



600 NE Grand Ave.
Portland, OR 97232-2736

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, November 21, 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).

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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)

3.1 RFFA Step 2 application summary

COM 24-0851

4. Consent Agenda (7:45AM)

4.1 Consideration of the October 17, 2024 JPACT Minutes

[24-6168](#)

Attachments: [101724 JPACT Minutes](#)

- 4.2 Resolution no. 24-5443 For The Purpose Of Adding Or Amending A Total Of Six Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements [COM 24-0856](#)

Presenter(s):

Attachments: [JPACT Worksheet](#)
[Resolution no. 24-5443](#)
[Exhibit A](#)
[JPACT Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)

5. Information/Discussion Items (7:50AM)

- 5.1 Regional Emergency Transportation Routes Phase 2 (7:50AM) [COM 24-0852](#)

Presenter(s): John Mermin, Senior Transportation Planner, Metro

Attachments: [RETR Phase 2 Factsheet](#)
[JPACT Worksheet](#)

- 5.2 Sunrise Visioning Project Update (8:10AM) [COM 24-0854](#)

Presenter(s): Jamie Stasny (she/her), Regional Transportation & Land Use Policy Manager, Clackamas County

Attachments: [JPACT Worksheet](#)

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

7. Adjourn (9:30AM)

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់តំបន់មិនរើសអើងសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានព័ត៌មានអំពីសេចក្តីជូនដំណឹងសូមទូរស័ព្ទទៅលេខ www.oregonmetro.gov/civilrights។

បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច្រើនការ) ប្រាំពីរថ្ងៃ ថ្ងៃច្រើនការ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2024 JPACT Work Program

As of 10/7/24

Items in italics are tentative

<p>September 19, 2024 (in person)</p> <ul style="list-style-type: none"> • Consideration of the July 18, 2024 JPACT Minutes • <i>Comment from the Chair</i>- Summary of nominated projects for the bond (5 min) • <i>Comment from the Chair</i>- Westside Multimodal Improvements Study (5 min) • <i>Comment from the Chair</i> Transit minute (5 min) • TriMet Safety and Security Presentation (JC Vannatta, other presenters TBD; 30 min) • Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (JPACT Member Discussion) (30 min) 	<p>October 17, 2024 (online)</p> <ul style="list-style-type: none"> • <i>Comment from the Chair</i>- RFFA Bond eligibility screening update (5 min) • 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) • Consideration of the September 19, 2024 JPACT Minutes • Regional Transportation Priorities and Funding: Recommendation (Action) • IBR SDEIS; Kristin Leonard and Greg Johnson, IBR; 20 min) • Connecting Communities Transit Study (Ally Holmqvist, Metro; 30 min) • Introduction to the Regional Transportation Demand Management Strategy & Assessment (Ted Leybold, PDR Transportation Policy Director (he/him), Grace Stainback, Associate Transportation Planner (she/her), Noel Mickelberry, Senior Transportation Planner (she/her); 15 minutes)
<p>November 21, 2024 (Online)</p> <ul style="list-style-type: none"> • <i>Comment from the Chair</i>- Regional Rail Study Kickoff (5 min) • <i>Comment from the Chair</i>- RFFA Step 2 application summary (5 min) • Consideration of the October 17, 2024 JPACT Minutes (consent) • Resolution no. 24-5443 For The Purpose Of Adding Or Amending A Total Of Six Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements (Consent) • <i>Regional Emergency Transportation Routes Phase 2 (John Mermin Metro; 20 min)</i> • TV Highway LPA Early Discussion (Jess Zdeb, Metro; 30 min) • <i>Sunrise Visioning Project Update (Jamie Stasny (she/her), Clackamas County; 15 min)</i> 	<p>December 19, 2024 (online)</p> <ul style="list-style-type: none"> • <i>Consideration of the November 21, 2024 JPACT Minutes (consent)</i> • <i>Comments from Councilor Simpson- Update on Cascadia High Speed Rail- 5 min</i> • RFFA: Step 1A.1 Project evaluation results and building of bond scenarios (Grace Cho (she/her), Metro; 45 min) • Safe Streets for All Update (Lake McTighe (she/they), Metro; 30 min) • Work plan

**4.1 Consideration of the October 17, 2024
JPACT Minutes**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, November 21, 2024



