 71265	ODOT	Willamette River: Stormwater Source Control Improvements	Complete the design and ROW actions of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas	ADD PHASE: The MTIP formal amendment adds the construction for the project to obligate in FFY 2026. OTC approval is required and should occur during their October 2024 meeting.
(#10) ODOT Key # 23042 MTIP ID 71383	ODOT Public Transportation Division	Enhanced Mobility E&D (5310) - Tri-County Area FY27 Oregon Transportation Network - TriMet FFY27	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	REDUCE FUNDING: The formal amendment reduces the authorized funding award to the project per a revised FTA allocation.

Key # & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#11) ODOT Key # 22323 MTIP ID 71229	ODOT Public Transportation Division	Oregon Transportation Network - TriMet FFY24	Public transit funding for TriMet for federal fiscal year 2024 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.	<u>REDUCE FUNDING:</u> The formal amendment reduces the authorized funding award to the project per a revised FTA allocation.
(#12) ODOT Key # 23669 MTIP ID TBD	TriMet	Columbia Zero Emissions Bus Operations Facility - TriMet	The Columbia ZEB Ops Facility, TriMet's fourth bus base, will be a hub for powering and maintaining zero emissions buses and training operators plus help fund the design and construction of the facility, which will also serve fuel cell electric buses.	<u>ADD FUNDS:</u> The formal amendment adds a new \$25 million RAISE grant award for TriMet in support of completing the new Columbia Zero Emissions Bus Operation Facility

Proposed Amendment Review and Approval Steps	
Date	Action
October FFY 2025 (OC25-01-OCT) Formal Amendment estimated processing and approval timing	
Tuesday, October 1, 2024	Post amendment & begin 30+ day notification/comment period.
Friday, October 4, 2024	October 2024 TPAC Meeting. Provide TPAC members will receive their official notification of the amendment bundle and be requested to provide an approval recommendation for the amendment resolution to JPACT.
Thursday, October 17, 2024	July JPACT meeting. JPACT will be requested to approve the amendment resolution and provide an approval recommendation to Metro Council
Monday, October 30, 2024	End the 30-day public comment period.
Thursday, November 7, 2024	Metro Council meeting. Request final Metro approval for the July #1 MTIP Formal Amendment bundle under amendment OC25-01-OCT.
Wednesday, November 13, 2024	Submit final Metro approved FFY 2025 October Formal amendment bundle to ODOT and FHWA to complete final approval steps.
Mid-December, 2024	Final approval from FHWA estimated will occur. Added note: Several projects also will require FTA approval.



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

MTIP Formal Amendment
CANCEL PROJECT
 Cancel project based on de-obligated funds per OTC action

Project #1

Project Details Summary

ODOT Key #	22603	RFFA ID:	N/A	RTP ID:	12092	RTP Approval Date:	11/30/2023
MTIP ID:	71274	CDS ID:	N/A	Bridge #:	08958F & G 09268S	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC25-01-OCT		STIP Amendment ID:	24-27-1877		

Summary of Amendment Changes Occurring:

Per OTC approval on August 1, 2024, the formal amendment completes the project cancelation from the MTIP and STIP. Prior obligated but unexpended funding has now been de-obligated in the FHWA Financial Management Information System (FMIS) allowing the project to be canceled from the MTIP and STIP. The de-obligated funds will be returned to the ODOT Bridge program.

Project Name:	I-405 Fremont Bridge (Willamette River) East & West Ramps						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

Inspect the paint condition on all approach ramps, develop a schedule of painting phases, repaint the highest priority ramps.

MTIP Detailed Description (Internal Metro use only):

On I-405 at MP 2.84 to MP 3.88 and US 30 from MP 1.26 to MP 1.46 plus MP 303.06 to MP 3.77, inspect the paint condition on all approach ramps, develop a schedule of painting phases, repaint the highest priority ramps.. (Note: Construction planned for FFY 2025 in 24-27 STIP, estimate at \$103.73 million)

STIP Description:

Inspect the paint condition on all approach ramps, develop a schedule of painting phases, repaint the highest priority ramps.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Highway	Highway - Bridge		Reconstruction/Preservation				Maintenance and Preservation		
ODOT Work Type:	BRIDGE								
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
NHPP	Y001	2023		\$ 10,437,394					\$ -
NHPP	Y001	2023		\$ 176,318					\$ 176,318
NHPP	Y001	2025			\$ 113,957				\$ -
Federal Totals:			\$ -	\$ 176,318	\$ -	\$ -	\$ -	\$ -	\$ 176,318
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2023		\$ 1,194,606					\$ -
State	Match	2023		\$ 20,181					\$ 20,181
State	Match	2023			\$ 13,043				\$ -
State Totals:			\$ -	\$ 20,181	\$ -	\$ -	\$ -	\$ -	\$ 20,181
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 11,632,000	\$ 127,000	\$ -	\$ -	\$ -	\$ 11,759,000
Amended Programming Totals			\$ -	\$ 196,499	\$ -	\$ -	\$ -	\$ -	\$ 196,499
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	N/A	The project is not short programmed. It is being canceled.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ (11,435,501)	\$ (127,000)	\$ -	\$ -	\$ -	\$ (11,562,501)
Phase Change Percent:	0.0%	-98.3%	-100.0%	0.0%	0.0%	0.0%	-98.3%
Amended Phase Matching Funds:	\$ -	\$ 20,181	\$ -	\$ -	\$ -	\$ -	\$ 20,181
Amended Phase Matching Percent:	N/A	10.27%	0.00%	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 176,318	\$ -	\$ -	\$ -	\$ -	\$ 176,318
State	\$ -	\$ 20,181	\$ -	\$ -	\$ -	\$ -	\$ 20,181
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 196,499	\$ -	\$ -	\$ -	\$ -	\$ 196,499
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	10.27%	0.0%	0.0%	0.0%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	10.27%	0.0%	0.0%	0.0%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 196,499					Aid ID
Federal Funds Obligated:		\$ 176,318					S061(014)
EA Number:		PE003432					FHWA or FTA
Initial Obligation Date:		11/22/2022					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
Note: PE deobligation occurred on 7/16/2024				Estimated Project Completion Date:			N/A
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding? ODOT appropriated National Highway Preservation Performance funding.							
2. Does the amendment include changes or updates to the project funding? Yes. The amendment cancels the deobligated fund to the project.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?							

Project Location References					
On State Highway (at multiple points)	Yes/No	Route	MP Begin	MP End	Length
	Yes	US30	1.24	1.46	0.22
	Yes	US30	3.24	3.27	0.30
	Yes	US30	@ 303.86		0.0
	yes	I-405	3.58	3.72	0.14
	Yes	I-405	3.88	3.89	0.1
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2023	Years Active	2	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	February 2024	Last MTIP Amend Num	AM24-08-FEB4
Last Amendment Action	MINOR SCOPE CHANGE The administrative modification adjusts the project scope to include the EB ramps as part of the painting scope of work. Including both ramps will produce a more efficient deliverable outcome						

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

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

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Throughway
No	Transit	Frequent Bus
No	Freight	Main Roadway Routes
No	Bicycle	No designation
No	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-405	Interstate designation
Functional Classification	Yes	I-405	Urban Interstate
Federal Aid Eligible Facility	Yes	I-405	1 = Interstate

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No. Not applicable
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	<p>Applicable RTP Goal:</p> <p><u>Goal #4 - Thriving Economy:</u></p> <p>Objective 4.2 - Access to Industry and Freight Intermodal Facilities: Maintain access to industry and freight intermodal facilities by a reliable and seamless freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate efficient and competitive shipping choices for goods movement in, to and from the region.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be Tuesday, October 1, 2024 to Thursday, October 30, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

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

Key Number: 22603

2024-2027 STIP

Project Name: I-405 Fremont bridge (Willamette River) East & (DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y001	National Highway Perf IJJA	100.00%	196,498.78	89.73%	176,318.35	10.27%	20,180.43	0.00%	0.00
	PE Totals		100.00%	196,498.78		176,318.35		20,180.43		0.00
RW	Y001	National Highway Perf IJJA	0.00%	0.00	89.73%	0.00	10.27%	0.00	0.00%	0.00
	RW Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				196,498.78		176,318.35		20,180.43		0.00

Run Date: 07/18/2024
Run Time: 13:41:51

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FEDERAL-AID PROJECT MODIFICATION

Report: FMISD06A
Page 1 of 1

RECIPIENT: 41-Oregon FEDERAL PROJECT NO: S061014 NO: 1
RECIPIENT PROJ. NO(S): 22603
PROJECT TITLE: I-405 Fremont bridge (Willamette River) East & West ramps
PROJECT DESCRIPTION: Inspect the paint condition on all approach ramps, develop a schedule of painting phases, repaint the highest priority ramps.
UEI (SAM): XKMMGCKGMQC8
SUBRECIPIENT PROJECT: No
SUBRECIPIENT UEI(SAM):
SUBRECIPIENT NAME:
PROJECT END DATE: 07/31/2026

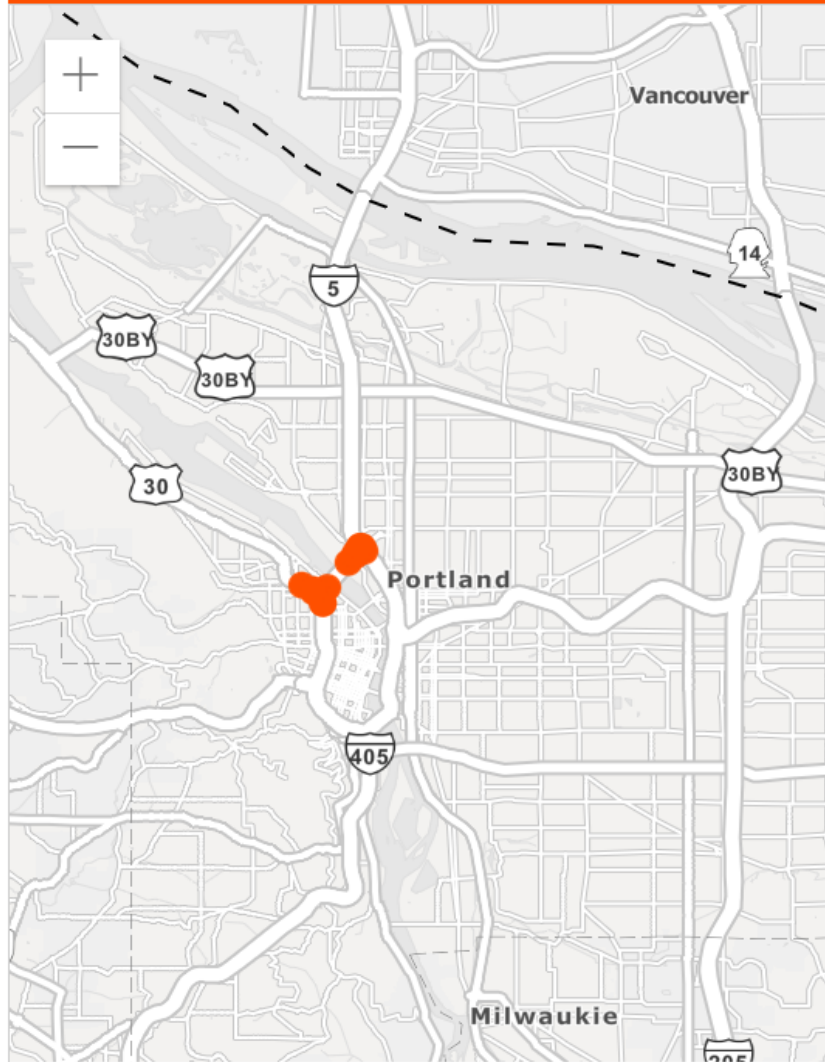
CLASSIFICATION OF PHASE OF WORK: PENG

THE PROJECT AGREEMENT FOR THE ABOVE REFERENCED PROJECT ENTERED INTO BETWEEN THE UNDERSIGNED PARTIES AND EXECUTED BY THE DIVISION ADMINISTRATOR ON 11/22/2022 IS HEREBY MODIFIED AS FOLLOWS:

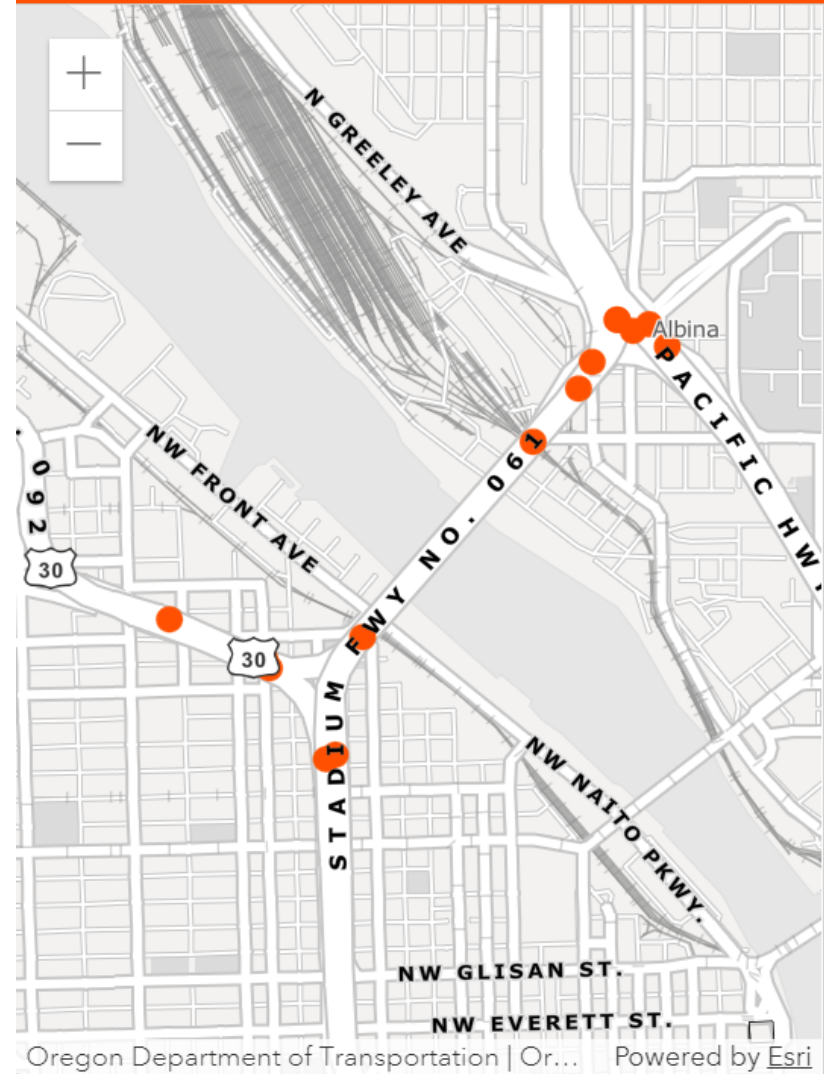
PROGRAM CODE	FAIN	URBAN / WITH	FORMER AMOUNT	REVISED AMOUNT
Y001	693JJ22330000Y001ORS061014	ESTIMATED TOTAL OF THE PROJECT	\$13,202,320.00	\$223,026.12
		FEDERAL FUNDS	\$11,846,441.74	\$200,121.33
		ADV CONSTRUCTION FUNDS	\$0.00	\$0.00
		PERCENT FEDERAL SHARE	89.73%	89.73%

RECIPIENT REMARKS:
MOD TO DE-OBLIGATE FUNDING SO THAT A STIP AMENDMENT CAN BE PROCESSED TO CANCEL PROJECT; PROJECT CANCELLATION BY OTC 6/13/24 UNTIL FURTHER NOTICE OR FUNDING BECOMES AVAILABLE; ICAP @ 13.5%; CH 6/17/24

Selected Project Map ?



Selected Project Map ?





DATE: July 18, 2024

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: Agenda Item N – 2024 Annual STIP Adjustment

Requested Action:
Approve the attached list of added, modified, or canceled projects to the Statewide Transportation Improvement Program (STIP).

Background:
The 2024-2027 Statewide Transportation Improvement Program (STIP) consists of about 1,350 projects and is a dynamic and living document. Projects in the STIP change in scope and cost from the time the commission approves the STIP through the end of the three-year STIP period. The 2024-2027 STIP is comprised of 501 projects on the state highway system, 611 local agency projects, 208 transit and rail projects and 33 other state / federal agency projects.

Agenda Item N, Attachment 01

2024 Annual STIP Adjustment

Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference
17479	1	Multnomah Falls Viaducts Repair Project			00840 00841	CN	Bridge	Fix-It SW Bridge HB2017 BridgeSeismic WFLHD	\$ 14,455,356	\$ 23,955,356	\$ 9,500,000
19071	1	I-5 Rose Quarter Improvement Project	301.4	303.2		PE, ROW, UR, OT	Modernization	USDOT Grants 2023	\$ 198,391,997	\$ 236,141,997	\$ 37,750,000
21219	1	I-5 over NE Hassalo Street and NE Holladay Street (Portland)	301.95	302.03	08583	CN	Bridge	HB2017 BridgeSeismic	\$ 5,000,000	\$ -	\$ (5,000,000)
21683	1	I-84 (Westbound): Union Pacific Railroad bridge (Hood River)	63.35	63.47	02443	CN	Bridge	Fix-It SW Bridge HB2017 BridgeSeismic	\$ 20,401,445	\$ 70,401,445	\$ 50,000,000
21710	1	US30: Troutdale (Sandy River) Bridge	-0.01	0.03	02019	CN, OT	Bridge	Fix-It SW Bridge	\$ 4,888,376	\$ 630,003	\$ (4,258,373)
22603	1	I-405 Fremont bridge (Willamette River) East & West ramps				PE, RW	Bridge	Fix-It SW Bridge HB2017 BridgeSeismic	\$ 11,759,000	\$ 196,499	\$ (11,562,501)
22613	1	Portland Metro and surrounding areas safety reserve				CN	Safety	HB2017 Safety Region 1	\$ 366,838	\$ -	\$ (366,838)
22770	1	US30B: (N Lombard St) at Peninsula Crossing Trail	2.35	2.47		CN	Safety	ARTS Region 1 HB2017 Safety Region 1	\$ 811,000	\$ 2,693,357	\$ 1,882,357
22772	1	I-205: Columbia River - SE 82nd Drive	11.07	25.79		CN	Safety	ARTS Region 1 HB2017 Safety Region 1	\$ 1,064,000	\$ 3,415,312	\$ 2,351,312



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

MTIP Formal Amendment
CANCEL PROJECT
 Cancel the project per Portland
 request and ODOT approval

Project #2

Project Details Summary

ODOT Key #	20332	RFFA ID:	N/A	RTP ID:	11647	RTP Approval Date:	11/30/2023
MTIP ID:	70947	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC25-01-OCT		STIP Amendment ID:	24-27-1882		

Summary of Amendment Changes Occurring:

The formal amendment cancels the project per Portland's request and ODOT's approval. PBOT is unable to accomplish the full objectives detailed in Agreement No. 32311 within the remaining programmed budget. Only local funds have been obligated and expended at this point.

Project Name:	I-205 Overcrossing (Sullivans Gulch)						
Lead Agency:	Portland	Applicant:	Portland	Administrator:	ODOT		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No		

Short Description:

Provide safe access across I-205 for bicyclists and pedestrians by improving local street corridors on the west side of I-205 and constructing an east-west bicycle and pedestrian overcrossing.

MTIP Detailed Description (Internal Metro use only):

At I-205 from NE Hancock Dr south to WB I-84 IC, modify the NE Halsey Street Viaduct over I-205 to connect to protected bike lanes on Halsey/ Weidler, which in turn connect to the HOP via the under-construction 100s Neighborhood Greenway. Seven site locations are proposed as part of the project.

STIP Description:

Provide safe access across I-205 for pedestrians and bicyclists by improving local street corridors on the west and east sides of I-205 and modifying the NE Halsey Street Viaduct over I-205.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Active Transportation/ Complete Streets	Active Trans - Bike		Separated (aka Protected) lanes				Capital Improvement		
ODOT Work Type:	BIKEPED								
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
NHPP	Y001	2025					\$ 1,682,468		\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2019		\$ 962,209					\$ 962,209
Other	OTH0	2025			\$ 107,900				\$ -
Local	Match	2025					\$ 195,566		\$ -
Other	OTH0	2025					\$ 645,047		\$ -
Local Totals:			\$ -	\$ 962,209	\$ -	\$ -	\$ -	\$ -	\$ 962,209
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 962,209	\$ 107,900	\$ -	\$ 2,523,081	\$ -	\$ 3,593,190
Amended Programming Totals			\$ -	\$ 962,209	\$ -	\$ -	\$ -	\$ -	\$ 962,209
Total Estimated Project Cost									N/A
Total Cost in Year of Expenditure:									N/A

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ (107,900)	\$ -	\$ (2,523,081)	\$ -	\$ (2,630,981)
Phase Change Percent:	0.0%	0.0%	-100.0%	0.0%	-100.0%	0.0%	-73.2%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 962,209	\$ -	\$ -	\$ -	\$ -	\$ 962,209
Total	\$ -	\$ 962,209	\$ -	\$ -	\$ -	\$ -	\$ 962,209
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 962,209					Aid ID
Federal Funds Obligated:		\$ -					5900(306)
EA Number:		PE003129					FHWA or FTA
Initial Obligation Date:		7/25/2019					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
				Estimated Project Completion Date:			None
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding? ODOT allocated National Highway Performance Program (NHPP) original federal funding to the project.							
2. Does the amendment include changes or updates to the project funding? All remaining un-obligated funding is canceled.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via a project cancelation request letter from PBOT.							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? PBOT plus Region 1 Manager approval							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets (Multiple Site Locations)	Route or Arterial		Cross Street		Cross Street
	92nd Ave		at NE Tillamook St		Intersection reference
	NE Halsey		at NE Tillamook St		Intersection reference
	NE Halsey		at NE 100th Ave		Intersection reference
	NE Weidler St		at NE Bell Dr		Intersection reference

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2019	Years Active	7	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	
Total Prior Amendments	8	Last Amendment	Administrative	Date of Last Amendment	February 2024	Last MTIP Amend Num	AM24-05-FEB1
Last Amendment Action	Slip ROW and CON to 2025						

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

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Air Quality - Bicycle and Pedestrian Facilities
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID 11647: Halsey/I-205 Overcrossing Trail
RTP Project Description:	Sidewalk infill and bike lanes on 92nd from Tillamook to Halsey. Multi-use path on Halsey structure over I-205 to connect to Gateway and I-205 Path.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not Applicable
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	Applicable RTP Goal: <u>Goal #: Not Applicable</u> Objective - N/A
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be Tuesday, October 1, 2024 to Thursday, October 30, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]
Other	General local funds committed to the project above and beyond the required phase minimum match to the federal funds or to cover the phase costs if federal funds are not part of the phase.

Key Number: 20332

2024-2027 STIP

Project Name: I-205 Overcrossing at NE Halsey

(DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	OTH0	OTHER THAN STATE OR	100.00%	962,209.00	0.00%	0.00	0.00%	0.00	100.00%	962,209.00
	PE Totals		100.00%	962,209.00		0.00		0.00		962,209.00
RW	OTH0	OTHER THAN STATE OR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	RW Totals		0.00%	0.00		0.00		0.00		0.00
CN	OTH0	OTHER THAN STATE OR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	Y001	National Highway Perf I/J/A	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	CN Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				962,209.00		0.00		0.00		962,209.00



1120 SW Fifth Ave, Suite 1331, Portland OR 97204
Phone: 503-823-4000 Portland.gov/Transportation

To: Rian Windsheimer, Region 1 Area Manager
Oregon Department of Transportation

From: Millicent Williams, Director
Portland Bureau of Transportation

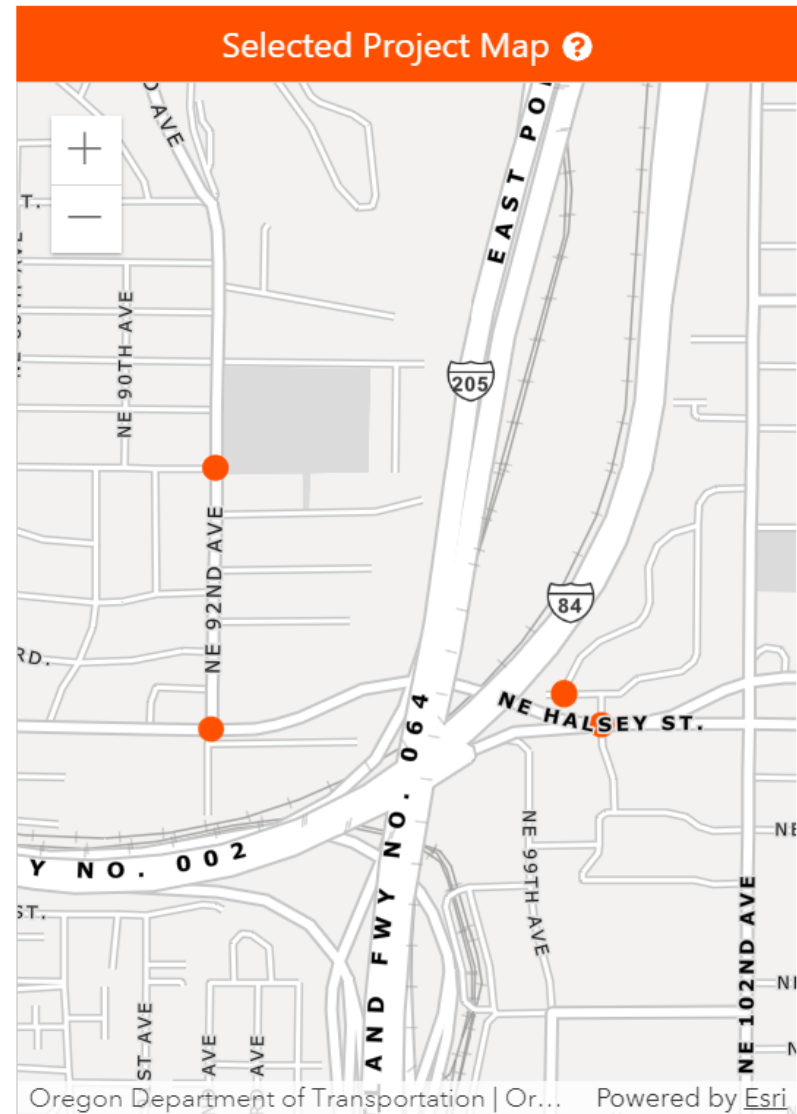
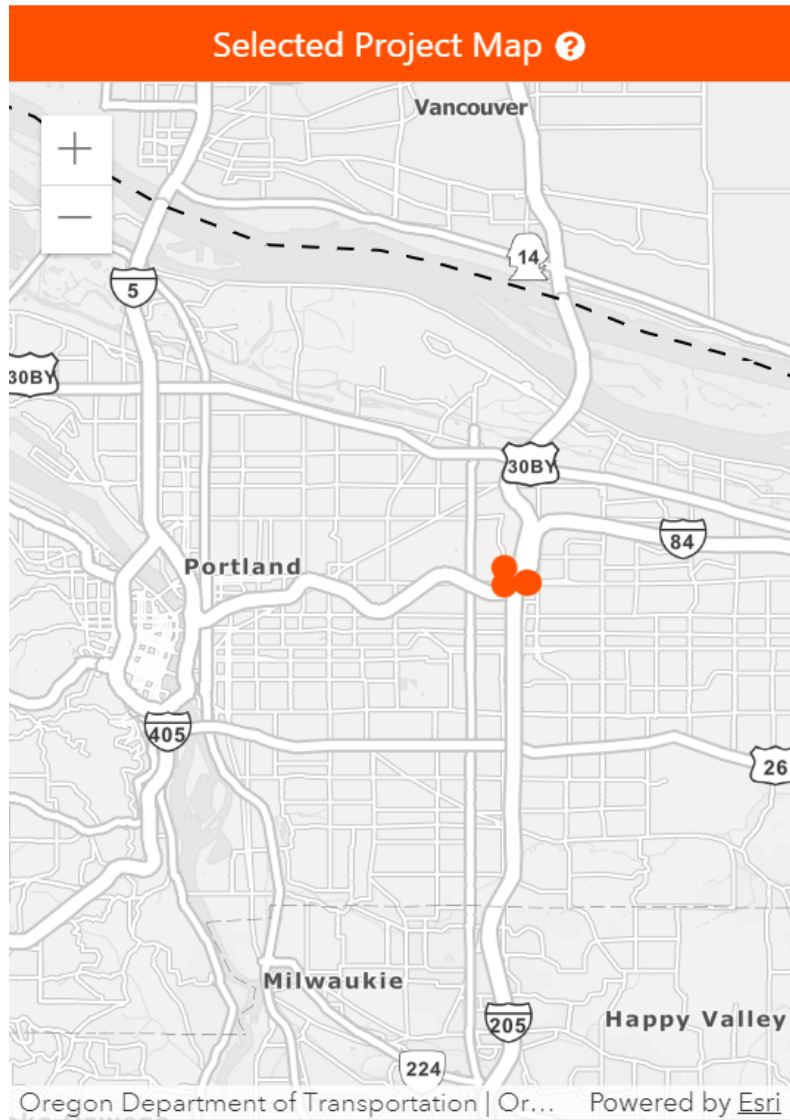
Date: August 14, 2024

RE: Cancellation of I-205 Overcrossing Project at NE Halsey (K20332)

The purpose of this memo is to formally request the cancellation of the I-205 Overcrossing Project at NE Halsey (K20332) and terminate the associated Local Agency Certification Program Supplemental Project Agreement No. 32311, pursuant to term 36 of said agreement ("mutual written consent.")

Per our previous conversations, the Portland Bureau of Transportation (PBOT) is unable to accomplish the full objectives detailed in Agreement No. 32311 within the remaining programmed budget. This project has faced fundamental design and scope challenges as well as impacts from unprecedented inflation of construction costs. Additional details of what led to the funding shortfall and informed this decision can be found in the Project Background and History section below.

To date, only local agency funds have been spent on this project, therefore it is our understanding that no reimbursement of federal or state funds will be required.





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

MTIP Formal Amendment
ADD NEW PROJECT
 Add new ODOT PTD 5310 PGB in
 MPA to the MTIP

Project #3

Project Details Summary

ODOT Key #	23472	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	New TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		OC25-01-OCT		STIP Amendment ID:	24-27-1802		

Summary of Amendment Changes Occurring:

The formal amendment adds the new 5310 program focus project grouping bucket (PGB) to the 2024-27 MTIP. The 5310 program is a FTA funded area that supports the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Later, the funds will be allocated to TriMet. The funds will support 5310 eligible replacement bus purchases for TriMet. State Surface Transportation Block Grant (STBG) funds appropriated to ODOT are committed to the project. The State STBG are eligible to be flex transferred to FTA. The State STBG will be flex transferred (turned over to FTA) and then converted to 5310 program funding allowing TriMet to access and expend the funds through the FTA TrAMS grant management system. The approved STBG is being transferred from Key 23479, non-MPO ODOT PTD 5310 PGB.

Project Name: **Bus Replacement Program FFY 2020 5310 Portion - TriMet**

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

Note: The lead agency and applicant for MTIP and STIP programming is the ODOT Public Transportation Division.

Short Description

Federal fiscal year 2020 funding to improve public transportation fleet conditions statewide. Funds (5310) will be flexed to FTA for delivery.

MTIP Detailed Description (Internal Metro use only):

FFY 2020 appropriated funding supporting the public transportation fleet with a focus to support bus replacements under the FTA 5310 program. The funds will be later allocated to TriMet to support eligible 5310 program area replacement bus purchases. The State STBG under Y240 will be flex transferred to FTA and converted to 5310 funding which TriMet will access and expend.

STIP Description:

Federal fiscal year 2020 funding to improve public transportation fleet conditions statewide. Funds (5310) will be flexed to FTA for delivery

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Vehicles	Vehicles - Replacement	Capital Improvement
ODOT Work Type:	TRANST		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Y240	2025						\$ 1,497,253	\$ 1,497,253
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,497,253	\$ 1,497,253
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 171,368	\$ 171,368
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,368	\$ 171,368
Phase Totals									
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,668,621	\$ 1,668,621
Total Estimated Project Cost									\$ 1,668,621
Total Cost in Year of Expenditure:									\$ 1,668,621

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,668,621	\$ 1,668,621
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,368	\$ 171,368
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,497,253	\$ 1,497,253
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,368	\$ 171,368
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,668,621	\$ 1,668,621
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.7%	89.7%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.7%	89.7%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:			Not Specified
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		YES	If yes, expected FTA conversion code:			5310	

Fiscal Constraint Consistency Review	
1. What is the source of funding? ODOT Public Transit Division State form Key 23479.	
2. Does the amendment include changes or updates to the project funding? Yes. The amendment shifts the State STBG from a non MPO statewide project grouping bucket (PGB) in Key 23479 into the Metro MPA boundary area for later access for TriMet.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, confirmation of the fund shift from Key 23479.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Public Transit Division approval plus OTC approval (October 2024 meeting)/	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T21 (New)	Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes Regional PGB HIC and EFA not applicable
	X				X			
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 10928 - Operating Capital: Fleet Vehicles: Phase 1
RTP Project Description:	Replacement, refurbishment and/or service expansion of zero emission buses, articulated buses, light rail and LIFT vehicles.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not applicable: The project re[resent a regional transit system upgrade at his time
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No. Not Applicable.
3a.	If yes, is an amendment required to the UPWP? No. Not Applicable
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	Applicable RTP Goal: Goal # 3 - Transportation Choices: Objective 3.3 - Access to Transit: Increase household and job access to current and planned frequent transit service..
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be Tuesday, October 1, 2024 to Thursday, October 30, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
5310	Federal Transit Administration (FTA) funded program supporting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The 5310 fund type code is included as a reference since the State STBG will flex transferred to FTA and converted to 5310 funding.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex I/JA	100.00%	1,668,621.00	89.73%	1,497,253.00	0.00%	0.00	10.27%	171,368.00
	OT Totals		100.00%	1,668,621.00		1,497,253.00		0.00		171,368.00
	Grand Totals			1,668,621.00		1,497,253.00		0.00		171,368.00

Note: The State STBG for the new 5310 PGB is being shifted from the non-MPO PGB in Key 23479. The STIP will reduce Key 23479 accordingly to reflect the fund shift to Key 23472.

Name: Bus Replacement Program FFY2020 5310 Portion						Key: 23479		
Description Federal fiscal year 2020 funding to improve public transportation fleet conditions statewide. Funds (5310) will be flexed to FTA for delivery.								Region: 6
MPO: Non-MPO				Work Type: TR-CAP				
Applicant: ODOT TRANSIT SECTION				Status: BUCKET OF FUNDS				
Location(s)-								
Mileposts	Length	Route	Highway	ACT	County(s)			
				STATEWIDE	STATEWIDE			
Current Project Estimate								
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total	
Year						2024		
Total						\$2,431,626.00	\$2,431,626.00	
Fund 1						Y240 \$2,181,898.00		
Match						\$249,728.00		
Footnote:								
Most Recent Approved Amendment								
Amendment No: 24-27-0249				Approval Date: 10/27/2023				
Requested Action: Add project to the current STIP.								



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add new ODOT PTD awarded
 funding for buses

Project #4

Project Details Summary

ODOT Key #	23713	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	New - TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		OC25-01-OCT		STIP Amendment ID:	24-27-1474		

Summary of Amendment Changes Occurring:

The formal amendment adds the new ODOT Public Transit Division (PTD) funding awarded project supporting replacement buses. ODOT awarded funding is State Surface Transportation Block Grant (STBG) funds that will be flex transferred to FTA and then converted to FTA 5307 funds. The funds are considered awarded to TriMet for the purchase of replace vehicles. OTC approval was required and occurred at their 8/1/2024 meeting.

Project Name: **Mass Transit Vehicle Replacement FFY25 TriMet**

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

Short Description:

Funding for replacement or right sizing of category A or B transit vehicles in urban areas. This project will be delivered through FTA.

MTIP Detailed Description (Internal Metro use only):

Region wide vehicle procurement PGB awarded funding from the ODOT Public Transit Divisions to TriMet for replacement or right sizing of category A or B transit vehicles in urban areas. Original funds awarded are State STBG which will be flex transferred to FTA and converted to 5307.

STIP Description:

Funding for replacement or right sizing of category A or B transit vehicles in urban areas. This project will be delivered through FTA.

Project Classification Details

Project Type	Category	Features	System Investment Type
Transit	Transit - Vehicles	Vehicles Replacement	Capital Improvement
ODOT Work Type:	TRANST		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Y240	2025						\$ 3,053,811	\$ 3,053,811
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,053,811	\$ 3,053,811
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 349,522	\$ 349,522
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 349,522	\$ 349,522
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,403,333	\$ 3,403,333
Total Estimated Project Cost									\$ 3,403,333
Total Cost in Year of Expenditure:									\$ 3,403,333
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			No	The project is not short programmed					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,403,333	\$ 3,403,333
Phase Change Percent:			0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 349,522	\$ 349,522
Amended Phase Matching Percent:			N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,053,811	\$ 3,053,811
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 349,522	\$ 349,522
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,403,333	\$ 3,403,333

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

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.7%	89.7%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.3%	10.3%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TrAMS ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS

					Estimated Project Completion Date:		Unspecified
Completion Date Notes:							

Are federal funds being flex transferred to FTA?	Yes	If yes, expected FTA conversion code:				5307	
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Fiscal Constraint Consistency Review

1. What is the source of funding? **ODOT Public Transit Division**
2. Does the amendment include changes or updates to the project funding? **Yes. New State STBG funds are added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via OTC approval item at their August 2024 meeting**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **OTC approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	
Note: The project is being programmed as a regional project grouping bucket. No specific locations/routes are identified at this time.					

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

1st Year Programmed	2025	Years Active	0	Project Status	0	No activity	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
	X				X			Regional PGB, HIC and EFA are not applicable

Added notes:

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 10928 - Operating Capital: Fleet Vehicles: Phase 1
RTP Project Description:	Replacement, refurbishment and/or service expansion of zero emission buses, articulated buses, light rail and LIFT vehicles.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not Applicable
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

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

4. Applicable RTP Goal:
Goal # 1 - Mobility Options:
 Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, October 1, 2024 to Thursday, October 30, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**
7. Added notes:

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	3,403,333.00	89.73%	3,053,811.00	0.00%	0.00	10.27%	349,522.00
	OT Totals		100.00%	3,403,333.00		3,053,811.00		0.00		349,522.00
Grand Totals				3,403,333.00		3,053,811.00		0.00		349,522.00



DATE: July 18, 2024

TO: Oregon Transportation Commission

Kristopher W. Strickler

FROM: Kristopher W. Strickler
Director

SUBJECT: Agenda Item N – 2024 Annual STIP Adjustment

Requested Action:

Approve the attached list of added, modified, or canceled projects to the Statewide Transportation Improvement Program (STIP).

Background:

The 2024-2027 Statewide Transportation Improvement Program (STIP) consists of about 1,350 projects and is a dynamic and living document. Projects in the STIP change in scope and cost from the time the commission approves the STIP through the end of the three-year STIP period. The 2024-2027 STIP is comprised of 501 projects on the state highway system, 611 local agency projects, 208 transit and rail projects and 33 other state / federal agency projects.

Agenda Item N, Attachment 01

2024 Annual STIP Adjustment

Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change
23682	1	I-405 and I-5 Stormwater Facilities	301.4	303.2		CN	Bridge	HB2017 BridgeSeismic	\$ -	\$ 5,000,000	\$ 5,000,000	Add new project in 2025, moving funds from K21219.
22323	1	Oregon Transportation Network - TriMet FFY24				OT	Transit	SW Transit	\$ 4,162,951	\$ 1,658,234	\$ (2,504,717)	Update to match program allocations.
1	1	Mt. Hood Transit Enhancements Project- Clackamas County				OT	Transit	SW Transit	\$ -	\$ 947,286	\$ 947,286	Add new Congressionally Directed Spending project.
1	1	Mass Transit Vehicle Replacement FY25 TriMet				OT	Transit	SW Transit	\$ -	\$ 3,403,333	\$ 3,403,333	Add new project, moving funds from K21942.
1	1	Oregon Transportation Network - TriMet FFY25				OT	Transit	SW Transit	\$ -	\$ 1,894,572	\$ 1,894,572	Add new project to match program allocations.
22507	1	I-205: OR213 - Stafford Rd variable rate tolling project				All	Operations	Tolling HB3055	\$ 84,257,890	\$ 27,257,890	\$ (57,000,000)	Cancel the project.
21371	1	I-5 and I-205: Regional Mobility Pricing				All	Operations	Tolling HB3055	\$ 261,610,000	\$ 63,250,000	\$ (198,360,000)	Cancel the project.
23026	1	Enhanced Mobility E&D - TriCounty Area FY26				OT	Transit	SW Transit	\$ 5,536,725	\$ 1,894,572	\$ (3,642,153)	Update to match program allocations.
23042	1	Enhanced Mobility E&D (5310) - TriCounty Area FY27				OT	Transit	SW Transit	\$ 5,536,725	\$ 1,894,572	\$ (3,642,153)	Update to match program allocations.
18271	2	US101 at Asbury Creek	34.7	34.8	01796	CN	Culvert	Fix-It SW Fish Pass	\$ 3,400,000	\$ 17,997,504	\$ 14,597,504	Add a CN phase in 2027, splitting CN funds bucketed in K23222 and reserve funds bucketed in K23227.



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add new ODOT PTD 5310 PGB in
 MPA to the MTIP

Project #5

Project Details Summary

ODOT Key #	23727	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	New TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		OC25-01-OCT		STIP Amendment ID:	24-27-1494		

Summary of Amendment Changes Occurring:

The formal amendment adds the new 5310 program focus project grouping bucket (PGB) to the 2024-27 MTIP. The 5310 program is a FTA funded area that supports the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Later, the funds will be allocated to TriMet. The funds will support 5310 eligible projects. The State Surface Transportation Block Grant (STBG) funds appropriated to ODOT are committed and eligible to be flex transferred to FTA. The State STBG will be flex transferred (turned over to FTA) and then converted to 5310 program funding allowing TriMet to access and expend the funds through the FTA TrAMS grant management system. The project received OTC during their August 2024 meeting.

Project Name: **Oregon Transportation Network - TriMet FFY25**

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

Note: The lead agency and applicant for MTIP and STIP programming is the ODOT Public Transit Division.

Short Description

TriMet funding supporting the 5310 enhanced mobility of seniors and individuals with disabilities program for eligible 5310 capital projects (e.g., preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition)

MTIP Detailed Description (Internal Metro use only):

Public transit funding for TriMet for federal fiscal year 2025 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition (ODOT Public Transit Division grantor)

STIP Description:

Public transit funding for TriMet for federal fiscal year 2025 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Vehicles	Vehicles - Replacement	Capital Improvement
ODOT Work Type:	TRANST		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Y240	2025						\$ 1,700,000	\$ 1,700,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ 1,700,000

State Funds

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

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 194,572	\$ 194,572
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,572	\$ 194,572

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,894,572	\$ 1,894,572
Total Estimated Project Cost							\$ 1,894,572
Total Cost in Year of Expenditure:							\$ 1,894,572

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,894,572	\$ 1,894,572
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,572	\$ 194,572
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ 1,700,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,572	\$ 194,572
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,894,572	\$ 1,894,572
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.7%	89.7%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.7%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Grant ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
Completion Date Notes:					Estimated Project Completion Date:		Not Specified
Are federal funds being flex transferred to FTA?		YES	If yes, expected FTA conversion code:		5310		

Fiscal Constraint Consistency Review	
1. What is the source of funding? ODOT Public Transit Division.	
2. Does the amendment include changes or updates to the project funding? Yes. The amendment adds new State STBG that will be flex transferred to FTA supporting FTA Section 5310 program areas for TriMet.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, confirmation via OTC action..	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Public Transit Division approval plus OTC approval (August 1, 2024 meeting).	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T21 (New)	Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes Regional PGB HIC and EFA not applicable
	X				X			

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 10928 - Operating Capital: Fleet Vehicles: Phase 1
RTP Project Description:	Replacement, refurbishment and/or service expansion of zero emission buses, articulated buses, light rail and LIFT vehicles.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not applicable: The project represent a regional transit system upgrade at this time
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No. Not Applicable.
3a.	If yes, is an amendment required to the UPWP? No. Not Applicable
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	Applicable RTP Goal: <u>Goal # 3 - Transportation Choices:</u> Objective 3.3 - Access to Transit: Increase household and job access to current and planned frequent transit service..
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be Tuesday, October 1, 2024 to Thursday, October 30, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
5310	Federal Transit Administration (FTA) funded program supporting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The 5310 fund type code is included as a reference since the State STBG will flex transferred to FTA and converted to 5310 funding.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	1,894,572.00	89.73%	1,700,000.00	0.00%	0.00	10.27%	194,572.00
	OT Totals		100.00%	1,894,572.00		1,700,000.00		0.00		194,572.00
	Grand Totals			1,894,572.00		1,700,000.00		0.00		194,572.00



Oregon
Tina Kotek, Governor

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

DATE: July 18, 2024

TO: Oregon Transportation Commission

Kristopher W. Strickler

FROM: Kristopher W. Strickler
Director

SUBJECT: Agenda Item N – 2024 Annual STIP Adjustment

Requested Action:

Approve the attached list of added, modified, or canceled projects to the Statewide Transportation Improvement Program (STIP).

Background:

The 2024-2027 Statewide Transportation Improvement Program (STIP) consists of about 1,350 projects and is a dynamic and living document. Projects in the STIP change in scope and cost from the time the commission approves the STIP through the end of the three-year STIP period. The 2024-2027 STIP is comprised of 501 projects on the state highway system, 611 local agency projects, 208 transit and rail projects and 33 other state / federal agency projects.

Agenda Item N, Attachment 01

2024 Annual STIP Adjustment

Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference
23672	1	I-5 Rose Quarter: Broadway to Weidler Phase 1	301.4	303.2		CN	Modernization	USDOT Grants 2023	\$ -	\$ 382,250,000	\$ 382,250,000
23682	1	I-405 and I-5 Stormwater Facilities	301.4	303.2		CN	Bridge	HB2017 BridgeSeismic	\$ -	\$ 5,000,000	\$ 5,000,000
22323	1	Oregon Transportation Network - TriMet FFY24				OT	Transit	SW Transit	\$ 4,162,951	\$ 1,658,234	\$ (2,504,717)
	1	Mt. Hood Transit Enhancements Project- Clackamas County				OT	Transit	SW Transit	\$ -	\$ 947,286	\$ 947,286
	1	Mass Transit Vehicle Replacement FY25 TriMet				OT	Transit	SW Transit	\$ -	\$ 3,403,333	\$ 3,403,333
	1	Oregon Transportation Network - TriMet FFY25				OT	Transit	SW Transit	\$ -	\$ 1,894,572	\$ 1,894,572
22507	1	I-205: OR213 - Stafford Rd variable rate tolling project				All	Operations	Tolling HB3055	\$ 84,257,890	\$ 27,257,890	\$ (57,000,000)



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new 5339(c) Bus
 Procurement/Garage Upgrade

Project #6

Project Details Summary

ODOT Key #	23761	RFFA ID:	N/A	RTP ID:	10928 12279	RTP Approval Date:	11/30/2023
MTIP ID:	New - TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC25-01-OCT		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The formal amendment adds the new FTA Section 5339c Bus and Low and no Emission (Low-No) FFY 2024 discretionary grant award project for TriMet to purchase replacement Hydrogen fuel-cell buses plus complete various facility upgrades to their Powell Blvd. maintenance garage facility.