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

October 17th 2024

Metro Regional Center, Council Chamber

MEMBERS PRESENT

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

AFFILIATION

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

MEMBERS EXCUSED

Jesse Beason
Mingus Mapps
Curtis Robinhold
Duncan Hwang

AFFILIATION

Multnomah County
City of Portland
Port of Portland
Metro Council

ALTERNATES PRESENT

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

AFFILIATION

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

OTHERS PRESENT: Millicent Williams, Greg Johnson, Jean Senechal Biggs, Taylor Steenblock, Mike Bezne, Ryan LeProwse, Jamie Stasny, Alan Lehto, Anna Gore, Mat Dolata, Tiffany Gehrke, Kate Hawkins, Jeff Gudman, Jessica Pelz, Matt Grumm, Monica Krueger, Dan Eisenbeis, Dan Kaempff, Gerik Kransky, Hanna Howsmon, Laurie Lebowsky-Young, Eric Hesse, Mara Krinke, Trevor Sleeman, Gregg Snyder, Jonathan Maus, Katy Belokonny, Sarah Iannarone, Kate Hawkins, Stephen Roberts, Anthony Cabadas, Olivia Holden, Brenda Bartlett, Jean Senechal Biggs, Katherine Kelly, Adam Torres, Jack Burkman

STAFF: Georgia Langer, Sam Hart, Catherine Ciarlo, Betsy Emery, Ken Lobeck, Ted Leybold, Jaye Cromwell, Grace Cho, Kim Ellis, Anneliese Koehler, Victor Sin, Lake McTighe, Marielle Bossio, Ally Holmqvist, Grace Stainback, Noel Mickelberry, Michelle Bellia, Alex Oreschak, Caleb Winter, Blake Perez, Matt Bihn, Malu Wilkinson, Eryn Kehe, John Mermin, Ramona Perrault

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, and highlighted the groundbreaking of the Vuella Transit-Oriented Development in Wilsonville and improvements in Multnomah County's shuttle service.

Chair Gonzalez provided an update on the 2028-2030 Regional Flexible Fund, noting that Metro received 10 bond project nominations, which are currently undergoing eligibility screening, with results to be discussed at the November 1st TPAC meeting and a candidate project evaluation set for late October through early December

4. CONSENT AGENDA

Chair Gonzalez noted that there were two items on the Consent Agenda, 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, and the consideration of the September 19, 2024 JPACT Minutes.

MOTION: Rian Windsheimer moved to approve the consent agenda, seconded by Mayor Anne McEnery-Ogle.

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

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

5. ACTION ITEMS

5.1 Regional Transportation Priorities and Funding: Recommendation

Chair Gonzalez introduced Anneliese Koehler, Legislative Affairs Manager, Metro, to present on the topic.

10/17/2024

Minutes 2

Staff pulled up the PowerPoint presentation.

Presentation Summary:

Koehler outlined the process over the past nine to ten months to finalize JPAC priorities, highlighting two recent changes: the removal of "or better" from the 50-30-20 funding structure and the inclusion of climate mitigation and adaptation in the resiliency bullet.

JPACT Member Discussion:

Commissioner Paul Savas expressed support and urged members to not send mixed messages when speaking on this topic.

Priya Dhanapal emphasized the importance of stabilizing funding for the basics in maintaining our transportation

MOTION: Commissioner Nafisa Fai moved to approve the Regional Transportation Priorities and Funding: Recommendation, seconded by Councilor Ashton Simpson

ACTION: With all in favor, the motion passed.

6. INFORMATION/DISCUSSION ITEMS

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

Chair Gonzalez introduced Greg Johnson, Program Administrator, IBR, to discuss the topic.

Staff pulled up the PowerPoint presentation.

Presentation Summary:

Johnson outlined the key developments in the Interstate Bridge Replacement program since the Council's adoption of the resolution. He highlighted the release of the Draft Supplemental Environmental Impact Statement, which is now open for public comment. Johnson emphasized several aspects of the project, including the replacement of bridges over the Columbia River and North Portland Harbor, the addition of light rail from Expo Center to Evergreen Boulevard in Vancouver, and improvements to active transportation and transit facilities. The project also involves modifying seven interchanges and considering variable rate tolling as a funding and demand management tool.

Johnson discussed the program's anticipated impact on safety, projecting significant reductions in crashes depending on the number of auxiliary lanes included. He also reviewed the expected changes in traffic and freight patterns, showing a shift towards multimodal transport options, such as light rail and bike lanes. Economic impacts, environmental findings, and tolling strategies were also touched upon, with efforts to mitigate displacement and other adverse effects. Johnson encouraged public participation through formal channels for providing feedback on the SEIS.

JPACT Member Discussion:

Commissioner Savas asked if the numbers were based on the Rose Quarter bottleneck being resolved, and

requested elaboration on toll avoidance numbers. Johnson confirmed that the numbers are based on the Rose Quarter project being done, and that toll avoidance is expected to be about 3%.

Dhanapal shared her support and how the City of Portland is reviewing the SEIS based on safety, equity, and multimodal connectivity.

Ali Mirzakhilili asked if the forecast numbers were based on old travel surveys, and if they are likely to be adjusted as those surveys get updated. Johnson confirmed that they are using the latest model from Metro, but that he does not have the information himself. Ted Leybold elaborated that the new statewide travel surveys are still about 1 year away from being incorporated, but that Metro is using the most recent available data.

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

6.2 Community Connector Transit Study

Chair Gonzalez introduced Ally Holmqvist, Metro to present on the topic.

Staff pulled up the PowerPoint presentation.

Presentation Summary:

Holmqvist explained the purpose of the presentation was to discuss community connectors—flexible transit options like shuttles and vans that operate more like rideshares, distinct from fixed-route or high-capacity transit. She highlighted regional momentum around these services, driven by House Bill 2017, and ongoing transit planning in counties like Clackamas and Washington. Holmqvist noted that the next step is creating a regional strategy for local transit, building on existing plans. She emphasized the importance of improving connections, addressing access issues, and incorporating best practices. Key milestones include policy updates, stakeholder collaboration, and finalizing recommendations by 2026.

JPACT Member Discussion:

Commissioner Savas expressed support and commented that these ideas are what community members have been asking for for a long time.

Priya Dhanapal commented on the areas of the City of Portland that will also benefit from this project.

Mayor Steve Callaway urged the committee to consider people outside the urban growth boundary as well in this project.

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

6.3 Introduction to the Regional Transportation Demand Management Strategy & Assessment

Chair Gonzalez introduced Ted Leybold, PDR Transportation Policy Director (he/him), Grace Stainback, Associate Transportation Planner (she/her), Noel Mickelberry, Senior Transportation Planner (she/her),

to present on the topic.

Staff pulled up the PowerPoint presentation.

Presentation Summary:

Presenters outlined the 2023 RTP updates to transportation demand management policies and the development of a regional implementation strategy. They emphasized the need to ensure access to transportation options for everyone in the region, acknowledging that people travel across jurisdictional boundaries. The strategy aims to align and coordinate services among state, regional, local, and non-government agencies. Presenters provided an overview of TDM, highlighted program successes, and described key project phases, including assessments and engagement efforts, with a goal of completing the strategy by 2025.

JPACT Member Discussion:

Mirzakhilili asked for elaboration on the employee commute portion of the project, and Stainback described the way that they are encouraging carpooling with employers.

Commissioner Fai encouraged a strategy that celebrates people who do not have personal vehicles and use public transport to get around. Mickelberry agreed that it is also a priority of theirs in this project.

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

7. MEMBER UPDATES

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

8. ADJOURN

Chair Gonzalez adjourned the meeting at 9:17AM.

Respectfully Submitted,

Sam Hart

Sam Hart,
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCTOBER 17, 2024

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Presentation	10/17/2024	Fatal Crash Slide	101724-01
3.1	Presentation	10/17/2024	Transit Minute	101724-02
5.1	Presentation	10/17/2024	Regional Transportation Priorities Presentation	101724-03
6.1	Presentation	10/17/2024	IBR Presentation	101724-04
6.2	Presentation	10/17/2024	Community Connector Presentation	101724-05
6.3	Presentation	10/17/2024	Regional TDM Strategy Introduction Presentation	101724-06

**4.2 Resolution no. 24-5443 For The Purpose Of Adding Or
Amending A Total Of Six Projects To The 2024-27 MTIP To
Meet Federal Project Delivery Requirements**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, November 21, 2024

JPACT Worksheet

Agenda Item Title: November FFY 2025 MTIP Formal Amendment Approval Request – Resolution 24-5443

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

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

Purpose/Objective:

FOR THE PURPOSE OF ADDING OR AMENDING, A TOTAL OF SIX 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 November 1, 2024, and provided an unanimous approval recommendation for JPACT to approve Resolution 24-5443.
- JPACT: Not Applicable. This is the first time the November FFY 2025 MTIP formal amendment has been brought before JPACT for approval.