Project Name:	Zero-Emission Buses Procurement and Powell Garage Upgrades						
Lead Agency:	TriMet	Applicant:	TriMet	Administrator:	FTA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

Purchase approximately 14 replacement articulated, 60-foot hydrogen Fuel Cell Electric Buses (FCEBs), update Powell garage maintenance bays, install a mobile fuel station to support the FCEBs operations, plus support workforce training needs.

MTIP Detailed Description (Internal Metro use only):

TriMet will purchase approximately 14 articulated, 60-foot hydrogen Fuel Cell Electric Buses (FCEBs) to replace older 40-foot diesel buses that are past their useful life; update maintenance bays and install a mobile fuel station at Powell garage to support the operation of FCEBs and create resiliency for TriMet's mix use of zero-emission vehicles. The FCEBs will be part of the TriMet's 82nd Avenue CIG, Small Starts, Transit Project, that will serve low-income/historically disadvantaged communities in areas with poor air quality. Funds will also be used to build TriMet's training program.

STIP Description:

TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Vehicles	Vehicles - Replacement	Capital Improvement
	Transit Facilities		
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
5339c	FF30	2025					\$ 5,421,200	\$ 33,578,800	\$ 39,000,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 5,421,200	\$ 33,578,800	\$ 39,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025					\$ 1,355,300	\$ 8,394,700	\$ 9,750,000
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ 1,355,300	\$ 8,394,700	\$ 9,750,000
Phase Totals									
			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ 6,776,500	\$ 41,973,500	\$ 48,750,000
Total Estimated Project Cost									\$ 250,000,000
Total Cost in Year of Expenditure:									\$ 250,000,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes, also, N/A	The programming represents the next phase of upgrades to the Powell Blvd maintenance garage against the estimate total cost of the ZEB vehicle purchases and required upgrades.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 6,776,500	\$ 41,973,500	\$ 48,750,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 1,355,300	\$ 8,394,700	\$ 9,750,000
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	20.00%	20.00%	20.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 5,421,200	\$ 33,578,800	\$ 39,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ 1,355,300	\$ 8,394,700	\$ 9,750,000
Total	\$ -	\$ -	\$ -	\$ -	\$ 6,776,500	\$ 41,973,500	\$ 48,750,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	80.0%	80.0%	80.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	20.0%	20.0%	20.0%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	11.1%	68.9%	80.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	2.8%	17.2%	20.0%
Total	0.0%	0.0%	0.0%	0.0%	13.9%	86.1%	100.0%

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

Fiscal Constraint Consistency Review							
1. What is the source of funding? FTA discretionary Section 5339c Bus and Low and No Emissions program funding.							
2. Does the amendment include changes or updates to the project funding? Yes. New 5339c funds are being added to the MTIP.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes. Confirmation from FTA's 5339c grant awards documentation.							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? FTA approval was required. Documentation provided.							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	82nd Ave Corridor		NE Lombard St	SE Sunnyside Rd	
	Powell Blvd		Just E/O I-205 at Powell Blvd	Powell garage maintenance facility	
Note: Powel Blvd cross-street reference supports the planned upgrades to the TriMet Powell Maintenance Garage. The replacement buses are identified to support transit needs in the 82nd Ave corridor.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T21	Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable. The formal amendment represents the first programming action for the project.						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
	X	X		X	X	X	X	ZEB buses applies to 82nd Ave corridor and crosses multiple EFAs. POC = Yes, LEP = Yes, LI = Yes

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2, Mass Transit
Exemption Reference:	Mass Transit sections: 1. Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 2. Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID: 10928 - Operating Capital: Fleet Vehicles: Phase 1 ID: 12279 - Bus: Powell Bus Garage Improvements and ZEB Transition Construction
RTP Project Description:	10928: Replacement, refurbishment and/or service expansion of zero emission buses, articulated buses, light rail and LIFT vehicles. 12279: Expand bus operations, maintenance and storage facility to accommodate larger fleet and make zero emissions bus improvements.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No designation
Yes	Transit	82nd Ave is designated as a "Frequent Bus" corridor in the Transit network.
No	Freight	No designation
No	Bicycle	No designation
No	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No. Not applicable.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	Applicable RTP Goals: <u>Goal # 1 - Mobility Options:</u> Objective 1.3 Access to Transit: Increase household and job access to current and planned frequent transit service. <u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035 <u>Goal #3: Equitable Transportation:</u> Objective 3.1 - Transportation Equity: Eliminate fatal and severe injury crashes for all modes of travel by 2035 <u>Goal #5 - Climate Action and Resilience:</u> Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be Tuesday, October 1, 2024 to Thursday, October 30, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
5339c	FTA based funding program that supports the "Low or No Emission" competitive funding program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities

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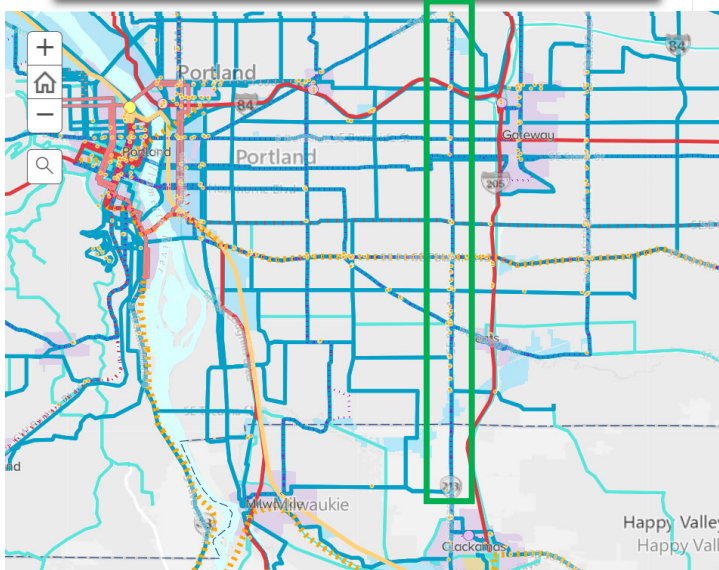
Applicants



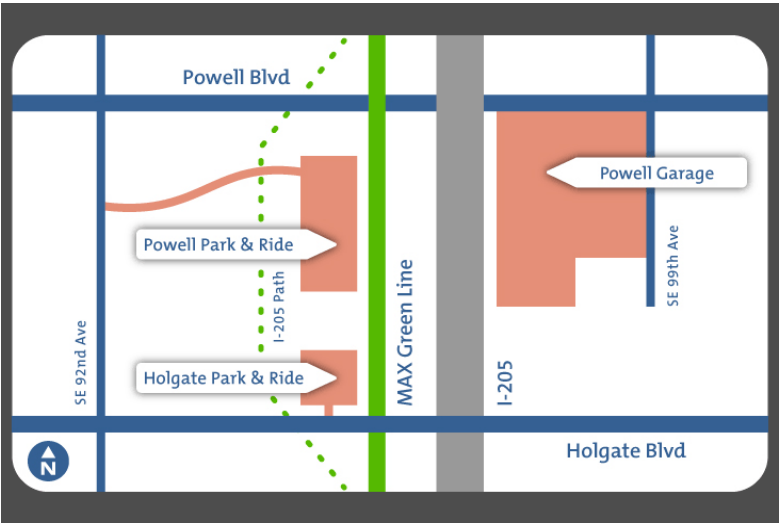
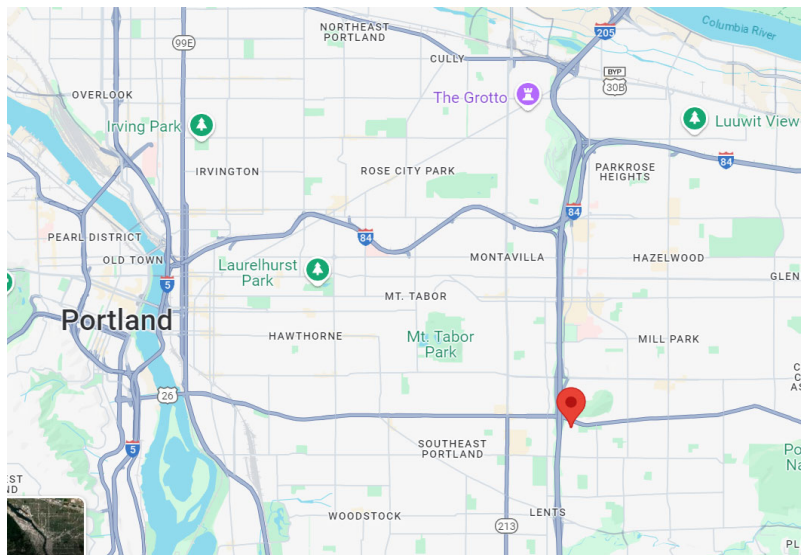
FY24 FTA Bus and Low- and No-Emission Grant Awards

State	Project Sponsor	Bus/Low-No	Description	Funding
OR	Tri-County Metropolitan Transportation District of Oregon (TriMet)	Low-No	TriMet will receive funding to buy new hydrogen fuel cell buses to replace older diesel buses that are past their useful life, a new portable fueling station and to initiate facility improvements to accommodate the new hydrogen vehicles. The project will improve service, reliability and provide essential connections to jobs in services in the Portland metro area.	\$39,000,000

The replacement ZEB buses are planned to operate along the 82nd Ave corridor



TriMet Powell Blvd Maintenance Garage Location





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

MTIP Formal Amendment
RE-ADD PROJECT
 Re-add SMARTs 5339 Bus formula
 project to the MTIP

Project #7

Project Details Summary

ODOT Key #	23741	RFFA ID:	N/A	RTP ID:	12097	RTP Approval Date:	11/30/2023
MTIP ID:	71139	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC25-01-OCT		STIP Amendment ID:	24-27-1882		

Summary of Amendment Changes Occurring:

The project was originally programmed under Key 22191 in the 2021-24 MTIP. During the 2024-27 MTIP, the project was mistakenly thought to have obligated and carry-over was not required. During the FFY 2024 end-of-year project review, SMART identified that Key 22191 had not obligated and needed to remain in the MTIP. The project move forward to obligate during FFY 2025. The formal amendment re-adds the project to the MTIP and STIP. However, it must be added using a new Key number. Key 23741 has been assigned as the project's new Key number. The project scope elements do not include any facility modifications or upgrades that will trigger the need for a PE and Construction phase. The project is eligible to be programmed completely in the "Other" phase in the MTIP and STIP.

Project Name:	SMART Bus and Bus Facilities (Capital) 2022						
Lead Agency:	SMART	Applicant:	SMART	Administrator:	FTA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

Supports replacement/rehab of buses and related amenities to include equipment such as ADA lift, technology components, and signs for customer service.

MTIP Detailed Description (Internal Metro use only):

SMART's FTA 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to rehabilitate bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. The program also supports projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to provide amenities such as ADA lift and technology components and bus shelters and signs.

STIP Description:

TBD

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Transit	Transit - Capital		Capital - Vehicle Operations				Maintenance and Preservation		
ODOT Work Type:	TRANST								
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
5339	5339	2025						\$ 48,763	\$ 48,763
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,763	\$ 48,763
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 12,191	\$ 12,191
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,191	\$ 12,191
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,954	\$ 60,954
Total Estimated Project Cost									\$ 20,645,400
Total Cost in Year of Expenditure:									\$ 20,645,400

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,954	\$ 60,954
Phase Change Percent:	0.0%	0.0%	0.0%	0	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,191	\$ 12,191
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	20.00%	20.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,763	\$ 48,763
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,191	\$ 12,191
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,954	\$ 60,954
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	80.0%	80.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	20.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	80.0%	80.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	20.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Grant ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:			12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding? FTA Section 5339 formula funds							
2. Does the amendment include changes or updates to the project funding? Yes. The 5339 funds plus match are re-added to the MTIP to enable obligation to occur during FFY 2025.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via confirmation of prior authorized programming.							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? SMART confirmation							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2022	Years Active	3	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	2	Last Amendment	Formal	Date of Last Amendment	October 2022	Last MTIP Amend Num	SP23-01-SEP
Last Amendment Action	FUNDING AND DESCRIPTION: Decrease authorize FTA section 5339 fund s and expand description per FTA guidance						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
	X	X			X			General vehicle application - EFAs not applicable
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Mass Transit - Operating assistance to transit agencies.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID#: 12097 - SMART Service, Operations and Maintenance: 2023-2030
RTP Project Description:	Operations of transit services, such as drivers, security, facilities and rolling stock maintenance.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No designation
No	Transit	Not applicable as the upgrades are not route specific and impact the Transit network
No	Freight	No designation
No	Bicycle	No designation
No	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable - FTA funded project
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No. Not Applicable
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	<p>Applicable RTP Goal:</p> <p><u>Goal # 1 -Mobility Options:</u></p> <p>Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled</p> <p>Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service.</p> <p><u>Goal #5: Climate Action and Resilience:</u></p> <p>Object 5.2 - Climate-Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be Tuesday, October 1, 2024 to Thursday, October 30, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
5339	Federal Transit Administration appropriated funding states and transit operators. The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients 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. Funding is provided through formula allocations and competitive grants. These 5339 funds are formula-based appropriated funds.



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

MTIP Formal Amendment
ADD FUNDS
 Add second CDS award and
 overmatch to the project

Project #8

Project Details Summary

ODOT Key #	23530	RFFA ID:	N/A	RTP ID:	10664	RTP Approval Date:	11/30/2023
MTIP ID:	71410	CDS ID:	OR215 OR224	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC25-01-OCT		STIP Amendment ID:	24-27-1929		

Summary of Amendment Changes Occurring:

The formal amendment adds the second awarded federal Congressionally Directed Spending (CDS) to the project along with additional local overmatch funds to the project. The updates also include adding a right-of-way (ROW) and Utility Relocation (UR) phase to the project. The project scope is updated based on the new funds being added. The short description is revised to reflect the upgrade segment being funded. The revised project funding will complete this portion of the Loop project, but does not represent the entire Loop.

Project Name: **Beaverton Downtown Loop: Phase 1 Demo**

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

Short Description:

~~Design and construct demonstration project containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction (2023 CDS, ID OR215)~~

Design and construct various pedestrian and street upgrades, protected bikeways, sidewalks, traffic signal, landscaping, stormwater, and roadway reconstruction upgrades plus new bus stops on SW Hall Blvd from 1st to 3rd Streets (CDS ID OR215, OR224)

MTIP Detailed Description (Internal Metro use only):

In the city of Beaverton between SW Crescent St in the north then south to SW 6th St, on and between SW Watson and SW Hall Blvd, design and construct various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction for added pedestrian safety as part of the Beaverton Downtown Loop upgrade project (2023 CDS, ID OR215, **2024 CDS ID OR224**)

STIP Description:

Design and construct demonstration project, on SW Hall Blvd from 1st to 3rd streets, containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction.

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HIPCDS23	Y926	2024		\$ 1,200,000					\$ 1,200,000
HIPCDS23	Y926	2026					\$ 2,800,000		\$ -
HIPCDS23	Y926	2026					\$ 2,800,000		\$ 2,800,000
CDS24	Y603	2026					\$ 1,616,279		\$ 1,616,279
Federal Totals:			\$ -	\$ 1,200,000	\$ -	\$ -	\$ 4,416,279	\$ -	\$ 5,616,279
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (Y926)	Match	2024		\$ 137,345					\$ 137,345
Other	OTH0	2024		\$ 162,655					\$ 162,655
Other	OTH0	2026			\$ 300,000				\$ 300,000
Other	OTH0	2027				\$ 40,500			\$ 40,500
Local (Y926)	Match	2026					\$ 320,473		\$ -
Local (Y926)	Match	2026					\$ 320,473		\$ 320,473
Local (Y603)	Match	2026					\$ 184,990		\$ 184,990
Other	OTH0	2026					\$ 379,527		\$ -
Other	OTH0	2026					\$ 4,834,758		\$ 4,834,758
Local Totals:			\$ -	\$ 300,000	\$ 300,000	\$ 40,500	\$ 5,340,221	\$ -	\$ 5,980,721
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 1,500,000	\$ -	\$ -	\$ 3,500,000	\$ -	\$ 5,000,000
Amended Programming Totals			\$ -	\$ 1,500,000	\$ 300,000	\$ 40,500	\$ 9,756,500	\$ -	\$ 11,597,000
Total Estimated Project Cost (this segment):									\$ 11,597,000
Total Cost in Year of Expenditure:									\$ 11,597,000
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			No	The project is not short programmed					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ -	\$ 300,000	\$ 40,500	\$ 6,256,500	\$ -	\$ 6,597,000
Phase Change Percent:			0.0%	0.0%	100.0%	100.0%	178.8%	0.0%	131.9%
Amended Phase Matching Funds:			\$ -	\$ 137,345	\$ -	\$ -	\$ 505,463	\$ -	\$ 642,808
Amended Phase Matching Percent:			N/A	10.27%	0.00%	0.00%	10.27%	N/A	10.27%
Phase Programming Summary Totals									
Fund Category			Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal			\$ -	\$ 1,200,000	\$ -	\$ -	\$ 4,416,279	\$ -	\$ 5,616,279
State			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local			\$ -	\$ 300,000	\$ 300,000	\$ 40,500	\$ 5,340,221	\$ -	\$ 5,980,721
Total			\$ -	\$ 1,500,000	\$ 300,000	\$ 40,500	\$ 9,756,500	\$ -	\$ 11,597,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	80.0%	0.0%	0.0%	45.3%	0.0%	48.4%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	20.0%	100.0%	0.0%	54.7%	0.0%	51.6%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	10.3%	0.0%	0.0%	38.1%	0.0%	48.4%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	2.6%	2.6%	0.3%	46.0%	0.0%	51.6%
Total	0.0%	12.9%	2.6%	0.3%	84.1%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,500,000					Aid ID
Federal Funds Obligated:		\$ 1,200,000					0535(046)
EA Number:		N/A					FHWA or FTA
Initial Obligation Date:		9/10/2024					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
				Estimated Project Completion Date:			12/31/2029
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review	
1. What is the source of funding? FFY 2023 and 24 Congressionally Directed Spending (CDS) earmarks.	
2. Does the amendment include changes or updates to the project funding? Yes. The amendment adds the second CDS award and updates the project scope /description to reflect clearer the segment being funded by the CDS awards.	
3. Was proof-of-funding documentation provided to verify the funding change?	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Congressional approval for the CDS awards.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	SW Hall Blvd		1st Street	3rd Street	
Note: The project limits reflect the funded segment to the larger Beaverton Downtown Loop upgrade project					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	August 2024	Last MTIP Amend Num	AM24-21-AUG3
Last Amendment Action	Slip Construction phase to FFY 2026						

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

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Planning and Technical Studies
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID # 10664 - Downtown Loop Complete Street: Watson - Millikan Way to 1st
RTP Project Description:	Construct complete street on Watson Avenue between Millikan Way and 1st Street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks.

Project Location in the Metro Transportation Network			
Yes/No	Network		Designation
Yes	Motor Vehicle		Major Arterial
Yes	Transit		Frequent Bus
No	Freight		No designation
Yes	Bicycle		Regional Bikeway
Yes	Pedestrian		Regional Pedestrian Corridor

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	No designation
Functional Classification	No	Not Applicable	4 - Urban Minor Arterial
Federal Aid Eligible Facility	No	Not Applicable	Minor Arterial

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No. Not applicable
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	<p>Applicable RTP Goals:</p> <p><u>Goal #1 - Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><u>Goal #2 - Safe System:</u> Object 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035.</p> <p><u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs</p> <p><u>Goal #5 - Climate Action and Resilience:</u> Objective 5.2 - Climate-Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be Tuesday, October 1, 2024 to Thursday, October 30, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.
Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
HIPCD523	Federal Congressionally Directed Spending (CDS) award from the FFY 2023 cycle that also is tied to the Highway Infrastructure Improvement funding pot. The CDS award is also referred to a Congressional earmark.
CDS24	Federal Congressionally Directed Spending (CDS) award from the FFY 2024 cycle
HIP	Highway Infrastructure Program (HIP) funds. The funds resulting from this apportionment for (1) activities eligible under 23 U.S.C. 133(b), and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151, and (2) the bridge replacement and rehabilitation program are available for obligation until September 30, 2024. HIP funds are normally apportioned to the State DOT for their use. Under certain circumstances, a portion may be sub-allocated to the MPOs for geographic urban needs.
Other	General local funds committed by the lead agency above the required minimum match requirement against the federal funds. Also referred to as "overmatch"

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	OTH0	OTHER THAN STATE OR	10.84%	162,654.63	0.00%	0.00	0.00%	0.00	100.00%	162,654.63
	Y926	HIP - community project congressionally directed	89.16%	1,337,345.37	89.73%	1,200,000.00	0.00%	0.00	10.27%	137,345.37
	PE Totals		100.00%	1,500,000.00		1,200,000.00		0.00		300,000.00
RW	OTH0	OTHER THAN STATE OR	100.00%	300,000.00	0.00%	0.00	0.00%	0.00	100.00%	300,000.00
	RW Totals		100.00%	300,000.00		0.00		0.00		300,000.00
UR	OTH0	OTHER THAN STATE OR	100.00%	40,500.00	0.00%	0.00	0.00%	0.00	100.00%	40,500.00
	UR Totals		100.00%	40,500.00		0.00		0.00		40,500.00
CN	OTH0	OTHER THAN STATE OR	49.56%	4,834,758.11	0.00%	0.00	0.00%	0.00	100.00%	4,834,758.11
	Y603	FHWA Congressionally Directed Spending	18.46%	1,801,269.36	89.73%	1,616,279.00	0.00%	0.00	10.27%	184,990.36
	Y926	HIP - community project congressionally directed	31.98%	3,120,472.53	89.73%	2,800,000.00	0.00%	0.00	10.27%	320,472.53
	CN Totals		100.00%	9,756,500.00		4,416,279.00		0.00		5,340,221.00
Grand Totals				11,597,000.00		5,616,279.00		0.00		5,980,721.00



Memorandum

Subject: **ACTION:** Highway Infrastructure Programs Projects designated in Division F of the Consolidated Appropriations Act, 2024 Allocation of Y603 Funds [CFDA No. 20.205] Date: May 10, 2024
In Reply Refer to: HISM-40

From: Peter J. Stephanos STEPHANOS
Director, Office of Stewardship, Oversight, and Management
Digitally signed by PETER JOHN STEPHANOS
Date: 2024.05.10 09:38:49 -0400

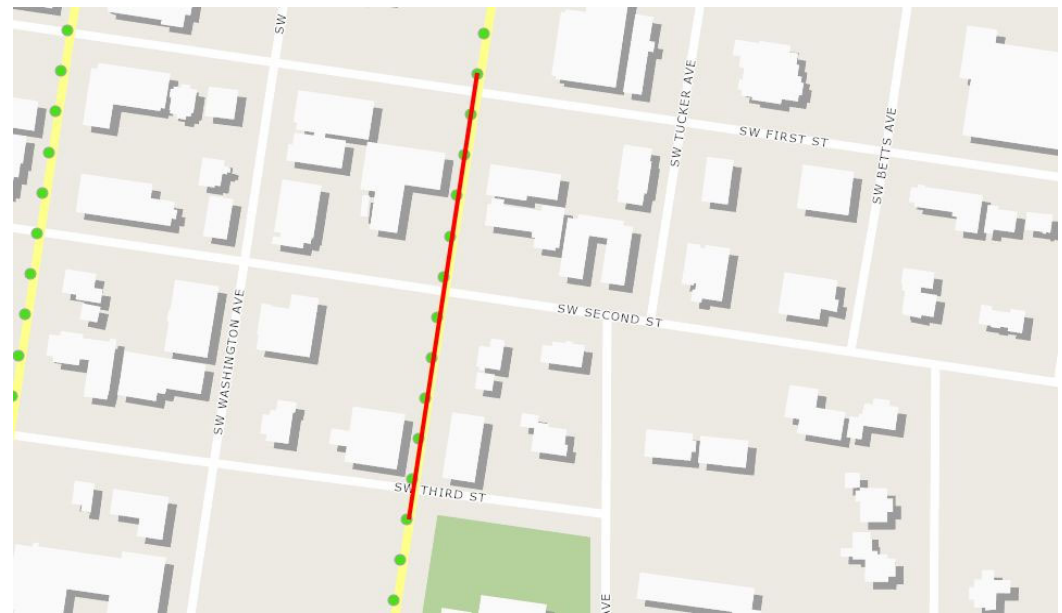
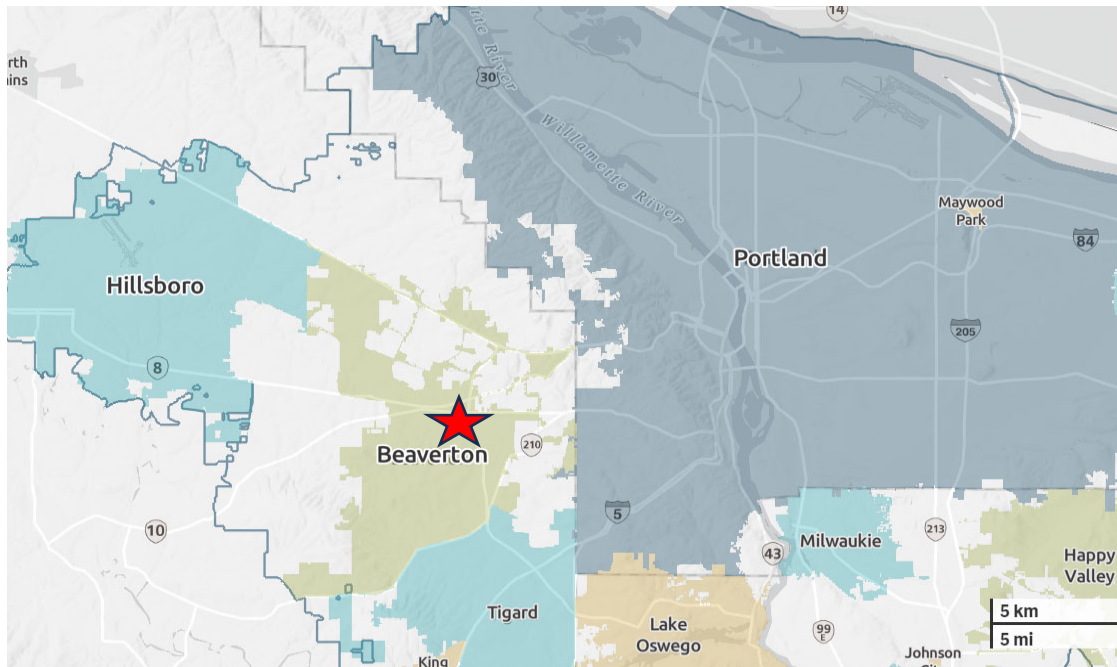
To: Brian R. Bezio
Chief Financial Officer


Revised June 7, 2024

Division Administrators





The Transportation, Housing and Urban Development Act, 2024 (Division F of the Consolidated Appropriations Act, 2024) appropriates a total of \$2,224,676,687 for Highway Programs of the Treasury for fiscal year (FY) 2024.

			Amount available under P.L. 118-42		Allocation of Y603 Funds This Memorandum		Obligation Authority This Memorandum DELPHI Code 1570651B50.2024.050	
State	Demo ID	Project	Project	State Total	Project	State Total	Project	State Total
OH	OH476	Pickaway County U.S. 23 & St. Rt. 762 Interchange Project	5,000,000		5,000,000		5,000,000	
OH	OH477	Barberton - Pedestrian Safety Project	700,000		700,000		700,000	
OH	OH478	North Hamilton Rail and River Crossing	1,000,000		1,000,000		1,000,000	
OH	OH479	Youngstown Eastside Connector Study	400,000		400,000		400,000	
Ohio				58,536,026		58,536,026		58,536,026
OK	OK183	Bridge Replacement	2,031,552		2,031,552		2,031,552	
OK	OK184	Shoulders on State Highway 4	1,000,000		1,000,000		1,000,000	
OK	OK185	May Avenue Bridge Repair	2,400,000		2,400,000		2,400,000	
OK	OK186	I-35 Frontage Road Modifications	3,000,000		3,000,000		3,000,000	
OK	OK187	I-40 Widening Between Kickapoo and Shawnee	8,000,000		8,000,000		8,000,000	
OK	OK188	I-35 Interchange and Widening in McClain County	29,000,000		29,000,000		29,000,000	
OK	OK189	Newport Road Grade, Drain, and Resurface Reconstruction Project	5,509,520		5,509,520		5,509,520	
OK	OK190	Oklahoma County Highway Improvement: I-35 and I-240 Interchange, Phase 2-4	4,000,000		4,000,000		4,000,000	
OK	OK191	Kingfisher County Highway Improvement: SH-33	4,000,000		4,000,000		4,000,000	
OK	OK192	Cimmaron County Highway Improvement: US-56	4,000,000		4,000,000		4,000,000	
OK	OK193	Washita County Highway Improvement: SH-54	4,000,000		4,000,000		4,000,000	
OK	OK194	Harper County Highway Improvement: US-183	4,000,000		4,000,000		4,000,000	
OK	OK195	Northwest 63rd Street Bridge Repair	1,040,000		1,040,000		1,040,000	
OK	OK196	Wagoner County SH-51 Improvements	8,000,000		8,000,000		8,000,000	
OK	OK197	Wagoner County US-64 Improvements	1,440,000		1,440,000		1,440,000	
Oklahoma				81,421,072		81,421,072		81,421,072
OR	OR221	SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)	2,349,600		2,349,600		2,349,600	
OR	OR222	Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek	850,000		850,000		850,000	
OR	OR223	Hood River/White Salmon Interstate Bridge Replacement Project	4,000,000		4,000,000		4,000,000	
OR	OR224	Beaverton Downtown Loop	1,616,279		1,616,279		1,616,279	
OR	OR225	East Forest Grove Safety Improvement Project	850,000		850,000		850,000	
OR	OR226	Abernethy Green Access Project	4,000,000		4,000,000		4,000,000	
OR	OR227	OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)	2,800,000		2,800,000		2,800,000	
OR	OR228	Hawthorne Avenue Pedestrian and Bicyclist Overcrossing	5,700,000		5,700,000		5,700,000	
OR	OR229	Mill Street Reconstruction, Springfield, OR	1,116,279		1,116,279		1,116,279	
OR	OR230	OR99W: Salmon River Highway (OR18) Intersection Improvement	3,589,200		3,589,200		3,589,200	
OR	OR231	Marion County Safety Corridor	1,577,079		1,577,079		1,577,079	






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Proposed Loop Design

Loop Timeline and Next Steps

Participate

The Loop Community

Home › Services › Departments and Programs › Community Development › Transportation Planning › Beaverton Downtown Loop Project

Beaverton Downtown Loop Project

A Plan for Improving How We Travel Around Downtown

The Beaverton Downtown Loop is a vision for linking key destinations in Downtown Beaverton that make it easier for people to walk, bike, take the bus, and drive. [The Loop Plan](#) proposes changes to Hall Boulevard, Watson Avenue, and 5th Street to help realize the community's vision of a vibrant downtown that is welcoming to all.





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

MTIP Formal Amendment

ADD PHASE

Add Construction phase to project
for FFY 2026 obligation

Project #9**Project Details Summary**

ODOT Key #	22552	RFFA ID:	N/A	RTP ID:	12092	RTP Approval Date:	11/30/2023
MTIP ID:	71265	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC25-01-OCT		STIP Amendment ID:	24-27-1908		

Summary of Amendment Changes Occurring:

Per OTC approval to occur during their October 2024 meeting, the formal amendment adds a construction to the project to be obligated during FFY 2026.

Project Name:

Willamette River: Stormwater Source Control Improvements

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

Short Description:

Complete the design and **construction** ~~ROW actions~~ of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas

MTIP Detailed Description (Internal Metro use only):

In north Portland along the Willamette River on I-405 at MP 3.33, on US30 between MP 1.95 to MP 9.20, and US 30 BY at MP 0.80, complete the design and ROW actions of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas. (PGB under RTP ID 12092 - Bridge)

STIP Description:

Complete the design and construction of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas.

Project Classification Details

Project Type	Category	Features	System Investment Type
Highway	Highway - Bridge	Other	Other
ODOT Work Type:	BRIDGE		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Y240	2022		\$ 5,787,612					\$ 5,787,612
State STBG	Y240	2024			\$ 4,946,429				\$ -
State STBG	Y240	2024			\$ 549,659				\$ 549,659
State STBG	Y240	2026					\$ 26,829,270		\$ 26,829,270
Federal Totals:			\$ -	\$ 5,787,612	\$ 549,659	\$ -	\$ 26,829,270	\$ -	\$ 33,166,541
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2022		\$ 662,418					\$ 662,418
State	Match	2024			\$ 566,141				\$ -
State	Match	2024			\$ 62,911				\$ 62,911
State	Match	2026					\$ 3,070,730		\$ 3,070,730
									\$ -
State Totals:			\$ -	\$ 662,418	\$ 62,911	\$ -	\$ 3,070,730	\$ -	\$ 3,796,059
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 6,450,030	\$ 5,512,570	\$ -	\$ -	\$ -	\$ 11,962,600
Amended Programming Totals			\$ -	\$ 6,450,030	\$ 612,570	\$ -	\$ 29,900,000	\$ -	\$ 36,962,600
Total Estimated Project Cost									\$ 36,962,600
Total Cost in Year of Expenditure:									\$ 36,962,600

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ (4,900,000)	\$ -	\$ 29,900,000	\$ -	\$ 25,000,000
Phase Change Percent:	0.0%	0.0%	-88.9%	0.0%	100.0%	0.0%	209.0%
Amended Phase Matching Funds:	\$ -	\$ 662,418	\$ 62,911	\$ -	\$ 3,070,730	\$ -	\$ 3,796,059
Amended Phase Matching Percent:	N/A	10.27%	10.27%	0.00%	10.27%	0.00%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 5,787,612	\$ 549,659	\$ -	\$ 26,829,270	\$ -	\$ 33,166,541
State	\$ -	\$ 662,418	\$ 62,911	\$ -	\$ 3,070,730	\$ -	\$ 3,796,059
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 6,450,030	\$ 612,570	\$ -	\$ 29,900,000	\$ -	\$ 36,962,600
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	0.0%	89.73%	0.0%	89.73%
State	0.0%	10.27%	10.27%	0.0%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	15.7%	1.5%	0.0%	72.6%	0.0%	89.7%
State	0.0%	1.8%	0.2%	0.0%	8.3%	0.0%	10.3%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	17.5%	1.7%	0.0%	80.9%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 6,450,030	\$ 612,570				Aid ID
Federal Funds Obligated:		\$ 5,787,612	\$ 549,659				SA00(048)
EA Number:		PE003390	N/A				FHWA or FTA
Initial Obligation Date:		4/11/2022	9/11/2024				FHWA
EA End Date:		N/A	N/A				FMIS or TRAMS
Known Expenditures:		N/A	N/A				FMIS
				Estimated Project Completion Date:			12/31/2029
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review	
1. What is the source of funding? ODOT appropriated Surface Transportation Block Grant funds	
2. Does the amendment include changes or updates to the project funding? Yes, new authorized funding from OTC to add the construction phase	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, per OTC action.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval was required - occurred at the October 2024 meeting	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	US30BY	0.8	0.8	0.00
	Yes	US30	1.95	1.97	0.02
	Yes	US30	1.98	4.13	2.15
	Yes	US30	4.52	5.19	0.67
	Yes	US30	5.20	9.20	4.00
	Yes	I-405	3.33	3.33	0.00
Note: Multiple point site locations identified on US30 as noted above					
Cross Streets	Route or Arterial		Cross Street		Cross Street
Not Applicable	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2022	Years Active	4	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	3	Last Amendment	Administrative	Date of Last Amendment	August 2923	Last MTIP Amend Num	AM23-25-AUG4
Last Amendment Action	PHASE SLIP: Slip ROW phase to FFY 2024						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes HIC = No EFA = No
		X						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	12092 - Bridge Rehabilitation & Repair: 2023-2030
RTP Project Description:	Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	US30 = Throughway
Yes	Transit	US30 = Frequent Bus
Yes	Freight	US30 - Main Roadway Route
Yes	Bicycle	US30 = Partial = Regional Bikeway
Yes	Pedestrian	US30 = Partial Regional Parkway + Regional Pedestrian Corridor

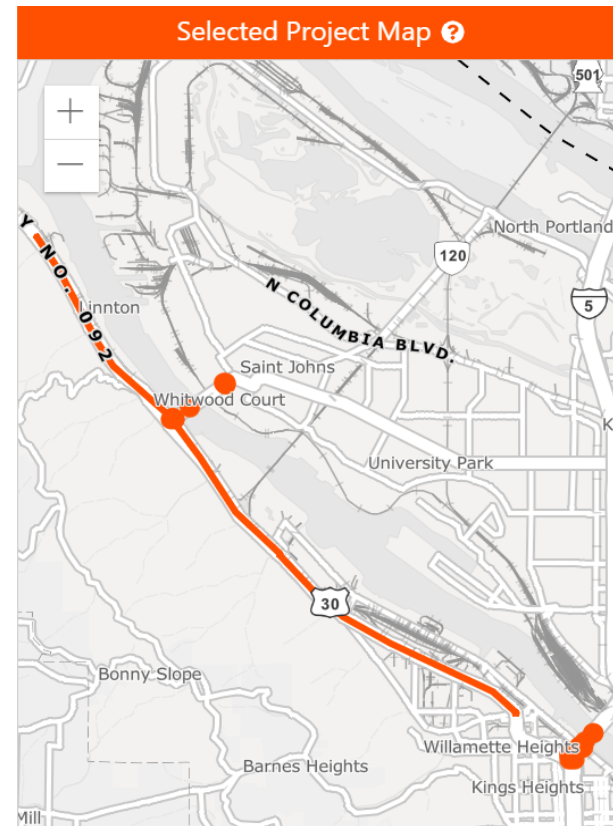
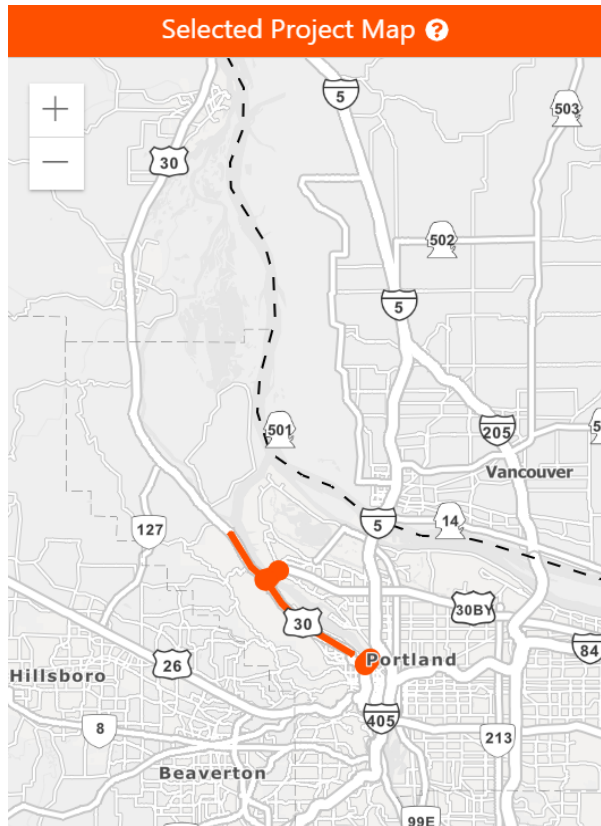
National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	US30	Other NHS Route
Functional Classification	No	US30	Urban Other Freeways and Expressways
Federal Aid Eligible Facility	No	US30	2 = Other Freeways and expressways

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3.	Is the project included as part of the approved: UPWP? No. Not applicable.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	Applicable RTP Goal: <u>Goal # 5 - Goal 5: Climate Action and Resilience:</u> Objective 5.3 - Resource Conservation: Preserve and protect the region's biological, water, historic, and culturally important plants, habitats and landscapes.
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

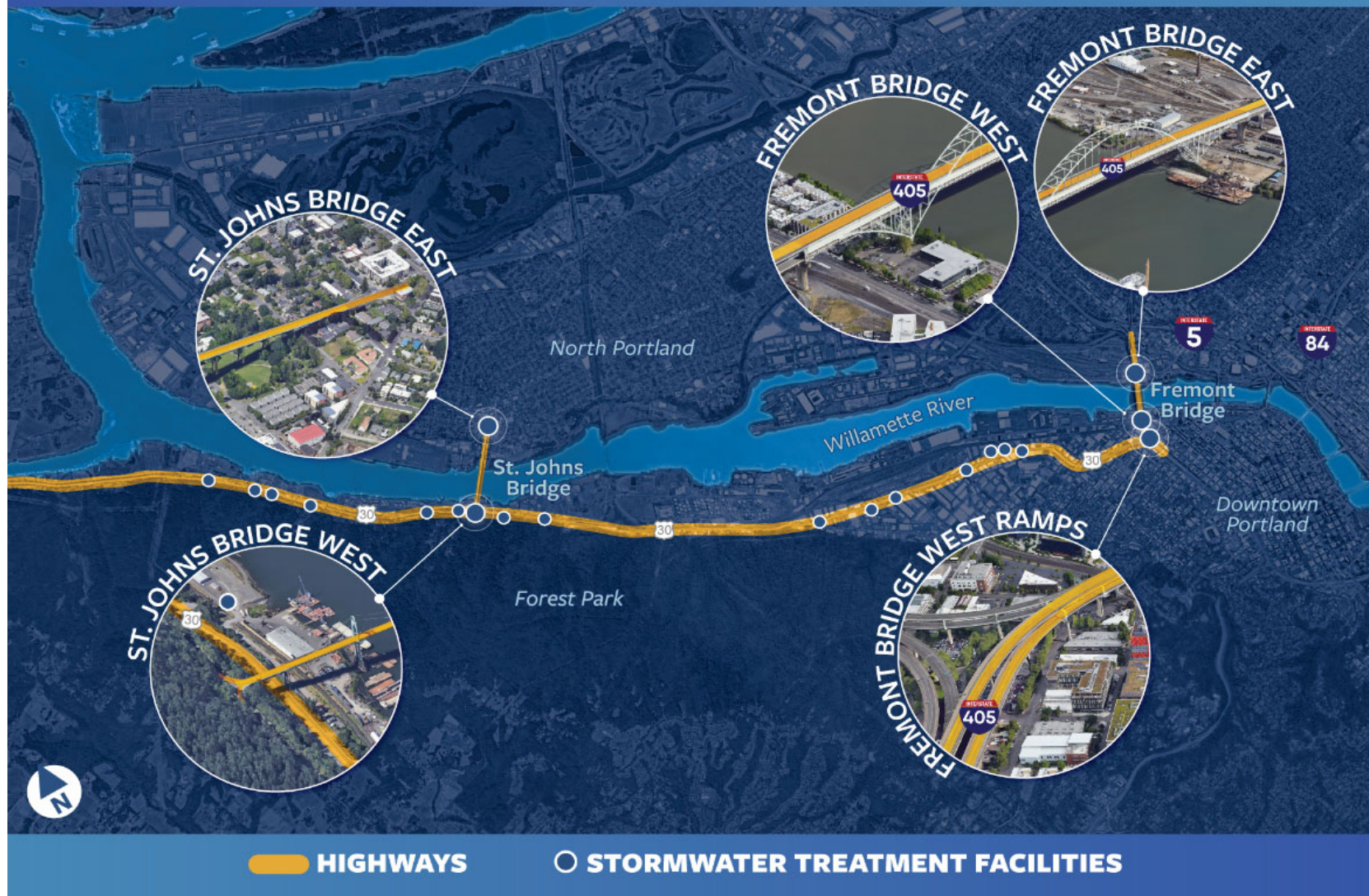
Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be October 1, 2024 to October 30, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Comments are not expected. However, they are received, they will be reviewed, assessed and forwarded to Metro Council for review as well.

Fund Codes References	
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
State	General state funds committed to the project normally in support of the minimum match requirement against the federal funds.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	6,450,030.00	89.73%	5,787,611.92	10.27%	662,418.08	0.00%	0.00
	PE Totals		100.00%	6,450,030.00		5,787,611.92		662,418.08		0.00
RW	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	612,570.00	89.73%	549,659.06	10.27%	62,910.94	0.00%	0.00
	RW Totals		100.00%	612,570.00		549,659.06		62,910.94		0.00
CN	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	29,900,000.00	89.73%	26,829,270.00	10.27%	3,070,730.00	0.00%	0.00
	CN Totals		100.00%	29,900,000.00		26,829,270.00		3,070,730.00		0.00
Grand Totals				36,962,600.00		33,166,540.98		3,796,059.02		0.00



STORMWATER IMPROVEMENT SITES





DATE: October 10, 2024

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda X** – Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to increase funding for *Willamette River: Stormwater source control improvements* project.

Requested Action:

Approve amending the 2024-2027 Statewide Transportation Improvement Program (STIP) to add a construction phase and increase the total project funding for the *Willamette River: Stormwater source control improvements* project (K22552) from \$11,962,600 to \$36,962,600, for a total increase of \$25,000,000.

Project to add a Construction phase and increase funding:



Willamette River: Stormwater source control improvements (K22552)			
PHASE	YEAR	Current	Proposed
Preliminary Engineering	2022	\$6,450,030	\$6,450,030
Right of Way	2024	\$5,512,570	\$612,570
Construction	2026	\$0	\$29,900,000
TOTALS		\$11,962,600	\$36,962,600



The \$29,900,000 funding for the new construction phase will come from:

Fund/Description	Amount
Statewide Bridge program construction reserve FFY25 (K23288)	\$25,000,000
Funds moved from the right of way phase	\$4,900,000
TOTAL	\$29,900,000



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

MTIP Formal Amendment
REDUCE FUNDING
 Reduce authorized funding per
 FTA allocation

Project #10

Project Details Summary

ODOT Key #	23042	RFFA ID:	N/A	RTP ID:	11334 10928	RTP Approval Date:	11/30/2023
MTIP ID:	71383	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		OC25-01-OCT		STIP Amendment ID:		24-27-1505	

Summary of Amendment Changes Occurring:

The formal amendment reduces the authorized funding to Key 23042 per the updated FTA allocation. The funding will support FTA Section 5310 program areas that include public transit capital to upgrade the special needs, seniors, and other transit-dependent populations. The State STBG will be allocated later to TriMet and flex transferred to FTA and then be converted to FTA 5310 funding. The funding reduction results in a 65.8% net decrease to the project which is above the FTA cost change threshold of 30% and triggers the need for an MTIP formal amendment. OTC approval was required and occurred during their August 2024 meeting.

Project Name:	Enhanced Mobility E&D (5310) – Tri County Area FY27 Oregon Transportation Network - TriMet FFY27						
Lead Agency:	ODOT (PTD)		Applicant:	ODOT (PTD)		Administrator:	ODOT
Certified Agency Delivery:		No	Non-Certified Agency Delivery:		Yes	Delivery as Direct Recipient:	Yes
Note: The lead agency and applicant for MTIP and STIP programming is the ODOT Public Transit Division.							

Short Description

Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

MTIP Detailed Description (Internal Metro use only):

~~Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.~~

ODOT PTD authorized State STBG supporting 5310 program areas that will upgrade transit services to the special needs, seniors, and other transit-dependent populations. Funds will be allocated to TriMet and flex transferred to FTA with an expected 5310 conversion code.