What packet material do you plan to include?

1. Draft Resolution 24-5443 covering the November FFY 2025 MTIP Formal Amendment bundle now with a total six projects.
2. Exhibit A to draft Resolution 24-5443 (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 November 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.

November FFY 2025 Amendment Overview:

The amendment can be divided into two basic project categories:

- New projects being added to the MTIP and STIP to meet various federal transportation delivery approval requirements including completion of project delivery agreements, phase obligations, and public transparency for the use of federal funds.
- Adjustments and additions to existing programmed projects due to funding changes, funding shifts and/or scope adjustments. The changes are required to enable the project to move forward and/or in support of other programmed projects.

Added Notable Project Amendment Notes:

- The new ODOT ADA Curbs and Ramps upgrades construction project requires OTC approval to be added to the MTIP and STIP. OTC approval normally occurs prior to initiating an MTIP/STIP amendment. To reduce processing time, staff has agreed to process the MTIP amendment concurrently with pending OTC action. OTC is scheduled to consider and approve the project funding during their December 4, 2024 meeting. No issues from OTC are expected. The MTIP formal amendment bundle will not proceed to Council until their December 12, 2024 meeting. There will be time to pull the project from the bundle if OTC has any issues with ODOT's ADA Curbs and Ramps upgrades construction phase project.
- The November FFY 2025 MTIP Formal Amendment bundle also contains the new Portland Streetcar Montgomery Park Extension project in Key 23769. Only the Preliminary Engineering to complete project development activities and an Other phase to commit funds for the later procurement of new and replacement streetcars are being programmed at this time. TriMet is working with FTA to secure a FTA Small Starts Capital Investment Grant (CIG) to support the construction requirements. By adding the project now, the FTA Pre-award authorization clock can be established. This will enable TriMet to count the \$41 million of local funds being programmed now to count later as part of the required match to the Small Starts grant.
- Key 22316 contains a former obligated project for ODOT that requires to be re-added to the MTIP. The I-5: Interstate Bridge, NB Electrical Components (Portland) project is not related to the I-5 Interstate Bridge Replacement project. Key 22316 is a regular ODOT operations and maintenance project for the I-5 bridge. The project had previously obligated the construction phase as part of the 2021-24 MTIP. However, construction phase bid issues arose which delayed the construction phase from moving forward. This occurred around the time the MTIP was transitioning from the 2021-24 version to the current 2024-27 version. As a result, Key 22316 was not carried over into the 2024-27 MTIP. The delay also required the prior obligated construction to be de-obligated. ODOT has resolved the construction phase bid issue, but now must re-add the project to the 2024-27 MTIP and STIP. The construction phase must be re-obligated to allow construction to move forward. The MTIP amendment is completing the re-programming action to enable to construction to re-obligate its funds during FFY 2025.

Summary:

The November FFY 2025 MTIP Formal Amendment bundle continues completing required updates to the 2024-27 MTIP. The six projects do not contain any controversial aspects and should not trigger any significant public comments or processing issues. For this reason, the amendment has been requested to process through JPACT and Council on the Consent Calendar.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR AMENDING, A TOTAL OF SIX PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS.) RESOLUTION NO. 24-5443
)
) 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, Clackamas County's new \$330,000 Safe Streets For All Civil Rights and Community planning grant project is being added to the MTIP and STIP for historical accounting purposes and to meet transparency requirements; and

WHEREAS, the Oregon Department of Transportation (ODOT) has completed preliminary engineering for their next allocation of American with Disabilities Act curb and ramps upgrades and is moving forward now to add the construction phase of approved site locations to the MTIP and STIP allowing construction to begin during FFY 2025; and

WHEREAS, ODOT has resolved the construction bid issue delaying the Interstate 5 electrical components operations and maintenance upgrades project which now requires reprogramming in the MTIP and STIP to enable the construction phase to re-obligate the project's funds for construction to begin during FFY 2025; and