STIP Description:

Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Vehicles	Vehicles - Replacement	Capital Improvement
ODOT Work Type:	TRANST		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
5310	5310	2027						\$ 4,968,103	\$ -
State STBG	Y240	2027						\$ 1,700,000	\$ 1,700,000
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2027						\$ 568,622	\$ -
Local	Match	2027						\$ 194,572	\$ 194,572
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,572	\$ 194,572
Phase Totals									
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,536,725	\$ 5,536,725
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,894,572	\$ 1,894,572
Total Estimated Project Cost									\$ 1,894,572
Total Cost in Year of Expenditure:									\$ 1,894,572

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,642,153	\$ (3,642,153)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	65.78%	65.78%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,572	\$ 194,572
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ 1,700,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,572	\$ 194,572
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,894,572	\$ 1,894,572
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.7%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.7%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:			Not Specified
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		YES	If yes, expected FTA conversion code:			5310	

Fiscal Constraint Consistency Review							
1. What is the source of funding? ODOT Public Transit Division State STBG.							
2. Does the amendment include changes or updates to the project funding? Yes. The amendment reduces the authorized allocation to the project.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via OTC August 2024 action (Annual STIP Amendment item)							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Public Transit Division approval plus OTC approval (August 2024 meeting)							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2027	Years Active	0	Project Status	0	No Activity	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes Regional PGB HIC and EFA not applicable
	X				X			
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 10928 - Operating Capital: Fleet Vehicles: Phase 1
RTP Project Description:	Replacement, refurbishment and/or service expansion of zero emission buses, articulated buses, light rail and LIFT vehicles.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not applicable: The project represents a regional transit system PGB at this time
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not Applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No. Not Applicable**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
4. Applicable RTP Goal:
Goal # 3 - Transportation Choices:
 Objective 3.3 - Access to Transit: Increase household and job access to current and planned frequent transit service..
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, October 1, 2024 to Thursday, October 30, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
5310	Federal Transit Administration (FTA) funded program supporting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The 5310 fund type code is included as a reference since the State STBG will flex transferred to FTA and converted to 5310 funding.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IJA	100.00%	1,894,572.00	89.73%	1,700,000.00	0.00%	0.00	10.27%	194,572.00
	OT Totals		100.00%	1,894,572.00		1,700,000.00		0.00		194,572.00
	Grand Totals			1,894,572.00		1,700,000.00		0.00		194,572.00

Agenda Item N, Attachment 01

2024 Annual STIP Adjustment

Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference
	1	Mass Transit Vehicle Replacement FY25 TriMet				OT	Transit	SW Transit	\$ -	\$ 3,403,333	\$ 3,403,333
	1	Oregon Transportation Network - TriMet FFY25				OT	Transit	SW Transit	\$ -	\$ 1,894,572	\$ 1,894,572
22507	1	I-205: OR213 - Stafford Rd variable rate tolling project				All	Operations	Tolling HB3055	\$ 84,257,890	\$ 27,257,890	\$ (57,000,000)
21371	1	I-5 and I-205: Regional Mobility Pricing				All	Operations	Tolling HB3055	\$ 261,610,000	\$ 63,250,000	\$ (198,360,000)
23026	1	Enhanced Mobility E&D - TriCounty Area FY26				OT	Transit	SW Transit	\$ 5,536,725	\$ 1,894,572	\$ (3,642,153)
23042	1	Enhanced Mobility E&D (5310) - TriCounty Area FY27				OT	Transit	SW Transit	\$ 5,536,725	\$ 1,894,572	\$ (3,642,153)
18271	2	US101 at Asbury Creek	34.7	34.8	01796	CN	Culvert	Fix-it SW Fish Pass	\$ 3,400,000	\$ 17,997,504	\$ 14,597,504



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

MTIP Formal Amendment
REDUCE FUNDING
 Reduce authorized funding per
 FTA allocation

Project #11

Project Details Summary

ODOT Key #	22323	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	71229	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		OC25-01-OCT		STIP Amendment ID:	24-27-1932		

Summary of Amendment Changes Occurring:

The formal amendment reduces the authorized funding to Key 22323 per the updated FTA allocation. The reduction was approved by the OTC during their August 2024 meeting.

Project Name:	Oregon Transportation Network - TriMet FFY24						
Lead Agency:	ODOT (PTD)	Applicant:	ODOT (PTD)	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	Yes		

Note: The lead agency and applicant for MTIP and STIP programming is the ODOT Public Transit Division.

Short Description

Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

MTIP Detailed Description (Internal Metro use only):

ODOT Public Transit Section is applicant and grantor for the funding. State STBG will be flex transferred to FTA for TriMet based on approved projects. TriMet will access the funding through TrAMS once the projects or programs are approved between them and ODOT. Key 22058 represent the third of three years of funding from ODOT supporting the Oregon Transportation Network.

STIP Description:

Public transit funding for TriMet for federal fiscal year 2024 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Vehicles	Vehicles - Replacement	Capital Improvement
ODOT Work Type:	TRANST		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Y240	2025						\$ 3,735,416	\$ -
State STBG	Y240	2025						\$ 1,487,934	\$ 1,487,934
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,487,934	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 427,535	\$ -
Local	Match	2025						\$ 170,300	\$ 170,300
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 170,300	\$ 170,300
Phase Totals									
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,162,951	\$ 4,162,951
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,658,234	\$ 1,658,234
Total Estimated Project Cost									\$ 1,658,234
Total Cost in Year of Expenditure:									\$ 1,658,234

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,504,717	\$ (2,504,717)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	60.17%	60.17%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 170,300	\$ 170,300
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,487,934	\$ 1,487,934
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 170,300	\$ 170,300
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,658,234	\$ 1,658,234
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.7%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.7%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:			Not Specified
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		YES	If yes, expected FTA conversion code:			5310	

Fiscal Constraint Consistency Review							
1. What is the source of funding? ODOT Public Transit Division State STBG.							
2. Does the amendment include changes or updates to the project funding? Yes. The amendment reduces the authorized allocation to the project.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via OTC August 2024 action (Annual STIP Amendment item)							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Public Transit Division approval plus OTC approval (August 2024 meeting)							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	0	No Activity	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes Regional PGB HIC and EFA not applicable
	X				X			
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 10928 - Operating Capital: Fleet Vehicles: Phase 1
RTP Project Description:	Replacement, refurbishment and/or service expansion of zero emission buses, articulated buses, light rail and LIFT vehicles.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not applicable: The project represents a regional transit system PGB at this time
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not Applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No. Not Applicable**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
4. Applicable RTP Goal:
Goal # 3 - Transportation Choices:
 Objective 3.3 - Access to Transit: Increase household and job access to current and planned frequent transit service..
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, October 1, 2024 to Thursday, October 30, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
5310	Federal Transit Administration (FTA) funded program supporting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The 5310 fund type code is included as a reference since the State STBG will flex transferred to FTA and converted to 5310 funding.

Key Number: 22323

2024-2027 STIP

Project Name: Oregon Transportation Network - TriMet FFY24

(DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	1,658,234.00	89.73%	1,487,934.00	0.00%	0.00	10.27%	170,300.00
	OT Totals		100.00%	1,658,234.00		1,487,934.00		0.00		170,300.00
	Grand Totals			1,658,234.00		1,487,934.00		0.00		170,300.00



Oregon
Tina Kotek, Governor

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

DATE: July 18, 2024

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: Agenda Item N – 2024 Annual STIP Adjustment

Requested Action:

Approve the attached list of added, modified, or canceled projects to the Statewide Transportation Improvement Program (STIP).

Background:

The 2024-2027 Statewide Transportation Improvement Program (STIP) consists of about 1,350 projects and is a dynamic and living document. Projects in the STIP change in scope and cost from the time the commission approves the STIP through the end of the three-year STIP period. The 2024-2027 STIP is comprised of 501 projects on the state highway system, 611 local agency projects, 208 transit and rail projects and 33 other state / federal agency projects.

Agenda Item N, Attachment 01

2024 Annual STIP Adjustment

Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference
23682	1	I-405 and I-5 Stormwater Facilities	301.4	303.2		CN	Bridge	HB2017 BridgeSeismic	\$ -	\$ 5,000,000	\$ 5,000,000
22323	1	Oregon Transportation Network - TriMet FFY24				OT	Transit	SW Transit	\$ 4,162,951	\$ 1,658,234	\$ (2,504,717)
	1	Mt. Hood Transit Enhancements Project- Clackamas County				OT	Transit	SW Transit	\$ -	\$ 947,286	\$ 947,286
	1	Mass Transit Vehicle Replacement FY25 TriMet				OT	Transit	SW Transit	\$ -	\$ 3,403,333	\$ 3,403,333
	1	Oregon Transportation Network - TriMet FFY25				OT	Transit	SW Transit	\$ -	\$ 1,894,572	\$ 1,894,572
22507	1	I-205: OR213 - Stafford Rd variable rate tolling project				All	Operations	Tolling HB3055	\$ 84,257,890	\$ 27,257,890	\$ (57,000,000)



Metro

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

MTIP Formal Amendment

ADD FUNDS

Add the new RAISE grant award
to the project

Project #12**Project Details Summary**

ODOT Key #	23669	RFFA ID:	N/A	RTP ID:	11041	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC25-01-OCT		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The formal amendment adds the new \$25 million RAISE grant award to the project. Planning, PE, and Other phase are also being added to the project.

Project Name:	Columbia Zero Emissions Bus Operations Facility - TriMet						
Lead Agency:	TriMet	Applicant:	TriMet	Administrator:	FTA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

The Columbia ZEB Ops Facility, TriMet's fourth bus base, will be a hub for powering and maintaining zero emissions buses and training operators plus help fund the design and construction of the facility, which will also serve fuel cell electric buses.

MTIP Detailed Description (Internal Metro use only):

In northeastern Portland at 4421 NE Columbia Boulevard, design and construct the new Columbia Zero Emissions Bus Operations and Maintenance facility to serve fuel cell electric buses. The Columbia facility will be the fourth TriMet Bus operations and maintenance facility joining existing facilities at Mero, Powell, and Center.

STIP Description:

Design and construct the new Columbia Zero Emissions Bus Operations and Maintenance facility to serve fuel cell electric buses. Bus base, will be a hub for powering and maintaining zero emissions buses and training operators . The Columbia facility will be the fourth TriMet Bus operations and maintenance facility joining existing facilities at Mero, Powell, and Center.

Project Classification Details

Project Type	Category	Features	System Investment Type
Transit	Transit - Facilities		Capital Improvement
ODOT Work Type:	TRANSIT		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-RAISE24	ACP0	2025	\$ 1,800,000						\$ 1,800,000
AC-RAISE24	ACP0	2025		\$ 7,200,000					\$ 7,200,000
AC-CDS24	ACP0	2025					\$ 5,000,000		\$ -
CDS24	CDS0	2025					\$ 5,000,000		\$ 5,000,000
AC- RAISE24	ACP0	2025					\$ 15,200,000		\$ 15,200,000
AC-RAISE24	ACP0	2025						\$ 800,000	\$ 800,000
Federal Totals:			\$ 1,800,000	\$ 7,200,000	\$ -	\$ -	\$ 20,200,000	\$ 800,000	\$ 30,000,000

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

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (RAISE)	Match	2025	\$ 450,000						\$ 450,000
Other	OTH0	2025	\$ 117,600						\$ 117,600
Local (RAISE)	Match	2025		\$ 1,800,000					\$ 1,800,000
Other	OTH0	2025		\$ 470,400					\$ 470,400
Local (CDS)	Match	2025					\$ 1,250,000		\$ 1,250,000
Local (RAISE)	Match	2025					\$ 3,800,000		\$ 3,800,000
Other	OTH0	2025					\$ 1,960,000		\$ -
Other	OTH0	2025					\$ 1,319,733		\$ 1,319,733
Local (RAISE)	Match	2025						\$ 200,000	\$ 200,000
Other	OTH0	2025						\$ 52,267	\$ 52,267
Local Totals:			\$ 567,600	\$ 2,270,400	\$ -	\$ -	\$ 6,369,733	\$ 252,267	\$ 9,460,000

Note: CDS and RAISE minimum match requirement = 80% federal to 20% Local. Local "Other" funds support the phase on top of the minimum match.

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ 8,210,000	\$ -	\$ 8,210,000
Amended Programming Totals	\$ 2,367,600	\$ 9,470,400	\$ -	\$ -	\$ 26,569,733	\$ 1,052,267	\$ 39,460,000
Total Estimated Project Cost							\$ 250,000,000
Total Cost in Year of Expenditure:							\$ 250,000,000
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The project programming reflects the next funded upgrade phase in support of the Columbia ZEB Operations Facility. The project will be completed as funding is secured.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 2,367,600	\$ 9,470,400	\$ -	\$ -	\$ 18,359,733	\$ 1,052,267	\$ 31,250,000
Phase Change Percent:	100.0%	100.0%	0.0%	0.0%	223.6%	100.0%	380.6%
Amended Phase Matching Funds:	\$ 450,000	\$ 1,800,000	\$ -	\$ -	\$ 5,050,000	\$ 200,000	\$ 7,500,000
Amended Phase Matching Percent:	20.00%	20.00%	N/A	N/A	20.00%	20.00%	20.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 1,800,000	\$ 7,200,000	\$ -	\$ -	\$ 20,200,000	\$ 800,000	\$ 30,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 567,600	\$ 2,270,400	\$ -	\$ -	\$ 6,369,733	\$ 252,267	\$ 9,460,000
Total	\$ 2,367,600	\$ 9,470,400	\$ -	\$ -	\$ 26,569,733	\$ 1,052,267	\$ 39,460,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	76.0%	76.0%	0.0%	0.0%	76.0%	76.0%	76.03%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	24.0%	24.0%	0.0%	0.0%	24.0%	24.0%	23.97%
Total	100.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	4.6%	18.2%	0.0%	0.0%	51.2%	2.03%	76.03%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	1.4%	5.8%	0.0%	0.0%	16.1%	0.64%	23.97%
Total	6.0%	24.0%	0.0%	0.0%	67.3%	2.7%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FMIS
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:			12/31/2029
Completion Date Notes:	Part of a larger bus purchase. Completion is an estimate of initial vehicle deliveries						
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review	
1. What is the source of funding? FFY 2024 Congressionally Directed Spending (CDS) award and a FFY 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant award.	
2. Does the amendment include changes or updates to the project funding? Yes. New RAISE grant awarded funds are being added to the MTIP.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the USDOT RAISE grant Fact Award Sheets.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Congressional approval for the CDS award plus USDOT approval for the RAISE grant award.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Gateway Transit Center		NE Multnomah Street		NE Pacific Street

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	April 2024	Last MTIP Amend Num	AP24-07-APR
Last Amendment Action	Project added to the 2024-27 MTIP						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	HIC Safety	Notes Center EFA: POC = Yes LEP = Yes LI = Yes
	X	X		X	X			

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project,
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	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).
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	11041 - Bus: Columbia Bus Base @ 4421 NE Columbia Blvd Portland
RTP Project Description:	Design and Construction of new Zero Emission Fleet operations center

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	None
Yes	Transit	Transit Center
No	Freight	None
Yes	Bicycle	Bike Transit Facility
No	Pedestrian	None

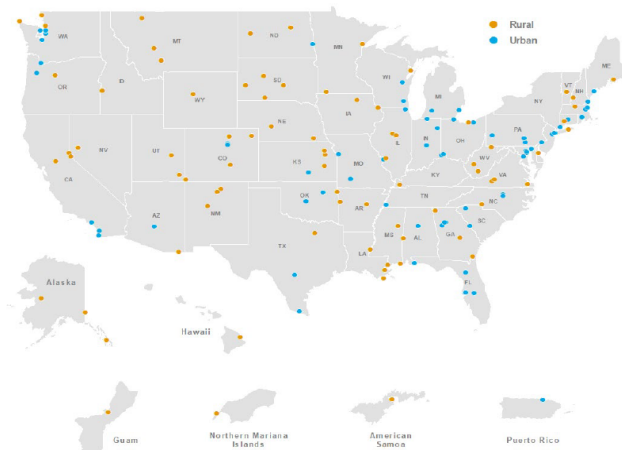
National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable
Additional RTP Consistency Check Areas			
1. Is the project designated as a Transportation Control Measure? No.			
2. Is the project identified on the Congestion Management Process (CMP) plan? No.			
3. Is the project included as part of the approved: UPWP? Not Applicable			
3a. If yes, is an amendment required to the UPWP? No.			
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.			
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not Applicable			
4. Applicable RTP Goals: <u>Goal # 1 - Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service. <u>Goal #3: Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. <u>Goal #5 - Climate Action and Resilience:</u> Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.			
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing. As a non-capacity enhancing project, the \$100 ,million threshold does not apply to this project.			
Public Notification/Opportunity to Comment Consistency Requirement			
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.			
2. What are the start and end dates for the comment period? Estimated to be October 1, 2024 to October 30, 2024			
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.			
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.			
5. Did the project amendment result in a significant number of comments? Not expected.			
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.			

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-RAISE24	Advance Construction funds assigned with the expected conversion code to be federal RAISE grant funds. The "24" refers to the award being part of the RAISE grant FFY 2024 funding cycle.
CDS24	CDS24 represents a placeholder fund type code for the approved Congressionally Directed Spending award. The specific fund code for the CDS award has not been identified by FTA presently.
Other	General local or state funds used above the federal minimum match requirement. Also referred to as "overmatch" funds.
RAISE	Federal USDOT funds awarded on a competitive basis to eligible projects supporting the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. RAISE discretionary grants help project sponsors at the State and local levels, including municipalities, Tribal governments, counties, and others complete critical freight and passenger transportation infrastructure projects. The eligibility requirements of RAISE allow project sponsors to obtain funding for projects that are harder to support through other U.S. DOT grant programs

RAISE 2024 Fact Sheets

June 2024



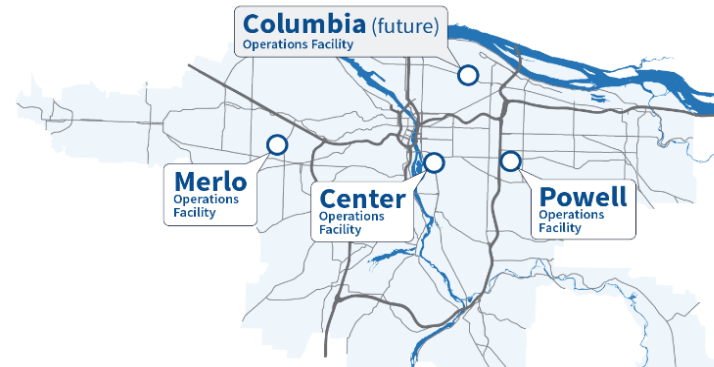
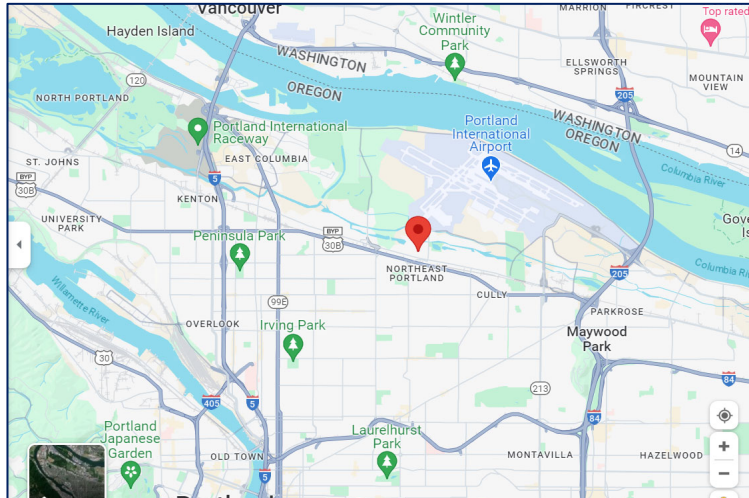
COLUMBIA OPERATIONS FACILITY: BUILDING A REGIONAL ZERO-EMISSIONS BUS BASE

Recipient	Tri-County Metropolitan Transportation District of Oregon
Location	City of Portland, OR: Oregon
Project Type	Capital
Urban or Rural	Urban
RAISE Grant Funding	\$25,000,000
Construction Start (estimate)	March 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation?	Yes

* Estimated construction start date provided by Recipient

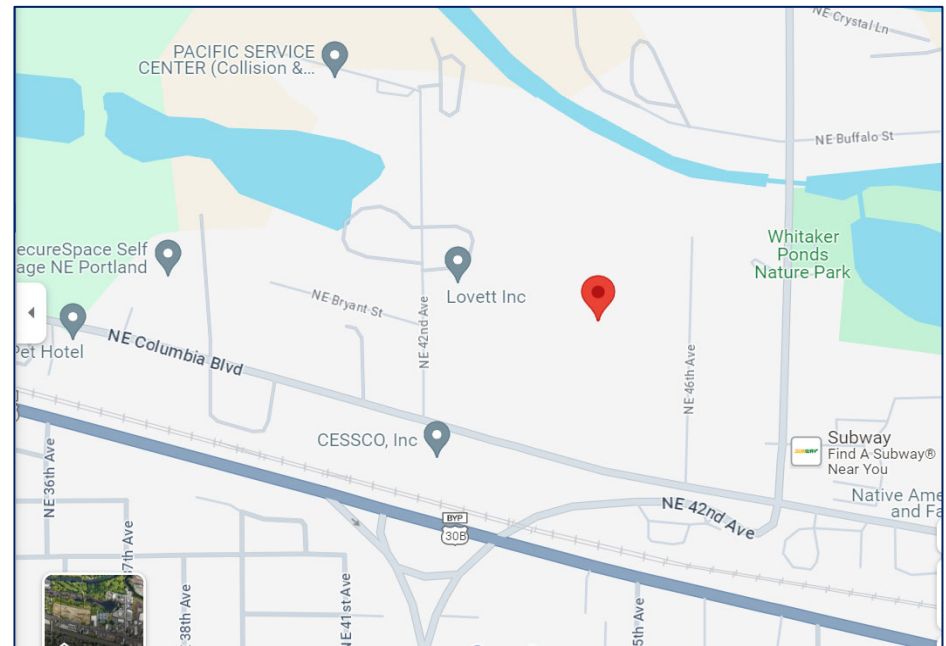
Bus facilities

Changing the way we fuel buses requires new infrastructure at our maintenance facilities. We currently operate buses from three facilities, and we're in the process of adding a fourth. We intend to operate battery electric buses from our three existing facilities, and fuel cell electric buses from our future new facility.



Columbia Operations Facility

- Future facility to serve fuel cell electric buses
- Interim renewable diesel infrastructure (for buses displaced from other facilities during their renovations)





Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: October 4, 2024
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: October FFY 2025 MTIP Formal Amendment & Resolution 24-5434 Approval Request – OC25-01-OCT

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF AMENDING, CANCELING, OR ADDING A TOTAL OF TWELVE PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS.

BACKGROUND

What This Is - Amendment Summary:

The October 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment initiates formal amendment to the MTIP and STIP for FFY 2025. The amendment number is OC25-01-OCT. The formal amendment will be under Resolution 24-5434. The amendment bundle contains changes, updates, cancelations, and new project additions to a total of twelve projects.

The amendment can be divided into three basic project categories:

- ODOT funded projects being adjusted, reduced, or canceled to help address the current ODOT budget funding shortfall. OTC approval was required for most of the project changes.
- Adjustments and additions to committed funding supporting ODOT's Public Transportation Division (PTD) resulting in funding adjustments to existing projects or adding new projects with confirmed funding allocations. Most of these projects required OTC approval to complete the funding adjustments.

Added note: Required OTC approval has occurred during their August 2024 meeting or will be at their October 10, 2024 meeting.

- Adding two new USDOT and FTA discretionary grant awards to TriMet supporting replacement bus procurements, and required support and upgrades to the TriMet Powell Blvd Maintenance Garage and the new Columbia Zero-Emissions Bus Operations Facility

What is the requested action?

TPAC met on October 4, 2024, and received their official notification and has provided an approval recommendation to JPACT for the twelve projects in the October FFY 2025 MTIP Formal Amendment under resolution 24-5434.

TPAC Meeting Summary:

TPAC met virtually on October 4, 2024, and received their official formal amendment notification and overview of the October FFY 2025 MTIP Formal Amendment. Ken Lobeck, Metro Funding Programs Lead provided TAPC members with a short summary of the amendment bundle contents. He explained the basic changes occurring to each project and processing steps to complete the amendment. He then took questions and comments from TPAC members.

Sarah Iannarone, TPAC Community Representative, expressed her disappointment that the I-205 Overcrossing at NE Halsey bicycle and pedestrian upgrade project was being canceled. She asked why ODOT and Portland could not fund a funding solution to cover the remaining shortfall which is small when compared to the funding shortfalls for the Abernethy Bridge and OR217 Improvement projects. Eric Hesse, City of Portland TPAC Representative responded and explained that he and other in Portland are also disappointed that the project had to be canceled. He stated that the complex delivery structure for the project became a major barrier leading to the project cancellation. He also stated the city is examining possible options to continue efforts to deliver the project in the future.

Jamie Lorenzini, Cities of Clackamas County TPAC Representative asked for more context about the decision to stop the I-405 Fremont Bridge painting project in Key 22603 and if it resulted as part of the STIP Rebalancing Review. Neelum Dorman, ODOT TPAC Representative, confirmed the decision did start as part of the STIP Rebalancing Review and evolved from there.

With no further questions, TPAC provided an unanimously approval recommendation to JPACT to approve Resolution 24-5434 for the twelve projects in the FFY 2025 October MTIP Formal Amendment bundle.

October FFY 2025 MTIP Formal Amendment Project Contents Summary:**Projects being canceled as part of the formal amendment bundle**

- **Key 22603 - I-405 Fremont Bridge (Willamette River) East & West Ramps (ODOT):**

The project's summary scope of work is to inspect the paint condition on all approach ramps, develop a schedule of painting phases, repaint the highest priority ramps. Per OTC approval on August 1, 2024, the formal amendment cancels the project from the MTIP and STIP per approved Oregon Transportation Commission

(OTC) action during their August 2024 meeting. Prior obligated but unexpended funding has now been de-obligated in the FHWA Financial Management Information System (FMIS) allowing the project to be canceled from the MTIP and STIP. The de-obligated funds will be returned to the ODOT Bridge program.

- **Key 20332 - Key I-205 Overcrossing (Sullivans Gulch) (Portland):**
The project will provide safe access across I-205 for bicyclists and pedestrians by improving local street corridors on the west side of I-205 and constructing an east-west bicycle and pedestrian overcrossing. However, a funding shortfall has arisen that PBOT cannot resolve. Per discussions with ODOT, ODOT will allow PBOT to stop and cancel the project.

New projects being added to the MTIP as part of the October FFY 2025 Formal Amendment bundle:

- **Key 23742 - Bus Replacement Program FFY 2020 5310 Portion - TriMet-FFY27 (ODOT PTD):**
The formal amendment adds the new project to the MTIP and STIP. ODOT has allocated a portion of their FFY 2020 Surface Transportation Block Grant (STBG) appropriation to support elderly and disabled persons transit needs. The STBG originates from the FFY 2020 appropriation year. Once programmed, ODOT will initiate a fund flex transfer to FTA. This action transfers overall fund ownership from FHWA to FTA. The funds will be converted to FTA Section 5310 funds. TriMet then can submit a funding request to obligate and expend the funds in support of their elderly and disabled persons transit program needs.
- **Key 23713 - Mass Transit Vehicle Replacement FFY25 TriMet (ODOT PTD):**
The formal amendment adds the new replacement or right sizing bus purchase project to the MTIP and STIP. ODOT will complete the flex transfer of the STBG funds to FTA. The funds will be converted to FTA Section 5307 funding which TriMet will then be able to access to complete the replacement or sizing bus purchase.
- **Key 23727 - Oregon Transportation Network - TriMet FFY25 (ODOT PTD):**
ODOT's PTD awarded funding to TriMet supporting the 5310 enhanced mobility of seniors and individuals with disabilities program for eligible 5310 capital projects (e.g., preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition).
- **Key 23761 - Zero-Emission Buses Procurement and Powell Garage Upgrades (TriMet):** TriMet secured a \$39 million discretionary grant from FTA's Low and No-Emissions 5339c grant program. The funding will support the purchase of approximately 14 replacements articulated, 60-foot hydrogen Fuel Cell Electric Buses (FCEBs), update Powell garage maintenance bays, install a mobile fuel station to support the FCEBs operations, plus support workforce training needs.

- **Key 23741 – SMART (SMART):**

The formal amendment re-adds the former project Key 22191 now under 23741 for SMART in FFY 2025. The project will support replacement/rehab of buses and related amenities to include equipment such as ADA lift, technology components, and signs for customer service. A project carryover mistake occurred in the 2024-27 MTIP which is now being corrected.

Existing projects being modified in the MTIP as part of the October FFY 2025 Formal Amendment bundle:

- **Key 23530 – Beaverton Downtown Loop: Phase 1 Demo (Beaverton):**

The MTIP formal amendment adds the second Congressionally Directed Spending (CDS) award to the project. A Right-of-Way (ROW) and Utility Relocation (UR) phase also is being added. The project description is updated based needed clarity that the current project represents a segment of the overall larger Downtown Loop project. The changes result in the total programming amount for the project increasing from \$5 million to \$11.6 million

- **Key 22552 - Willamette River: Stormwater Source Control improvements (ODOT).**

The formal amendment adds the construction phase to the project. Funding will be transferred from the Statewide Bridge Program Construction Reserve. The updated construction phase cost estimate is \$29,900,000, The total programming amount increases to \$36,962,600. OTC approval is required for the amendment and is expected to occur during their October 2024 meeting.

- **Key 23042 – ~~Enhanced Mobility E&D (5310) – Tri County Area FY27~~**

Oregon Transportation Network - TriMet FFY27 (ODOT PTD): The formal amendment completes a required authorized funding reduction for the project. Per a revised FTA allocation, the revised federal award decreases to \$1,700,000. The funding supports FTA Section 5310 elderly and disabled persons program needs. The funds are allocated to TriMet in support of their 5310 program. As with the other ODOT PTD STBG funded projects, ODOT will complete the flex transfer process to FTA to convert the funds to Section 5310 funding for TriMet to then access, obligate and expend through FTA's TrAMS grant system.

- **Key 22323 - Oregon Transportation Network - TriMet FFY24 (ODOT PTD):**

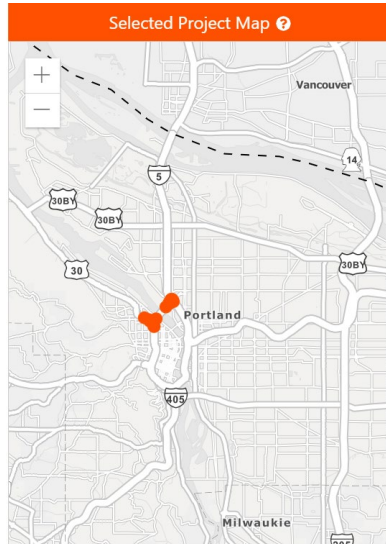
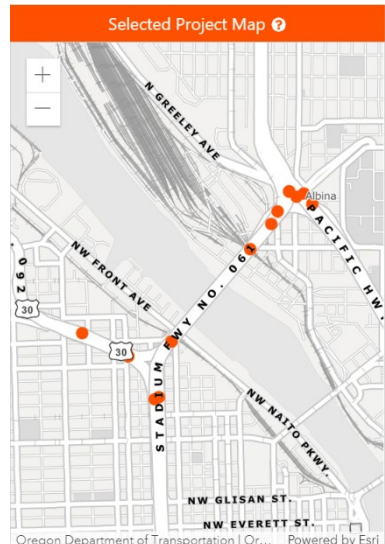
As with Key 23042, the formal amendment reduces the federal funding award from \$3,735,416 to \$1,487,934 per a revised FTA allocation. The committed State STBG for the project will be flex transferred to FTA and converted to FTA Section 5310 funds. TriMet will then access, obligate, and expend the funds through FTAs' TrAMS system. The funding will be used to support FTA Section 5310 elderly and disabled persons transit needs. OTC approval was required for this amendment and occurred during their August 2024 meeting.

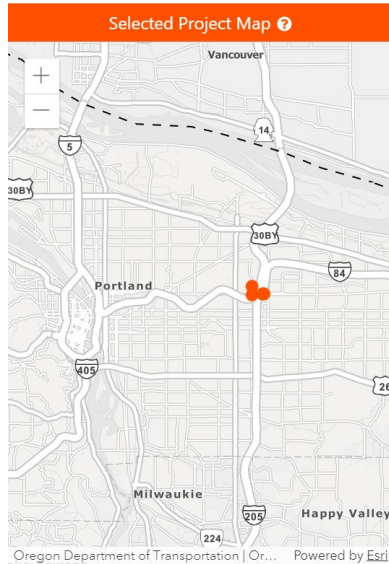

- **Key 23669 - Columbia Zero Emissions Bus Operations Facility – TriMet (TriMet):**

The formal amendment adds TriMet's new \$25 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant award to the Columbia ZEB Operations Facility project. The Columbia ZEB Ops Facility, TriMet's fourth bus base, will be a hub for powering and maintaining zero emissions buses and training operators, plus serve as fuel cell electric buses. The funding will help fund the design and construction of the facility which will also serve fuel cell buses.

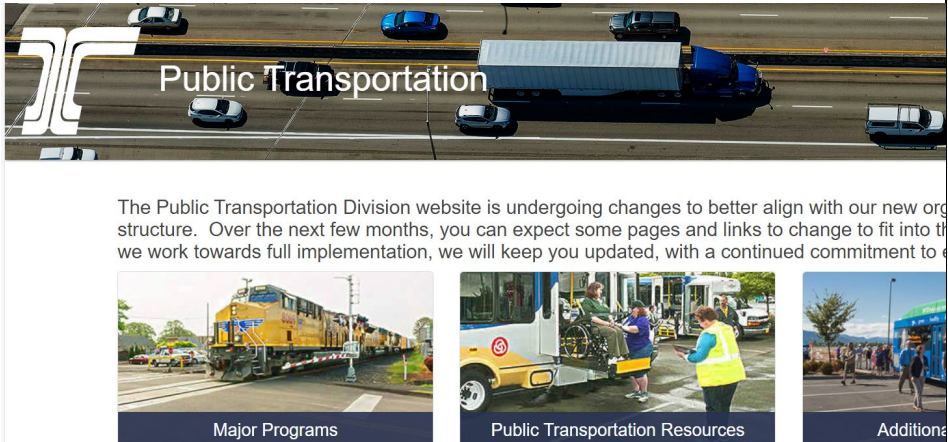
A summary of the individual projects follows:

Projects being canceled as part of the October FFY 2025 Formal Amendment bundle

Project Number: 1	Key Number: 22603	Status: Existing Project
Project Name:	I-405 Fremont Bridge (Willamette River) East & West Ramps	
Lead Agency:	ODOT	
Description:	Inspect the paint condition on all approach ramps, develop a schedule of painting phases, repaint the highest priority ramps.	
Funding Summary:	The project currently has PE and the Right-of-Way (ROW) phases programmed in the MTIP and STIP.	
Amendment Action:	The formal amendment cancels the project by removing the de-obligated Preliminary Engineering (PE) phase unexpended funding and zeroing out the Right-of-Way phase funding. No construction phase will be added. The project is left with about \$196.5k of obligated and expended funding showing in the MTIP. The remaining funds removed from the project are being returned to the ODOT Bridge Project	
Added Notes:	<p>Project Location References</p> <div>   </div>	

Project Number: 2	Key Number: 20332	Status: Existing Project
Project Name:	I-205 Overcrossing (Sullivans Gulch)	
Lead Agency:	Portland	
Description:	Provide safe access across I-205 for bicyclists and pedestrians by improving local street corridors on the west side of I-205 and constructing an east-west bicycle and pedestrian overcrossing.	
Funding Summary:	The project currently has PE, ROW and Construction phases programmed in the MTIP and STIP. The PE and ROW phases are locally funded. The construction phase contains \$1,682,468 of federal National Highway Performance Program (NHPP) funds Plus local matching funds) programmed in FFY 2025. The PE phase obligated in July of 2019. The project is currently working to complete final design and engineering. Upon review of the latest project cost estimate, the updated cost estimate exceeds the available budget preventing the ROW and construction phases from being completed. PBOT requested the project be canceled due to the unresolved funding shortfall. ODOT has agreed to cancel the project.	
Amendment Action:	The formal amendment cancels the project by removing the ROW phase local funding and construction federal plus local funding. The federal NHPP funds will be returned to ODOT for later reprogramming	
Added Notes:	<p>Project Location References</p> <div>   </div>	

New Projects being added to the 2024-27 MTIP as part of the FFY 2025 October Formal Amendment bundle.


Project Number: 3	Key Number: 23742	Status: New Project
Project Name:	Bus Replacement Program FFY 2020 5310 Portion – TriMet	
Lead Agency:	ODOT Public Transportation Division (PTD)	
Description:	Federal fiscal year 2020 funding to improve public transportation fleet conditions statewide. Funds (5310) will be flexed to FTA for delivery.	
Funding Summary:	This is a new project for MTIP and STIP inclusion. The authorized federal funding is \$1,497,293. A 10.27% minimum local match (\$171,368) is also required. TriMet will provide the local match and any additional local overmatch if required. ODOT will initiate a flex transfer to FTA. The State STBG will be converted to FTA Section 5310 funds. TriMet will then be able to submit their funding request to FTA to access, obligate, and expend the funds. The funding is anticipated to be used to support eligible 5310 elderly and disabled services replacement vehicle purchases and upgrades. The committed State STBG originates from the non-MPO 5310 project grouping bucket (PGB) in Key 23479. No action as part of this amendment is required for Key 23472 in the MTIP. The ODOT Region 1 STIP Coordinator will complete the fund shift from Key 23479 to Key 23472 in the STIP.	
Amendment Action:	The formal amendment adds the new project to the MTIP. Per prior discussions and agreement between ODOT and TriMet, ODOT will complete the flex transfer process for TriMet.	
Added Notes:	<p>Project Location References: Not applicable. The expected replacement vehicle upgrades are not required to be identified as route specific.</p> <p>Additional details about this and other ODOT committed funds for transit purposes can be found on their webpage at https://www.oregon.gov/odot/rptd/pages/index.aspx.</p> 	

<p>The \$1,497,293 of State STBG for Key 23472 will be drawn from the FFY 2020 Statewide 5310 Project Grouping bucket in Key 23479</p>																																									
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<p>Applicant: ODOT TRANSIT SECTION Status: BUCKET OF FUNDS</p>																																									
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<p>Current Project Estimate</p> <table border="1"> <thead> <tr> <th></th> <th>Planning</th> <th>Prelim. Engineering</th> <th>Right of Way</th> <th>Utility Relocation</th> <th>Construction</th> <th>Other</th> <th>Pro</th> </tr> </thead> <tbody> <tr> <td>Year</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>2024</td> <td></td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$2,431,626.00</td> <td></td> </tr> <tr> <td>Fund 1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Y240 \$2,181,898.00</td> <td></td> </tr> <tr> <td>Match</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$249,728.00</td> <td></td> </tr> </tbody> </table>			Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Pro	Year						2024		Total						\$2,431,626.00		Fund 1						Y240 \$2,181,898.00		Match						\$249,728.00	
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<p>Amendment No: 24-27-0249 Approval Date: 10/27/2023</p>																																									
<p>Requested Action: Add project to the current STIP.</p>																																									

Project Number: 4	Key Number: 23713	Status: New Project
Project Name:	Mass Transit Vehicle Replacement FFY25 TriMet	
Lead Agency:	ODOT Public Transportation Division (PTD)	
Description:	Region-wide vehicle procurement PGB awarded funding from the ODOT Public Transit Divisions to TriMet for replacement or right sizing of category A or B transit vehicles in urban areas. Original funds awarded are State STBG which will be flex transferred to FTA and converted to 5307.	
Funding Summary:	This is a new project for MTIP and STIP inclusion. The authorized federal funding is \$3,053,811. A 10.27% minimum local match (or \$349,522) is also required. TriMet will provide the local match and any additional local overmatch if required. ODOT will initiate a flex transfer to FTA. The State STBG will be converted to FTA Section 5307 funds. TriMet will then be able to submit their funding request to FTA to access, obligate, and expend the funds. OTC approval was required for this amendment and occurred during their August 2024 meeting	
Amendment Action:	The formal amendment adds the new project to the MTIP. Per prior discussions and agreement between ODOT and TriMet, ODOT will complete the flex transfer process for TriMet.	
Added Notes:	<ol style="list-style-type: none"> 1. Project Location References: Not applicable. The expected replacement vehicle upgrades are not required to be identified as route specific. 2. OTC approval was required and occurred at their August 2024 meeting. 	

Agenda Item N, Attachment 01										
2024 Annual STIP Adjustment										
Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total
23682	1	I-405 and I-5 Stormwater Facilities	301.4	303.2		CN	Bridge	HB2017 BridgeSeismic	\$ -	\$ 5,000,000
22323	1	Oregon Transportation Network - TriMet FFY24				OT	Transit	SW Transit	\$ 4,162,951	\$ 1,658,234
23727	1	Oregon Transportation Network - TriMet FFY25				OT	Transit	SW Transit	\$ -	\$ 3,403,333
23026	1	Enhanced Mobility E&D - TriCounty Area FY26				OT	Transit	SW Transit	\$ 5,536,725	\$ 1,894,572
23042	1	Enhanced Mobility E&D (5310) - TriCounty Area FY27				OT	Transit	SW Transit	\$ 5,536,725	\$ 1,894,572
22507	1	I-205: OR213 - Stafford Rd variable rate tolling project				All	Operations	HB3055	\$ 84,257,890	\$ 27,257,890
21371	1	I-5 and I-205: Regional Mobility Pricing				All	Operations	HB3055	\$ 261,610,000	\$ 63,250,000
18271	2	US101 at Asbury Creek	34.7	34.8	01796	CN	Culvert	Fix-It SW Fish Pass	\$ 3,400,000	\$ 17,997,504

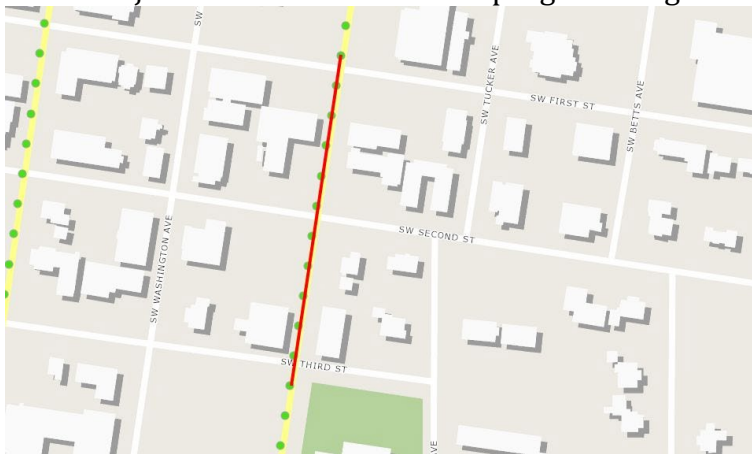
Project Number: 5	Key Number: 23727	Status: New Project																																																																																																														
Project Name:	Oregon Transportation Network - TriMet FFY25																																																																																																															
Lead Agency:	ODOT Public Transportation Division (PTD)																																																																																																															
Description:	ODOT PTD awarded funding to TriMet supporting the 5310 enhanced mobility of seniors and individuals with disabilities program for eligible 5310 capital projects (e.g., preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition).																																																																																																															
Funding Summary:	This is a new project for MTIP and STIP inclusion. The authorized federal funding is \$1,700,000. A 10.27% minimum local match (or \$194,572) is also required. TriMet will provide the local match and any additional local overmatch if required. ODOT will initiate a flex transfer to FTA. The State STBG will be converted to FTA Section 5310 funds. TriMet will then be able to submit their funding request to FTA to access, obligate, and expend the funds. OTC approval was required for this amendment and occurred during their August 2024 meeting																																																																																																															
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Project Number: 6	Key Number: 23761	Status: New Project
Project Name:	Zero-Emission Buses Procurement and Powell Garage Upgrades	
Lead Agency:	TriMet	
Description:	Purchase approximately 14 replacements articulated, 60-foot hydrogen Fuel Cell Electric Buses (FCEBs), update Powell garage maintenance bays, install a mobile fuel station to support the FCEBs operations, plus support workforce training needs.	
Funding Summary:	This is a new project for MTIP and STIP inclusion. TriMet secured a \$39 million FTA Low and No-Emissions discretionary grant award supporting the hydrogen fuel-cell and Powell Blvd Garage upgrades. The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.	
Amendment Action:	The formal amendment adds the new project to the MTIP. Per prior discussions and agreement between ODOT and TriMet, ODOT will complete the flex transfer process for TriMet.	
Added Notes:	<ol style="list-style-type: none"> 1. Project Location References: TriMet intends to apply the new hydrogen fuel-cell buses to the transit needs in the 82nd Ave corridor. 2. The maintenance garage upgrades will occur at the TriMet Powell Blvd garage just east of I-205. 	

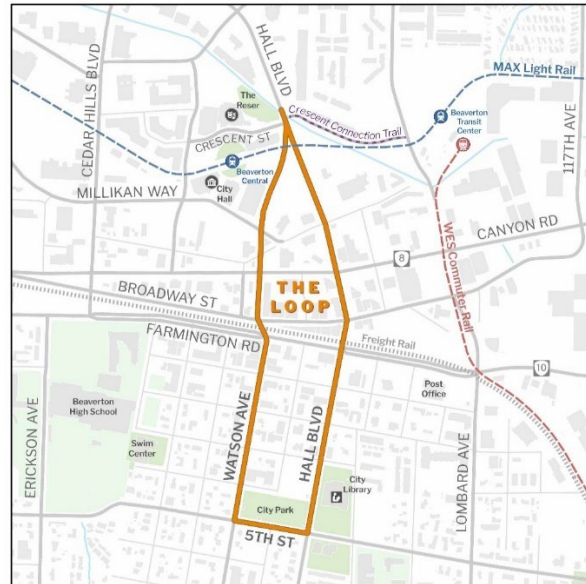
Project Number: 7	Key Number: 23741	Status: New Project (Re-Add)
Project Name:	SMART Bus and Bus Facilities (Capital) 2022	
Lead Agency:	SMART	
Description:	The FTA 5339 formula funding to SMART supports the replacement/rehab of buses and related amenities to include equipment such as ADA lift, technology components, and signs for customer service.	

Funding Summary:	The approved 5339 federal 5339 funding is \$48,763 with a required 20% match of \$12,191.
Amendment Action:	The formal amendment re-adds the new project to the MTIP. During the development of the 2024-27 MTIP, the project was mistakenly coded as obligated and not carried over into the MTIP. The formal amendment is correcting the mistake for SMART.
Added Notes:	None.

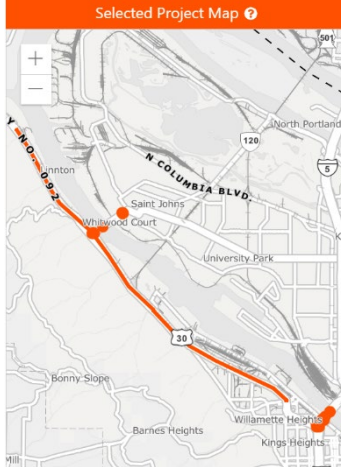

Existing Projects 2024-27 MTIP projects being amended as part of the FFY 2025 October Formal Amendment bundle.

Project Number: 8	Key Number: 23530	Status: Existing Project
Project Name:	Beaverton Downtown Loop: Phase 1 Demo	
Lead Agency:	Beaverton	
Description:	Design and construct demonstration project, on SW Hall Blvd from 1st to 3rd streets, containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction.	
Funding Summary:	The project was awarded two separate CDS awards. One of a federal amount of \$4,00,000 (ID OR215) from FFY 2023 and the second of \$1,616,279 (OR224) from the FFY 2024 cycle. The project also includes \$5,337,913 of local overmatch for the project. The revised total programmed amount is now \$11,597,000. The funding will cover the proposed active transportation/complete street upgrades on SW Hall Blvd between 1 st and 3 rd streets.	
Amendment Action:	The formal amendment adds the new funding and the required ROW and UR phases to the project. These actions are required in order for the remaining CDS funding to be obligated in time and expended before the funds lapse.	
Added Notes:	<p>Project Limits for the current programming</p> 	

Proposed complete downtown loop project limits




Project Number: 9	Key Number: 22552	Status: Existing Project
Project Name:	Willamette River: Stormwater Source Control Improvements	
Lead Agency:	ODOT	
Description:	<p>Complete the design and construction of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas.</p> <p>The purpose of the <i>Willamette River: Stormwater source control improvements</i> project is to complete the design and construction of select Source Control Measures (SCMs) to prevent contaminants transported by stormwater from entering the Willamette River, located in the Columbia River Basin. The project will install the stormwater facility improvements from the Fremont Bridge to the St. Johns Bridge, including surrounding areas of Highway 30, to improve stormwater quality within the Portland Harbor.</p> <p>The project design is scheduled to be complete in late 2025 and construction is anticipated to begin in early 2026. The intent is to divide the construction work into two phases to allow work that does not include right of way acquisition to be delivered first.</p>	
Funding Summary:	<p>PE and ROW phase are currently programmed totaling \$11.9 million of State Surface Transportation Block Grant (STBG) funds. With OTC approval, the construction phase will be added with \$29,900,000 of State STBG funds. The construction phase funding will be transferred from the Statewide Bridge program</p>	

	construction reserve FFY25 in Key 23288. \$4.9 million will be transferred from the ROW phase as the phase only requires about \$612,570. The revise project programming increases to \$36,962,600.
Amendment Action:	The formal amendment adds the construction phase with the new funding.
Added Notes:	 

Project Number: 10	Key Number: 23042	Status: Existing Project
Project Name:	Enhanced Mobility E&D (5310) - Tri County Area FY27 Oregon Transportation Network - TriMet FFY27	
Lead Agency:	ODOT PTD	
Description:	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	
Funding Summary:	The authorized federal funding for the project is reduced to \$1,700,000. The funds are awarded to TriMet to support their 5310 program needs. ODOT is programming the project with State STBG funds and will complete the flex transfer to FTA to convert the funds to FTA Section 5310 funds. TriMet can then move forward to access, obligate, and expend the funds on eligible 5310 program areas. The obligation and expenditure process will follow the FTA Transit Grant Award Management (TrAMS) process.	
Amendment Action:	The formal amendment reduces the authorized federal funding and updates the project name per the ODOT PTD request. OTC approval was required for this amendment. OTC approval occurred during their August 2024 meeting.	
Added Notes:		

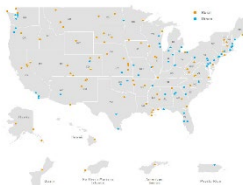

Agenda Item N, Attachment 01										
2024 Annual STIP Adjustment										
Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total
1	1	Mass Transit Vehicle Replacement FY25 TriMet				OT	Transit	SW Transit	\$ -	\$ 3,403,333
1	1	Oregon Transportation Network - TriMet FFY25				OT	Transit	SW Transit	\$ -	\$ 1,894,572
22507	1	I-205: OR213 - Stafford Rd variable rate tolling project				All	Operations	Tolling HB3055	\$ 84,257,890	\$ 27,257,890
21371	1	I-5 and I-205: Regional Mobility Pricing				All	Operations	Tolling HB3055	\$ 261,610,000	\$ 63,250,000
23036	4	Enhanced Mobility F&D (5310) - TriCounty Area C006				OT	Transit	SW Transit	\$ 2,438,234	\$ 1,894,572
23042	1	Enhanced Mobility F&D (5310) - TriCounty Area F127				OT	Transit	SW Transit	\$ 5,538,725	\$ 1,894,572
18271	2	US101 at Ashbury Creek	34.7	34.8	01796	CN	Culvert	Flexit SW Fish Pass	\$ 3,400,000	\$ 17,997,504

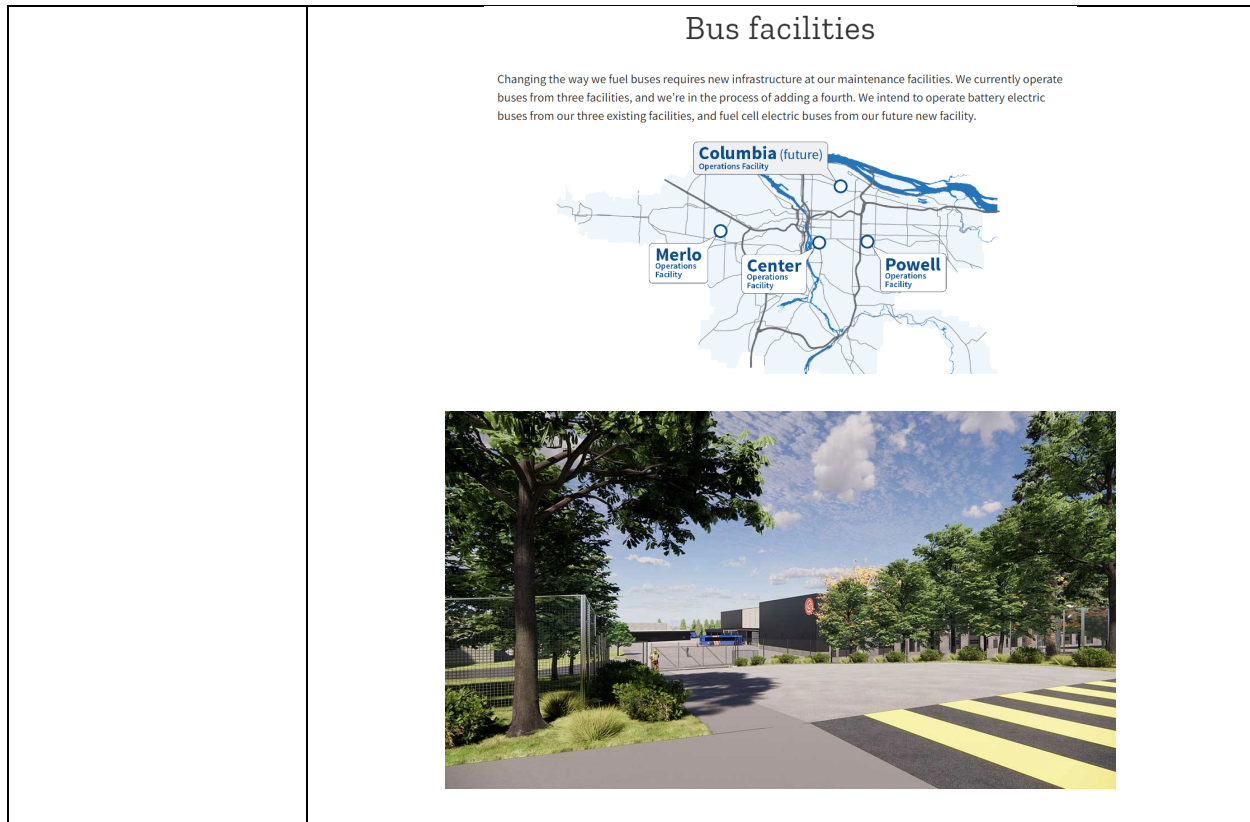
Project Number: 11	Key Number: 22323	Status: Existing Project
Project Name:	Oregon Transportation Network - TriMet FFY24	
Lead Agency:	ODOT PTD	
Description:	Public transit funding for TriMet for federal fiscal year 2024 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.	
Funding Summary:	As with Key 23042, a revised FTA allocation to ODOT results in a reduction of the federal awarded amount to the project. The federal award decreases from \$3,735,416 to \$1,487,934. ODOT has committed State STBG to the project which will be flex transferred to FTA and converted to FTA Section 5310 funding. The awarded funding supports elderly and disabled persons transit needs. The funds are awarded to TriMet. Upon completion of the flex transfer process, TriMet will access, obligate, and expend the funds in support of their 5310 program.	
Amendment Action:	The formal amendment completes the funding reduction to the project. OTC approval was required for this amendment. OTC approval occurred during their August 2024 meeting.	
Added Notes:	<p style="text-align: center;">OTC Summary Action</p> <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;">  <p>Oregon Tina Kotek, Governor</p> </div> <div style="text-align: right;"> <p>Oregon Transportation Commission Office of the Director, MS 11 355 Capitol St NE Salem, OR 97301-3871</p> </div> </div> <p>DATE: July 18, 2024</p> <p>TO: Oregon Transportation Commission</p> <p style="text-align: center;"><i>Kristopher W. Strickler</i></p> <p>FROM: Kristopher W. Strickler Director</p> <p>SUBJECT: Agenda Item N – 2024 Annual STIP Adjustment</p> <p><u>Requested Action:</u> Approve the attached list of added, modified, or canceled projects to the Statewide Transportation Improvement Program (STIP).</p> <p><u>Background:</u> The 2024-2027 Statewide Transportation Improvement Program (STIP) consists of about 1,350 projects and is a dynamic and living document. Projects in the STIP change in scope and cost from the time the commission approves the STIP through the end of the three-year STIP period. The 2024-2027 STIP is comprised of 501 projects on the state highway system, 611 local agency projects, 208 transit and rail projects and 33 other state / federal agency projects.</p>	

Agenda Item N, Attachment 01

2024 Annual STIP Adjustment

Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference
23669	1	1-405 and I-5 Stormwater Facilities	201.4	203.2		CA	Bridges	HB2012 Bridge/Culverts	\$ -	\$ 5,000,000	\$ 5,000,000
22323	1	Oregon Transportation Network - TriMet FFY24				OT	Transit	SW Transit	\$ 4,162,951	\$ 1,658,234	\$ (2,504,717)
	1	Mt. Hood Transit Enhancements Project - Clackamas County				OT	Transit	SW Transit	\$ -	\$ 947,286	\$ 947,286
	1	Mass Transit Vehicle Replacement FY25 TriMet				OT	Transit	SW Transit	\$ -	\$ 3,403,333	\$ 3,403,333
	1	Oregon Transportation Network - TriMet FFY25				OT	Transit	SW Transit	\$ -	\$ 1,894,572	\$ 1,894,572
22507	1	I-205: OR213 - Stafford Rd variable rate tolling project				All	Operations	Tolling HB3055	\$ 84,257,890	\$ 27,257,890	\$ (57,000,000)

Project Number: 12	Key Number: 23669	Status: Existing Project														
Project Name:	Columbia Zero Emissions Bus Operations Facility - TriMet															
Lead Agency:	TriMet															
Description:	Design and construct the new Columbia Zero Emissions Bus Operations and Maintenance facility to serve fuel cell electric buses. Bus base, will be a hub for powering and maintaining zero emissions buses and training operators . The Columbia facility will be the fourth TriMet Bus operations and maintenance facility joining existing facilities at Mero, Powell, and Center.															
Funding Summary:	The existing project received a \$5 million Congressionally Directed (CDS) funding award. The new \$25 million RAISE grant award is being added to the project. Along with required match and overmatch TriMet is providing, the revised programming increases to \$39,460,000. The total estimated facility cost is \$250 million. TriMet is complete the facility in segments as funding is secured.															
Amendment Action:	The formal amendment adds the new RAISE grant funding award to the project.															
Added Notes:	<div><div>RAISE 2024 Fact Sheets</div><div>June 2024</div><div></div><div></div><div><div>COLUMBIA OPERATIONS FACILITY: BUILDING A REGIONAL ZERO-EMISSIONS BUS BASE</div><table><tr><td>Recipient</td><td>Tri-County Metropolitan Transportation District of Oregon</td></tr><tr><td>Location</td><td>City of Portland, OR: Oregon</td></tr><tr><td>Project Type</td><td>Capital</td></tr><tr><td>Urban or Rural</td><td>Urban</td></tr><tr><td>RAISE Grant Funding</td><td>\$25,000,000</td></tr><tr><td>Construction Start (estimate)</td><td>March 2026</td></tr><tr><td colspan="2">Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes</td></tr></table><div>* Estimated construction start date provided by Recipient</div></div></div>		Recipient	Tri-County Metropolitan Transportation District of Oregon	Location	City of Portland, OR: Oregon	Project Type	Capital	Urban or Rural	Urban	RAISE Grant Funding	\$25,000,000	Construction Start (estimate)	March 2026	Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	
Recipient	Tri-County Metropolitan Transportation District of Oregon															
Location	City of Portland, OR: Oregon															
Project Type	Capital															
Urban or Rural	Urban															
RAISE Grant Funding	\$25,000,000															
Construction Start (estimate)	March 2026															
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes																



METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the October FFY 2025 Formal MTIP amendment (OC25-01-OCT) will include the following actions:

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

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

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mail-out.....	September 27, 2024
• Initiate the required public notification/comment process.....	October 1, 2024
• TPAC approval recommendation to JPACT.....	October 4, 2024
• OTC October Meeting (for fiscal constraint need).....	October 10, 2024
• JPACT approval and recommendation to Council.....	October 17, 2024
• Completion of public notification/comment process.....	October 30, 2024
• Metro Council approval.....	November 7, 2024

Notes:

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

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

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	November 13, 2024
• USDOT clarification and final amendment approval.....	Early December 2024

ANALYSIS/INFORMATION

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

2. Legal Antecedents:

- a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new projects to be added into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There are no impacts to the Metro budget.

RECOMMENDED ACTION:

TPAC met on October 4, 2024, and received their official notification and has provided an approval recommendation to JPACT for the twelve projects in the October FFY 2025 MTIP Formal Amendment under resolution 24-5434.

Attachments:

1. Oregon Transportation Commission (OTC) 2024 Annual STIP Adjustment Amendment Item – August 2024



Oregon

Tina Kotek, Governor

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

DATE: July 18, 2024

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: Agenda Item N – 2024 Annual STIP Adjustment

Requested Action:

Approve the attached list of added, modified, or canceled projects to the Statewide Transportation Improvement Program (STIP).

Background:

The 2024-2027 Statewide Transportation Improvement Program (STIP) consists of about 1,350 projects and is a dynamic and living document. Projects in the STIP change in scope and cost from the time the commission approves the STIP through the end of the three-year STIP period. The 2024-2027 STIP is comprised of 501 projects on the state highway system, 611 local agency projects, 208 transit and rail projects and 33 other state / federal agency projects.

In the past, when new project opportunities arose or projects in the STIP changed, actions to amend the STIP were taken on a project-by-project basis. This was not efficient as it increased the number of amendments approved by the commission, the director, or the Delivery and Operations Division administrator, each of which had authority to approve STIP amendments of various sizes and scopes. The commission often reviewed and approved more than a dozen STIP amendments each month.

In July 2021, the commission approved a new annual STIP update process that allows the commission to make the majority of STIP amendments through a single action in the summer of each year, rather than having to review amendments on a case-by-case basis each month.

ODOT is bringing forward the 2024 annual amendment. The attached list of about 250 added, modified, or canceled projects for the 2024-2027 STIP consists of the highest priority projects for each region within the available resources previously allocated by the commission. These projects will be paid for with either pre-determined funding reserves or funds reallocated from cancelled phases or projects – as noted in the attached summary table.

This annual amendment reflects some actions that were initiated in the STIP rebalance at the March OTC meeting and by the UMS Finance Plan discussion at the May OTC meeting. The annual amendment includes the following:

Oregon Transportation Commission

Page 2

- Over 90 project amendments associated with establishing and funding construction (CN) phases for Fix-it and All Roads Transportation Safety (ARTS) projects – drawing funds out of "construction reserve buckets" to distribute to the individual projects, as planned since the STIP was adopted in 2023.
- Over 70 project amendments are associated with transit funds being allocated to individual transit agencies statewide.
- 27 project cancellations or postponements – most to be postponed to future funding cycles.
- Over 20 projects amendments allocate funds from grants and federal earmarks to individual projects, allocate ADA or Protect Program funds, adjusting funds between phases, or combine projects for efficiency.
- About 20 project amendments allocate funds to Bridge & Operations projects such as the Timber Bridge Program, Major Bridge Maintenance and software investments for statewide signal & intelligent transportation systems.

The cancelled projects include the following:

- I-205: OR213 – Stafford Rd Tolling project
- Regional Mobility Pricing Program
- I-405 Fremont Bridge ramp painting project for UMS Finance Plan (June OTC meeting decision)
- Seven cancellations associated with bridge projects that were insufficiently scoped and will be postponed to a future STIP cycle. Funds will be reallocated to existing bridge projects based on asset condition priority.
- Seven cancellations due to insufficient funding and decision to focus funds within program to higher priority locations – for pavement conditions and safety improvements.
- Four cancellations of intelligent transportation system hardware and software projects to prioritize replacement of the aging statewide operations dispatch software system.
- Six cancellations due to closing out a construction reserve bucket, funding gaps on local projects, scope absorbed by other projects, scope being delivered through maintenance, design criteria changes, additional evaluation changing the purpose / need and local agency direction.

In alignment with our project delivery improvement efforts and the Strategic Review, we are adjusting our approach to planning and programming our future capital portfolio, which will result in a more stable STIP in future cycles. In the shorter term we are improving our portfolio management and oversight processes to reduce the number of changes in the 2024-2027 STIP.

Next Steps:

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

Without approval, the commission, director, or Delivery & Operations Division administrator will review and act upon each project as a separate amendment.

Oregon Transportation Commission
Page 2

Attachments:

- Attachment 01 - 2024 Annual STIP Amendment Project List

2024 Annual STIP Adjustment

Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change
17479	1	Multnomah Falls Viaducts Repair Project			00840 00841	CN	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic WFLHD	\$ 14,455,356	\$ 23,955,356	\$ 9,500,000	Increase the CN phase by \$9,500,000, adding WFLHD funds and savings from the Bridge program to address worse than anticipated deterioration of the historic viaducts.
19071	1	I-5 Rose Quarter Improvement Project	301.4	303.2		PE, ROW, UR, OT	Modernization	USDOT Grants 2023	\$ 198,391,997	\$ 236,141,997	\$ 37,750,000	Add PE, UR, and OT phases in 2025. Project will use \$67,750,000 of the \$450 million federal grant. Update the RW phase funding.
21219	1	I-5 over NE Hassalo Street and NE Holladay Street (Portland)	301.95	302.03	08583	CN	Bridge	HB2017 BridgeSeismic	\$ 5,000,000	\$ -	\$ (5,000,000)	Cancel the standalone project and move the funds to K23682. Scope for this project will be delivered as a future part of the Rose Quarter project, with no funding provided from the Bridge program.
21683	1	I-84 (Westbound): Union Pacific Railroad bridge (Hood River)	63.35	63.47	02443	CN	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$ 20,401,445	\$ 70,401,445	\$ 50,000,000	Add a CN phase for 2027, moving CN funds bucketed in K23288.
21710	1	US30: Troutdale (Sandy River) Bridge	-0.01	0.03	02019	CN, OT	Bridge	Fix-It SW Bridge	\$ 4,888,376	\$ 630,003	\$ (4,258,373)	Cancel the CN and OT phases, due to the planned repair being not appropriate for the current site conditions. The funds will be returned to the Bridge program.
22603	1	I-405 Fremont bridge (Willamette River) East & West ramps				PE, RW	Bridge	Fix-It SW Bridge HB2017 BridgeSeismic	\$ 11,759,000	\$ 196,499	\$ (11,562,501)	Cancel the PE and RW phases, moving funds to K22467 and returning funds to the Bridge program.
22613	1	Portland Metro and surrounding areas safety reserve				CN	Safety	HB2017 Safety Region 1	\$ 366,838	\$ -	\$ (366,838)	Cancel the project to fund new project K23671.
22770	1	US30B: (N Lombard St) at Peninsula Crossing Trail	2.35	2.47		CN	Safety	ARTS Region 1 HB2017 Safety Region 1	\$ 811,000	\$ 2,693,357	\$ 1,882,357	Add a CN phase in 2027, moving CN funds bucketed in K22906.
22772	1	I-205: Columbia River - SE 82nd Drive	11.07	25.79		CN	Safety	ARTS Region 1 HB2017 Safety Region 1	\$ 1,064,000	\$ 3,415,312	\$ 2,351,312	Add a CN phase in 2027, moving CN funds bucketed in K22906.
22773	1	I-84: I-5 - Hood River	0.41	64.44		CN	Safety	ARTS Region 1 HB2017 Safety Region 1	\$ 687,000	\$ 2,034,000	\$ 1,347,000	Add a CN phase in 2025, moving CN funds bucketed in K22906.
22863	1	OR8: Tualatin Valley Hwy/SE 10th Ave at SE Walnut St	12.36	12.36		CN	Operations - Signs, Signals, Intersections	Fix-It Region 1	\$ 1,879,000	\$ 3,980,000	\$ 2,101,000	Add a CN phase in 2027, moving CN funds bucketed in K23109.
22864	1	OR99E: McLoughlin Blvd at W Arlington St and River Rd	11.02	11.02		CN	Operations - Signs, Signals, Intersections	Fix-It Region 1	\$ 1,667,000	\$ 13,444,000	\$ 11,777,000	Increase project by \$9,677,000 and CN an additional \$2,100,000, combining K22953 funding and scope and moving CN funds bucketed in K23109.
22865	1	OR99E Canemah Rockfall Phase 2	13.82	14.13		CN	Operations - Slide	Fix-It Region 1	\$ 469,000	\$ 4,002,000	\$ 3,533,000	Add a CN phase in 2026, moving CN funds bucketed in K23109.
22906	1	Portland Metro and Surrounding Area Safety Construction				CN	Safety	ARTS Region 1 HB2017 Safety Region 1	\$ 6,260,000	\$ 679,331	\$ (5,580,669)	Move CN bucketed funds to add CN phases to K22773, K22770, and K22772.
22953	1	OR99E: (SE McLoughlin Blvd) SE Risley Ave - W Gloucester St	8.15	10.45		All	BikePed	ARTS Region 1 SW Pedbike Strategic Fix-it SW SWIP BikePed HB2017 Safety Region 1	\$ 9,677,000	\$ -	\$ (9,677,000)	Combine project into K22864.
23049	1	US26: E Salmon River Rd - E Lolo Pass Rd	41.45	41.59		CN	BikePed	SW SRTS Fix-It SW SWIP BikePed	\$ 884,000	\$ 2,137,000	\$ 1,253,000	Add CN phase in 2027, moving CN funds bucketed in K23111. Advance PE to 2026 and RW to 2026.
23050	1	OR8: Tualatin Valley Hwy at SW142nd & 214th Ave	4.25	8.25		CN	BikePed	SW PedBike Strategic Fix-It SW SWIP BikePed	\$ 3,132,000	\$ 7,072,741	\$ 3,940,741	Add CN phase in 2027, moving CN funds bucketed in K23391.
23051	1	OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave	4.87	5.45		CN	BikePed	SW PedBike Strategic Fix-It SW SWIP BikePed	\$ 1,897,000	\$ 4,239,529	\$ 2,342,529	Add CN phase in 2027, moving CN funds bucketed in K23391.
23057	1	Evans Creek Culvert				CN	Culvert	Fix-It SW Culvert HB2017 Culvert	\$ 1,810,000	\$ 5,541,000	\$ 3,731,000	Add a CN phase in 2027, moving CN funds bucketed in K23365.
23064	1	US26: Cedar Creek Bridge	30.07	30.07	00666A	CN, OT	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic SW PROTECT	\$ 3,618,000	\$ 29,388,000	\$ 25,770,000	Add a CN phase in 2027 and a OT phase in 2026, splitting funds from K23157 and K23290.
23109	1	Portland metropolitan area operations construction reserve				CN	Operations - Signs, Signals, Intersections	Fix-It Region 1	\$ 7,734,000	\$ -	\$ (7,734,000)	Move CN bucketed funds to K22865, K22864, and K22863.
23111	1	Portland metro Safe Routes to School construction reserve				CN	BikePed	SW SRTS Fix-It SW SWIP BikePed	\$ 2,457,000	\$ 1,204,000	\$ (1,253,000)	Move CN bucketed funds to K23049 to add a CN phase.

23410	1	I-84: NE Martin Luther King Jr Blvd - I-205	0.04	7.12		PE	Pavements	Fix-it SW IM HB2017 Preservation	\$ 1,871,000	\$ -	\$ (1,871,000)	Cancel PE phase, due to the pavement condition declining more slowly than anticipated within project milepoints. The paving will be postponed to a future cycle and the funding will be returned to the program.
23509	1	Fanno Creek Regional Trail Crossing Safety Improvements	5.63	5.8		PE, CN	BikePed	USDOT Earmark 2024 House/Senate Bill SW ADA Transition	\$ 1,114,531	\$ 2,778,986	\$ 1,664,455	Add \$1,466,603 to CN phase, adding federal grant, ADA program funds, and SW Off-Sys BikePed funds. Increase the PE phase \$197,851, adding SB5506 state funds. Revise project scope.
23671	1	Portland Metro and surrounding areas signing upgrades				CN	Safety	HB2017 Safety Region 1	\$ -	\$ 366,838	\$ 366,838	Add new project, funded from K22613. Project will be state funded.
23672	1	I-5 Rose Quarter: Broadway to Weidler Phase 1	301.4	303.2		CN	Modernization	USDOT Grants 2023	\$ -	\$ 382,250,000	\$ 382,250,000	Add new project for 2025. Funded with \$382,250,000 of the \$450 million federal grant.
23682	1	I-405 and I-5 Stormwater Facilities	301.4	303.2		CN	Bridge	HB2017 BridgeSeismic	\$ -	\$ 5,000,000	\$ 5,000,000	Add new project in 2025, moving funds from K21219.
22323	1	Oregon Transportation Network - TriMet FFY24				OT	Transit	SW Transit	\$ 4,162,951	\$ 1,658,234	\$ (2,504,717)	Update to match program allocations.
	1	Mt. Hood Transit Enhancements Project- Clackamas County				OT	Transit	SW Transit	\$ -	\$ 947,286	\$ 947,286	Add new Congressionally Directed Spending project.
	1	Mass Transit Vehicle Replacement FY25 TriMet				OT	Transit	SW Transit	\$ -	\$ 3,403,333	\$ 3,403,333	Add new project, moving funds from K21942.
	1	Oregon Transportation Network - TriMet FFY25				OT	Transit	SW Transit	\$ -	\$ 1,894,572	\$ 1,894,572	Add new project to match program allocations.
22507	1	I-205: OR213 - Stafford Rd variable rate tolling project				All	Operations	Tolling HB3055	\$ 84,257,890	\$ 27,257,890	\$ (57,000,000)	Cancel the project.
21371	1	I-5 and I-205: Regional Mobility Pricing				All	Operations	Tolling HB3055	\$ 261,610,000	\$ 63,250,000	\$ (198,360,000)	Cancel the project.
23026	1	Enhanced Mobility E&D - TriCounty Area FY26				OT	Transit	SW Transit	\$ 5,536,725	\$ 1,894,572	\$ (3,642,153)	Update to match program allocations.
23042	1	Enhanced Mobility E&D (5310) - TriCounty Area FY27				OT	Transit	SW Transit	\$ 5,536,725	\$ 1,894,572	\$ (3,642,153)	Update to match program allocations.
18271	2	US101 at Asbury Creek	34.7	34.8	01796	CN	Culvert	Fix-it SW Fish Pass	\$ 3,400,000	\$ 17,997,504	\$ 14,597,504	Add a CN phase in 2027, splitting CN funds bucketed in K23222 and reserve funds bucketed in K23227.
18746	2	OR47: Realignment (Carlton)	37.69	38.04		RW, UR, CN, OT	Operations	Enhance Region 2 Hwy Leverage Region 2	\$ 9,640,276	\$ 988,251	\$ (8,652,025)	Cancel the project as funding was inadequate for the design the local agency envisioned.
20543	2	OR58:Coast Fork Willamette River to Upper Salt Cr Bridges	2.42	38.27	01519A 05286 02073C 07894	CN	Bridge	Fix-it SW Bridge	\$ 25,704,345	\$ 27,632,831	\$ 1,928,486	Increase the CN phase by \$1,928,486, using Bridge program funds from cancelled projects for a transfer to Western Federal Lands Highway Division for construction award.
21341	2	OR58: Seismic Landslide Mitigation	42	56.19	21567	CN	Bridge	SW Protect	\$ 10,128,683	\$ 22,128,683	\$ 12,000,000	Increase CN phase by \$12,000,000, moving reserve funds bucketed in K23157. Slip the CN phase to 2026. When scoped the cost to mitigate the landslide was estimated at \$7.4M based on work from similar projects. No detailed scoping or advance investigations were completed. Design determined best solution accounting for maintenance needs, RW, and ensuring the key objective of this route being a lifeline route must be reopened within 2 weeks of a Cascadia event. The technical solution was determined to be grouting into the talus material and the cost was increased to the current amount when the area to be mitigated was determined to be larger than originally anticipated.
21547	2	US30: Rainier - Wonderly Road	47.2	50.35		CN	Pavements	Fix-it Region 2 1R	\$ 1,058,454	\$ 12,258,322	\$ 11,199,868	Add a CN phase in 2026, moving funds bucketed in K22817 and K22819 and reserves bucketed in K22818, as well as the cancellation of K22788. Update project name, scope, and location. The CN estimate includes additional funds for inflation increases.
21555	2	US101: Pacific Way (Gearhart)	18.8	18.8		CN	Operations - Signs, Signals, Intersections	Fix-it Region 2	\$ 909,772	\$ 3,321,623	\$ 2,411,851	Add a CN phase in 2026, moving CN funds bucketed in K22821. Update project scope.
21566	2	OR22: Perrydale Rd to Kings Valley Highway				CN	Safety	ARTS Region 2	\$ 11,433,800	\$ 16,783,050	\$ 5,349,250	Increase the CN phase by \$5,349,250.22 to fully fund the phase based on current estimate. Between the time that the project was scoped and today, unit costs for several major items significantly increased including general excavation, subgrade stabilization, and ACP. These three items alone rose by roughly \$2.7M. Quantities of some bid items were underestimated and some bid items were overlooked in the scoping estimate and have been added. As the cost of the project increased, mobilization, construction engineering and contingencies also went up resulting in the total increase requested.
21762	2	OR126B: Westbound Springfield (Willamette River) Bridge	1.23	1.43	01223	CN	Bridge	Fix-it SW Bridge	\$ 453,600	\$ 4,332,390	\$ 3,878,790	Add CN phase in 2025, moving CN funds bucketed in K23288 and adding savings from the Bridge program. Added funds to estimate due to inflation increases. The need to keep traffic open during construction required a more costly diversion solution and temporarily modifying a city owned roundabout.

22419	2	US101: Butte Creek culvert	97.13	97.13		CN	Culvert	USDOT Grants 2023 SW PROTECT	\$ 1,800,000	\$ 10,900,000	\$ 9,100,000	Add a CN phase in 2026, adding PROTECT program and grant funds.
22511	2	OR34: Roadside Barrier Upgrades	0	58.5		RW, CN	Safety	1R	\$ 3,397,497	\$ 4,364,973	\$ 967,476	Cancel RW phase and add \$1,167,476 to CN phase. Reserved funds moved from K21664 and from the cancelled phase. RW phase no longer needed.
22557	2	OR58: Salt Creek Bridge (MP 42.93)	42.86	42.93	02071A	CN	Bridge	HB2017 BridgeSeismic	\$ 17,306,622	\$ 27,096,446	\$ 9,789,824	Increase the CN phase by \$9,789,824, using savings from the Bridge program. ODOT needed to redesign the foundation type and add a diversion structure to the project because the WFLD design was not feasible as proposed. Without the diversion structure, the highway could not be open during construction.
22627	2	OR132: Green Acres Rd to Goodpasture Island Rd			08705A 09358	PE, RW, CN	Modernization	JTA Fix-it SW Bridge	\$ 6,382,933	\$ 22,574,658	\$ 16,191,725	Add a CN phase in 2026, using savings from the JTA, Bridge, and Fix-It region 2 programs. Add RW and UR phases using savings from the JTA program. Half of the interchange was previously constructed. This project will complete the second phase of the Delta/Beltline interchange and associated highway improvements.
22692	2	Polk County Striping & Marking Improvements (2027)				PE, CN	Safety	ARTS Region 2	\$ 863,620	\$ -	\$ (863,620)	Cancel the project at the request of Polk County, due to changes in striping standards.
22706	2	OR6 at Wilson River Loop (East at MP 2.07) (Tillamook)	2.07	2.07		CN	Safety	ARTS Region 2	\$ 886,164	\$ 3,945,357	\$ 3,059,193	Add a CN phase in 2026, moving CN funds bucketed in K22834.
22707	2	OR18: SE Lafayette Highway to SE Ash Rd	49.91	50.1		PE	Safety	ARTS Region 2	\$ 1,962,820	\$ 5,000	\$ (1,957,820)	Cancel the project to provide funding for higher priority projects with greater benefit/cost ratios in the current 24-27 STIP. The project will be re-scoped for the 27-30 STIP.
22708	2	OR99W at Bethel Rd (Polk County)	49.72	49.72		CN	Safety	ARTS Region 2	\$ 1,099,938	\$ 3,826,294	\$ 2,726,356	Add a CN phase in 2026, moving CN funds bucketed in K22834 and savings from the ARTS region 2 program. Cost includes additional funds for inflation.
22709	2	Northwest Oregon pedestrian crossing enhancements (2027)				PE, CN	Safety	ARTS Region 2	\$ 523,454	\$ 2,659,010	\$ 2,135,556	Add a CN phase in 2026 and increase the PE phase by \$250,000, moving CN funds bucketed in K22835 and savings from the ARTS region 2 and GARVEE-ADA programs. Adding PE funds to complete design.
22723	2	I-5 (NW OR) & OR569 (Eugene) wrong way driving treatments				CN	Safety	ARTS Region 2	\$ 545,290	\$ 1,894,721	\$ 1,349,431	Add a CN phase in 2026, moving CN funds bucketed in K22835.
22724	2	OR99W: (3rd St and 4th St) at Western Blvd (Corvallis)	83.93	83.93		CN	Safety	ARTS Region 2 ADA - GARVEE	\$ 947,865	\$ 3,006,033	\$ 2,058,168	Add a CN phase in 2026, moving CN funds bucketed in K22834 and savings from the ADA program. Update description as scope and budget included for the 4th Street improvements.
22725	2	Ehlen Rd NE at Butteville Rd NE (Marion County)				PE, CN	Safety	USDOT Earmarks 2024	\$ 5,734,348	\$ 7,491,931	\$ 1,757,583	Add \$1,757,582.75 of Congressionally Directed Spending earmark to PE and CN phases.
22726	2	NW Oregon lighting & enhanced intersection warning (2027)				PE, UR	Safety	ARTS Region 2	\$ 495,110	\$ 20,000	\$ (475,110)	Cancel the project to provide funding for higher priority projects with greater benefit/cost ratios in the current 24-27 STIP. Will look to address this scope with state forces and Highway Safety Engineering Quick Fix funding.
22728	2	Northwest Oregon curve warning upgrades (2027)				PE, CN	Safety	ARTS Region 2	\$ 1,351,310	\$ 5,591,124	\$ 4,239,814	Add a CN phase in 2026 and reduce the PE phase by \$601,310, using savings from the ARTS region 2 program.
22785	2	OR99W: Mary's River Br - Kiger Island Rd (Corvallis)	84.31	86.5	02701A	CN	Pavements	Fix-it Region 2 Fix-it SW Bridge ADA - GARVEE	\$ 1,517,112	\$ 7,372,816	\$ 5,855,704	Add a CN phase in 2026, moving CN funds bucketed in K22819 and adding savings from the Bridge and GARVEE-ADA programs.
22786	2	OR18: Long Fiber Road - Murphy Hill	11.4	18.8		PE	Pavements	Fix-it Region 2	\$ 1,095,571	\$ 1,464,598	\$ 369,027	Increase the PE phase by \$369,027, moving funds from the cancellation of K22789.
22787	2	OR6: MP 4.4-9.0	4.4	9	01979B	CN	Pavements	Fix-it Region 2 Fix-it SW Bridge	\$ 868,791	\$ 9,204,436	\$ 8,335,645	Add a CN phase in 2026, moving CN funds bucketed in K22819 and K23289 and reserve funds bucketed in K22818.
22788	2	OR22: Hart Road - Rickreall Interchange	7.76	15.34	02001	PE	Pavements	Fix-it Region 2	\$ 1,027,697	\$ -	\$ (1,027,697)	Cancel the project to fund higher priority projects.
22789	2	US20: MP71.5 - 74.5 & OR126 MP0.00 to 13.00	71.50 0.00	74.50 19.81		PE	Pavements	Fix-it Region 2	\$ 2,389,570	\$ -	\$ (2,389,570)	Cancel the project to fund higher priority projects.
22792	2	OR18: S McMinnville Interchange - E McMinnville Interchange	39.28	45.8	08688 08950 08492	CN	Pavements	Fix-it Region 2 Fix-it SW Bridge	\$ 1,825,718	\$ 19,332,427	\$ 17,506,709	Add a CN phase in 2027, moving CN funds bucketed in K22819, K22820, K23290 and from the cancellation of K22789. Update project locations to remove bridge 08950 and add bridge 08492.
22794	2	US101: MP 23.9 culvert replacement	23.9	23.9		PE, CN	Operations - Signs, Signals, Intersections	Fix-it Region 2	\$ 355,568	\$ 1,733,119	\$ 1,377,551	Add a CN phase in 2027 and increase the PE phase by \$185,000, moving CN funds bucketed in K22824, K22821, and K22822.
22795	2	OR223: MP 12.4 to 12.5 slide repair	12.4	12.5		PE	Operations - Slide	Fix-it Region 2	\$ 751,691	\$ 951,691	\$ 200,000	Increase the PE phase by \$200,000, moving CN funds bucketed in K22824. Additional costs are for advance investigation efforts.
22797	2	OR47: MP 83.6 Illumination Replacement (Banks)	83.6	83.6		CN	Operations - Signs, Signals, Intersections	Fix-it Region 2	\$ 374,107	\$ 1,738,311	\$ 1,364,204	Add a CN phase in 2027, moving CN funds bucketed in K22822 and K22823. Update project name and location data.

22798	2	US20: MP 0.52 signal replacement	0.52	0.52		PE, RW, CN	Operations - Signs, Signals, Intersections	Fix-it Region 2 ARTS Region 2	\$ 813,282	\$ 4,811,719	\$ 3,998,437	Add a CN phase and increase the PE phase by \$150,000 and the RW phase by \$300,000, moving CN funds bucketed in K22824, K22836, and K22823. Original scope did not include the unexpected RW costs.
22799	2	OR99W: MP 78.9-79.0 signal replacement (Lewisburg)	78.9	79		PE, RW, CN	Operations - Signs, Signals, Intersections	Fix-it Region 2	\$ 932,898	\$ 2,844,271	\$ 1,911,373	Add a CN phase in 2027 and increase the PE phase by \$300,000 and the RW phase by \$100,000, moving CN funds bucketed in K22824. Additional rail coordination affected shortfall in funds.
22817	2	NW Oregon Preservation program construction reserve (FFY24)				CN	Pavements	Fix-it Region 2 HB2017 Preservation	\$ 2,007,281	\$ -	\$ (2,007,281)	Split CN funds bucketed to individual projects.
22818	2	NW Oregon Preservation program funding reserve (FFY25)				CN	Pavements	Fix-it Region 2 HB2017 Preservation	\$ 11,458,915	\$ -	\$ (11,458,915)	Split funds bucketed to individual projects.
22819	2	NW Oregon Preservation program construction reserve (FFY26)				CN	Pavements	Fix-it Region 2 HB2017 Preservation	\$ 11,458,915	\$ -	\$ (11,458,915)	Split CN funds bucketed to individual projects.
22820	2	NW Oregon Preservation program construction reserve (FFY27)				CN	Pavements	Fix-it Region 2 HB2017 Preservation	\$ 11,458,916	\$ -	\$ (11,458,916)	Split CN funds bucketed to individual projects.
22821	2	NW Oregon Operations program construction reserve (FFY24)				CN	Operations	Fix-it Region 2	\$ 2,796,872	\$ -	\$ (2,796,872)	Split CN funds bucketed to individual projects.
22822	2	NW Oregon Operations program construction reserve (FFY25)				CN	Operations	Fix-it Region 2	\$ 2,796,872	\$ -	\$ (2,796,872)	Split CN funds bucketed to individual projects.
22823	2	NW Oregon Operations program construction reserve (FFY26)				CN	Operations	Fix-it Region 2	\$ 2,796,872	\$ -	\$ (2,796,872)	Split CN funds bucketed to individual projects.
22824	2	NW Oregon Operations program construction reserve (FFY27)				CN	Operations	Fix-it Region 2	\$ 2,796,872	\$ -	\$ (2,796,872)	Split CN funds bucketed to individual projects.
22834	2	NW Oregon ARTS program construction reserve (Hot Spot)				CN	Safety	ARTS Region 2 HB2017 Safety Region 2	\$ 6,003,098	\$ -	\$ (6,003,098)	Split CN funds bucketed to individual projects.
22835	2	NW Oregon ARTS program construction reserve (Systemic)				CN	Safety	ARTS Region 2 HB2017 Safety Region 2	\$ 7,749,377	\$ -	\$ (7,749,377)	Split CN funds bucketed to individual projects.
22836	2	NW Oregon HB2017 safety construction reserve (FFY24-27)				CN	Safety	HB2017 Safety Region 2	\$ 1,436,560	\$ -	\$ (1,436,560)	Split CN funds bucketed to individual projects.
22902	2	US101 at Broadway Street Signal Upgrades (Seaside)	21.05	21.05		CN	Safety	SW Enhance SW ADA Transition	\$ 1,882,139	\$ 5,534,859	\$ 3,652,720	Add a CN phase in 2027, moving savings from the SW Enhance and the ADA programs.
22938	2	I-5: Cottage Grove - Martin Creek	169.19	174.84		CN	Pavements	Fix-it SW IM	\$ 2,212,360	\$ 19,728,432	\$ 17,516,072	Add a CN phase in 2025, moving CN funds bucketed in K23315.
22949	2	Ehlen Rd NE Rail Crossing (Aurora)				PE, RW	Safety	SW Rail Crossing	\$ 246,451	\$ 2,000	\$ (244,451)	Cancel the project to fund higher priority needs. UPRR requiring expansion of scope that would be beyond our funding capability.
22950	2	Graham Road Rail Crossing (Prescott)				PE	Safety	SW Rail Crossing	\$ 503,049	\$ 28,049	\$ (475,000)	Cancel the project to fund higher priority needs. Consensus could not be reached with local partners on the desired upgrades to this crossing.
23117	2	OR202: Nehalem River bridge	38.59	38.59	03113A	CN	Bridge	Fix-it SW Bridge	\$ 1,851,139	\$ 9,630,868	\$ 7,779,729	Add a CN phase in 2026, moving CN funds bucketed in K23290.
23118	2	US101: New Youngs Bay bridge	4.91	4.91	08306	CN	Bridge	Fix-it SW Bridge	\$ 1,624,159	\$ 12,900,873	\$ 11,276,714	Add a CN phase in 2027, moving CN funds bucketed in K23290.
23119	2	US30: Goble Creek bridge	40.74	40.74	00191A	CN	Bridge	Fix-it SW Bridge	\$ 1,344,546	\$ 11,955,975	\$ 10,611,429	Add a CN phase in 2027, moving CN funds bucketed in K23290 and savings from the fix-it SW bridge program.
23122	2	OR99E: Willamette R (Harrisburg) bridge	29.07	29.17	00583E	CN	Bridge	Fix-it SW Bridge	\$ 1,187,524	\$ 6,874,972	\$ 5,687,448	Add a CN phase in 2027, moving CN funds bucketed in K23290 and K23288.
23123	2	OR229: Fuller and Ojalla (Siletz River) Bridges	23.10	23.10	00851A	CN	Bridge	Fix-it SW Bridge	\$ 1,742,596	\$ 11,656,813	\$ 9,914,217	Add a CN phase in 2027, moving CN funds bucketed in K23290.
23126	2	US101: Cummins Creek bridge	168.44	168.44	01182	CN	Bridge	Fix-it SW Bridge	\$ 980,765	\$ 5,167,264	\$ 4,186,499	Add a CN phase in 2027, moving CN funds bucketed in K23290.
23127	2	US101: Siuslaw River Bridge (Florence)	190.89	191.11	01821E	CN	Bridge	Fix-it SW Bridge	\$ 574,330	\$ 2,825,793	\$ 2,251,463	Add a CN phase in 2027, moving CN funds bucketed in K23290.
23128	2	I-5: Northbound Muddy Creek bridge (Lane County)	200.5	200.5	08171N	PE, RW	Bridge	HB2017 BridgeSeismic	\$ 1,809,692	\$ -	\$ (1,809,692)	Cancel project as bridge is still in relatively good condition with many years of remaining service. Replacement of this bridge would not be the best investment of limited funds.
23129	2	OR34: Alsea River Bridge	7.06	7.06	02652	PE	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$ 264,653	\$ -	\$ (264,653)	Cancel project as the majority of scope has been completed in previous projects. The only remaining scope is spot painting and caulking which will be accomplished through maintenance.
23130	2	I-5: NB McKenzie overflow bridge (MP 196.69)	196.69	196.69	08178N	PE	Bridge	HB2017 BridgeSeismic	\$ 1,547,288	\$ -	\$ (1,547,288)	Cancel project as bridge is still in relatively good condition with many years of remaining service. Replacement of this bridge would not be the best investment of limited funds.
23131	2	I-5: NB McKenzie overflow bridge (MP 196.19)	196.19	196.19	08180N	PE, UR, RW	Bridge	HB2017 BridgeSeismic	\$ 1,762,645	\$ -	\$ (1,762,645)	Cancel project as bridge is still in relatively good condition with many years of remaining service. Replacement of this bridge would not be the best investment of limited funds.
23132	2	I-5: Northbound Little Muddy Creek Bridge (Linn County)	210.92	210.92	08245N	PE	Bridge	HB2017 BridgeSeismic	\$ 1,206,863	\$ -	\$ (1,206,863)	Cancel project as bridge is still in relatively good condition with many years of remaining service. Replacement of this bridge would not be the best investment of limited funds.

23133	2	I-5: Northbound Muddy Creek Bridge (Linn County)	210.39	210.39	08246N	PE	Bridge	HB2017 BridgeSeismic	\$ 1,717,501	\$ -	\$ (1,717,501)	Cancel project as bridge is still in relatively good condition with many years of remaining service. Replacement of this bridge would not be the best investment of limited funds.
23135	2	I-5: Northbound Small Creek bridge (Linn County)	205.34	205.34	08251N	PE	Bridge	HB2017 BridgeSeismic	\$ 1,210,157	\$ -	\$ (1,210,157)	Cancel project as bridge is still in relatively good condition with many years of remaining service. Replacement of this bridge would not be the best investment of limited funds.
23136	2	I-5: Courtney Creek northbound bridge (Linn County)	216.97	216.97	08241N	PL, PE	Bridge	HB2017 BridgeSeismic	\$ 929,032	\$ 100,000	\$ (829,032)	Cancel the PE phase and add a PL phase. Combine project with K23137. Update project name, scope, and location. This project is being combined with K23137 to complete the advance investigation to inform future design and construction to replace existing pavement to preserve the bridges.
23137	2	I-5: Courtney Creek southbound bridge (Linn County)	216.97	216.97	08241S	PE	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$ 669,870	\$ -	\$ (669,870)	Combine scope into K23136. Funds will return to the bridge program. This project is being combined with K23137 to complete the advance investigation to inform future design and construction to replace existing pavement to preserve the bridges.
23291	2	US30 at SE Maple St Rail Crossing (Scappoose)	20.67	20.67		CN	Safety	SW Rail Crossing	\$ 641,000	\$ 3,439,000	\$ 2,798,000	Add a CN phase in 2027, moving CN funds bucketed in K23317 and from cancelled project K22950.
23431	2	US101: 39th St to Holmes Rd (Lincoln City)	112.92	113.36		CN	BikePed	USDOT Earmark 2023 SW ADA Transition	\$ 355,000	\$ 3,280,473	\$ 2,925,473	Add RW, UR, and CN phases and increase the PE phase by \$582,800, adding funds from the GARVEE-ADA program and a federal Earmark grant.
	2	OR58 MP 54.1 to 54.2 Rockfall	54.1	54.2		PE	Operations - Slide	SW Protect	\$ -	\$ 828,468	\$ 828,468	Add new project using SW PROTECT funding.
	2	OR58: Fix-it Corridor Culverts, Phase 2	6.92	84.68		PE	Culvert	SW Protect	\$ -	\$ 1,000,000	\$ 1,000,000	Add new design-only project, using SW PROTECT funding.
	2	US20: Scenic Drive to North Albany Road (Albany)	8.28	9.97		PE	Safety	Fix-it Region 2	\$ -	\$ 222,000	\$ 222,000	Add a design-only project.
21984	2	Enhanced Mobility Program - Benton Co FFY24				OT	Transit	SW Transit	\$ 170,000	\$ -	\$ (170,000)	Combine into new project for urban mobility program.
21986	2	Enhanced Mobility Program - Columbia Co FFY24				OT	Transit	SW Transit	\$ 5,000	\$ -	\$ (5,000)	Combine into new project for urban mobility program.
21990	2	Enhanced Mobility Program - Linn Co FFY24				OT	Transit	SW Transit	\$ 153,750	\$ -	\$ (153,750)	Combine into new project for urban mobility program.
21975	2	Enhanced Mobility Program - Benton Co FFY23				OT	Transit	SW Transit	\$ 166,250	\$ -	\$ (166,250)	Combine into new project for urban mobility program.
21976	2	Enhanced Mobility Program - Columbia Co FFY23				OT	Transit	SW Transit	\$ 5,000	\$ -	\$ (5,000)	Combine into new project for urban mobility program.
21980	2	Enhanced Mobility Program - Linn Co FFY23				OT	Transit	SW Transit	\$ 151,250	\$ -	\$ (151,250)	Combine into new project for urban mobility program.
22948	2	Enhanced Mobility Program (5310) Benton County FY25				OT	Transit	SW Transit	\$ 225,663	\$ -	\$ (225,663)	Combine into new project for urban mobility program.
22952	2	Enhanced Mobility Program - Columbia County FY25				OT	Transit	SW Transit	\$ 7,106	\$ -	\$ (7,106)	Combine into new project for urban mobility program.
22958	2	Enhanced Mobility Program (5310) - Linn County FY25				OT	Transit	SW Transit	\$ 206,015	\$ -	\$ (206,015)	Combine into new project for urban mobility program.
	2	Oregon Transportation Network - Benton Co FFY25				OT	Transit	SW Transit	\$ -	\$ 178,313	\$ 178,313	Add new project to match program allocations.
	2	Oregon Transportation Network - Linn Co FFY25				OT	Transit	SW Transit	\$ -	\$ 274,879	\$ 274,879	Add new project to match program allocations.
	2	Oregon Transportation Network - LTD FFY25				OT	Transit	SW Transit	\$ -	\$ 1,337,345	\$ 1,337,345	Add new project to match program allocations.
	2	Oregon Transportation Network - SAMTD FFY25				OT	Transit	SW Transit	\$ -	\$ 1,337,345	\$ 1,337,345	Add new project to match program allocations.
21674	3	I-5: Monument Dr - N. Grants Pass				CN	Preservation	Fix-It SW IM Fix-it SW Bridge HB2017 BridgeSeismic	\$ 20,142,000	\$ 25,025,416	\$ 4,883,416	Increase the CN phase by \$4,883,416, moving CN bucketed funds from project key 23288 and savings from the statewide interstate maintenance program, to cover inflationary costs of bridge materials and asphalt.
21719	3	OR42: US101 to Cedar Point Road				CN	Preservation	Fix-it SW Culvert HB2017 Culvert	\$ 15,600,834	\$ 17,400,834	\$ 1,800,000	Increase the CN phase by \$1,750,000 and the OT phase by \$50,000, moving CN bucketed funds from project key 23361. Additional culverts were added to the scope of the project.
21720	3	OR99: Fruitdale Creek Culvert	1.41	1.41		CN	Fish	USDOT Grant 2022	\$ 3,104,000	\$ 11,180,000	\$ 8,076,000	Add a CN phase, adding a USDOT Culvert (AOP) grant.
21773	3	OR241: Chandler (Coos River) Bridge	3.64	3.82	07176	PE,RW, CN	Bridge	Fix-It SW Bridge	\$ 4,918,000	\$ 7,682,000	\$ 2,764,000	Increase PE by \$100,000, RW by \$15,000, and CN by \$2,650,000, adding funds from the Bridge program. Increase PE & RW due to delay in CN bidding. Increase the CN phase due to inflationary costs of coating materials. Cancel the UR phase. Slip the CN phase to start in federal fiscal year 2025.
22428	3	OR99 at Water St Signal (Ashland)	19.11	19.11		All	Safety	Fix-It Region 3	\$ 840,236	\$ 40,236	\$ (800,000)	Cancel the project. The proposed signal configuration was found to not be functional for safety and operations when coordinated with the existing coordination plan.
22629	3	OR62: Lost Creek Lake Bridge	35.41	35.41	16063	CN	Bridge	Fix-It SW Bridge	\$ 1,235,000	\$ 7,370,000	\$ 6,135,000	Add a CN phase in 2025, moving CN funds bucketed in project key 23288.
22630	3	OR99: Rogue River Bridge, Gold Hill Spur	2.56	2.76	00576	CN	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$ 3,081,000	\$ 16,681,000	\$ 13,600,000	Add a CN phase in 2026, moving CN funds bucketed in project keys 23288 and 23289.
22963	3	I-5:N Umpqua R & CORP NB & SB bridges (Winchester)	128.92	128.92	07663A 07663C	CN	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$ 1,452,000	\$ 9,702,000	\$ 8,250,000	Add a CN phase in 2026, moving CN funds bucketed in K23288.
23279	3	OR99: Sage to Willig Way	4.52	4.64		PL	BikePed	SW Pedbike Strategic Fix-it SW SWIP BikePed	\$ 4,000,000	\$ 250,000	\$ (3,750,000)	Add a PL phase in 2025 and cancel the remaining project. Reducing project to a PL phase, returning funding to program so the project scope can be fully identified.

23416	3	NB Highland Dr to Barnett Rd	27.48	27.48		RW, UR, CN	Operations	Fix-It Region 3	\$ 935,000	\$ 4,539,729	\$ 3,604,729	Add RW and UR phases in 2025 and a CN phase in 2026, using savings from the fix-it region 3 program, to fully fund project already in design.
23548	3	OR42: Middle Fork Coquille & OR238: Griffin Creek Bridges	36.44	36.44	29C269	PE, RW, UR, CN	Bridge	Fix-It SW Bridge HB2017 BridgeSeismic	\$ -	\$ 3,920,000	\$ 3,920,000	Add a new project, using savings from the Bridge program. Project will address deficient bridge rails to meet federal requirements.
23690	3	I-5: Southern Oregon Wildlife Fencing	0.01	3.7		PE	Operations	USDOT Earmark 2024	\$ -	\$ 400,000	\$ 400,000	Add new project, using USDOT earmark funds.
	3	Fruitdale Drive: Fruitdale Creek				All	Fish	USDOT Grant 2022	\$ -	\$ 3,837,722	\$ 3,837,722	Add new project, using a USDOT Culvert (AOP) grant.
21989	3	Enhanced Mobility Program - Josephine Co FFY24				OT	Transit	SW Transit	\$ 136,250	\$ -	\$ (136,250)	Combine into new project for urban mobility program.
21991	3	Enhanced Mobility Program - RVTD FFY24				OT	Transit	SW Transit	\$ 417,500	\$ -	\$ (417,500)	Combine into new project for urban mobility program.
21979	3	Enhanced Mobility Program - Josephine Co FFY23				OT	Transit	SW Transit	\$ 133,750	\$ -	\$ (133,750)	Combine into new project for urban mobility program.
21982	3	Enhanced Mobility Program - RVTD FFY23				OT	Transit	SW Transit	\$ 408,750	\$ -	\$ (408,750)	Combine into new project for urban mobility program.
22956	3	Enhanced Mobility Program (5310) - Josephine County FY25				OT	Transit	SW Transit	\$ 182,604	\$ -	\$ (182,604)	Combine into new project for urban mobility program.
22959	3	Enhanced Mobility Program (5310) - RVTD FY25				OT	Transit	SW Transit	\$ 556,923	\$ -	\$ (556,923)	Combine into new project for urban mobility program.
	3	Mass Transit Vehicle Replacement FY25 Josephine				OT	Transit	SW Transit	\$ -	\$ 798,486	\$ 798,486	Add new project, moving funds from K21942.
	3	Mass Transit Vehicle Replacement FY25 RVTD				OT	Transit	SW Transit	\$ -	\$ 409,114	\$ 409,114	Add new project, moving funds from K21942.
	3	Bus Facility Improvements-SM urban RVTD FFY24				OT	Transit	SW Transit	\$ -	\$ 648,505	\$ 648,505	Add new project to match program allocations.
	3	Bus purchase-SM urban Josephine FFY24				OT	Transit	SW Transit	\$ -	\$ 95,000	\$ 95,000	Add new project to match program allocations.
	3	Oregon Transportation Network - Josephine Co FFY25				OT	Transit	SW Transit	\$ -	\$ 167,168	\$ 167,168	Add new project to match program allocations.
	3	Oregon Transportation Network - RVTD FFY25				OT	Transit	SW Transit	\$ -	\$ 668,673	\$ 668,673	Add new project to match program allocations.
20265	4	OC&E State Trail				CN	BikePed	Enhance Region 4	\$ 1,052,343	\$ -	\$ (1,052,343)	Cancel project. Oregon Parks and Recreation Department (OPRD) received funding for this project in November 2018. The estimate to complete construction is \$3,100,000. With no additional funding opportunities available, we are cancelling the project to allow the funds to be redirected to other projects.
21653	4	US97: Earl St - Colfax Ln (Madras)				PE, CN	Pavements	ADA-Garvee Local EDA grant	\$ 24,134,160	\$ 42,265,303	\$ 18,131,143	Increase the PE phase by \$2,500,000, adding ADA program funds. Increase the CN phase by \$15,631,143, adding city of Madras, EDA grant, and ADA program funds. ODOT and the city of Madras partnered and received an Economic Development Administration (EDA) disaster recovery grant to pay for stormwater improvements. We are also adding additional ADA funds to complete all of the ADA ramps in Madras. The increase in ADA funds allow us to complete an additional 300 ramps as part of the ADA settlement. The EDA Grant awarded to the city and ODOT allow us to add some much needed storm improvements to the original project scope, and the city of Madras funds will cover added streetscape elements.
22790	4	US97 Seismic Corridor - Rock Fall Phase 2	0.45	1.20		PE	Operations - Slide	SW Protect	\$ 3,000,000	\$ 5,730,000	\$ 2,730,000	Increase the PE phase by \$2,730,000, using savings from the Protect program. Update project scope to include work between MPs 0.5 to 4.5. Advance the PE phase to start in 2024. The added Protect funds will allow the region to increase the scope and address additional rockfalls along the US97 corridor.
23494	4	Hawthorne Ave Pedestrian & Bicyclist Overcrossing (Bend)				CN	BikePed	RAISE, SW Off-System Bike/Ped	\$ 25,825,661	\$ 32,111,051	\$ 6,285,390	Increase the CN phase by \$6,285,390, adding a federal earmark and city funds used for match. Slip RW to 26 and CN to 27. The city of Bend continues to seek additional funding to ensure this project meets the intent of their vision. These funds will be used to ensure the crossing, and city connections are complete.
21987	4	Enhanced Mobility Program - COIC FFY24				OT	Transit	SW Transit	\$ 227,500	\$ -	\$ (227,500)	Combine into new project for urban mobility program.
21977	4	Enhanced Mobility Program - COIC FFY23				OT	Transit	SW Transit	\$ 222,500	\$ -	\$ (222,500)	Combine into new project for urban mobility program.
22955	4	Enhanced Mobility Program (5310) - Deschutes County FY25				OT	Transit	SW Transit	\$ 302,871	\$ -	\$ (302,871)	Combine into new project for urban mobility program.
	4	Oregon Transportation Network - COIC FFY25				OT	Transit	SW Transit	\$ -	\$ 345,481	\$ 345,481	Add new project to match program allocations.
20539	5	I-84 Frontage Road: Meacham Creek & Union Pacific Railroad	239.33	239.64	00447	PE, CN	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$ 7,362,000	\$ 10,662,000	\$ 3,300,000	Increase the CN phase by \$3,200,000 and the PE phase by \$100,000, adding savings from the Bridge program. Cost increase due to inflationary effect of UPRR coordination efforts that delayed project 2 years.

22069	5	US395: Punkin Center Safety Improvements	2.5	3.92		CN	Safety	ARTS Region 5 HB2017 Safety Region 5 SW Pedbike Strategic Fix-it SW SWIP BikePed	\$ 1,195,000	\$ 7,116,000	\$ 5,921,000	Add a CN phase in 2027, moving CN funds bucketed in K23329, K23330, and K23391.
22625	5	OR52: Snake River Bridge	21.23	21.29	04335A	CN, RW	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$ 21,190,464	\$ 35,650,106	\$ 14,459,642	Increase the CN phase by \$14,442,562 and the RW phase by \$17,080, adding funds from the Bridge program and the state of Idaho. Idaho is lead on this project. ODOT is responsible for 1/2 of the cost increases.
22626	5	I-82: Eastbound Umatilla (Columbia River) Bridge Phase 2			02230A	PE	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$ 21,191,650	\$ 22,617,750	\$ 1,426,100	Increase the PE phase by \$1,426,100, adding savings from the Bridge program. WSDOT is lead for this project. ODOT is responsible for 1/2 of the cost increase.
22844	5	Pendleton Signal Upgrade				CN	Operations - Signs, Signals, Intersections	Fix-it Region 5	\$ 791,846	\$ 2,918,070	\$ 2,126,224	Add a CN phase in 2027, moving CN funds bucketed in K23327. Update project location milepoints.
22855	5	I-84: Reith Interchange and Umatilla River bridges	207.88	209	09520A, 09521A, 09520, 09521	CN	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic Fix-it SW IM HB2017 Preservation	\$ 1,147,000	\$ 13,303,000	\$ 12,156,000	Add a CN phase in 2027, moving CN funds bucketed in K23290 and savings from the SW IM program.
22880	5	Tower Road interchange bridge over I-84	159.3	159.3	09021	CN	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic Fix-it SW IM HB2017 Preservation	\$ 452,000	\$ 3,416,012	\$ 2,964,012	Add a CN phase in 2026, moving CN funds bucketed in K23289 and K23315.
22909	5	I-84: Ryle Valley - North Fork Jacobsen Gulch Erosion Control	340.00	360.00		CN	Operations - Slide	Fix-it Region 5	\$ 273,000	\$ 1,435,000	\$ 1,162,000	Add a CN phase in 2027, moving CN funds bucketed in K23327.
22919	5	I-84: Farewell Bend - N. Fork Jacobsen Gulch			08083A	CN	Pavements	Fix-it SW Bridge HB2017 BridgeSeismic Fix-it SW IM HB2017 Preservation	\$ 1,409,000	\$ 19,237,921	\$ 17,828,921	Add a CN phase in 2025, moving CN funds bucketed in K23288, K23331, K23314, K23315 and from the cancellation of K23410.
22926	5	US30: Snake River Bridge and Interstate Bridge	27.65	28.48	18097	CN	BikePed	SW PedBike Strategic Fix-it SW SWIP BikePed	\$ 1,460,000	\$ 5,018,000	\$ 3,558,000	Add a CN phase in 2027, moving CN funds bucketed funds in K23391.
22930	5	I-84: Bridges over North Spruce Street (La Grande)	260	261.5	09631A	CN	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$ 1,002,000	\$ 8,807,958	\$ 7,805,958	Add a CN phase in 2027, moving CN funds bucketed in K23290.
22951	5	I-84: Eastern Oregon durable striping				CN	Operations	Fix-it Region 5	\$ 281,930	\$ 1,781,930	\$ 1,500,000	Add a CN phase in 2025, moving CN funds bucketed in K23327.
22962	5	Rumble Strip & Safety Devices restoration bucket				PE	Safety	ARTS Region 5 HB2017 Safety Region 5	\$ 977,352	\$ 1,077,352	\$ 100,000	Update project from a funding bucket to a scoped project. Add a PE phase in 2025, adding savings from the ARTS region 5 and HB2017 Safety Region 5 programs. Update the project name to Eastern Oregon Rumble Strip Restoration. Project changes are to cover increased cost of rumble strip repairs in key locations in region 5.
22989	5	OR11: Milton-Freewater Safety and Sidewalk Improvements	30.66	33.9		CN	Safety	SW PedBike Strategic Fix-it SW SWIP BikePed	\$ 682,000	\$ 2,933,000	\$ 2,251,000	Add a CN phase in 2027, moving CN funds bucketed in K23391.
22994	5	I-84: Roadway Illumination project				CN	Safety	ARTS Region 5 HB2017 Safety Region 5	\$ 130,500	\$ 1,000,000	\$ 869,500	Add a CN phase in 2025, moving CN funds bucketed in K23329 and K23330.
23045	5	Pole Line Road Rail Crossing (Haines)	43.9	44.1		CN	Safety	SW Rail Crossing	\$ 389,000	\$ 1,700,000	\$ 1,311,000	Add a CN phase in 2027, moving CN funds bucketed in K23316.
23046	5	Echo Multi-Use Pedestrian Path	35.7	35.7		PE	Safety	SW Rail Crossing	\$ 586,000	\$ 2,133,000	\$ 1,547,000	Increase the PE phase, moving funds from K23317.
23327	5	Eastern Oregon Fix-It Construction Reserve				CN	Operations	Fix-it Region 5	\$ 4,788,224	\$ -	\$ (4,788,224)	Move CN bucketed funds to add CN phases to K22909, K22951, and K22844.
23329	5	Eastern Oregon ARTS program Construction Reserve FFY24-27				CN	Safety	ARTS Region 5	\$ 5,555,334	\$ -	\$ (5,555,334)	Move CN bucketed funds to add CN phases to K22994 and K22069.
23330	5	Eastern Oregon HB2017 Safety Funding Reserve FFY24-27				CN	Safety	HB2017 Safety Region 5	\$ 617,259	\$ -	\$ (617,259)	Move CN bucketed funds to add CN phases to K22994 and K22069.
23331	5	Eastern Oregon Motor Carrier Construction Reserve FFY24-27				CN	Operations - ITS	Motor Carrier	\$ 910,829	\$ -	\$ (910,829)	Move CN bucketed funds to add a CN phase in K22919.
21993	5	Enhanced Mobility Program - Umatilla Co FFY24				OT	Transit	SW Transit	\$ 23,750	\$ -	\$ (23,750)	Combine into new project for urban mobility program.
21983	5	Enhanced Mobility Program - Umatilla Co FFY23				OT	Transit	SW Transit	\$ 23,750	\$ -	\$ (23,750)	Combine into new project for urban mobility program.
22961	5	Enhanced Mobility Program (5310) - Umatilla County FY25				OT	Transit	SW Transit	\$ 31,989	\$ -	\$ (31,989)	Combine into new project for urban mobility program.
	5	Oregon Transportation Network - Milton Freewater FFY24				OT	Transit	SW Transit	\$ -	\$ 55,723	\$ 55,723	Add new project to match program allocations.
	5	Oregon Transportation Network - Umatilla Co FFY25				OT	Transit	SW Transit	\$ -	\$ 2,228,909	\$ 2,228,909	Add new project to match program allocations.
23023	5	Enhanced Mobility E&D (5310) - Umatilla County FY26				OT	Transit	SW Transit	\$ 341,414	\$ 2,228,909	\$ 1,887,495	Update to match program allocations.
23037	5	Enhanced Mobility E&D (5310) - Umatilla County FY27				OT	Transit	SW Transit	\$ 341,414	\$ 2,228,909	\$ 1,887,495	Update to match program allocations.
21664	6	1R roadside barrier upgrades				CN	Safety	1R	\$ 25,283,718	\$ 22,416,242	\$ (2,867,476)	Move \$2,867,476 in reserve funds to K22511 and K21547.

21831	6	Inview modernization				OT	Operations - ITS	Fix-it Ops ITS	\$ 250,000	\$ -	\$ (250,000)	Cancel the project, moving funds to new project "Micromain System Replacement Implementation". Project was initially to update the software and a decision was made to now replace the system. Funding from this cancelled project is going to the software replacement project.
21834	6	Statewide ITS program FFY22, 23 & 24				CN	Operations - ITS	Fix-it Ops ITS	\$ 1,350,000	\$ -	\$ (1,350,000)	Reduce the project by \$1,350,000, moving funds to new project "Connected Vehicle Ecosystem Proof of Concept". This project was a reserve for unspecified project funding for ITS software improvements and is being cancelled to fund the connected vehicle ecosystem ITS proof of concept project.
22065	6	Seismic Program - Landslides FFY2022-2024				CN	Bridge	HB2017 BridgeSeismic	\$ 14,918,930	\$ 38,000,000	\$ 23,081,070	Add funds to fully fund the South Coast Regional Ready Facility.
22744	6	Response Plan System Adapter Modernization				OT	Operations - ITS	Fix-it Ops ITS	\$ 125,000	\$ -	\$ (125,000)	Cancel the project, moving funds to new project "Dispatch Software Replacement". This project is being cancelled to address the higher priority replacement of aging dispatch software system.
22745	6	Hazardous Driving Video Analytics				OT	Operations - ITS	Fix-it Ops ITS	\$ 400,000	\$ -	\$ (400,000)	Cancel the project, moving funds to new project "Dispatch Software Replacement". This project is being cancelled to address the higher priority replacement of aging dispatch software system.
22749	6	TripCheck TV Modernization				OT	Operations - ITS	Fix-it Ops ITS	\$ 150,000	\$ -	\$ (150,000)	Cancel the project, moving funds to new project "Dispatch Software Replacement". This project is being cancelled to address the higher priority replacement of aging dispatch software system.
23157	6	Statewide PROTECT program reserve 2024-2027				CN	Culvert	SW Protect	\$ 63,810,184	\$ 28,617,184	\$ (35,193,000)	Move \$35,193,000 in reserve funds to K21341 and K23064.
23222	6	Statewide fish passage program construction reserve FFY27				CN	Fish	Fix-it SW Fish Pass	\$ 11,500,000	\$ -	\$ (11,500,000)	Reduce the project by \$11,500,000, moving CN bucketed funds to K18271.
23227	6	Statewide fish passage program reserve 2024-2027				CN	Fish	Fix-it SW Fish Pass	\$ 3,879,472	\$ 781,968	\$ (3,097,504)	Move \$3,097,504 in reserve funds to K18271.
23275	6	Major bridge maintenance, federal fiscal year 2025				CN	Bridge	HB2017 BridgeSeismic	\$ 10,000,000	\$ 13,000,000	\$ 3,000,000	Add funds from the Bridge Program savings to fund maintenance projects.
23276	6	Major bridge maintenance, federal fiscal year 2026				CN	Bridge	HB2017 BridgeSeismic	\$ 12,000,000	\$ 15,000,000	\$ 3,000,000	Add funds from the Bridge Program savings to fund maintenance projects.
23277	6	Major bridge maintenance, federal fiscal year 2027				CN	Bridge	HB2017 BridgeSeismic	\$ 12,000,000	\$ 15,000,000	\$ 3,000,000	Add funds from the Bridge Program savings to fund maintenance projects.
23288	6	Statewide Bridge program construction reserve FFY25				CN	Bridge	Fix-it Bridge HB2017 BridgeSeismic	\$ 207,413,701	\$ 133,221,719	\$ (74,191,982)	Reduce bucket to fund key numbers K21683, K21762, K22629, K22919, K22963, K20448, K20535, K21674, K21707, K21737, K21762, K21774, K22630, K22963, K23122, K23136, K23137. Remaining in bucket - \$103,735,000 is set aside for K22467, \$25,000,000 is set aside for K22552, and \$4,486,719.13 in reserve.
23289	6	Statewide Bridge program construction reserve FFY26				CN	Bridge	Fix-it Bridge HB2017 BridgeSeismic	\$ 13,356,640	\$ -	\$ (13,356,640)	Reduce the CN funds bucketed to fund K22630, K22787, K22880.
23290	6	Statewide Bridge program construction reserve FFY27				CN	Bridge	HB2017 BridgeSeismic	\$ 204,920,665	\$ 122,259,402	\$ (82,661,263)	Reduce bucket to fund key numbers K22625, K22785, K22792, K22855, K22930, K23064, K23117, K23118, K23119, K23122, K23123, K23126, K23127, K23275. Remaining in bucket - \$115,197,598.32 set aside for K22467 and \$7,061,803.66 in reserve.
23314	6	Statewide interstate maintenance construction reserve FFY25				CN	Pavements	FIX-IT SW IM HB2017 Preservation	\$ 4,688,996	\$ -	\$ (4,688,996)	Reduce the project by \$4,688,996, moving CN bucketed funds to K22919.
23315	6	Statewide interstate maintenance construction reserve FFY26				CN	Pavements	FIX-IT SW IM HB2017 Preservation	\$ 35,489,630	\$ 6,270,634	\$ (29,218,996)	Reduce the project by \$29,218,996, moving CN bucketed funds to K22880, K22919 and K22938.
23316	6	Statewide rail crossing program construction reserve FFY26				CN	Safety	SW Rail Crossing	\$ 4,445,826	\$ 3,134,826	\$ (1,311,000)	Reduce the project by \$1,311,000, moving CN bucketed funds to K23045.
23317	6	Statewide rail crossing program construction reserve FFY27				CN	Safety	SW Rail Crossing	\$ 7,116,000	\$ 3,246,000	\$ (3,870,000)	Reduce the project by \$3,870,000, moving CN bucketed funds to K23046 and K23291.
23361	6	Statewide culvert program construction reserve FFY25				CN	Culvert	Fix-it SW Culvert	\$ 4,200,000	\$ 2,400,000	\$ (1,800,000)	Reduce the project by \$1,800,000, moving CN bucketed funds to K21719.
23365	6	Statewide culvert program construction reserve FFY27				CN	Culvert	Fix-it SW Culvert	\$ 3,731,000	\$ -	\$ (3,731,000)	Reduce the project by \$3,731,000, moving CN bucketed funds to K23057.
23391	6	Bike/Ped Construction Reserve FFY27				CN	BikePed	SW PedBike Strategic Fix-It SW SWIP BikePed	\$ 16,872,259	\$ 4,162,082	\$ (12,710,177)	Reduce the project by \$12,710,176.53, moving CN bucketed funds to K22069, K22926, K22989, K23050, and K23051.
	6	Statewide PROTECT Program Advanced Investigation 2024				PL	Operations - slide	SW Protect	\$ -	\$ 8,550,000	\$ 8,550,000	Add new project in 2024, using savings from the statewide PROTECT program.
	6	Connected Vehicle Ecosystem Proof of Concept				OT	Operations - ITS	Fix-it Ops ITS	\$ -	\$ 1,500,000	\$ 1,500,000	Add new project, moving funds from K21834 and program savings. Project is the initial implementation for the connected vehicle ecosystem.

	6	Micromain System Replacement Implementation				OT	Operations - ITS	Fix-it Ops ITS	\$ -	\$ 1,000,000	\$ 1,000,000	Add new project, moving funds from K21831 and adding program savings. Project will replace aging maintenance management system for ITS and electrical features with a modern system.
	6	Dispatch Software Replacement				OT	Operations - ITS	Fix-it Ops ITS	\$ -	\$ 1,000,000	\$ 1,000,000	Add new project, moving funds from K22744, K22745 and K22749 and program savings. Project will modernize our primary software utilized for highway incident management and traveler information. The existing system is aging, experiencing failures, and is difficult to maintain.
	6	Fiber Management System Replacement				OT	Operations - ITS	Fix-it Ops ITS	\$ -	\$ 250,000	\$ 250,000	Add new project, using program savings. Project will replace existing software system for managing fiber optic cable network for highway operations, as the vendor support for existing system is ending.
	6	Connected Vehicle Opportunities FFY25				OT	Operations - ITS	Fix-it Ops ITS	\$ -	\$ 200,000	\$ 200,000	Add project in 2025, using program savings.
	6	Operations Software Modernization FFY26				OT	Operations - ITS	Fix-it Ops ITS	\$ -	\$ 600,000	\$ 600,000	Add new project in 2026, using program savings.
	6	Traffic Signal System Upgrade				OT	Operations - ITS	Fix-it Ops ITS	\$ -	\$ 250,000	\$ 250,000	Add new project, using program savings. Project will upgrade existing central traffic signal management system to new version of vendor software.
	6	Operations Software Modernization FFY27				OT	Operations - ITS	Fix-it Ops ITS	\$ -	\$ 600,000	\$ 600,000	Add new project in 2027, using program savings.
	6	ITS Statewide Architecture Update				OT	Operations - ITS	Fix-it Ops ITS	\$ -	\$ 50,000	\$ 50,000	Add new project, using program savings. Project will update the statewide ITS architecture that is required by federal rule.
	6	Enhanced Mobility Urban Program FFY24				OT	Transit	SW Transit	\$ -	\$ 1,554,952	\$ 1,554,952	Combine projects K21984, K21986, K21987, K21989, K21990, K21991, K21993 into a new project and increase by an additional \$421,202.
	6	Enhanced Mobility Urban Program FFY23				OT	Transit	SW Transit	\$ -	\$ 1,456,946	\$ 1,456,946	Combine projects K21975, K21976, K21977, K21979, K21980, K21982, K21983 into a new project and increase by an additional \$345,696.
21930	6	Non Urbanized Area Program (5311) FFY24				OT	Transit	SW Transit	\$ 14,500,000	\$ 26,413,110	\$ 11,913,110	Increase by \$11,913,110, moving funds from K21931 and K21933 and adding additional funds to match FTA apportionment.
21931	6	Intercity program (5311f) FFY24				OT	Transit	SW Transit	\$ 4,062,054	\$ -	\$ (4,062,054)	Combine into K21930.
21933	6	Administration & technical assistance (5311) FFY24				OT	Transit	SW Transit	\$ 1,800,706	\$ -	\$ (1,800,706)	Combine into K21930.
22840	6	Non Urbanized Area program (5311) FY25				OT	Transit	SW Transit	\$ 30,418,612	\$ 27,782,000	\$ (2,636,612)	Combine project with K22843 and K22853 and decrease by \$2,636,612.
22843	6	Intercity Program (5311f) FY25				OT	Transit	SW Transit	\$ 6,084,278	\$ -	\$ (6,084,278)	Combine into K22480.
22853	6	Administration & Technical Assistance (5311) FY25				OT	Transit	SW Transit	\$ 2,027,629	\$ -	\$ (2,027,629)	Combine into K22480.
22854	6	Non Urbanized Area Program (5311) FY26				OT	Transit	SW Transit	\$ 31,725,432	\$ 28,157,000	\$ (3,568,432)	Combine project with K22856 and K22871 and decrease by \$3,568,432.
22856	6	Intercity Program (5311f) FY26				OT	Transit	SW Transit	\$ 6,346,224	\$ -	\$ (6,346,224)	Combine into K22854.
22871	6	Administration & Technical Assistance (5311) FY26				OT	Transit	SW Transit	\$ 2,114,460	\$ -	\$ (2,114,460)	Combine into K22854.
22913	6	Bus & Bus Facilities - Statewide Prog (5339) FY25				OT	Transit	SW Transit	\$ 5,882,353	\$ 4,600,000	\$ (1,282,353)	Update to match program allocations.
	6	Enhanced Mobility Urban Program (5310) FFY25				OT	Transit	SW Transit	\$ -	\$ 1,456,946	\$ 1,456,946	Combine projects K22948, K22952, K22955, K22956, K22958, K22959, K22961, K22988, K22993 into a new project and decrease by \$9,923,229.
22988	6	Enhanced Mobility E&D Rural (5310) - FY25				OT	Transit	SW Transit	\$ 4,933,502	\$ -	\$ (4,933,502)	Combine into new project for urban mobility program.
22993	6	Enhanced Mobility E&D Admin (5310) - FY25				OT	Transit	SW Transit	\$ 4,933,502	\$ -	\$ (4,933,502)	Combine into new project for urban mobility program.
22011	6	Oregon Transportation Network Rural FFY24				OT	Transit	SW Transit	\$ 3,709,399	\$ 8,187,350	\$ 4,477,951	Update to match program allocations.
	6	Bus Replacement Program FFY2025 5310 Portion				OT	Transit	SW Transit	\$ -	\$ 6,200,524	\$ 6,200,524	Add new project to match program allocations.
	6	Bus Replacement Program FFY2025 5311 Portion				OT	Transit	SW Transit	\$ -	\$ 1,671,679	\$ 1,671,679	Add new project to match program allocations.
21942	6	Mass Transit vehicle replacement FFY2024				OT	Transit	SW Transit	\$ 2,361,817	\$ 9,400,000	\$ 7,038,183	Update project funding to match program allocation and move funds to new projects for mass transit vehicle replacements.
	6	Oregon Transportation Network Rural FFY25				OT	Transit	SW Transit	\$ -	\$ 8,358,409	\$ 8,358,409	Add new project to match program allocations.
	6	Oregon Transportation Network Admin FFY25				OT	Transit	SW Transit	\$ -	\$ 1,666,667	\$ 1,666,667	Add new project to match program allocations.
22873	6	Non Urbanized Program (5311) FY27				OT	Transit	SW Transit	\$ 33,087,284	\$ 29,540,000	\$ (3,547,284)	Combine with K22875 and K22882. Combine projects K22875 and K22882 with this project and decrease by \$3,547,284.
22875	6	Intercity Program (5311f) FY27				OT	Transit	SW Transit	\$ 6,619,782	\$ -	\$ (6,619,782)	Combine into K22873
22882	6	Administration & Technical Assistance (5311) FY27				OT	Transit	SW Transit	\$ 2,205,625	\$ -	\$ (2,205,625)	Combine into K22873
22917	6	Bus & Bus Facilities - Statewide Prog (5339) FY26				OT	Transit	SW Transit	\$ 5,882,353	\$ 4,600,000	\$ (1,282,353)	Update to match program allocations.
22991	6	Enhanced Mobility E&D Rural (5310) - FY26				OT	Transit	SW Transit	\$ 4,933,502	\$ 8,358,409	\$ 3,424,907	Update to match program allocations.
22992	6	Enhanced Mobility E&D Rural (5310) - FY27				OT	Transit	SW Transit	\$ 4,933,502	\$ 8,358,409	\$ 3,424,907	Update to match program allocations.
22995	6	Enhanced Mobility E&D Admin (5310) - FY26				OT	Transit	SW Transit	\$ 4,933,502	\$ 1,666,667	\$ (3,266,835)	Update to match program allocations.
22996	6	Enhanced Mobility E&D Admin (5310) - FY27				OT	Transit	SW Transit	\$ 4,933,502	\$ 1,666,667	\$ (3,266,835)	Update to match program allocations.

4.2 Consideration of the September 19, 2024 JPACT Minutes

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, October 17, 2024



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

September 19th 2024

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Juan Carlos González
Christine Lewis
Paul Savas
Nafisa Fai
Joe Buck
Rian Windsheimer
Ali Mirzakhali
Anne McEnerny-Ogle
Travis Stovall
Leann Caver
Steve Callaway
Carley Francis

AFFILIATION

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

MEMBERS EXCUSED

Ashton Simpson
Mingus Mapps
Sam Desue
Jesse Beason
Kathryn Harrington
Curtis Robinhold

AFFILIATION

Metro Council
City of Portland
TriMet
Multnomah County
Washington County
Port of Portland

ALTERNATES PRESENT

Jef Dalin
Brett Sherman
Chris Ford
JC Vanatta
Scott Patterson
Priya Dhanapal
Lori Stegmann
Brett Sherman

AFFILIATION

Cities of Washington County
Cities of Clackamas County
ODOT
TriMet
C-Tran
City of Portland
Multnomah County
Cities of Clackamas County

OTHERS PRESENT: Mary Baumgardner, Taylor Steenblock, Allison Boyd, Gabriela Lopez, Brenda Bartlett, Dwight Brashear, Kate Hawkins, Jane Black, Jocelyn Blake, Cody Field, Andrew Plambeck, Anthony Cabadas, Trevor Sleeman, Mark Ottenad, Ariel Nelson, Jamie Snook, Alan Lehto, Lakeeyscia Griffin, Gerik Kransky, Adam Torres, Katherine Kelly, Scott Langer, Jeff Owen, Jocelyn Blake, Jeff Gudman, Ashley Bryers, Nick Gross, Kenny Werth, Laurie Lebowsky-Young, Caleb Winter, Cindy Pederson, Sarah Paulus, Tom Powers, Josie Tecum, Andrew Wilson

STAFF: Georgia Langer, Sam Hart, Catherine Ciarlo, Betsy Emery, Ken Lobeck, Ted Leybold, Jaye Cromwell, Grace Cho, Kim Ellis, Anneliese Koehler, Anthony Cabadas, Tom Kloster, Victor Sin, Lake McTighe, Marielle Bossio, Lisa Hunrichs, Ally Holmqvist

1. CALL TO ORDER AND DECLARATION OF A QUORUM

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

Chair Gonzalez called the role and declared a quorum.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

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

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

3. UPDATES FROM THE CHAIR

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

Chair Gonzalez introduced Ally Holmqvist, Senior Transportation Planner, to present the Transit Minute. Holmqvist provided updates on ridership numbers and trends, noting that they had 8% more ridership in July over the same time last year. In addition, she noted some improvements and changes that TriMet has introduced recently, and emphasized the help of regional partnerships in these accomplishments.

Chair Gonzalez also provided an update on the Regional Flexible Fund Allocation bond process and the schedule going forward. He also reported on the Westside Multimodal Improvement Study, which was completed in June, and outlined the recommendations from the Steering Committee.

4. CONSENT AGENDA

Chair Gonzalez noted that there was one item on the Consent Agenda, the consideration of the July 18, 2024 JPACT Minutes.

MOTION: Mayor Anne McEnerny-Ogle moved to approve the consent agenda, seconded by Councilor Christine Lewis.

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

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

5. INFORMATION/DISCUSSION ITEMS

5.1 TriMet Safety and Security Presentation

Chair Gonzalez introduced Andrew Wilson, Executive Director of Safety and Security, TriMet, to discuss the topic.

Staff pulled up the PowerPoint presentation.

Presentation Summary:

Wilson described TriMet's ongoing efforts to prioritize safety and security. He noted that the agency has expanded its security resources, with an increase in the safety budget since 2022. He highlighted that various teams, including Transit Police and the Safety Response Team, are in place to address security concerns. Wilson described improvements in technology, such as upgraded cameras and lighting, along with enhanced cleaning efforts. He noted that TriMet is focusing on stricter fare enforcement and addressing societal challenges like addiction and homelessness, aiming to improve rider experience and support the growth of ridership.

JPACT Member Discussion:

Commissioner Nafisa Fai requested for clarification on some details in the slides, and Andrew Wilson elaborated on the data points he had presented. She also asked what TriMet's strategy is to divert people from the criminal justice system. Wilson explained that law enforcement takes care of the diversion and deflection part of the process, and they have their own procedures.

Commissioner Paul Savas asked why Clackamas and Washington counties were not involved in security conversations, and the presenter explained some of the barriers that were up during this process, but that efforts are being made to involve more areas going forward. He also asked for clarification of how riders are deciding between calling 911 and calling TriMet police, and the presenter outlined the types of issues that would be more appropriate for TriMet police rather than 911.

Councilor Christine Lewis asked what is being done to improve safety at regular bus shelters, in addition to the transit centers, and also inquired about cleanliness improvement measures. Wilson described that they have responded to the need by adding cleaning services throughout the day rather than just at the end of the day, as well as adding a direct response team to address more urgent messes as they come up.

Priya Dhanapal asked what TriMet is hearing from the community about these changes and what are they doing for public education on these programs. Wilson elaborated on some of the public engagement strategies they employ.

Councilor Gonzalez requested a definition for 'inappropriate' behavior, and Wilson defined it as code of conduct violations, stressing their efforts to educate riders on TriMet's codes of conduct. Councilor Gonzalez asked Wilson to walk through the processes for dealing with people experiencing homelessness, and Wilson described how they connect them with services through the SRT, and also noted that they are identifying the gaps in this system in order to be able to address them better.

Ali Mirzakhaili inquired about vandalism, and Wilson listed some reinforcing measures that TriMet has taken to reduce the amount of damage, like hardened glass, cages around kiosks, and an increase in graffiti

remediation.

Carly Francis emphasized the importance of these measures and recognized the ongoing costs they will require.

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

5.2 Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development

Chair Gonzalez introduced Anneliese Koehler (she/her), Legislative Affairs Manager, Metro, to present on the topic.

Staff pulled up the PowerPoint presentation.

Presentation Summary:

Koehler briefly summarized the JPACT 2025 state transportation package priority setting process and described the timeline for its approval. She outlined the priorities they had discussed, emphasizing short-term funding solutions, long-term sustainable funding, safe urban streets, transit, resiliency, and finishing what has been started. She opened the discussion with two questions: Are members supportive of moving up the adoption of JPACT priorities from November to October? And are members supportive of the current draft of JPACT priorities?

JPACT Member Discussion:

Commissioner Savas requested a small wording change in the JPACT priorities to remove the words "or better".

Commissioner Callaway requested for clarification on gas taxes, and Koehler agreed to make those changes.

Councilor Lewis emphasized the need to be flexible on priorities because many more ideas will be coming in March.

Mirzakhilili expressed support, but also wondered how something like electrification could be involved in such general priorities. Councilor Gonzalez reassured him and suggested which broad goals those type of issues would fall under.

Rian Windsheimer expressed support for the direction of these priorities.

Commissioner Savas expressed discomfort with ODOTs gas tax numbers and the lack of clarity.

Councilor Lewis brought up the priority of 'do no harm to program' in the conversation about electrification, and listed some of the electrification programs that are in place that JPACT could make sure it will be protected.

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

6. Member Updates:

09/19/2024

Minutes 4

Mayor Anne McEnerny-Ogle reported that the I-5 Bridge Replacement Project is finally publishing their supplemental EIS, and noted that there will be a 60-day comment period from then.

7.ADJORN

Chair Gonzalez adjourned the meeting at 9:30AM.

Respectfully Submitted,

Sam Hart

Sam Hart,
Recording Secretary

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

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Presentation	09/19/2024	Fatal Crash Slide	091924-01
3.1	Presentation	09/19/2024	Transit Minute	091924-02
3.2	Presentation	09/19/2024	Comment from the Chair - RFFA	091924-03
5.1	Presentation	09/19/2024	Trimet Presentation	091924-04
5.2	Presentation	09/19/2024	2025 State Transportation Package Presentation	091924-05

5.1 Regional Transportation Priorities and Funding: Recommendation

Action Items

Joint Policy Advisory Committee on Transportation
Thursday, October 17, 2024

JPACT Worksheet

Agenda Item Title: Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development Action

Presenters: Anneliese Koehler (she/her), Metro

Contact for this worksheet/presentation: Jaye Cromwell, jaye.cromwell@oregonmetro.gov

Purpose/Objective

Staff will be asking JPACT to vote on the adoption of the JPACT state transportation priorities for the 2025 state legislative transportation package.

Outcome

JPACT members will vote to adopt or not adopt the 2025 JPACT state transportation priorities (Attachment A).

Background

Since January 2024, JPACT has been hearing information on relevant topics to develop transportation priorities.

- January 2024- JPACT members heard an overview from the regional legislative affairs of the current conversations surrounding a possible package in 2025.
- March 2024- Members heard a presentation from ODOT on their fiscal cliff and discussed local challenges.
- April 2024- Members heard a presentation and participated in discussion with representatives from the League of Oregon Cities and the Association of Oregon Counties about local needs within and outside of our region.
- May 2024- Members heard from representatives of Transportation for America to learn how other states fund their transportation systems, and Oregon's pilot VMT program, OreGo.
- June 2024- Members heard from ODOT and TriMet and learned about the Statewide Transportation Improvement Fund (STIF) and transit funding outlined in HB 2017 during the last large transportation investment package.
- July 2024- Members discussed the initial draft and gave feedback.
- September 2024- Members discussed the final draft and gave feedback.

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

Staff slightly revised the JPACT draft priorities in response to JPACT feedback.

What packet material do you plan to include?

Attachment A- Updated JPACT Final priorities



Memo

Date: October 17, 2024

Subject: JPACT Priorities for the State 2025 Transportation Package

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

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

JPACT Priorities for a State 2025 Transportation Package:

The Portland metro area wants a safe, reliable, equitable, healthy and stable transportation system that is environmentally responsible, efficiently moves people and products to their destinations, and ensures all people can connect to the education and work opportunities they need to experience and contribute to our region's and state's economic prosperity and quality of life.

The Portland metro region accounts for more than 40 percent of the state's population. Our region continues to evolve -- working, shopping, and traveling in new ways that require expanded transportation options and solutions. Technological changes in transportation, communication and other areas are radically altering our daily lives. We are also facing urgent global and regional challenges: climate change is happening faster than predicted, and the transportation system is not fully prepared for the expected Cascadia Subduction Zone earthquake. Economic vitality and recovery depend very much on the efficiency and reliability of our transportation system, and we lack the funding at the state and local level to respond to these opportunities and challenges. For an export dependent state like Oregon, a resilient intermodal transportation system is especially critical to ensure local businesses can get their products to market. Intermodal transportation and marine highways offer a sustainable alternative for moving goods and improving overall freight mobility.

We are at a pivotal moment. As the region continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, the 2025 transportation package provides an opportunity for all levels of government and community to work together to deliver a better transportation future.

Our communities need:

- Short-Term Funding Solutions. Stabilize our existing state and local transportation system funding sources so we can prioritize the operations and maintenance of our existing facilities. Retain the existing 50/30/20 State Highway Fund revenue split.
- Long-Term Sustainable Funding. Invest in developing long-term, sustainable revenue solutions to provide much needed state and local operations and maintenance dollars for

Attachment A

multi-modal investments into the future. Ensure that local agencies continue to receive a proportional local share (50/30/20) of all state collected transportation revenues. Ensure local agencies maintain and expand taxing authority for new types of funding.

- To Finish What We Started. Build government trust and accountability by ensuring the successful completion of the major bottleneck projects in the Portland metro region as promised by HB 2017.
- Safe Urban Arterials and Streets. Continue to invest in state programs that reduce fatal and serious injuries on our roadways and improve conditions on our most dangerous urban arterials. These investments should prioritize critical infrastructure improvements for all roadway users, and in major travel corridors with developing housing and job opportunities.
- Transit. Fund transit capital and operations, providing necessary solutions for expanding transit access statewide to make transit an easily accessible, attractive and equitable travel option.
- Resiliency. Ensure that our critical transportation infrastructure like airports and bridges are able to withstand large scale, known and unknown, climate and natural disasters. Plan, adapt and build climate resilient infrastructure responsive to the evolving needs of future generations.

JPACT members agreed to these priorities during the October 17, 2024 JPACT meeting. We are all committed to advancing robust and meaningful programs. Together we can create legislation that responds to the evolving economic and environmental needs across the state.

**6.1 Interstate Bridge Replacement Program (IBRP)
Draft Supplemental Environmental Impact Statement
(Draft SEIS)**

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, October 17, 2024

JPACT Worksheet

Agenda Item Title: Interstate Bridge Replacement Program (IBRP) Draft Supplemental Environmental Impact Statement (Draft SEIS)

Presenters: Greg Johnson, Program Administrator, IBRP

Contact for this worksheet/presentation: Alex Oreschak, alex.oreschak@oregonmetro.gov

Purpose/Objective

The Interstate Bridge Replacement Program (IBRP) released its Draft Supplemental Environmental Impact Statement (Draft SEIS) for public comment on September 20, 2024 (<https://www.interstatebridge.org/updates-folder/supplemental-environmental-impact-statement/>). This presentation is to summarize the contents of the Draft SEIS for JPACT and share opportunities for JPACT members to provide public comments.

Outcome

JPACT members will understand the contents of the IBRP Draft SEIS and opportunities to provide comments during the public comment period.

Background

The Interstate Bridge Replacement Program (IBRP), formerly known as the Columbia River Crossing (CRC) project will construct a new river crossing between Oregon and Washington over the Columbia River that includes I-5 highway and interchange improvements for vehicles and freight, enhanced bicycle and pedestrian facilities, high capacity transit and associated improvements, and related connections to and multi-modal enhancements of the local street network. The IBRP also incorporates transportation demand and system management measures (TDM/TSMO), including implementing tolling as both a TDM and financing tool. Metro is considered to be a “joint lead” agency in the project under NEPA guidelines.

The IBRP began in 2019 as a partnership between ODOT, WSDOT, the City of Portland, the City of Vancouver, Metro, RTC, Port of Portland, Port of Vancouver, TriMet, CTRAN, and federal partners. Many of these partners also sit on JPACT and were engaged extensively by the IBRP in the development of the project LPA. The program is working with stakeholders to leverage work from previous planning efforts and to integrate new data, regional changes in transportation, land use and demographic conditions and public input to inform program development work, which includes:

- Completing the federal environmental review process
- Obtaining necessary state and federal permits
- Finalizing project design
- Developing a finance plan
- Securing adequate funding
- Completing right of way acquisition
- Advertising for construction

In 2022, the IBRP, with the support of agency partners, identified a Modified Locally Preferred Alternative (MLPA) to advance into the Draft SEIS. On June 16, 2022, JPACT approved and recommended that Metro Council adopt the MLPA, and Metro Council adopted the MLPA on July 14, 2022. A detailed description of the MLPA is included in Metro Council Resolution No. 22-5273, attached.

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

The IBRP Draft SEIS was released for public comment on September 20, 2024.

What packet material do you plan to include?

Attachment A- Metro Council Resolution No. 22-5273

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE)	RESOLUTION NO. 22-5273
MODIFIED LOCALLY PREFERRED)	
ALTERNATIVE FOR THE INTERSTATE)	Introduced by Chief Operating Officer
BRIDGE REPLACEMENT PROGRAM)	Marissa Madrigal in concurrence with
)	Council President Lynn Peterson

WHEREAS, the Oregon and Washington sides of the metropolitan region are linked by critical transportation infrastructure vital to each community along the Columbia River; and

WHEREAS, the Interstate Bridge is part of a critical trade route for regional, national, and international commerce; and

WHEREAS, the Interstate Bridge carries more than 140,000 people each weekday by car, truck, bus, bicycle and on foot; and

WHEREAS, the existing structures were not designed to support the needs of today's transportation system; and

WHEREAS, the segment of Interstate 5 in the vicinity of the Columbia River has extended peak-hour travel demand that exceeds capacity, includes bridge spans that are over 100 years old and do not meet current traffic safety or seismic standards; and

WHEREAS, congestion and bridge lifts slow auto, transit, and freight movement along Interstate 5; and

WHEREAS, the current bridge's narrow shared-use paths, low railings, and lack of dedicated pathways impede safe travel for pedestrians and cyclists; and

WHEREAS, there are limited transit options across the bridge; and

WHEREAS, the current bridge could be significantly damaged in a major earthquake; and

WHEREAS, the Interstate Bridge Replacement Program (IBRP) is a collaboration between the Oregon and Washington Departments of Transportation, Metro, TriMet, C-TRAN, the Southwest Washington Regional Transportation Council, the Cities of Portland and Vancouver, the Ports of Portland and Vancouver, the Federal Highway Administration, and the Federal Transit Administration; and

WHEREAS, Metro is a Participating Agency in the federal environmental review process under the National Environmental Planning Act (NEPA); and

WHEREAS, Metro Council and staff participate in the IBRP Executive Steering Group, Equity Advisory Group, and staff level groups, and

WHEREAS, the Metro Council adopted the 2018 Regional Transportation Plan (RTP) with four primary priorities: Equity, Safety, Climate, and Congestion Relief; and

WHEREAS, the Metro Council strives for policies that promote climate resiliency, sustainability, economic prosperity, community engagement, and creating or preserving livable spaces; and

WHEREAS, the IBRP has recommended a Modified Locally Preferred Alternative (LPA) that revises the original LPA adopted by Metro Council in 2008 as part of the Columbia River Crossing project; and

WHEREAS, the Modified LPA supports Metro's policies and strategies in the RTP that promote safety, equity, climate, and mobility; and

WHEREAS, the Modified LPA has been endorsed by the Executive Steering Group for the IBRP; and

WHEREAS, Metro's Transportation Policy Alternatives Committee (TPAC) received an overview of the Modified LPA and recommended approval of Resolution 22-5273 to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on June 3, 2022; and

WHEREAS, at its meeting on June 16, 2022, JPACT recommended approval of Resolution 22-5273 to the Metro Council; now therefore

BE IT RESOLVED that:

The Metro Council hereby endorses the Modified Locally Preferred Alternative for the Interstate Bridge Replacement Program, attached as Exhibit A to this resolution.

ADOPTED by the Metro Council this 14th day of July 2022.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney



MODIFIED LOCALLY PREFERRED ALTERNATIVE RECOMMENDATION

MAY 27, 2022

After regional support is reached on a Modified Locally Preferred Alternative for the Interstate Bridge Replacement (IBR) Program, the program commits to continuing work with the partner agencies and community to identify and refine program elements that have yet to be finalized. The **IBR Program** recommends the following components for the Modified LPA:

1. A replacement of the current I-5 Bridge with a seismically sound bridge.
2. A commitment to increase and implement attractive transit options across the Columbia River by supporting a variety of transit services that meet the needs of customers traveling between varied markets through:
 - i. Continuation of C-TRAN express bus service from markets north of the Bridge Influence Area (BIA) to the downtown Portland area utilizing new bus on shoulder facilities, where available, within the BIA.
 - ii. Continuation of C-TRAN's current and future Bus Rapid Transit lines as described in adopted regional plans and known as the Vine.
 - iii. New Light Rail Transit (LRT) service as the preferred mode for the dedicated High-Capacity Transit improvement within the BIA.
 - iv. An alignment of LRT that begins with a connection at the existing Expo Center LRT station in Portland, OR, extends north, with a new station at Hayden Island, continues across the Columbia River on a new I-5 bridge, and generally follows I-5 with an interim Minimum Operable Segment not extending north of E. Evergreen Boulevard, in Vancouver, WA. There will be multiple stations in the City of Vancouver to be decided by the Vancouver City Council in consultation with C-TRAN, the Port of Vancouver, and TriMet.
3. Active transportation and multimodal facilities that adhere to universal design principles to facilitate safety and comfort for all ages and abilities. Exceptional regional and bi-state multi-use trail facilities and transit connections will be created within the BIA. Opportunities will be identified to enhance active transportation facilities, with specific emphasis on local and cross-river connections between the region's Columbia River Renaissance Trail and the 40-mile Loop.
4. The construction of a seismically sound replacement crossing for the North Portland Harbor Bridge with three through lanes, northbound and southbound.
5. The construction of three through lanes northbound and southbound on I-5 throughout the BIA.

-
6. The inclusion of one auxiliary lane northbound and one southbound between Marine Drive in Portland and E. Mill Plain Boulevard in Vancouver to accommodate the safe movement of freight and other vehicles.
 7. A partial interchange at Hayden Island, and a full interchange at Marine Drive, designed to minimize impacts on the Island's community; and improve freight, workforce traffic, and active transportation on Marine Drive.
 8. A commitment to study improvements of other interchanges within the BIA.
 9. Variable Rate Tolling will be used for funding, such as constructing the program, managing congestion, and improving multi-modal mobility within the BIA. The Program will study and recommend a low-income toll program, including exemptions and discounts, to the transportation commissions.
 10. A commitment to establish a GHG reduction target relative to regional transportation impact, and to develop and evaluate design solutions that contribute to achieving program and state-wide climate goals.
 11. A commitment to evaluate program design options according to their impact on equity priority areas with screening criteria such as air quality, land use, travel reliability, safety, and improved access to all transportation modes and active transportation facilities. The Program also commits to measurable and actionable equity outcomes and to the development of a robust set of programs and improvements that will be defined in Community Benefits Agreement.

COUNCIL MEETING STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 22-5273, FOR THE PURPOSE OF ENDORSING THE MODIFIED LOCALLY PREFERRED ALTERNATIVE FOR THE INTERSTATE BRIDGE REPLACEMENT PROGRAM

Date: June 27, 2022

Department: Planning, Development, and Research

Meeting Date: July 14, 2022

Prepared by: Matt Bihn,
matt.bihn@oregonmetro.gov

Presenter(s): Margi Bradway, Deputy Director, Planning, Development, and Research; Matt Bihn, Principal Transportation Planner

Length: 30 minutes

WORK SESSION PURPOSE

Purpose: Consider endorsement of the Interstate Bridge Replacement Program (IBRP) Modified Locally Preferred Alternative (LPA).

BACKGROUND

The IBRP has worked with project partners to develop a Modified LPA with project components that reflect changes since the Columbia River Crossing LPA was approved over a decade ago, with the goal of submitting the Modified LPA to the US Department of Transportation. The Modified LPA was developed with input of the project staff and was informed by technical analysis and ongoing community engagement including feedback from the Community Advisory Group (CAG) and Equity Advisory Group (EAG).

On May 5, 2022 the Executive Steering Group (ESG) supported agreement to bring the Modified LPA to their eight respective boards and councils for consideration. On June 3, 2022 TPAC recommended endorsement of Resolution No. 22-5273, and on June 16, 2022, JPACT endorsed Resolution No. 22-5273.

Below is the anticipated schedule for the eight IBR partners' endorsement of the Modified LPA:

June 22	TriMet Board of Directors
July 11	Vancouver City Council
July 12	CTran Board of Directors
July 12	Port of Vancouver Board of Commissioners
July 13	Port of Portland Board of Commissioners
July 13	Portland City Council
July 14	RTC Board of Directors
July 14	Metro Council

Later this summer the ESG will consider a consensus recommendation to move the Modified LPA forward to the Supplemental Environmental Impact Statement process.

QUESTION FOR COUNCIL CONSIDERATION

- Does Council agree to endorse the IBRP Modified Locally Preferred Alternative, with Conditions of Approval adopted by Council in advance of this decision?
- Does Council have questions about the next steps in the overall LPA process?

PACKET MATERIALS

- Would legislation be required for Council action X Yes ☐ No
- If yes, is draft legislation attached? X Yes ☐ No
- What other materials are you presenting today?
 - Resolution No. 22-5273
 - Exhibit A: IBR Recommended Modified LPA

6.2 Community Connector Transit Study

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, October 17, 2024

JPACT Worksheet

Agenda Item Title: Community Connector Transit Study: Overview and Introduction

Presenter: Ally Holmqvist, Senior Transportation Planner, Metro

Contact for this worksheet/presentation: Ally Holmqvist, ally.holmqvist@oregonmetro.gov

Purpose/Objective

This memorandum introduces the Community Connector Transit (CCT) Study to support a discussion that will help shape the work and engagement plans, develop the planning context, policy framework, and identify considerations for re-envisioning local transit.

Action Requested/Outcome

Staff is seeking JPACT's feedback on: 1) the work plan approach and anticipated outcomes, 2) the developing engagement strategy and 3) key elements and policy considerations to address.

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

In conversations during the recent 2023 RTP update, policymakers, partners, and community members expressed concern about areas of the region that still lack access to the regional transit network today and even in the future, but where opportunities may exist to connect to jobs and other essential destinations. Key takeaways (for more detail see Attachment 5) included:

- Explore expanding service, particularly to dense, growing areas and town centers and community hubs in suburban communities and the Metro region urban edges.
- Connect more neighborhoods to essential destinations, including first- and last- mile frequent transit connections, to expand access to transit.
- Make more connections with community hubs in Washington and Clackamas counties.
- Prioritize needs of marginalized communities and reducing climate impact.
- Look for opportunities to fill gaps in transit service to places like major employers and job centers, schools, health care services and regional destination parks.
- Provide transportation hubs at key connections and at the ends of transit lines to improve transfers, including across agencies and modes. Make them safe and comfortable by integrating amenities and community benefits.
- Work with partners early to improve collaboration and coordinate investment strategies to create more seamless systems, improve implementation, and be competitive for funding. Provide tools to support future partnership and implementation.

A future study was identified in Chapter 8 of the 2023 RTP to address this feedback, forming the basis of this work. The CCT Study kicked off at the end of August with work done to: establish and initiate the project management team and partner working group; draft a work plan, schedule, and engagement strategy; begin public and stakeholder engagement; and gather key planning context.

The Community Connector Transit Study

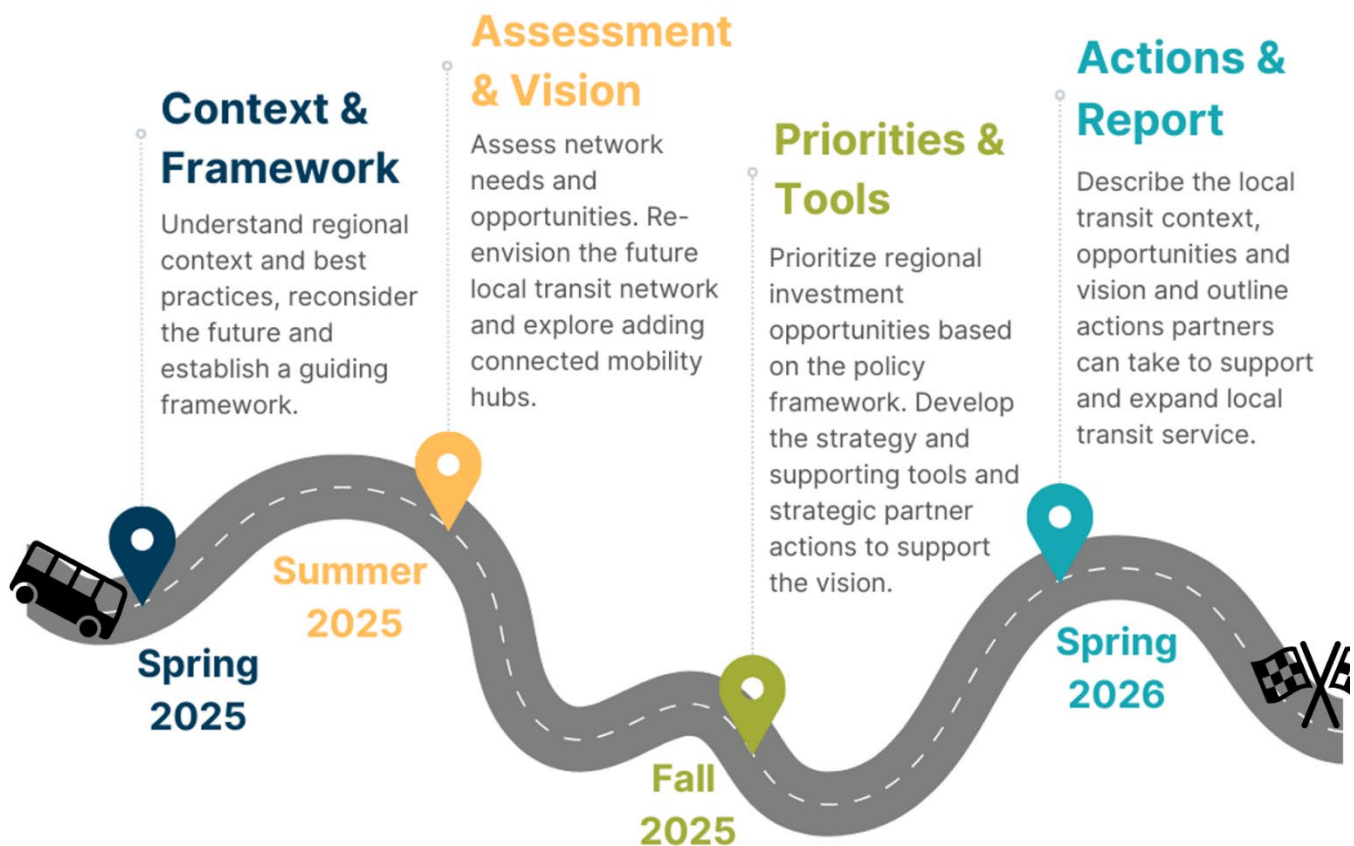
Community connector transit can unlock more transportation access in the region and make transportation more equitable. This type of transit includes smaller, more nimble modes like shuttles, para-transit, microtransit, vanpools and other last mile transportation services that are not local fixed route bus service (see Attachment 1). It often is more flexible than a bus – from going off-route to pick up or drop off riders to being by-request whenever needed (like Uber or Lyft). This flexibility can also help people travel to light rail or frequent bus routes that may stop a mile or more away from their home or destination.

[This study](#) will build on recent transit planning efforts to explore community connector transit opportunities and determine the role this type of transit could play providing a service coverage solution as part of the transit vision (see Attachment 2). The CCT study will develop a strategy that sets a path forward for successfully achieving that vision toward supporting regional goals and provide a roadmap for leveraging and funding the identified opportunities. Key to this work will be leveraging and bringing together work done by Metro and local partners to date.

The study is being led by a project management team with staff from Metro’s Planning, Research and Development; Investment Areas and Land Use and Development departments. The team will meet regularly with a Transit Working Group that includes partner representatives from SMART, Ride Connection, Clackamas County, Multnomah County, Washington County, TriMet, City of Portland, ODOT, C-TRAN and Southwest Washington Regional Transportation Council to share work and solicit feedback. The first of ten anticipated meetings for the working group took place on October 1, 2024. Regional and inter-regional transit providers will also engage through workshops.

The CCT Study starts in Fall 2024 will be updated in four key phases, ending in Spring 2026. Staff will return to the working group, County coordinating committees, and Metro advisory committees and Council for input to inform each key study milestone (see Attachments 3 and 5 for more detail). As this study will inform the RTP, the timeline for this work aligns with scoping for the 2028 update anticipated to begin as early as late 2025.

Figure 1. Study Timeline and Milestones



What packet material do you plan to include?

1. Transit 101 Fact Sheet
2. Fact Sheet #1: About the Community Connector Transit Study
3. CCT Study Workplan
4. CCT Study Engagement Plan
5. Past Transit Engagement Feedback Summary



Public Transit 101

June 2022

Different kinds of transit serve the diverse needs for transportation of greater Portland. Where a lot of people need to travel farther, quickly to major job centers MAX works best, but where some people live far from a bus or train stop or need to get to specific destinations a shuttle is better. Trains, buses, shuttles and other options are all important and work together as a larger system—like a skeleton—to help people get where they need to go. Our work to update the High Capacity Transit Strategy will envision a stronger backbone for the network, while also setting the stage for future work to look at potential solutions improving its connections.



Inter-City

Inter-city transit takes people long distances, usually between regions and states, with few stops along the way – think AMTRAK or Greyhound from Portland to Eugene or Seattle. It is an express train or bus that takes a similar amount of time as driving. It can also be high or ultra-high speed, traveling up to 374 miles per hour with only a few stops. Metro is participating in a partner effort led by the Washington Department of Transportation looking at ultra-high speed rail to connect Portland, Seattle and Vancouver B.C.



High Capacity

High capacity transit moves a lot of people quickly and often – our network's limbs and backbone. These trains or buses take a more direct route with fewer (but better) stops across longer distances. MAX or WES trains carry people between places within the region today, but could also move people between Portland and Salem in the future. TriMet's first rapid bus project, Division Transit, includes longer buses that carry more people and changes to the street that move buses faster.



Enhanced and Frequent

Enhanced transit includes streetcars and “better” buses. It comes more often and is more reliable and can get people to their destinations faster. Examples are the Portland Streetcar and frequent bus lines – where the bus arrives every 15 minutes or less most of the day, every day. This is where improvements to traffic lights that give buses priority and to the street that give buses their own space to travel or pass traffic have the biggest impact.



Bus

Buses are the “ribs” of our transit network that reach more people and places in the region. They have varying routes and schedules to serve different community needs. Buses take people to destinations within their neighborhood as well as other cities and counties. They connect to the MAX, Streetcar and WES (our network’s “spine”) and to each other. Buses may come more or less often (from every 20 minutes to an hour or more). They may have more or less stops, but) and generally stop more often than enhanced or high capacity transit.

Shuttles and Vans

Shuttles and vans play a key role in getting people to a particular job center or taking them their last mile home from the MAX or WES – more like fingers connected to an arm. They are smaller than a bus, moving less people, and often have more flexibility in their route – they may have areas with no stops where riders flag it like a taxi, may make a stop off-route by request, may take people door-to-door from their home to their desired destination or something in-between. This type of service changes based on requests made by riders by hand wave or phone – but microtransit is using new technology to allow people to schedule and track a pick-up and/or drop-off online or by phone app. Shuttles and vans can also be used for different purposes to meet specific community needs – vanpools where co-workers coordinate travel to job sites, shuttles with routes and schedules for shift or farming work, or door-to-door paratransit for people with disabilities or mobility issues.

And more!

While these are the most common types of transit in our region and state, there are many other types of transit. The Portland Aerial Tram that connects the South Waterfront to the Oregon Health and Science University campus or the proposed Frog Ferry river taxi that could connect Vancouver, WA with central Portland in the future are just a few examples. We outline future work to consider new, innovative and improved transit solutions in our Regional Transportation Plan.



Community connector transit Study

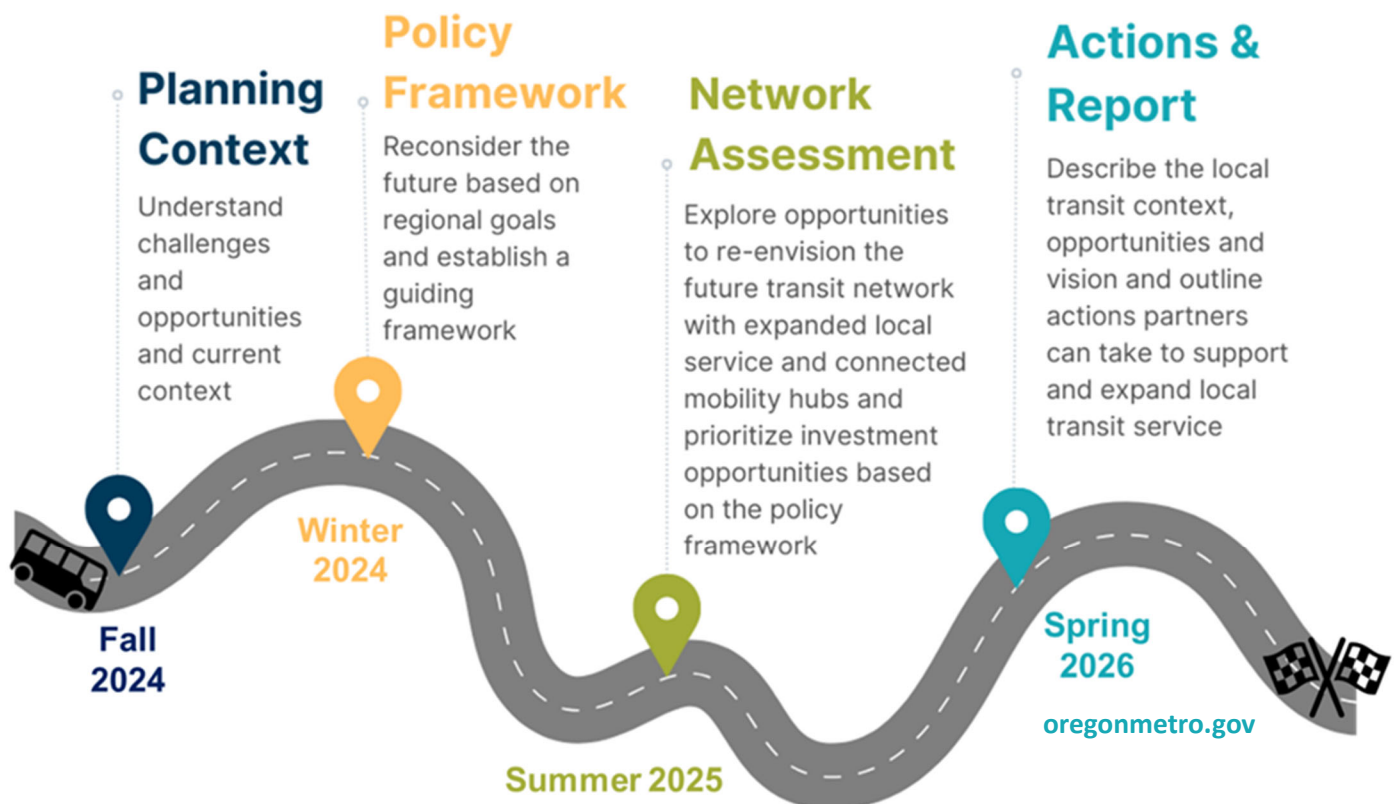
Metro and regional partners are working together to explore how smaller, more flexible solutions could make transit easier to access and more convenient.

Why explore community connectors?

Community members, partners and leaders have raised concerns about certain areas in the region lacking access to bus service. Recent State legislation (House Bill 2017) changed requirements and increased funding for local transit options that supported Multnomah and Clackamas County with providing new shuttle service and bolstered existing Ride Connection service in Washington County. At the same time, TriMet is also preparing to explore how transit that operates more like Uber and Lyft could complement their current on-demand service for people with disabilities and reach more people.



Building from emerging regional momentum, this study will explore how community connector transit solutions could expand the network and improve transit in areas with limited access. Through this study, Metro will also recommend a regional strategy for enhancing the public transit system with community connectors and identify where to allocate resources for improvements first. The outcomes of the work will inform future updates to the next [Regional Transportation Plan \(RTP\)](#) which is planned to begin in a few years.



What is community connector transit?

Community connector transit is a type of public transportation that typically uses smaller vehicles (think shuttles or vans) to get people to work, school, shops, the doctor or parks.

It often is more flexible than a bus – from going off-route to pick up or drop off riders to being by-request whenever and wherever needed (like Uber or Lyft).

This flexibility can help people travel to MAX light rail or frequent bus routes (like the 20, 33 or 76) that may stop a mile or more away from their home or destination.

Learn more about the other types of transit in the region in the [Transit 101](#) fact sheet.



Photos courtesy of Clackamas County

How could this type of transit support regional goals?

The Regional Transportation Plan includes the vision for a complete, well-connected network of transit on most arterial streets to ensure people in greater Portland have choices for how they travel. Transit provides a more efficient, affordable and sustainable alternative to driving that supports the [2040 Growth Concept](#) and encourages growth using regional resources efficiently to build healthy, equitable communities and a strong economy.

Many people with lower incomes, people of color, people with disabilities, people who are older and single-parent families rely on transit to get around. Rising costs and displacement have pushed where they live, work and receive services farther from the local

hubs best served by transit.

Expanding community connector transit is an opportunity to unlock more transportation access in the region and make transportation more equitable.

Who will be involved?

Metro is working closely with:

- TriMet, South Metro Area Regional Transit (SMART) and C-TRAN;
- Clackamas, Multnomah and Washington counties;
- City of Portland;
- Oregon Department of Transportation (ODOT); and
- Southwest Washington Regional Transportation Council.

TriMet is also currently working on taking their Forward Together service to the next level with new bus routes and more frequent service on existing MAX lines and bus routes planned for the future:

www.trimet.org/forward. This and other transit-related work happening in the region (including Metro's updated strategy for improving travel options) will be coordinated with the community connector transit study.

Metro and regional partners will also be working with community organizations and members, mobility and business groups, educational institutions and tribal governments to rethink the vision for transit in the region with community connectors.

How can I learn more?

For information on the Community Connector Transit Study, visit

www.oregonmetro.gov/transit

This will be a key policy area for the 2028 RTP Update. Learn more about the RTP at

www.oregonmetro.gov/rtp



COMMUNITY CONNECTOR TRANSIT STUDY

Project Milestone Work Plan: Key Activities and Events

Fall/Late 2024

Activities: Develop work plan and engagement plan. Assess baseline and future conditions. Understand key trends, opportunities, challenges and best practices. Collect data. Consider local and community priorities.

Outcome: Feedback on work and engagement plan, goals and outcomes. Review and discuss the regional inventory and context and best practice opportunities. Begin identifying policy considerations.

Date	Who
October 1	Working Group #1: Introduction, Goals, and Policy Considerations <ul style="list-style-type: none"> Study scope, goals and outcomes Work and engagement plans (including timeline and milestones) Policy considerations
October 2	East Multnomah County Transportation Committee TAC
October 3	Clackamas County Coordinating Committee TAC
October 3	Washington County Coordinating Committee TAC
October 4	Transportation Policy Alternatives Committee (TPAC)
October 14	Washington County Coordinating Committee (policy)
October 14	East Multnomah County Transportation Committee (policy)
October 15	Metro Council (Work Session)
October 16	Clackamas County Metro Coordinating Subcommittee (C4)
October 16	Metro Technical Advisory Committee (MTAC)
October 17	Joint Policy Advisory Committee on Transportation (JPACT)
November 11	Metro Policy Advisory Committee (MPAC)
Mid-November TBD	Working Group #2: Regional Context <ul style="list-style-type: none"> Local inventory outcomes Best practices approach and preview
Mid/Late November	Transit Provider Workshops (Inventory, Lessons Learned)
<u>October-December</u> <i>Collaboratively identify needs and policy considerations. Consider past lessons learned.</i> <i>Achieve shared understanding of what is important to address.</i> <i>Define study process to meet needs.</i>	<ul style="list-style-type: none"> <u>Deliverables</u> <ul style="list-style-type: none"> Work and engagement plans and timeline Past Transit Engagement Summary <u>Project webpage launched (September)</u> <ul style="list-style-type: none"> Stories highlight (Street Trust) Current environment map or highlight Fact sheet #1: About the HCT Strategy Update (July) Fact sheet #2: Regional Transit Activities (August) <i>Regional Transit Project Fact sheet (October)</i> <u>Agency and provider outreach</u> <ul style="list-style-type: none"> What first/last mile needs exist today? What are the challenges/opportunities?

Winter/Spring 2025

Activities: Assess plans and policies, including state and federal changes. Conduct a policy gap analysis and identify potential changes. Develop criteria for identifying first/last mile areas and mobility hubs. Develop approach for assessing opportunities. Consider regional networks. Develop hub toolkit outline.

Outcome: Review policy gaps analysis and discuss policy framework. Feedback on opportunity area and mobility hub criteria and assessment and prioritization approaches.

Date	Who
Early January TBD	Working Group #3: Policy Framework <ul style="list-style-type: none"> Best practices findings Policy gap analysis Policy/transit vision refinements
Early February TBD	Working Group #4: Network Role & Opportunities <ul style="list-style-type: none"> Updated transit vision Opportunity area criteria Opportunity area assessment approach
Late February	Transit Provider Workshop (Assessment Approach)
Late March TBD	Working Group #5: Mobility Hubs and Criteria <ul style="list-style-type: none"> Mobility hub criteria and assessment approach Mobility hub toolkit Community Connector prioritization criteria
<i>April 2 (tentative)</i>	<i>East Multnomah County Transportation Committee TAC</i>
<i>April 3 (tentative)</i>	<i>Clackamas County Coordinating Committee TAC</i>
<i>April 3 (tentative)</i>	<i>Washington County Coordinating Committee TAC</i>
April 4	Transportation Policy Alternatives Committee (TPAC)
<i>April 14</i>	<i>Washington County Coordinating Committee (policy)</i>
April 15	Metro Council (work session)
April 16	Metro Technical Advisory Committee (MTAC)
<i>April 16</i>	<i>East Multnomah County Transportation Committee (policy)</i>
<i>April 16</i>	<i>Clackamas County C-4 subcommittee (policy)</i>
<i>April 17</i>	Joint Policy Advisory Committee on Transportation (JPACT)
April 23	Metro Policy Advisory Committee (MPAC)
<u>January-May</u> <i>Provide a guiding framework for addressing policy gaps to drive investment to meet regional goals.</i> <i>Align with regional and local plans and priorities.</i> <i>Ensure assessment criteria reflect regional goals and align with regional needs.</i>	<ul style="list-style-type: none"> <u>Deliverables</u> <ul style="list-style-type: none"> Best practices summaries and policy framework technical memo Opportunity area criteria and approach technical memos Mobility hub criteria and approach technical memos Engagement summaries <u>Project webpage</u> <ul style="list-style-type: none"> Infographic Survey – pins on inaccessible destinations <i>Fact Sheet #3: What role can First/Last Mile Transit play in the region?</i> <u>Community committee meetings/agency and provider outreach</u> <ul style="list-style-type: none"> What lessons have we learned? What could we learn from best practices? What role should community connectors play in the region? Where are there existing gaps and current challenges or opportunities?

Summer 2025

Activities: Identify and evaluate first/last mile and mobility hub opportunity areas. Refine the local network vision map. Create the mobility hub toolkit. Develop the prioritization approach. Consider 2028 RTP.

Outcome: Review and input on the assessment results and mobility hub toolkit. Discuss priorities approach.

Date	Who
Mid-June TBD	HCT Working Group #6: Network Vision <ul style="list-style-type: none"> First/last mile assessment outcomes Mobility hub assessment outcomes Prioritization approach
<i>July 9 (tentative)</i>	<i>East Multnomah County Transportation Committee TAC</i>
<i>July 10 (tentative)</i>	<i>Clackamas County Coordinating Committee TAC</i>
<i>July 10 (tentative)</i>	<i>Washington County Coordinating Committee TAC</i>
July 11	Transportation Policy Alternatives Committee (TPAC)
July 16	Metro Technical Advisory Committee (MTAC)
<u>June-August</u> <i>Engage partners to shape the network vision. Shared understanding of the opportunity areas for local transit and mobility hub connections.</i> <i>Reflect regional and community needs in the mobility hub toolkit.</i> <i>Align prioritization approach with desired regional outcomes and local priorities.</i>	<ul style="list-style-type: none"> <u>Deliverables</u> <ul style="list-style-type: none"> First/last mile and mobility hub assessment outcome technical memos Local transit network vision map Mobility hub toolkit Engagement summaries <u>Project webpage tab</u> <ul style="list-style-type: none"> Interactive vision storymap with survey <i>Fact Sheet #4: Where are there first/last mile transit opportunities in the region?</i> <u>Stakeholder Meetings/Interviews and Focus Groups/Community and Business Events</u> <ul style="list-style-type: none"> How can the vision capture the specific needs of communities in the region? Are there any needs we missed? What is most important to consider when identifying priorities?

Fall/Late 2025

Activities: Identify local network priorities. Consider priorities as part of the regional system and performance. Develop a checklist for making local land use plans more transit-supportive. Identify strategic recommendations for local transit serving parks. Explore and document governance and funding strategies.

Outcome: Review network priorities and consider investment strategies. Discuss recommendations and tools.

Date	Who
Early/Mid-September TBD	Working Group #7: Tools Part 1 & Priorities <ul style="list-style-type: none"> • Priorities • Transit-supportive land use checklist • Introduce approach to parks transit development strategy • Governance preview
October 1 (tentative)	East Multnomah County Transportation Committee TAC
October 2 (tentative)	Clackamas County Coordinating Committee TAC
October 2 (tentative)	Washington County Coordinating Committee TAC
October 3	Transportation Policy Alternatives Committee (TPAC)
October 13 (tentative)	East Multnomah County Transportation Committee (policy)
October 13 (tentative)	Washington County Coordinating Committee (policy)
October 14	Metro Council (work session)
October 15 (tentative)	Clackamas County C-4 subcommittee (policy)
October 15	Metro Technical Advisory Committee (MTAC)
October 16	Joint Policy Advisory Committee on Transportation (JPACT)
October 22	Metro Policy Advisory Committee (MPAC)
Late October TBD	Working Group #8: Tools Part 2 & Recommendations <ul style="list-style-type: none"> • Recommendations • Review draft governance approach • Introduce subarea strategies • Review parks transit development strategy
<u>October-November</u> Engage partners to align priorities and reflect community needs as part of a shared regional strategy. Create guidance for investments in the 2028 RTP. Reflect user-feedback in tools and strategies. Collaboratively discuss governance approaches. Shared understanding in next steps for a regional approach to supporting local transit.	<ul style="list-style-type: none"> • <u>Deliverables</u> <ul style="list-style-type: none"> ○ Prioritization map and technical memo ○ Transit-supportive land use plan checklist ○ Recommendations list/matrix ○ Governance strategy ○ Parks development strategy ○ Report outline ○ Engagement summaries • <u>Project webpage</u> <ul style="list-style-type: none"> ○ Survey: Priority investments ○ Fact Sheet #5: Where are first/last mile investments needed most today? • <u>Stakeholder Meetings/Interviews and Focus Groups/Community and Business Events</u> <ul style="list-style-type: none"> ○ Are these the right investment priorities for the region? ○ Will these priorities help meet our equity, economy and climate goals? ○ What should we consider to set us up to implement the Vision?

Winter/Spring 2026

Activities: Co-create subarea strategies. Develop and refine regional plan and policy update recommendations. Compile technical and engagement information. Prepare study engagement summary. Draft study report. Revise report to incorporate feedback and prepare final report.

Outcome: Feedback on the subarea strategies and draft report. Acceptance of final report by committees.

Date	Who
Early January TBD	Working Group #9: Subarea Strategies & Report Outline <ul style="list-style-type: none"> Subarea strategies review Discuss plan and policy update recommendations Report outline Wrap-up discussion on other topics
Late January/early February TBD	Working Group #10: Draft Report & Celebration <ul style="list-style-type: none"> Wrap-up study recommendations Draft report review 2028 RTP look ahead Celebrate!
Late February	Transit Provider Workshops (Assessment approach)
March 4 (tentative)	East Multnomah County Transportation Committee TAC
March 5 (tentative)	Clackamas County Coordinating Committee TAC
March 5 (tentative)	Washington County Coordinating Committee TAC
March 6	Transportation Policy Alternatives Committee (TPAC)
March 11	Metro Technical Advisory Committee (MTAC)
March 16 (tentative)	East Multnomah County Transportation Committee (policy)
March 16 (tentative)	Washington County Coordinating Committee (policy)
March 17	Metro Council (work session)
March 18 (tentative)	Clackamas County C-4 subcommittee (policy)
March 19	Joint Policy Advisory Committee on Transportation (JPACT)
March 25	Metro Policy Advisory Committee (MPAC)
Report Acceptance	
May 1	TPAC recommendation to JPACT
May 13	MTAC recommendation to MPAC
May 21	JPACT recommendation to Metro Council
May 27	MPAC recommendation to Metro Council
May 28	Metro Council considers action on MPAC and JPACT recommendations
<u>January-May</u> Co-create subarea strategies guiding local transit development. Reflect partner feedback on the report and recommendations. Shared understanding of regional strategy for local transit.	<ul style="list-style-type: none"> <u>Deliverables</u> <ul style="list-style-type: none"> Subarea strategies workbooks Plan and policy recommendations technical memo Report outline Draft and final reports and tools Study compiled engagement summary report <u>Project webpage</u> <ul style="list-style-type: none"> Report and executive summary Fact Sheet #6: What is the regional vision for First/Last Mile Transit? Fact Sheet #7: CCT Study Takeaways Email invitation to review to interested parties



PUBLIC ENGAGEMENT PLAN

Community Connector Transit Study

September 2024

Table of Contents

Table of Contents	2
Introduction	3
Engagement goals and objectives	3
Engagement approach	4
Engagement Activities	6
Communities and interested parties	11
Communication materials and channels	12
Project Timeline	13

Introduction

Transit is a vital component of the region's transportation system and it is key to achieving the region's goals for land use, mobility, equity and climate. This study is designed to explore viable first and last mile services that will provide more connections for more people to access the existing transit system.

Robust agency and community engagement are critical to the success of this project. This study will be guided by ongoing feedback to ensure it addresses regional and community needs.

The project is structured to build incrementally, with each phase informed by community input. This public engagement plan identifies a mix of in-person and virtual engagement activities to gather diverse perspectives and feedback from advisory committees, business and community organizations, the public and other interested parties.

Metro project staff are coordinating with Metro's Tribal Affairs Program staff to understand how tribes, as sovereign nations, may want to be involved in the Community Connector Transit project.

Engagement goals and objectives

The public engagement goals for this project are focused on ensuring inclusive and meaningful participation from a diverse range of community members, particularly those who have historically been underrepresented in planning processes. Key goals include:

1. **Review relevant engagement feedback:** Conduct a literature review of past feedback related to transit priorities from around the region to assess how to expand and deepen engagement.
2. **Process equity:** Prioritize engagement with underserved and vulnerable groups to ensure their feedback is considered in the planning process. This includes conducting interviews with key nonprofits and community members early in the project to gather input.
3. **Early and deliberate engagement with community-based organizations (CBOs) and transportation advocacy non-profits:** Strengthen existing and building new partnerships with underrepresented communities by engaging CBOs and transportation advocacy organizations at the start of the project and organization. This includes understanding how best to collaborate and achieve engagement goals, recognizing their limited resources and busy schedules.
4. **Business engagement:** Conduct outreach and interviews to gather insights, addressing shared concerns, and exploring opportunities for mutual benefit, ensuring businesses are part of shaping solutions in tandem with the broader community.
5. **Coordination with ongoing outreach processes:** Work with Metro, TriMet, and other regional partners to align engagement efforts with existing outreach activities, maximizing efficiency and reducing logistical burdens.

6. **Clear Communication:** Ensure that all communications with partners and the community are clear and effective, facilitating collaboration and supporting shared recommendations, including communicating beyond the end of this project to report back to participants how input was incorporated into the study.

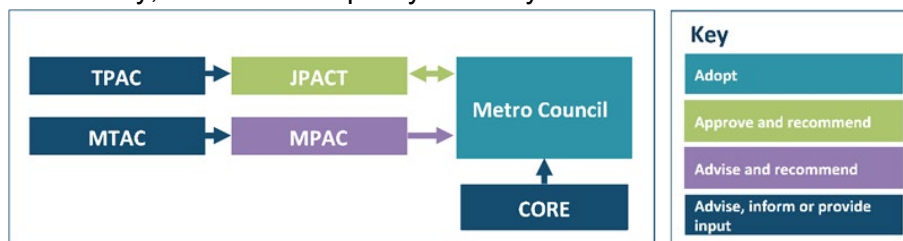
Engagement approach

Engagement for community connector transit study will be guided [by Metro's Public Engagement Guide](#). This community engagement plan utilizes the [Spectrum of Community Engagement to Ownership](#) to define the level of engagement for each participant group.

Transparency about how each participant group can impact the project is essential for building relationships and trust. The process will employ community engagement activities that inform, consult or involve people and communicate participant input to project collaborators and decision-makers.

Regular updates and feedback collection: Through meetings and workshops with standing committees, the project will continuously gather input and refine strategies based on feedback. Metro will provide periodic updates and seek feedback from key standing advisory and coordinating committees to ensure continuous input and alignment with the project goals. These committees include (with more information about each committee and their role in the study provided in the next section):

- Metro Advisory Committees, as part of an existing agency decision-making framework of community, technical and policy advisory bodies:



- Community Connector Study Transit Working Group (TWG)
- Clackamas, Multnomah and Washington County Coordinating Committees
- Clackamas County's Small Transit Providers
- TriMet's Transit Equity Advisory Committee
- TriMet's Committee on Accessible Transportation
- Chambers of Commerce and Business Organizations

Focus groups and interviews: To gather in-depth feedback from specific community groups and interested parties, the team will conduct focus groups and/or small group interviews to obtain detailed insights and address specific concerns related to transit policies and services, including:

- Partnering with business and economic organizations to discuss transit needs and impacts.

- Engaging key nonprofits, community members, and parks patrons to gather their perspectives and experiences. These events could be a mix of in-person or internet-based events to ensure they are broadly accessible.

Online engagement for members of public: Written and graphic information and storytelling to build awareness and understanding through Metro's website, social media and transportation interested parties' lists.

Transit provider workshops: Workshops, co-convened with each county, will facilitate dialogue between transit providers and other participants, will focus on collaborative solutions and strategies.

Community events: To encourage broad community involvement, the team will host inclusive events strategically chosen to represent geographical diversity across the tri-county region, ensuring a wide range of community voices are heard. These events could be a mix of in-person or internet-based events to ensure they are accessible to the community and could include locations like affordable housing.

The project may offer compensation to meeting participants on a case-by-case basis consistent with Metro's current community compensation policies. Generally, compensation will not be offered to standing meeting participants but may be offered to community-based organizations or individuals to recognize culturally specific expertise, leadership and services experience that Metro cannot provide.

Engagement activities

Engagement activities in this work plan are aimed to achieve the primary goal of gathering feedback from people and groups with a diverse range of experiences and perspectives. The [Spectrum of Community Engagement to Ownership](#) model identifies five levels of community engagement for increased efficiency in decision-making and solutions implementation. These levels are ordered as follows by increasing impact on decision-making: (0) ignore; (1) inform; (2) consult; (3) involve; (4) collaborate; and (5) defer to. For this effort, engagement strategies will primarily inform, consult and involve the public. This engagement will range from providing the community with information to ensuring community needs and assets are integrated into process and informing planning.

Group	Level of engagement (i)	Activity and purpose	Representation, roles and responsibilities
TWG	Consult	A series of meetings anticipated over the course of the project; feedback given to staff, advisory committees and Council	<p>Agency staff engaged in discussions about transit strategies and their implementation for the Community Connector Transit Study.</p> <ul style="list-style-type: none"> Advise Metro staff on study and task approaches, milestone deliverables and engagement strategies to reflect agency and local expertise in the items brought forward to the Metro advisory committees. Guide the project, provide expert feedback, and act as a sounding board for ideas. <p>See charter in Attachment A for more detail.</p>
Regional and intercity transit providers	Consult	Workshops in each county at major project milestones; feedback given to staff, advisory committees and Council	Small transit provider staff representing transit agency interests to provide insights on the operations impact of transit policies and services.
Clackamas County's STP	Consult	Meet at major project milestones;	

Group	Level of engagement (i)	Activity and purpose	Representation, roles and responsibilities
		discuss operational challenges and coordination with larger transit networks; feedback given to staff, advisory committees and Council	
County coordinating committees	Consult	Up to 5 meetings anticipated over the course of the project; feedback given to staff, advisory committees and Council	Local agency staff coordinating to address land use and transportation planning issues within their respective county.
TPAC and MTAC	Collaborate	6 meetings each anticipated over the course of the project; feedback given to staff, JPACT and MPAC	Community and business representatives and local agency staff discussing and evaluating land use and transportation policy options and provide technical support to Metro's policy committees JPACT and MPAC, respectively.
JPACT and MPAC	Defer to/Collaborate	5 meetings each anticipated over the course of the project; feedback given to staff and Council	<u>JPACT</u> : Regional leaders making recommendations to the Metro Council on transportation needs in the region. <u>MPAC</u> : Regional leaders advising Metro Council on growth management and land use issues in the region.
CORE	Collaborate	1-2 meetings anticipated at major project milestones; feedback given to staff and Council	Community members advising Metro Council on strategies to advance racial equity.

Group	Level of engagement (i)	Activity and purpose	Representation, roles and responsibilities
TriMet's TEAC	Inform and Consult	Meet at major milestones in Tasks 5 through 7; ensure that transit policies and services are equitable, addressing the needs of underserved and marginalized communities; feedback given to staff, advisory committees and Council	Community members providing insights on equitable transit solutions and addresses disparities in transit access.
TriMet's CAT	Inform and Consult	Meet at project milestones; focus on improving accessibility within transit services and ensure that the needs of individuals with disabilities are met; feedback given to staff, advisory committees and Council	Community members concentrating on accessibility issues and solutions for people with disabilities.
Chambers of commerce, business organizations and employers	Inform and Involve	Meet at project milestones and/or small group interviews; focus on improving transit access for businesses and ensure that the needs of employees are met (i.e., shift workers); feedback given to staff, advisory committees and Council	<p>Business representatives coordinating to address unique area business needs, challenges and opportunities who will provide insights on the economic impact of transit policies and services.</p> <ul style="list-style-type: none"> • Discuss the transit system's impact on local businesses and the economy. • Share insights on how first and last mile services can improve business operations, employee commutes, and customer access. • Work with regional transit providers and stakeholders to ensure that transit

Group	Level of engagement (i)	Activity and purpose	Representation, roles and responsibilities
			<p>services support economic growth and accessibility.</p> <ul style="list-style-type: none"> • Suggest strategies for improving transit services to better connect businesses with the broader community, promoting economic development.
Community based organizations and housing organizations	Involve and consult	Focus groups and/or small group interviews with community members focusing on a diverse range of needs, particularly those of marginalized groups	<p>Advocate for and represent the needs of underserved and vulnerable communities in transit planning.</p> <ul style="list-style-type: none"> • Provide detailed input on community needs and transit challenges. • Prioritize the inclusion of historically underrepresented groups in discussions about transit improvements. • Provide insights during early project phases to help shape engagement strategies that effectively reach diverse populations. • Offer ongoing input on how to ensure transit solutions are inclusive and address the specific needs of marginalized communities.
Members of the public	Inform and involve	Outreach and informational materials via Metro website and social media; online surveys providing opportunities	Provide feedback on transit needs and solutions through focus groups, public hearings, community events, and online

Group	Level of engagement (i)	Activity and purpose	Representation, roles and responsibilities
		for input, in-person tabling in partnership with TriMet service planning outreach and/or local events; focus groups and/or small group interviews with a focus on key needs such as those for people living in affordable housing and parks patrons	platforms, ensuring diverse community voices are reflected in the planning process. <ul style="list-style-type: none"> • Share insights on transit needs and accessibility. • Ensure broad participation and input on transit solutions. • Contribute feedback via Metro’s website, social media, and surveys. • Review project updates and respond to promotional materials, ensuring diverse community voices are heard.

Community groups and interested parties

The following list includes organizations who the project team Community Connector Transit Study will invite to participate in this project. The list is not exhaustive and will be revised based on feedback received throughout the process. Age-Friendly Portland

- AARP
- APANO
- Business chambers, such as Greater Portland Chamber, Oregon City Chamber, Tigard Chamber of Commerce
- Centro Cultural
- Coalition of Communities of Color:
- Disability Rights Oregon
- Hacienda CDC
- IRCO
- Native American Youth and Family Center (NAYA)
- Next Up
- Oregon Walks
- Portland Transportation Ambassadors
- Proud Ground
- REACH CDC
- Rosewood Initiative
- Sabin CDC
- Safe Routes to School Portland
- Self Enhancement, Inc.
- Street Roots
- The Street Trust
- Transportation Management Associations (TMAs), such as Westside Transportation Alliance, Explore Washington Park and Columbia Corridor Association, Gresham Area Chamber of Commerce and Visitors Center
- TriMet Riders Club
- Unite Oregon
- Urban League of Portland
- Verde

Communication materials and channels

To effectively engage with community members and connect with them where they are, the project will employ a range of communication channels and materials. These will be carefully crafted to ensure broad accessibility and foster meaningful participation. Information will be disseminated virtually and in-person to ensure the communication remains accessible. The materials will encompass:

1. **Agendas and meeting packets:** For each meeting and workshop, detailing objectives, topics, and background information.
2. **Visual aids and presentations:** Graphics, maps, and infographics for illustrating trends and policy considerations.
3. **Communication Materials:** Including visual aids like posters, and fact sheets, postcards, and key messages.
4. **Event, focus group, interview summaries and feedback reports:** Including major themes, takeaways, and transcribed comments from meetings and events.
5. **Community-based organization Partnerships:** Leveraging the networks and channels of CBOs to amplify outreach efforts and engage with all communities, particularly those who are underrepresented.
6. **Public outreach campaigns:** Broad communication strategies across multiple media channels (e.g., earned, social, website, MetroNews), providing updates and opportunities for involvement to ensure that the general public is informed and has the opportunity to participate.
7. **In-person tabling:** Meeting community members where they already are to engage in one-on-one and small group discussions to better understand needs.
8. **Feedback Log and Response Mechanism:** A system will be established to compile and track public comments and responses. This log will help ensure that all feedback is addressed and incorporated into the project.

Project Timeline

Figure 1 illustrates the project timeline by task and identifies key engagement touchpoints. Table 2 below describes the major public engagement milestones, timing, and the proposed general engagement approach and methods for each.

Figure 1. Project Timeline

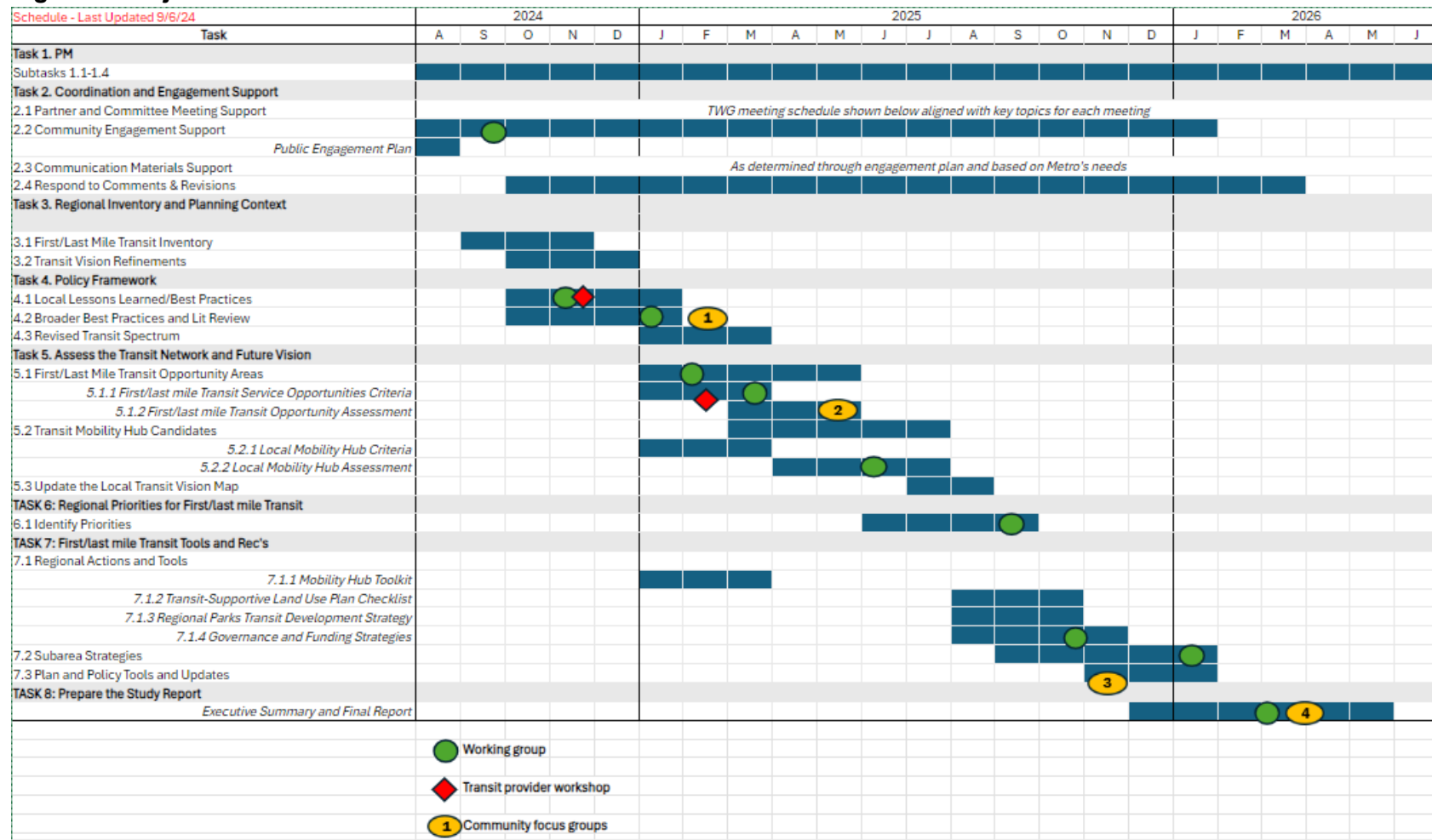


Table 2. Engagement Milestones

Milestone	#1 Context and Policy Framework	#2 First/last Mile Opportunities and Vision	Priorities, Tools and Actions	Report
Approach	<ul style="list-style-type: none"> Engage advisory committees Transit provider workshops Past feedback Summary Report Online survey Fact sheets 	<ul style="list-style-type: none"> Engage advisory committees Transit provider workshops Community and business focus groups and interviews Community event outreach Online survey Fact sheets 	<ul style="list-style-type: none"> Engage advisory committees Community and business focus groups and interviews Community event outreach Online survey Fact sheets 	<ul style="list-style-type: none"> Engage advisory committees Study Engagement Summary Report Online review link Review invitations by email Fact sheets
Key Questions	<ul style="list-style-type: none"> What lessons have we learned from early implementation? What role should community connectors play in the region? Where are there existing gaps and current challenges or opportunities? 	<ul style="list-style-type: none"> How can the vision capture the specific needs of communities in the region? How can the vision address the needs of equity communities? What is most important to consider when identifying priorities? 	<ul style="list-style-type: none"> Do the tiered corridors represent the right priorities for the region? Will these prioritized corridors meet the needs of equity communities and advance other regional goals, such as reducing the region's climate impacts? 	<ul style="list-style-type: none"> Did we get it right? What needs to change? Is there anything else we should consider to set us up to implement the Vision? What should we look at more closely for areas of future study?
Timing	<i>Sept – Dec 2024</i>	<i>Jan – June 2025</i>	<i>Oct – Dec 2025</i>	<i>March – May 2026</i>

REGIONAL TRANSIT FEEDBACK SUMMARY

This report provides a high-level summary of community connector and mobility hub-related feedback gleaned from the past eight years (2016 to 2024) of major transit planning and development projects, including the:

- 2023 High Capacity Transit Strategy
- TV Highway Transit Project
- 82nd Avenue Transit Project
- 2023 and 2018 Regional Transportation Plan Updates
- SW Corridor Plan
- Get Moving 2020
- Division Transit Project

The information in this report will inform the first phases of the Community Connector Transit Study related to the planning context and policy framework project milestones.

OVERALL THEMES

These common themes were heard throughout the outreach efforts:

- **Transit connectors:** Support for 1) expanding service, particularly to dense, growing areas and town centers and community hubs in the broader Metro region; 2) faster, more frequent, efficient and reliable service to essential destinations, including first- and last- mile transit connections; and 3) prioritizing the needs of historically marginalized communities and responding to the climate crisis.
- **Mobility hubs:** Support for hubs at key connections and end of line connecting transit modes and providers, as well as other active transportation modes. Interest in improving amenities that increase comfort for people waiting at hubs. Pursue opportunities to incorporate cultural identity, provide community benefits, and enhance maintenance. Desire for safe and comfortable facilities for walking and rolling to transit (crosswalks, sidewalks, lighting, ADA-compliant improvements).
- **Implementation:** Support for affordable transit that provides resources to help marginalized communities navigate the network while feeling safe doing so. Pursue partnerships for coordinated improvements incorporating community benefits with a clearly developed funding strategy.

FEEDBACK RELATED TO CONNECTORS

Transit Service

- Create opportunities that get people out of cars. Transit service must be competitive with driving for investments to be effective.

- Business community members raised concerns about congestion slowing drivers and creating problems for private shuttles that transport employees to work.
- Survey results revealed that travel time is the primary factor for deciding which transportation mode the public chooses for a given trip.
- Community members also need reliable service ensured.
- Make it easier for people to choose transit as an option. Connections and greater frequency are needed.
 - Businesses and community raised concerns about insufficient frequency during non-peak hours and that transit service does not meet the needs of some job fields.
 - Community members expressed a desire for improving night and evening service to help employees after hours (outside of 9-5 pm) to get to and from late shifts.
 - Community members asked to better align shuttle schedules with destinations, for example the GroveLink with the high school schedule and peak commute times.
- Prioritize the needs of historically marginalized communities. Regional leaders and communities emphasized the need to support people with mobility challenges and People of Color in the planning and implementation process. Community members recommended focusing on workforce development.
 - See Bill's story [here](#).
- Communities were concerned about transit's negative impacts to air quality and the climate crisis.

Transit System

- Improve transportation for people living and working in urban and suburban communities. Regional leaders and the public suggested expanding the transit service area to provide more people with the option to take transit.
 - Stay rooted in land use and think about density. Invest in transit in growth areas.
 - Buses should reach and connect more neighborhoods, such as those in East Multnomah County.
 - Connect with community hubs beyond Portland, to make more connections in Washington and Clackamas counties. More direct routes to town centers.
 - Regional leaders suggested improving service in the outer areas of the region.
 - See Elise's story [here](#) and Elza's story [here](#).
- Consider overall system efficiency and reliability.

- The business community mentioned interest in having more one- or two-seat rides to reduce transfers and increase ease of access to large campus sites for employees.
- Parents also said that they feel more comfortable with their children taking public transportation if they don't need to transfer buses to get to school.
- Prioritize people, local transportation options, and last-mile connections providing transit options at each leg of a trip from beginning to end.
 - Eliminate barriers for equity focus areas.
 - Expand transit service for people with disabilities and transit-dependent residents.
 - Serve students who do not have access to public transportation due to distance.
 - The public expressed desire for better first- and last-mile transit connections to light rail and frequent bus.

Destinations

- Provide better connections and improve access to destinations, such as:
 - housing, affordable housing and retirement communities;
 - jobs and major employers;
 - schools and educational facilities;
 - shopping and major stores;
 - medical facilities and health care services; and
 - parks, recreational facilities and natural areas.
- Improve the following regional connections:
 - through Milwaukie, Oak Grove, and wider Clackamas
 - through Tigard, Tualatin, and Wilsonville
 - express connection to Forest Grove
 - OR 99E corridor
 - Highway 26
 - Burnside to Beaverton
 - Murray Boulevard/Scholls Ferry Road to Bethany

FEEDBACK RELATED TO MOBILITY HUBS

Function

- Provide transportation hubs at key connections and at the ends of transit lines.
 - The business community and regional leaders expressed a desire to locate transit stops near job centers.
- Regional leaders and communities expressed desire to improve transit connections by connecting to transit hubs including other transit providers.
 - Make connections between different transit modes and across agencies.

- Include multi-modal transportation options like bike share and micromobility.
- Prioritize transit access, options, and frequency over cars through infrastructure investments.
- Community members suggested repurposing street parking and improving curb management.
- Create walkable, livable spaces for everyone to easily navigate.
 - Create a streetscape that feels accessible and safe for people to walk to businesses.
 - Provide wayfinding and clarify intersections.
 - Ensure there are working elevators for people with disabilities. Improve maintenance with existing elevators and provide ramps instead or to supplement elevators.

Amenities

- Include the following amenities at mobility hubs, especially at the end of lines, to make them more comfortable for people who may be waiting a while:
 - weather-protection and shelters
 - benches (more seating)
 - lighting
 - real-time arrival screens
 - public restrooms with diaper changing stations
 - trash cans
 - security features like cameras and preventive design
 - shade trees and plants for protection, traffic calming and stormwater filtering that are native, low water and can provide food for humans and wildlife
 - bike storage and racks
 - Wi-Fi
 - electronics charging outlets
 - warming/cooling stations
 - wheel guides (to ensure consistent stop location at the curb)
 - level boarding

Opportunities

- Create a brand and incorporate neighborhood and cultural identity.
 - Provide land for affordable housing.
 - Consider community gathering spaces.
 - Add public art and murals that reflects cultures of diverse communities.
 - Offer land or space for a multi-cultural hub. Partner to incorporate wrap around services that integrate transportation, child care, food, work clothes, books, meals, exams, school costs, etc.

- Improve transit navigation for newer residents (especially with limited-English proficiency) to get to healthcare appointments, navigate the area, and access resources
 - maps that are accessible in multiple formats (that uses symbols, pictures, and audible options)
 - route maps and schedules and signage in multiple languages
 - advertisements about fare discounts
- Better maintained buses, trains, and transit stations.
 - trash pick-up
 - bathrooms cleaned every 24 hours
 - enforcement presence and/or rider help and translation at stops

Access

- Safety is important for accessing transit and at the transit stop. Community members indicated that a lack of safe and connected walking and rolling routes to reach transit is a major barrier.
- Create safer pedestrian and cyclist routes and intersections.
 - Increase visibility for all users. Ensure proper lighting.
 - Fill gaps especially near the stop or station.
 - Go beyond paint for bike infrastructure.
 - Improve sidewalks.
 - Provide extra protection for walking and biking in high crash areas. Separate bike lanes and sidewalks from driving lanes.
 - Clear sidewalk obstructions including trash. Some community members expressed concerns about sidewalk obstructions from people experiencing homelessness.
 - Pair bus station improvements with safety improvements.
- Create more safe places for people to cross the road, whether they are walking, cycling or rolling.
 - Add more access points near businesses.
 - Provide crossings to the stop or station, especially at schools.
 - Use flashing beacons and/or signaled crossings whenever possible.
- Community members indicated the want for increased accessibility and capacity for disabled riders. Review and reconsider public Right of Way conditions.
 - Make transit vehicles more accessible and provide more space for honored citizens that have difficulty finding priority seating today.
 - Ensure sidewalks are ADA-compliant and level.
 - Provide ramps at curbs with good conditions.
 - In addition to flashing signal lights at crossings, provide auditory signal and Braille signage.

FEEDBACK RELATED TO COORDINATION, GOVERNANCE AND/OR IMPLEMENTATION

- Community members emphasized how transit fare and transit affordability are important factors that impact accessibility and equity.
 - Provide incentives for riders who are students, seniors and bikers.
 - Make public transit services free or reduced fee.
- Provide technical assistance and have resources available to help people, especially non-English speakers and elderly people, navigate our transportation system.
 - Ensure communications for folks of all abilities.
 - Advertise to recruit more BIPOC educators.
 - Make transit project and service information more available to communities, particularly those that depend on transit. People don't have time to look for information.
 - Work with CBOs and employers to disseminate information.
 - Improved outreach strategies, including flyers that connect people to opportunities, address fears/concerns around immigration status, etc.
 - Ensure drivers have information to provide in multiple languages.
 - Use social media outreach to inform people about services, opportunities and events.
- Community members mentioned safety and security is a significant barrier to BIPOC and young people taking transit.
 - Prevent harassment due to race and/or religious affiliation.
 - Hire Community Transit Leaders.
- Communities mentioned the importance of partnering with cities and counties early to improve collaboration and the quality of the future investment.
 - Community members and regional leaders encouraged Metro to convene jurisdictions at the outset of a project to:
 - Improve roadway safety and pursue unified standards.
 - Align transit priorities in the region, specifically regional processes like RFFA and local transportation system plans.
 - Work together to improve transit navigation, foster accessible, safe and welcoming spaces through signs, and advance clean environment, education and health.
 - Regional leaders and communities discussed working with employers to contribute to transit operations to better serve employment areas.
 - Build relationships and connections with local school districts.
- Integrate community and community benefits into the planning and project development processes.
 - Include BIPOC community members in decision making spaces.
 - Connect with organizations/businesses and other local groups.

- Provide space for affordable housing, small, local businesses, community gathering at stations.
 - Pursue messaging campaigns to highlight small businesses and promote and/or program convening spaces.
 - Explore community ownership of commercial spaces, like CITs, and creative ownership structures that are alternative to the standard bank loan structure.
 - Develop opportunities for small business owners to purchase their property and make the information accessible.
- Incentivize programs for hiring local minority contractors for things like stop and station maintenance and landscaping.
- Regional leaders shared concerns about funding infrastructure and recommended thinking about finance and developing a collaborative funding strategy.
 - Study revenue models and funding opportunities.
 - Prepare projects and programs to be grant-ready.
 - Consider investment priorities and the long term return on investment.
 - Weigh capital improvements and operations and maintenance.
 - Pursue funding from the Statewide Transportation Improvement Fund (STIF).

6.3 Introduction to the Regional Transportation Demand Management Strategy & Assessment

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, October 17, 2024

JPACT Worksheet

Agenda Item Title: Regional Transportation Demand Management (TDM) Strategy Introduction

Presenters: Noel Mickelberry (she/her) and Grace Stainback (she/her), Metro Regional Travel Options Program

Contact for this worksheet/presentation: Noel Mickelberry (noel.mickelberry@oregonmetro.gov)

Purpose/Objective

Provide an overview of the Regional TDM Strategy purpose, development process and key milestones; share upcoming opportunities for input.

Outcome

JPACT will be informed of the upcoming project and process– including when it will come back to JPACT for approval - and will have the opportunity to provide input to staff as the strategy development process begins.

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

This is a new item

What packet material do you plan to include?

Memo detailing the project process, policy linkage, and impact on regional programs.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday October 3rd, 2024
To: Joint Policy Advisory Committee on Transportation (JPACT)
From: Noel Mickelberry & Grace Stainback, Metro Regional Travel Options Program
Subject: Regional Transportation Demand Management (TDM) Strategy Introduction

Memo purpose: To provide background on Transportation Demand Management (TDM) programming in the region, describe how programs benefit regional partners, and update JPACT members on the TDM Strategy process currently underway.

What is Transportation Demand Management?

Transportation Demand Management (TDM) informs and encourages people to use walking, biking, rolling, transit and ride-sharing to maximize the efficiency of the region's transportation system, leading to improved mobility, reduced traffic and lower carbon emissions. Public and private sector organizations dedicated to providing a better journey for everyone use TDM programs to provide people with transportation options that help them travel in affordable, efficient and sustainable ways. Different types of TDM programs include commuter transportation benefit programs, Safe Routes to School efforts and community-led encouragement/education events and activities.

Metro's role in TDM

The [Regional Travel Options \(RTO\)](#) program has been the region's primary TDM effort since the 1990s with a focus on providing alternatives to single occupancy vehicle trips and helping the transportation system function better. Working with partner jurisdictions, Metro developed the first RTO Strategy in 2003. Since then, the strategy has been updated several times to align with the Regional Transportation Plan (RTP) and evolving regional objectives. The RTO Strategy has served as a funding strategy document, guiding the allocation of Regional Flexible Funding to support TDM activities that improve system efficiency and help meet regional mobility, climate and safety goals.

The upcoming effort will be the first comprehensive Regional TDM Strategy, with the aim to develop shared goals and actions and define roles among regional partners. The plan will ensure that TDM programs support regional mobility, climate and safety goals in a way that is meaningful and appropriate based on specific context for different communities across the region. In addition, this process will include an update to the RTO Program Strategy to provide direction to the Metro Regional Travel Options program about how best to support our local agency and nonprofit partners to ensure a coordinated and effective regional program.

Why create a Regional TDM Strategy?

Through the process of developing the 2023 Regional Transportation Plan, the region identified the need for clearer direction regarding how Transportation Demand Management should be coordinated and implemented. The RTP describes the role of TDM in helping implement the region's strategies for mobility management and greenhouse gas emission reductions. New policy direction in the 2023 RTP includes guidance for local agencies to integrate TDM into local Transportation System Plans and comprehensive plan amendments. The Regional TDM

Strategy will contain an implementation plan to meet this new direction in the RTP, including:

TDM Policy 1. Develop and refine regional and local TDM policies and implementation plans to help reach climate, mobility and modal targets.

TDM Policy 2. Provide adequate TDM resources and programming to meet the public's specific mobility needs for employment, education and essential services.

TDM Policy 3. Provide and deliver TDM programming at a variety of scales: state, regional and local.

TDM Policy 4. Improve access to travel choices and eliminating barriers for marginalized communities with a focus on communities of color and people with low incomes.

The Regional TDM Strategy will reflect regionally significant TDM efforts and priorities, regardless of funding source, to capture all TDM activities that help meet these policy goals.

Project Phases & Key Milestones

The work of the Regional TDM Strategy will take place over the course of 18 months, kicking off in July 2024 with completion in December 2025. The project is broken into two phases:

Phase I: Assessment – Summer 2024-Winter 2025

- RTO Program Evaluation
 - o The RTO program evaluation encompasses RTO grants awarded during the 2019-2023 grant period. This evaluation will analyze and describe the impact of the RTO program in support of regional transportation, land use, climate, equity and health objectives. The evaluation will also provide recommendations for the RTO Program Strategy to incorporate refinement of grantmaking, data collection and evaluation processes in support of RTO's three Program Areas of Commute, SRTS and Community and the 2022 RTO Racial Equity Strategy.
- Regional TDM Needs Assessment
 - o The Regional TDM Needs Assessment aims to identify TDM challenges and opportunities at a regional level, leveraging the information and data collected by the RTO program and its partners (via the RTO program evaluation) as well as additional information gathering through surveys, focus groups and other research tools. The Regional TDM Needs Assessment will provide a foundation of research for the region to identify the most effective TDM strategies & gaps in current program delivery, led with a racial equity lens in assessment design implementation and interpretation to equip RTO staff with evidence-based insights for informed decision-making and the strategic planning process in Phase II.

Phase II: TDM Strategy Development – January-December 2025

- Regional TDM Strategy
 - o The Regional TDM Strategy will develop shared goals and outcomes that can advance TDM programming to carry out RTP goals and objectives, specifically the TDM policies listed above as well as direction from the 2023 RTP Regional Mobility Policy Update and the 2022 RTO Racial Equity Strategy. The TDM strategy will define TDM in the context of RTP policies, identify types of TDM program delivery, and ensure coordination is

identified with complementary programs and policies like Transportation System Management and Operations (TSMO), emerging mobility/technology, parking management, pricing and other operational strategies.

The Regional TDM Strategy will identify and articulate the TDM approaches that are most effective in different contexts and for various audiences and define current and future roles and responsibilities for TDM providers in the region including state partners, Metro, local jurisdictions and community-based organizations. These approaches will include specific partner actions to achieve identified outcomes and measure success, and pathways for partners to begin and expand TDM programming. The Regional TDM strategy will identify regional performance measures and methods to illustrate how and by whom progress toward regional TDM goals will be measured.

- RTO Program Strategy Update
 - o The RTO Program Strategy will build on the roles for Metro identified in the Regional TDM Strategy with specific updates to our investment in TDM in the region that includes grantmaking, technical assistance and Metro-led programs and services. The RTO Program Strategy will develop a refined evaluation methodology for the RTO program to measure the outcomes of our investments and the expectations of grant partners in reporting on progress and will ensure programs and funding are allocated in a manner that advances equity – integrating work already conducted to create the RTO Racial Equity Strategy in 2022.

Community and stakeholder engagement will occur throughout the course of the project, beginning with the Regional TDM Needs Assessment. The primary ways community and stakeholders will be involved include:

- Focus groups – communities who are not currently engaged with the RTO Program, with a focus on communities identified in the 2022 RTO Racial Equity Strategy, will be invited to focus groups to identify needs and barriers to TDM programming as part of the Regional TDM Needs Assessment.
- A survey to TSP & TDM practitioners will be sent this fall as part of the Regional TDM Needs Assessment.
- A TDM Strategy Work Group, comprised of partners and community involved or impacted by TDM, will inform the development of the Regional TDM Strategy & RTO Program Strategy over the course of the strategy development in 2025.
- Interviews and discussions with existing RTO partners, state and local TDM practitioners, local planners and participants in the focus groups held during the TDM Needs Assessment will be conducted to review draft strategies and actions.
- Regular email updates to interested parties, including an update to TPAC and JPACT in spring 2025 on our Phase I findings.

The Regional TDM Strategy, and the accompanying RTO Program Strategy Update, will be brought back to TPAC, JPACT & Metro Council for adoption in fall 2025. Implementation will occur directly following adoption with integration of recommendations informing the FY 2027-2029 RTO competitive grant solicitation that will open in January 2026.

Read more about the Regional TDM Strategy and sign up for updates on our webpage:
<https://www.oregonmetro.gov/public-projects/regional-transportation-demand-management-strategy>

Materials following this page were distributed at the meeting.

September traffic deaths in Clackamas, Multnomah and Washington counties*

Unidentified, walking, SE Stark St. at SE 162nd, Gresham, Multnomah, 8/24
Richard Lee Detherage, 71, motorcycling, Hwy 224 near Estacada, Multnomah, 8/24
Helen Christine Light, 68, walking, SW 185th Ave. near SW Blanton, Washington, 8/25
Sam Luke Rasmussen, 23, bicycling, SW Hart Rd., Beaverton, Washington, 9/1
Jason Christopher Belisle, 39, driving, S Clackamas River Dr. near Oregon City, Clackamas, 9/5
Timothy Garside, 55, walking, Tualatin Valley Hwy., Beaverton, Washington, 9/7
Leonardo Franco-Velazquez, 22, driving, Hwy 6 near Banks, Washington, 9/7
Unidentified, driving, SE Foster Rd., Multnomah, 9/14
Robert Mathew Blomquist, 72, driving, OR 99W near Southwest Langer Farms Parkway, Washington, 9/18
Unidentified, walking, OR 213, Clackamas, 9/18
Unidentified, walking, NE Fremont St. near NE 85th Ave., Portland, Multnomah, 9/18
Kathryn K. Lakey, 44, motorcycling, E Burnside St., Portland, Multnomah, 9/20
Alan Stig, 71, driving, NE Sandy Blvd near 181st, Gresham, Multnomah, 9/24
Unidentified, walking, E Burnside St. & NE 113th Avenue, Portland, Multnomah, 9/27

**Traffic deaths as of 10/2/24 ODOT initial fatal crash report, and police and news reports –information is preliminary and subject to change. May include names not included in the previous months report.*



Continually committing to systemic change to prevent future traffic deaths

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

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

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

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



Monthly highlights

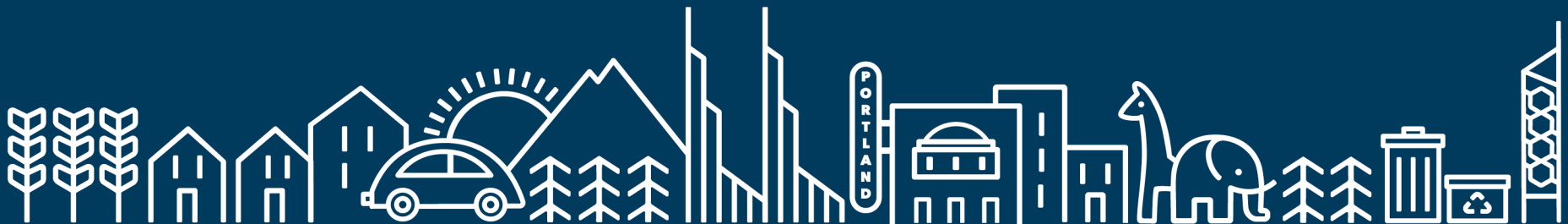
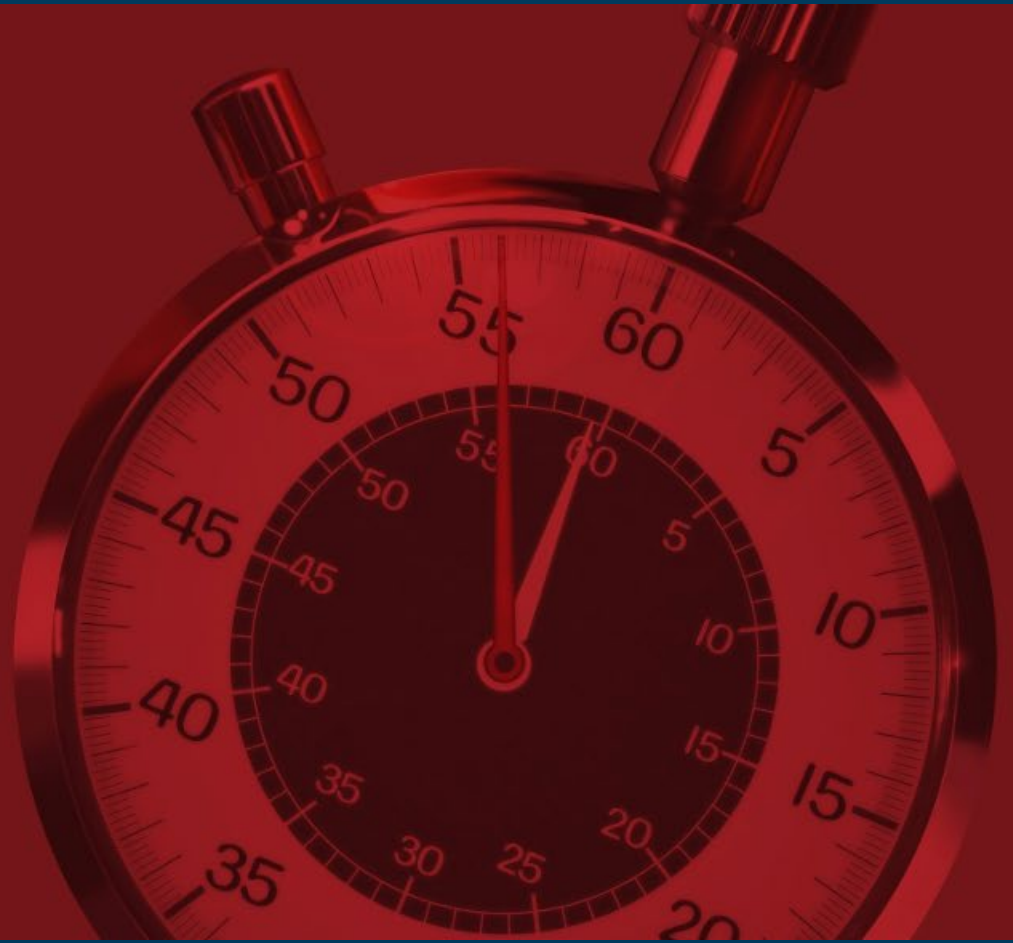
Some of the actions regional partners are taking for safer streets

- **Hillsboro City Council:** Adopted a Transportation Safety Action Plan on October 1, based on the Safe System approach with a 2035 Vision Zero target, safety recommendations and performance tracking.
- **ODOT Transportation Safety:** Produced new and educational videos in Spanish and English, increasing awareness of laws to “Stop Behind the (Bike) Box” and of the benefits of using the “Zipper Merge” onto freeways.
- **City of Portland:** Repaving and adding safety improvements to NE Killingsworth St., from NE 53rd Ave. to NE Cully Blvd., including upgraded corner ramps, improved pedestrian crossings, a new median island, and parking protected bike lanes.



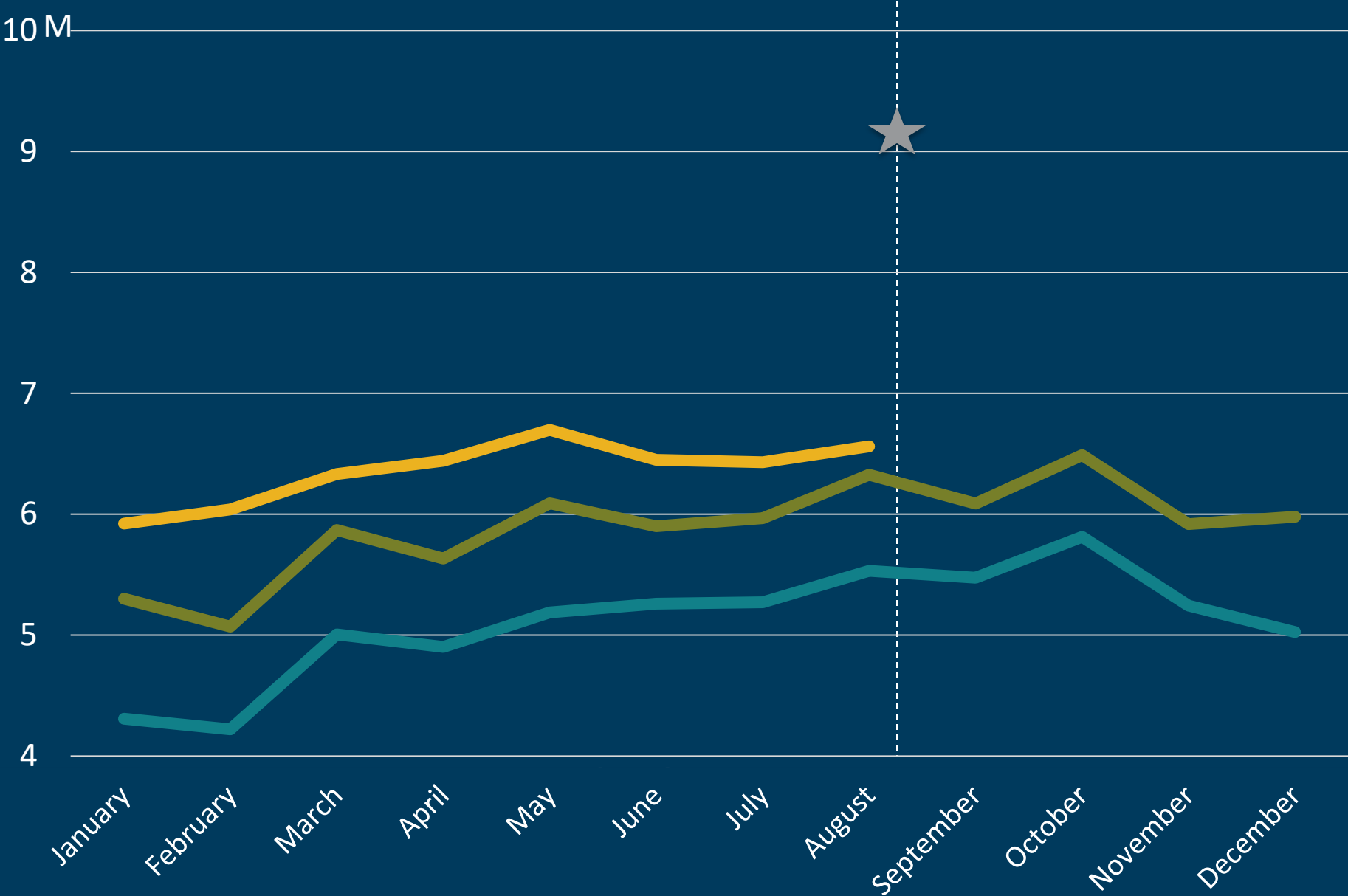
Today in the transit minute...

60 SECONDS



Monthly Transit Ridership (August)

2022 2023 2024



*TriMet, C-TRAN, SMART, Portland Streetcar, Ride Connection, Clackamas and Multnomah County

September Transit News Highlight





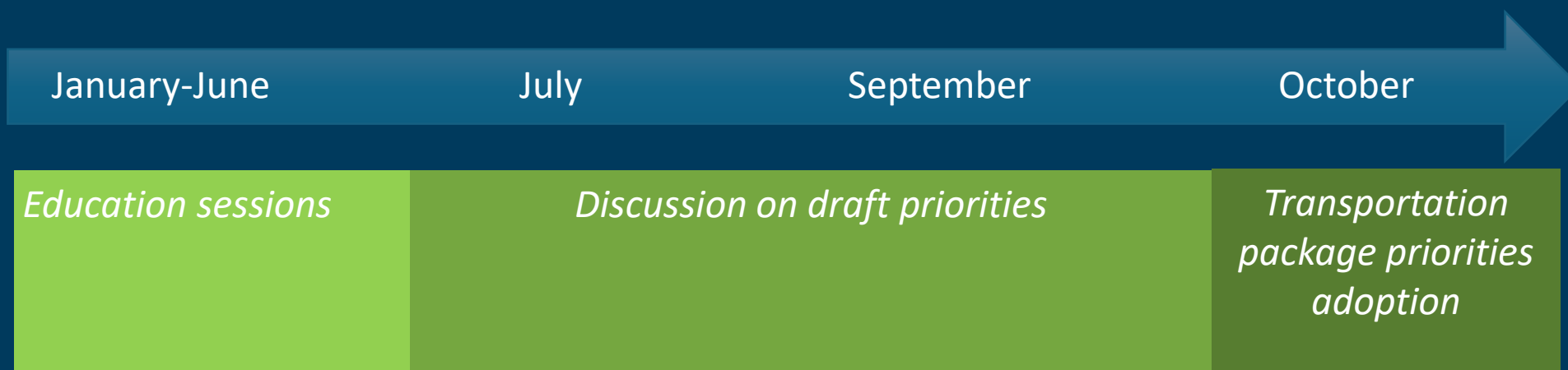
Metro

2025 State Transportation Package

October 17, 2024



JPACT 2025 state transportation package priority setting timeline



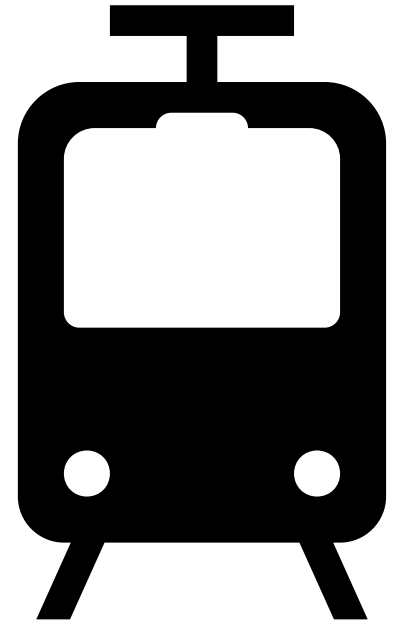
Where we've been

- Educational presentations
 - State and Local government fiscal cliffs
 - Transit
 - National look: other state transportation funding sources
 - Oregon's pilot VMT program: OreGo
- Two JPACT discussion on draft priorities



JPACT priorities

- Short-Term Funding Solutions
- Long-Term Sustainable Funding
- Finish What We Started
- Safe Urban Arterials and Streets
- Transit
- Resiliency





JPACT

IBR Draft SEIS Findings

Greg Johnson

IBR Program Administrator

Modified LPA + Design Options

What is Being Studied in the Draft SEIS?

The IBR Program is a continuation of the I-5 Columbia River Crossing Project. The IBR Program Draft SEIS is a supplemental environmental analysis document that builds on the 2008 Draft EIS, 2011 Final EIS and 2011 Record of Decision. The Modified Locally Preferred Alternative (LPA) similarly builds on the CRC LPA and includes modifications made to address changes in the physical environment, community priorities, and regulations.

► Modified Locally Preferred Alternative

- Improve active transportation facilities and connections
- Extend light rail transit (LRT) from Expo to Evergreen Blvd plus bus on shoulder
- Three new LRT stations
- Replace bridges over Columbia River and North Portland Harbor
- Modify seven interchanges on I-5
- Three through lanes and at least one auxiliary lane in each direction
- Variable-rate tolling for motorists using the river crossing as a demand-management and financing tool

► No-Build Alternative

- None of the improvements associated with Modified LPA would be implemented
- Other planned projects that are independent of the IBR Program would proceed

► Design Options being Studied

- Bridge configuration: Movable span, single-level, double-deck/stacked
- With or without C Street ramps to/from I-5
- Inclusion of one or two auxiliary lanes
- Possible park & rides at Waterfront and Evergreen Transit stations
- I-5 alignment: centered or shifted west between SR14 and Mill Plain Blvd

The Draft SEIS evaluates the Modified LPA in comparison to the No-Build Alternative.

The analysis is conducted for the future condition, which is the year 2045 for this Draft SEIS.

Modified LPA Components





Transportation Findings



Existing Safety Conditions

I-5, Ramps and Ramp Intersections within IBR Study Area

1,780 crashes

5-year study (2015-2019)

7 fatal crashes

3 rear-end

2 pedestrians

2 fixed-object

17 serious injury crashes

6 rear-end

4 side-swipe

2 Overturn

2 Turning

1 Angle

1 Fixed Object

1 Other

See **Chapter 3.1** for more information



Expected Safety Outcomes in IBR Program Area Roadways in 2045

No-Build Alternative

28%
**Increase in
Crashes
from 2019**

Modified LPA with one
auxiliary lane compared
to the No-Build
Alternative

13%
**Crash
Reduction**

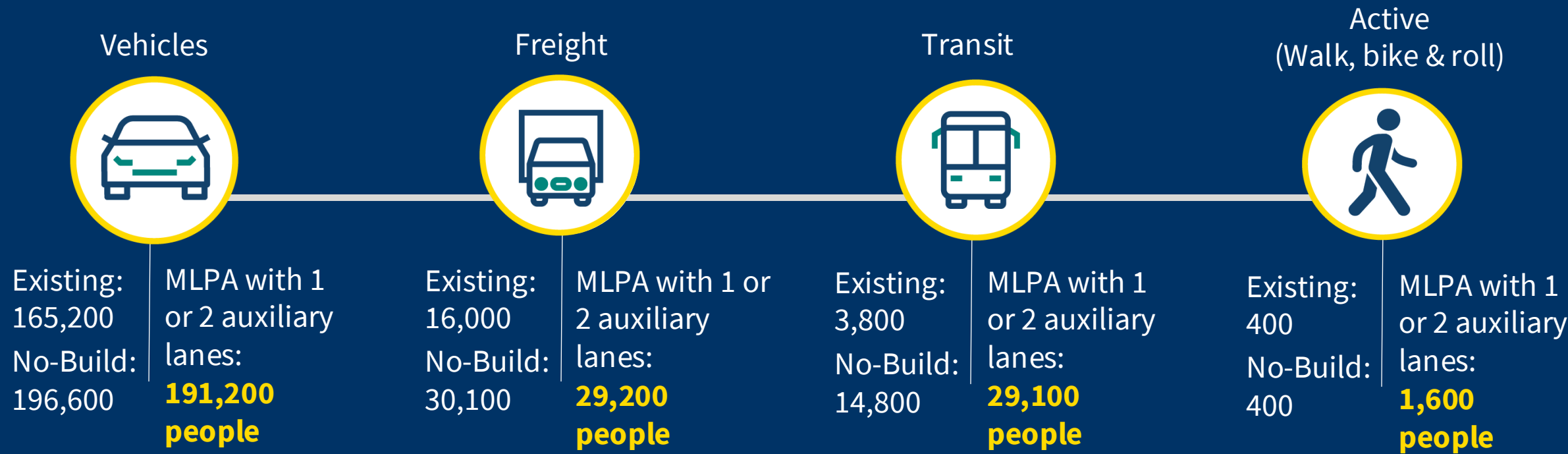
Modified LPA with two
auxiliary lanes
compared to No-Build
Alternative

17%
**Crash
Reduction**

See **Chapter 3.1** for more information

Average Daily Person Trips on I-5 Columbia River Bridges

The Modified LPA — with one or two auxiliary lanes — increases person throughput in 2045 while reducing vehicle miles traveled and number of vehicles using I-5.



Total Person Throughput =

Existing (2019): **185,400** | No-Build: **241,900** | MLPA with 1 or 2 auxiliary lanes: **251,100**



Average Weekday Vehicle Trips on I-5 Columbia River Bridges

Existing Conditions
(2019)

143,000

No-Build (2045)

180,000

**26% more
compared to
Existing Conditions**

Modified LPA with
one or two auxiliary
lanes (2045)

175,000

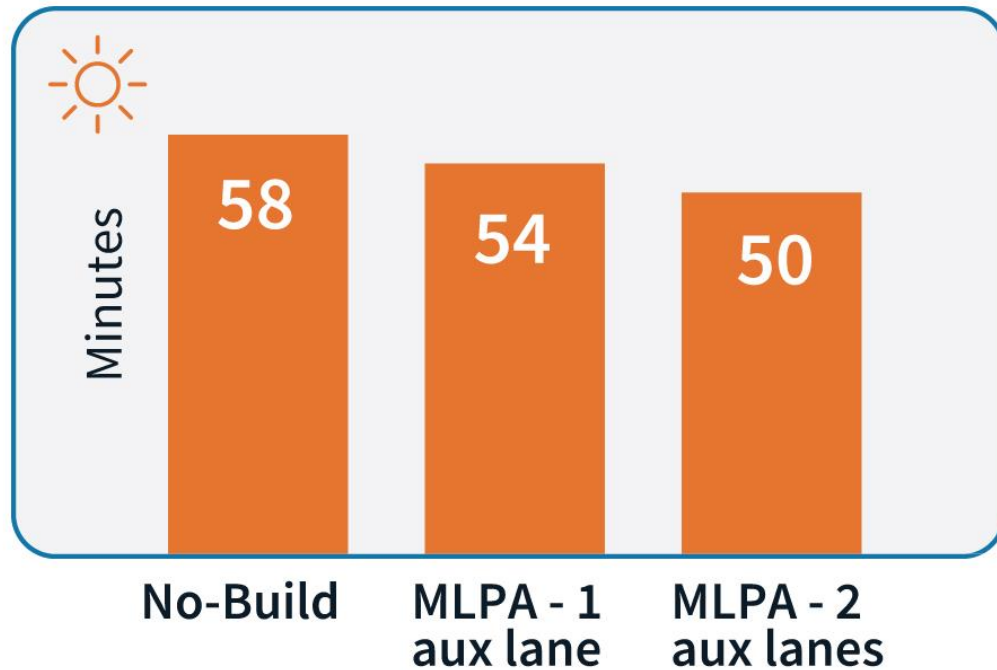
**3% less compared to
No-Build Alternative**

See **Chapter 3.1** for more information

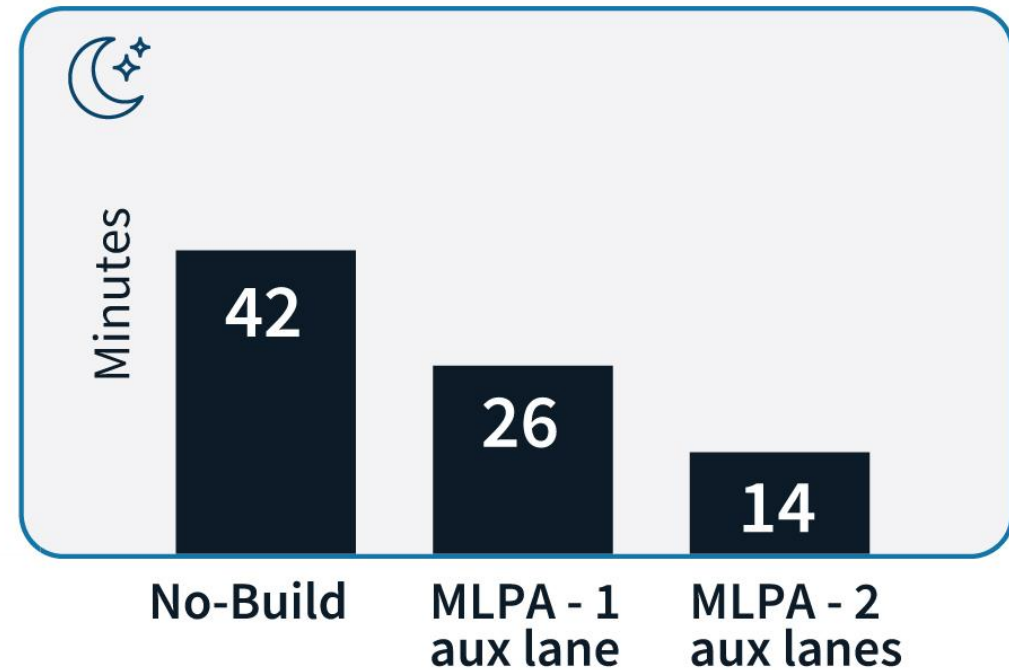
Travel Times - Vehicles

Travel times are calculated as trips between the I-5/I-205 interchange near Salmon Creek and the I-5/I-405 interchange in North Portland during weekday two-hour peak in the year 2045. Southbound (AM) and northbound (PM) travel times decrease under both Modified LPA options as compared to the No-Build.

Southbound AM 6 am - 10 am



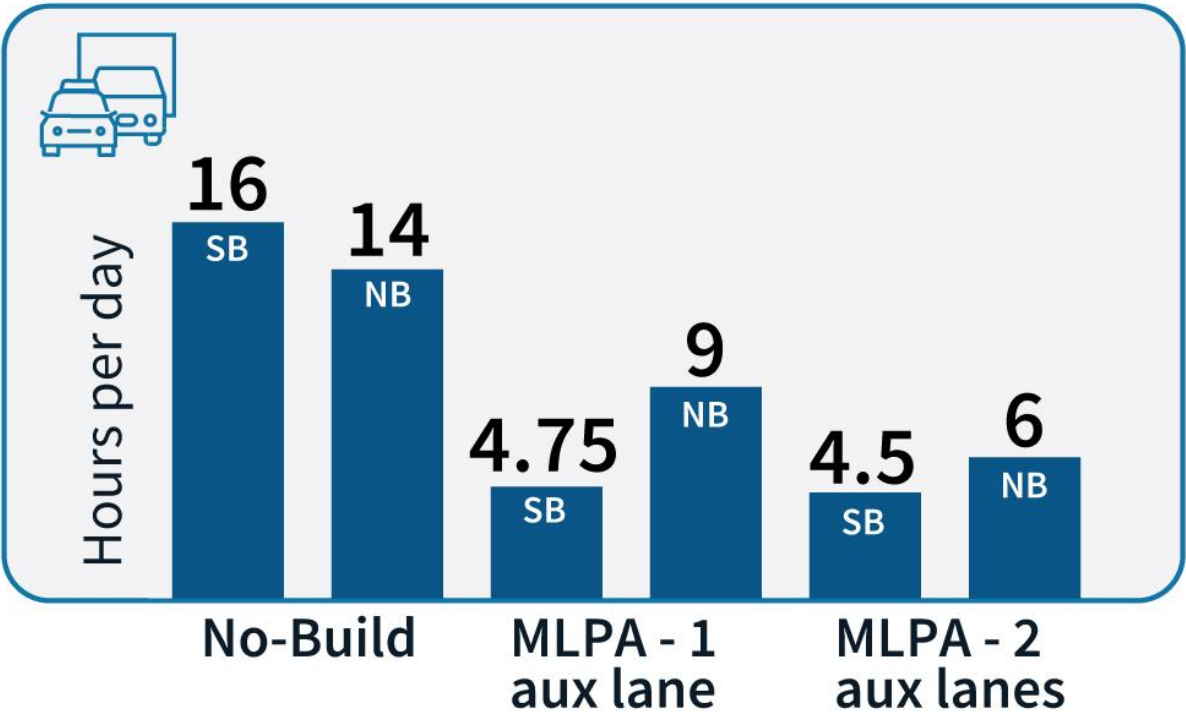
Northbound PM 3 pm - 7 pm



Hours of Daily Congestion at the I-5 Columbia River Bridges

Number of hours in a weekday that congestion (speeds under 45 mph) is expected to occur northbound (NB) and southbound (SB) at the new Columbia River bridges in the year 2045. Southbound and northbound hours of daily congestion decrease under both Modified LPA options as compared to the No-Build.

Congestion at Interstate Bridge in 2045

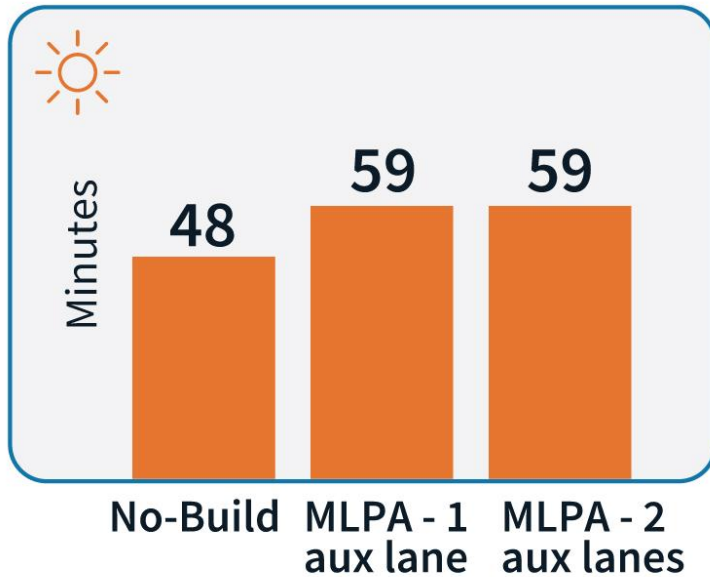


Transit Findings

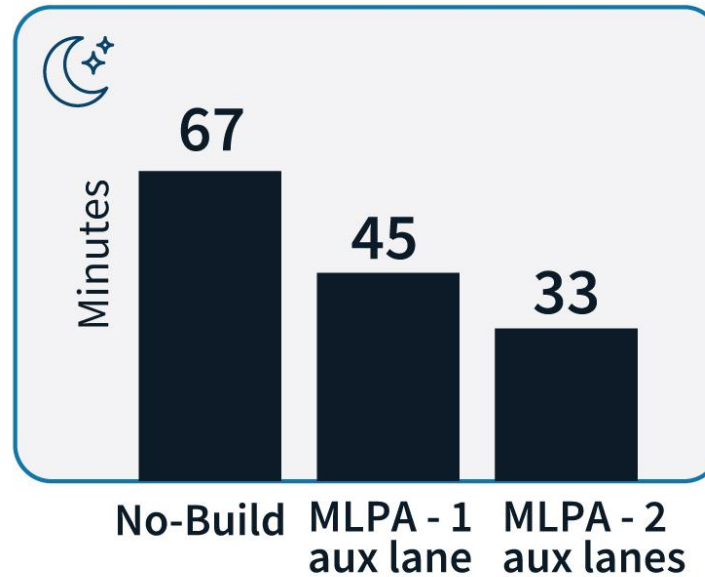
Transit Total Travel Times

Average weekday travel times between downtown Vancouver and Pioneer Courthouse Square in downtown Portland in the year 2045 on weekdays. Total transit travel times include time spent waiting for transit and 10-minutes combined walk time to and from transit.

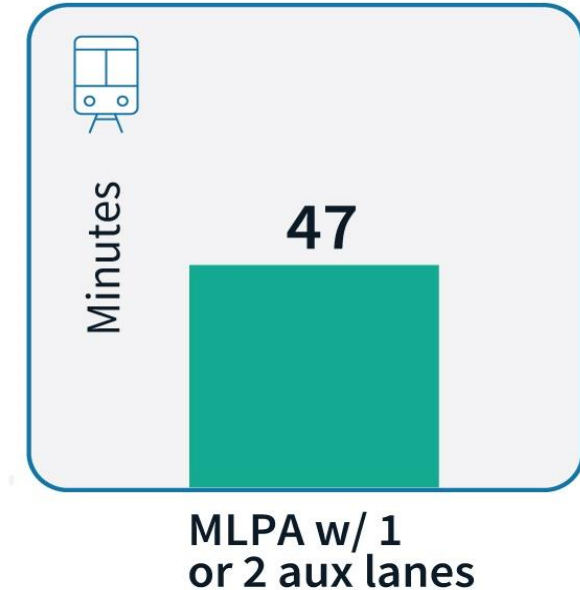
Southbound AM - Express Bus



Northbound PM - Express Bus



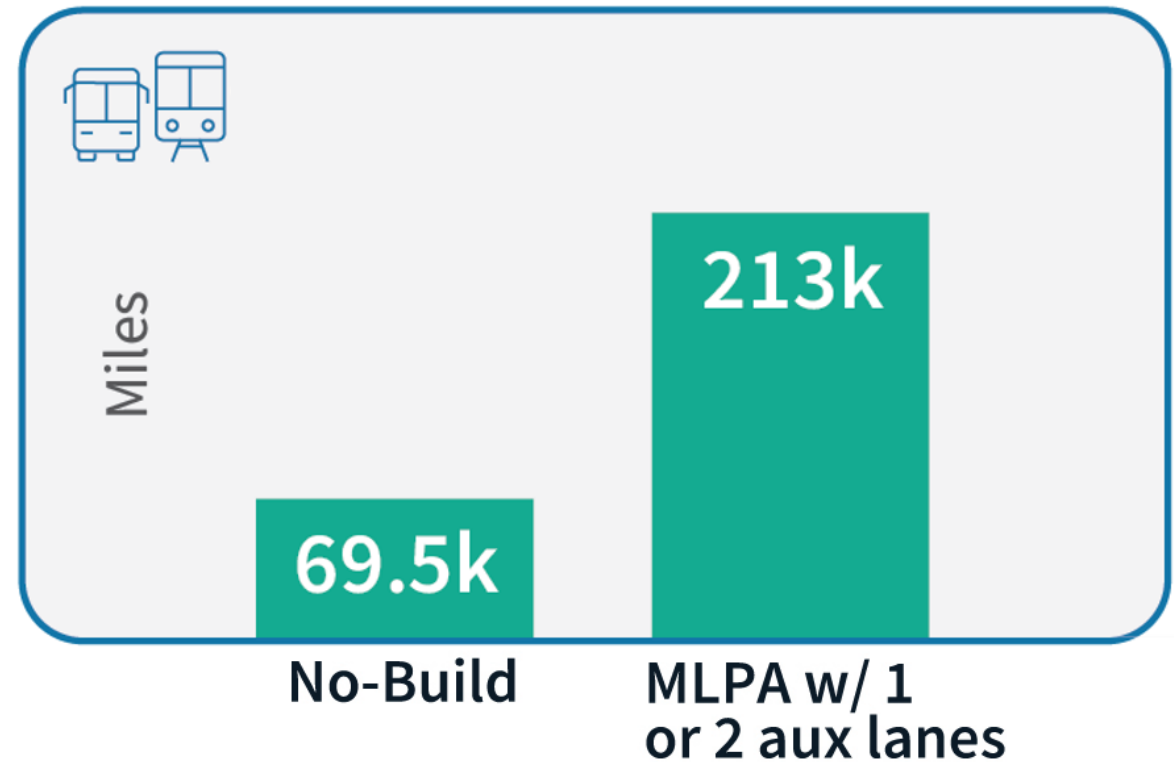
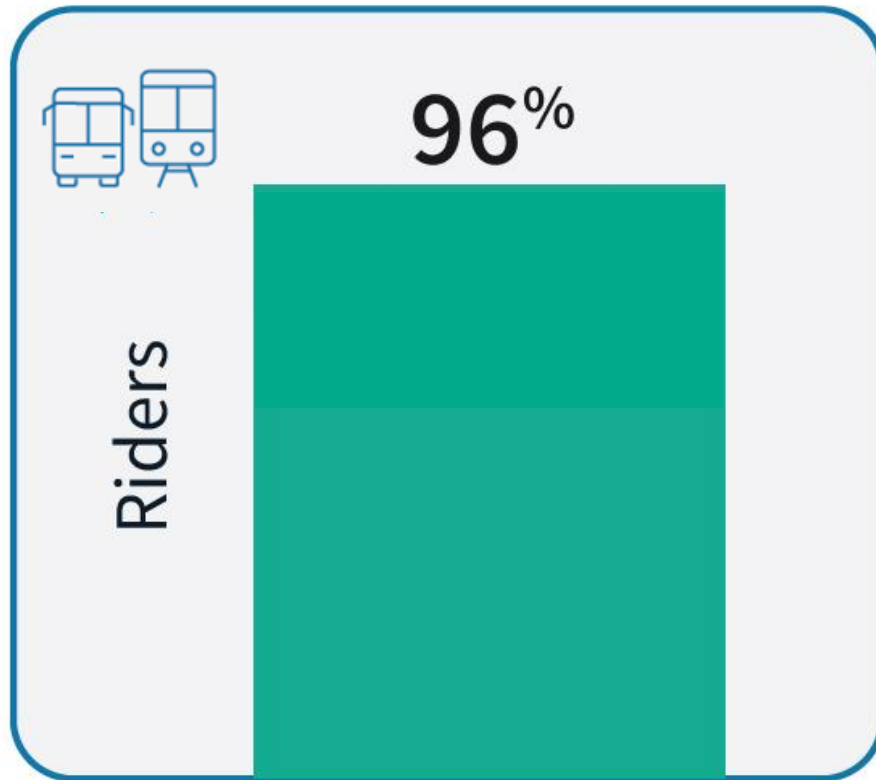
Light Rail - Both Directions



Transit Ridership & Passenger Miles

Increase in transit riders across the new I-5 Columbia River bridges from 14,800 transit riders with the No-Build Alternative to 29,100 transit riders with the Modified LPA (all options) in 2045.

Average weekday passenger miles on C-TRAN Express Bus and Yellow Line LRT in 2045.





Community Findings

Economics

- ▶ **Benefits to economic activity:**

- Improved freight mobility
- Improved access to economic opportunities for all demographics due to faster travel times

- ▶ **Impacts to economic activity:**

- Reduced property tax revenue compared to No-Build due to displacement of residential units and businesses
- 616 jobs impacted due to 36 businesses displaced
 - *I-5 westward shift: Three additional businesses displaced with 142 additional employees impacted*
 - *Waterfront Station Park-and-Ride Site 3: One additional business displacement; 53 additional employees impacted*
- Option to remove C Street Ramps would impact local businesses near Mill Plain Boulevard and downtown Vancouver due to traffic delay and increased travel time

- ▶ **Benefits of construction on economic activity:**

- Increased employment
- Increased spending

**Every \$1 billion spent on
construction**



**5,500 direct jobs &
10,900 indirect jobs**

Environmental Justice

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994), requires federal agencies to analyze the “disproportionately high and adverse” environmental effects resulting from federal actions on minority and low-income populations.

- ▶ **Impacts and benefits to EJ populations are similar to those for the general population:**
 - Increased access to high-capacity transit and active transportation, and reductions in vehicle travel time
 - Increased job access due to faster travel times
 - Improved air quality
 - Increased traffic and noise impacts from construction
- ▶ **Impacts that would be disproportionately high and adverse:**
 - Costs associated with tolling
 - Residential and business displacements in high-priority and meaningfully greater EJ areas
 - *I-5 Westward Shift: Additional residential and business displacements in EJ areas*
 - Potential impacts to cultural resources



Environmental Findings

Climate Change

The Modified LPA would have the following benefits and impacts to climate change compared to the No-Build:

- ▶ Increased mode share of low- and zero-emission modes (transit, active transportation)
- ▶ Lower energy consumption and GHG emissions in 2045 due to reduced Vehicle Miles Travelled and increased mode shift consistent with national, regional and state goals
 - No Build:
 - 14,349,500 (weekday vehicle miles travelled)
 - 11,440 (metric tons of CO2 exhaust emissions per day from roadway operations)
 - Modified LPA:
 - 14,270,500 (weekday vehicle miles travelled)
 - 11,409 (metric tons of CO2 exhaust emissions per day from roadway operations)
- ▶ Improvements in climate resilience with materials and design

Draft SEIS Public Comment



We want to hear your comments!

- ▶ Comments provide feedback that helps the Program refine design options, update technical analysis and inform the Final SEIS.
- ▶ Comments should be specific to information you learned or read within the Draft SEIS.
- ▶ When sharing an opinion on design options or the analysis, provide information from the analysis that helped form that opinion.
- ▶ For a comment to be included as part of the formal record, it must be submitted in one of the official ways.
- ▶ Comments submitted through social media and informal conversations will not be recorded as formal comments.
- ▶ To ensure the administrative record accurately and completely reflects the documentation received during the public comment period, written comments should not include any hyperlinks to outside materials or information. Any materials or information you wish to have considered should be included within the submitted comment.
- ▶ Attachments to e-mails must be specifically referenced in the comment text, including specific citations to page number and passage from the attachments.
- ▶ All audio/video attachments must be transcribed or submitted via the Draft SEIS voicemail line.

October 17, 2024

Accessing the Draft SEIS

- ▶ The document is available now and accessible by all community members
 - Adheres to ADA standards
 - Online search function to easily locate specific information
 - Executive Summary is interpreted into multiple languages
- ▶ View the Draft SEIS document, Executive Summary and technical reports online at:
www.InterstateBridge.org/DraftSEIS
- ▶ Hard copies are available for in-person review:
 - IBR office: 500 Broadway, Suite 200, Vancouver (M-Th, 9 a.m. to 4 p.m.)
 - Vancouver City Hall: 415 W 6th Street, Vancouver
 - Vancouver Community Library: 901 C Street, Vancouver
 - The Charles Jordan Community Center: 9009 N Foss Ave, Portland
 - The Portland Building: 1120 SW Fifth Ave, Portland
- ▶ IBR Office Hours
 - Sign up online using the links in the office hours event pages on the Program's calendar at:
 - www.InterstateBridge.org/calendar

How to Comment

- ▶ **Comment through Nov. 18 using one of these methods:**
 - Submit a web-based form at www.InterstateBridge.org/DraftSEIS
 - Email a comment to DraftSEIS@InterstateBridge.org
 - Send a comment to the IBR office through the mail
 - 500 Broadway, Suite 200, Vancouver WA 98660
 - Call the IBR office to leave a verbal comment at 866-IBR-SEIS (427-7347)
 - Comment at virtual and in-person public hearings
- ▶ **Comments can be provided in your native language.**
- ▶ **Upcoming in-person public hearings and open house opportunities:**
 - Gaiser Hall 150, Clark College, Vancouver — Oct. 15, 5:30-8:30 p.m.
 - Portland Expo Center — Oct. 17, 5:30-8:30 p.m.
- ▶ **Upcoming virtual public hearing events:**
 - Draft SEIS Virtual Public Hearing — Oct. 26 (12:00 pm) & Oct. 30 (6:00 pm)

Visit the IBR calendar for a full list of and information about attending briefings, opening houses, public hearings, and other events: www.interstatebridge.org/calendar

October 17, 2024

Q&A



For more information contact:

info@interstatebridge.org

360-859-0494 or 503-897-9218

888-503-6735

<https://www.interstatebridge.org>

Follow us on social: @IBRprogram



Thank you!

www.interstatebridge.org



Community Connector Transit Study

October 2024

Is



Photo courtesy of SMART



Photo courtesy of Ride Connection



Photo courtesy of C-TRAN

~~Is not~~



Photo courtesy of TriMet



Photo courtesy of TriMet

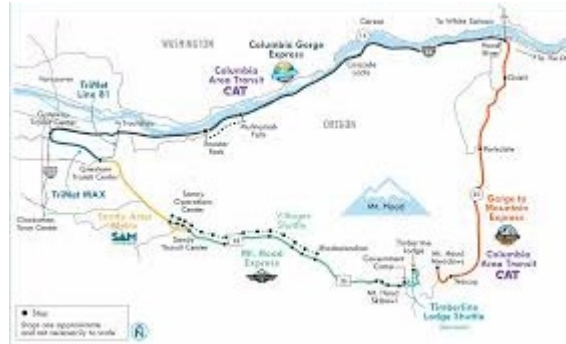
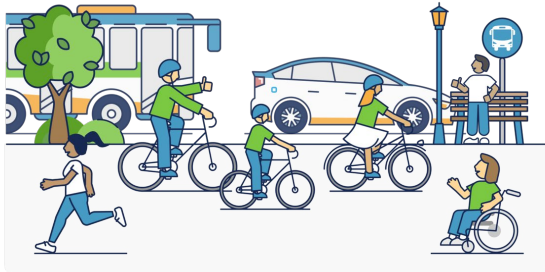
Frequent

Convenient

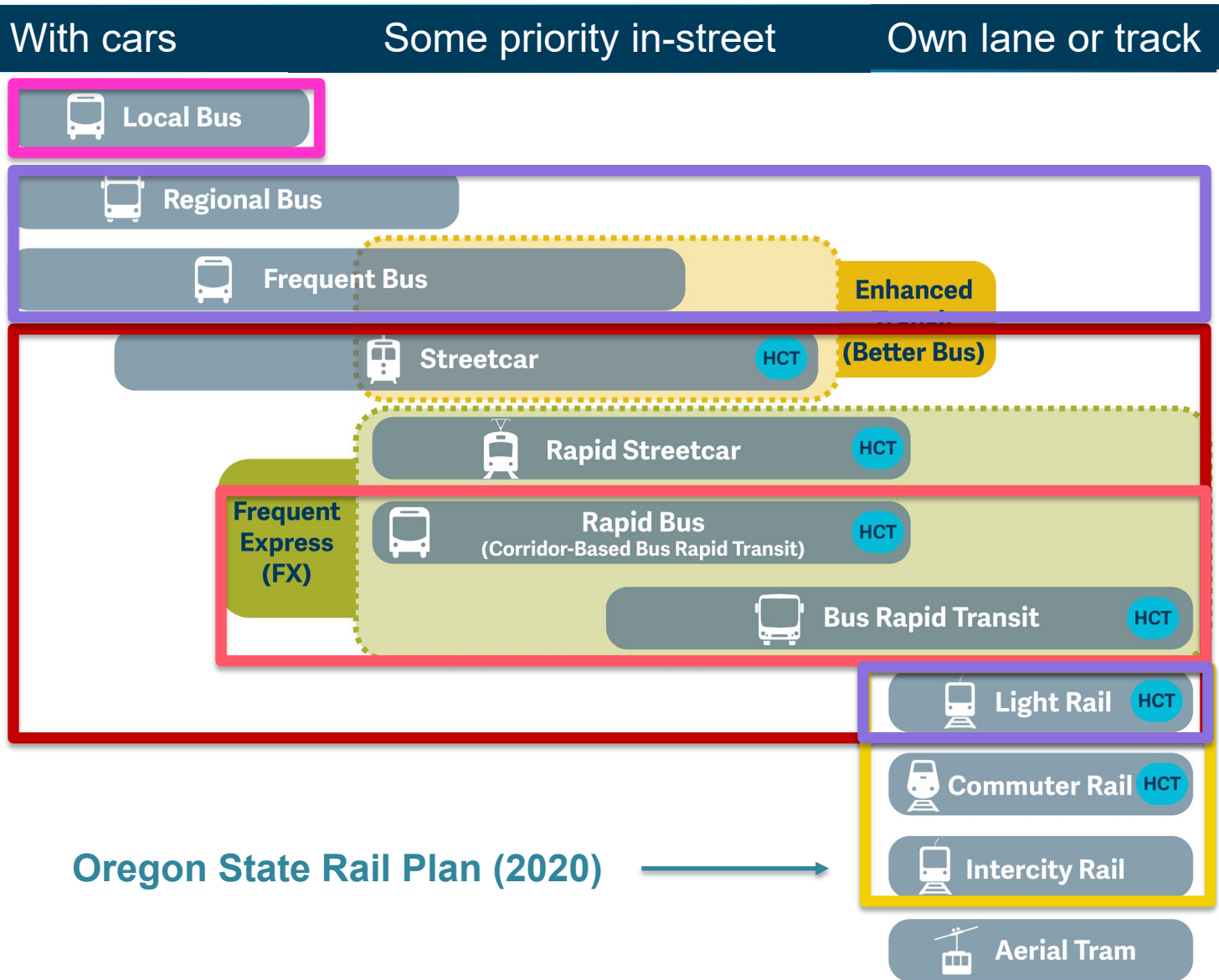
Accessible

Affordable

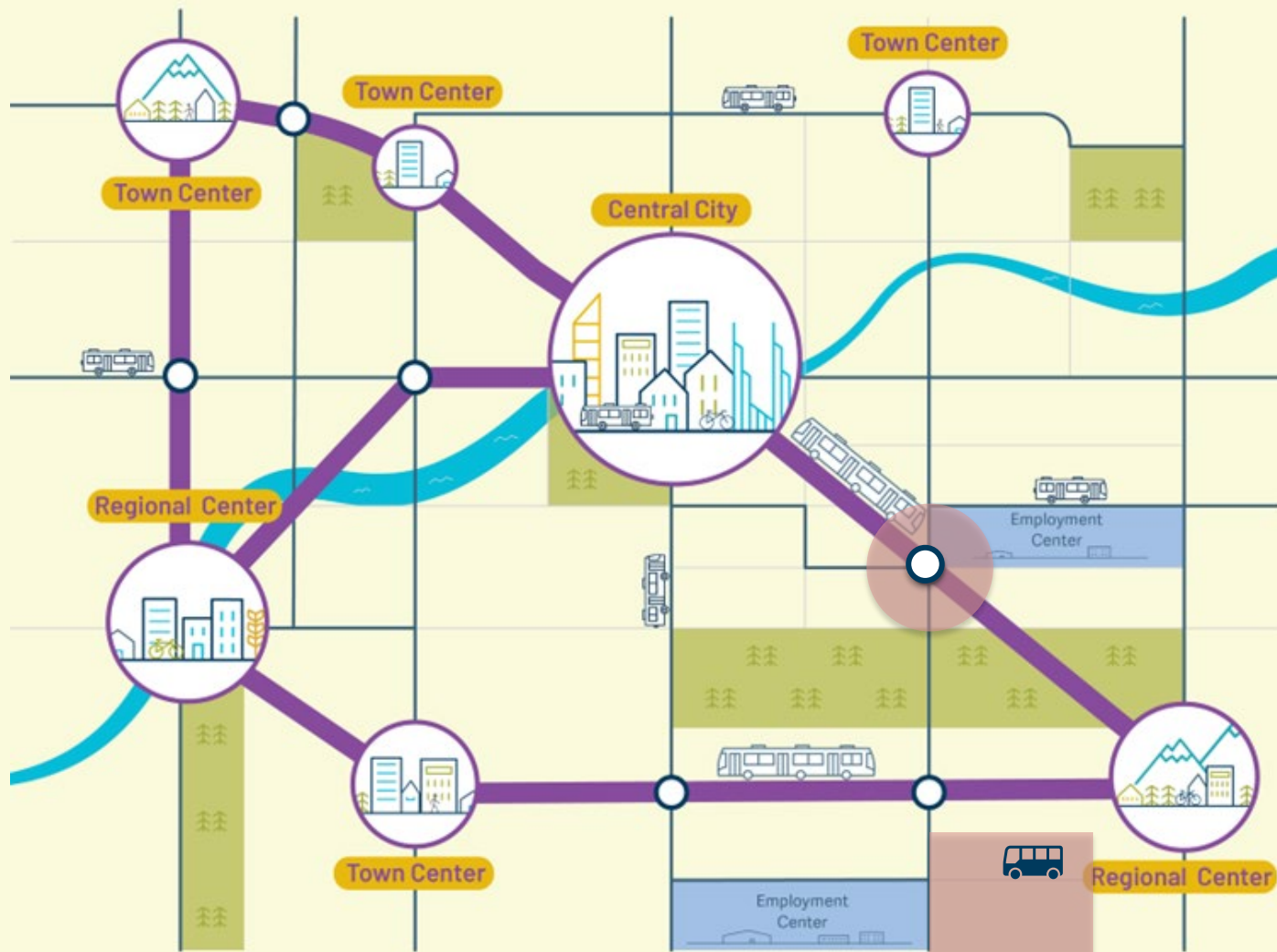
What is it?



A tool on
the rise in
our region



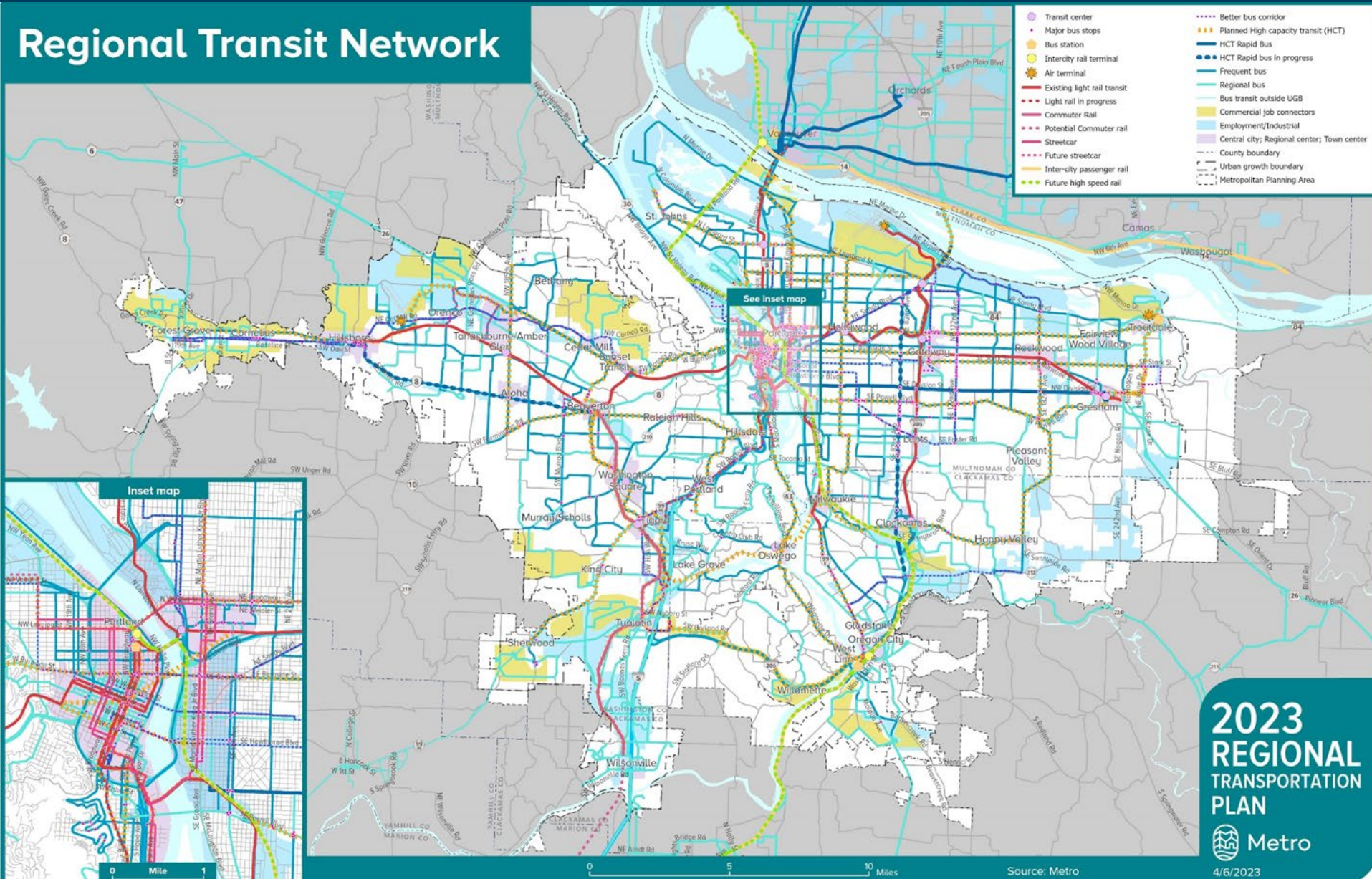
A regional strategy exploration opportunity



Defining its role in meeting our goals

Reconsidering the vision

Regional Transit Network





Developing tools and coordinated actions



& more...



Who is involved?

What are the milestones?

Context & Framework

Understand regional context and best practices, reconsider the future and establish a guiding framework.

Spring
2025



Assessment & Vision

Assess network needs and opportunities. Re-envision the future local transit network and explore adding connected mobility hubs.

Summer
2025



Priorities & Tools

Prioritize regional investment opportunities based on the policy framework. Develop the strategy and supporting tools and strategic partner actions to support the vision.

Fall
2025



Actions & Report

Describe the local transit context, opportunities and vision and outline actions partners can take to support and expand local transit service.

Spring
2026



How do I learn more? What's next?

- TWG #2-5
- Transit Provider Workshop
- Survey
- Fact sheets
- Presentations

April: Context & Framework

Ally Holmqvist,
Senior Transportation Planner
Ally.Holmqvist@oregonmetro.gov

oregonmetro.gov
/community-connector-transit-study





Metro

Regional Transportation Demand Management Strategy Introduction

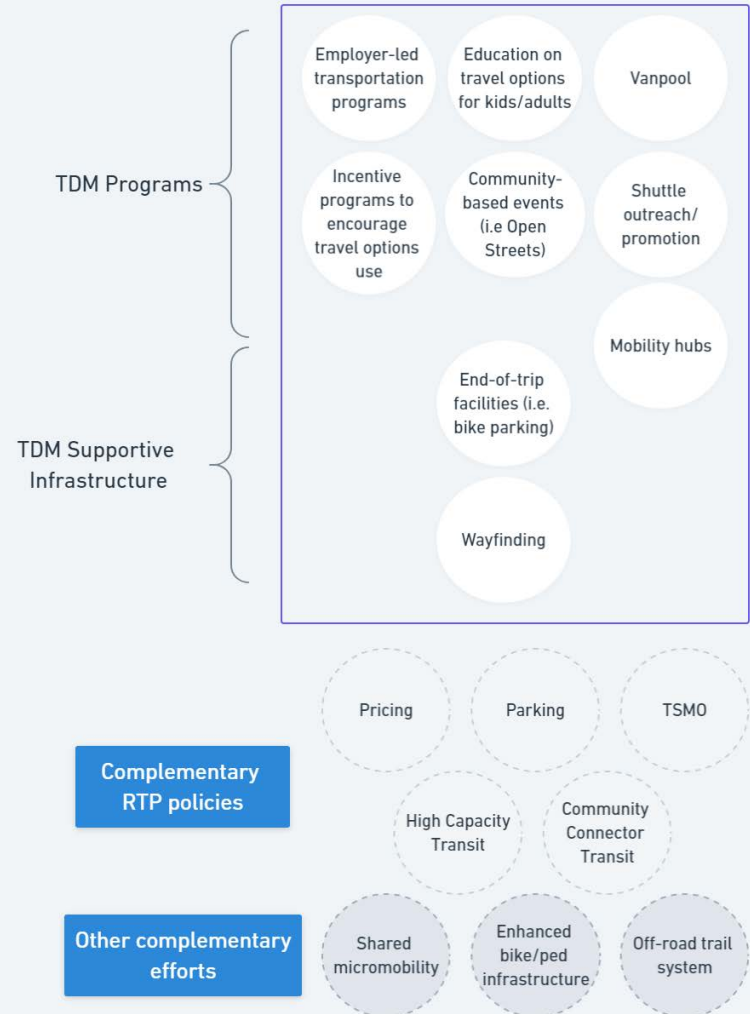
October 17, 2024 JPACT

Today's purpose

- Provide JPACT with an introduction to the Regional TDM Strategy project
- Highlight key project phases and milestones
- Opportunities for input/next steps

What is TDM?

- Policies, programs and services that connect people to the transportation modes they have available now
- Address the demand on the transportation system by supporting travel options



Metro's Regional Travel Options Program

Metro's RTO program provides grants and supports efforts that increase travel options use.

Three areas of emphasis:

1. Commute
2. Community
3. Safe Routes to School



RTO Strategy history

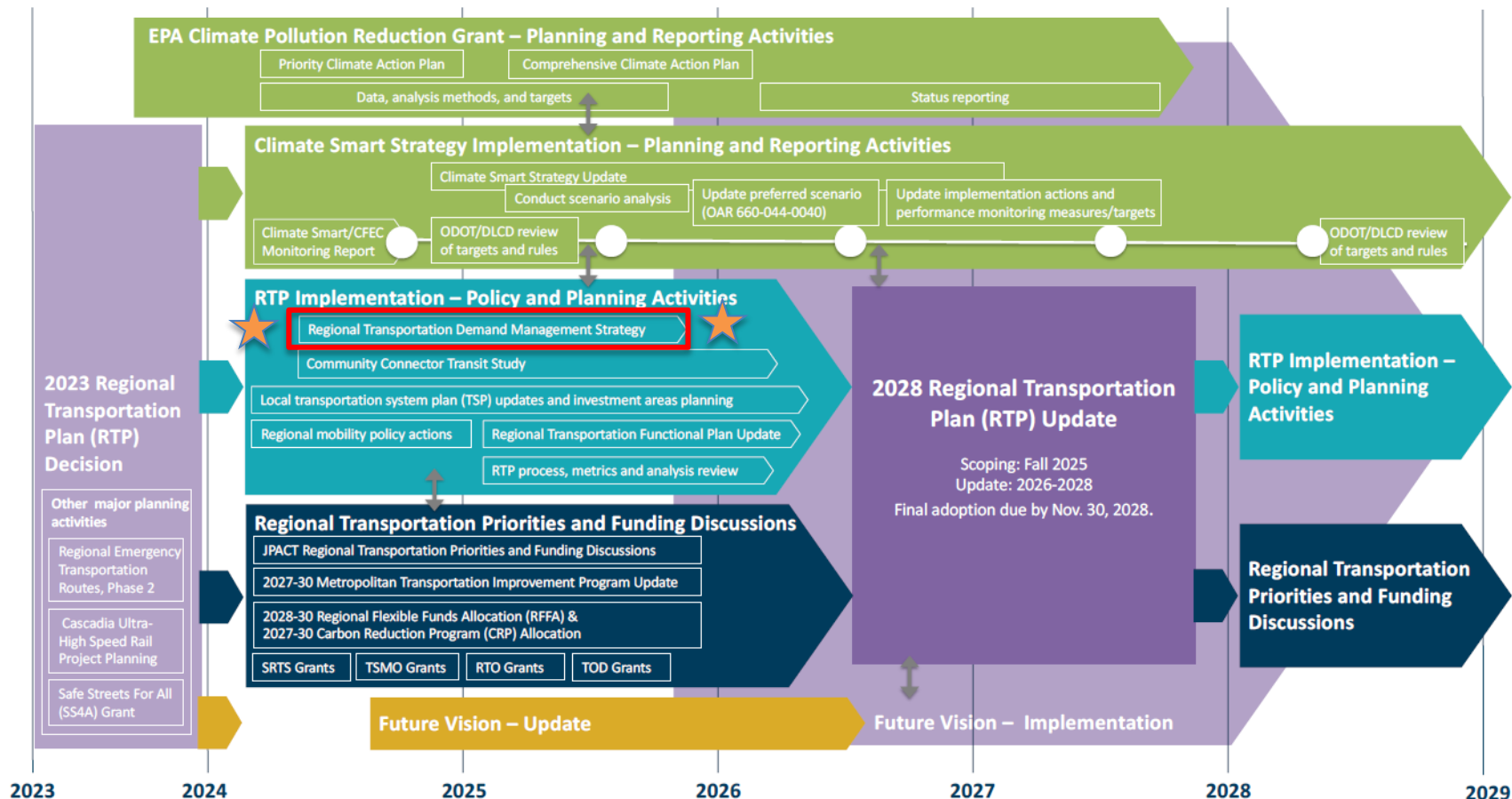


Why a Regional TDM Strategy?

- Regional Transportation Plan – New TDM policies
- Regional Mobility Policy Update – TDM included in system completeness measure
- Climate Smart Strategy monitoring & reporting
- Changing travel patterns post COVID
- Encompass TDM programs not funded by RTO

Planning, Development and Research

2023-26 Coordinated timeline of RTP implementation and climate action planning



2023 RTP:

Chapter 3 TDM Policies

3.3.11.2 Transportation demand management policies

TDM Policy 1	Develop and refine regional and local TDM policies and implementation plans to help reach climate, mobility and modal targets.
TDM Policy 2	Provide adequate TDM resources and programming to meet the public's specific mobility needs for employment, education and essential services.
TDM Policy 3	Provide and deliver TDM programming at a variety of scales: state, regional and local.
TDM Policy 4	Improve access to travel choices and eliminating barriers for marginalized communities, with a focus on communities of color and people with low incomes.

Phase 1: Assessment



RTO Program Evaluation

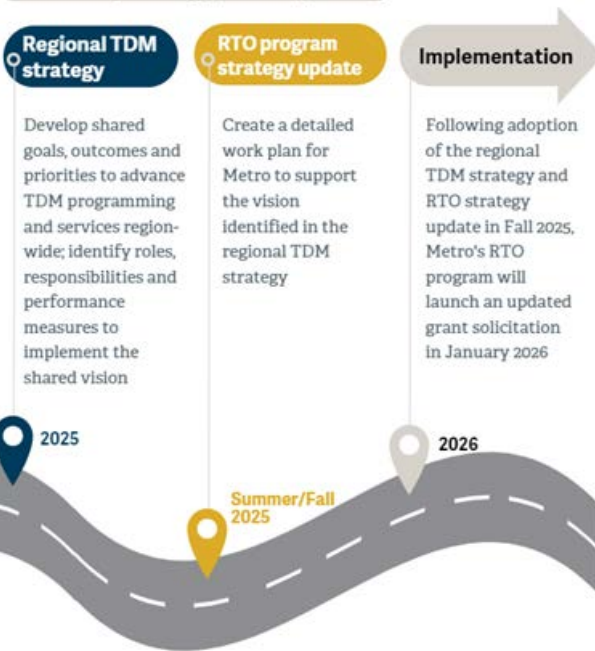
- 2019-2023 RTO grantee programming
- 2018 RTO Strategy set the framework

TDM Needs Assessment

- Understanding the full landscape of TDM in the region – in particular, gaps/barriers

Phase 2: Strategy Development

Phase II (strategy development)



Regional TDM Strategy

- Goals, strategic priorities, activities & performance measures
- Complementary policies & programs

RTO Program Strategy Update

- Defining Metro's role & activities

Next steps

Fall/Winter 2024: Needs Assessment: survey, workshops, focus groups

Spring 2025: Share results and insights from Phase I with TPAC/JPACT and regional partners

January 2025: Strategy Development begins, including Technical Work Group

Fall 2025: Approval by TPAC/JPACT/Council

Discussion and feedback

- Questions on policy or process?
- Any specific areas you would like to see explored through this process?

Thank you

Regional TDM Strategy & Assessment

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Grace.Stainback@oregonmetro.gov

Phase II Project Manager:

Noel Mickelberry

Noel.Mickelberry@oregonmetro.gov

Learn more

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

oregonmetro.gov