WHEREAS, TriMet and the city of Portland are moving forward to extend the Portland Streetcar service to Montgomery Park which requires adding the project's Preliminary Engineering and an Other phase to the MTIP and STIP to establish a required Federal Transit Administration (FTA) pre-award authorization clock while TriMet continues their efforts to secure a FTA Small Starts Capital Investment Grant for the construction phase; and

WHEREAS, the ODOT Public Transportation Division is completing a funding reduction adjustment per a FTA allocation revision and approval from the Oregon Transportation Commission for awarded funds to TriMet in support of transit services to the special needs, seniors, and other transit-dependent populations; and

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

WHEREAS, on November 1, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on November 21, 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 six 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
November FFY 2025 Formal/Full MTIP Amendment Summary
Formal Amendment #: NV25-02-NOV

The November 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 for November 2024. The amendment bundle contains six projects. This amendment adds four new projects and amends two existing projects primarily completing funding adjustments to the existing projects. There are no projects being canceled from the MTIP and STIP through this amendment. A summary of the six projects includes the following:

1. Projects Being Canceled from the 2024-27 MTIP and STIP: None.

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

- **Key 23738 - Supplemental Planning: Civil Rights & Community (Clackamas County):** The MTIP formal amendment adds the Safe Street For All discretionary awarded planning project to the MTIP for historical accounting purposes. The project is a FHWA FFY 2023 Planning and Demonstration grant award planning project. Clackamas County is delivering this project as a direct recipient working directly with FHWA. This award will be used by Clackamas County to update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements.
- **Key 23692 - Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 2 (ODOT):** The formal amendment adds the new ADA curb and ramps upgrades construction phase portion to the MTIP. Preliminary Engineering was completed through Key 22978. A list of the proposed curb and map improvement site locations is included with the MTIP worksheet. Approval from the Oregon Transportation Commission is required and is scheduled to occur during their December 4, 2024 meeting. With no issues expected at OTC, concurrent processing is authorized to initiate MTIP and STIP programming actions. OTC approval is scheduled to occur before final Metro Council approval on December 12, 2024.
- **Key 23043 - Portland Metro Area 2024-2027 ADA Curb Ramp Construction (ODOT):** This is a non-MPO state project grouping bucket (PGB) that is providing the construction phase funding to Key 23692 above. \$10,850,000 is being split from Key 23043 and committed to Key 23692.

- **Key 22316 - I-5: Interstate Bridge, NB Electrical Components (Portland) (ODOT)**: This project is being re-added to the MTIP and STIP. The PE and construction phases previously obligated under the 2021-24 MTIP and STIP. As a result, the project was not carried over into the 2024-27 MTIP and STIP as no further obligations needed to occur. However, the construction bids came in much higher than expected resulting in a delay to the construction phase. The delay was significant enough that the construction had to be de-obligated. Now resolved, the construction phase can move forward. The project must be first re-added to them MTIP and STIP before the construction phase can complete a re-obligation. The construction phase is expected to re-obligate during FFY 2025. Please note that this project is an operations and maintenance type project and not related to the I-5 Interstate Bridge Replacement project.
- **Key 23769 - Portland Streetcar Montgomery Park Extension (TriMet)**: The formal amendment adds the Preliminary Engineering and Other phase with local funding to the MTIP. TriMet is moving forward to secure a FTA Small Starts Capital Investment Grant (CIG) for the construction phase. Adding the project now to the MTIP and STIP will allow the pre-award authorization clock to be established enabling the local funds committed to PE and the other phase to count as part of the required match to the Small Starts grant. The programming action also enables TriMet the ability to initiate the streetcar vehicle procurement process with FTA. A total of \$41 million dollars of local funds are being added to the MTIP and TSIP for the project. The preliminary estimated total project cost is \$186 million dollars.

3. Existing Projects Being Amended as Part of the November FFY 2025 Formal Amendment Bundle:

- **Project Key 23043 - Portland Metro Area 2024-2027 ADA Curb Ramp Construction (ODOT)**: The Non-MPO State PGB the construction phase funding to Key 23692 as described in the New Projects section.
- **Key 23026 - ~~Enhanced Mobility E&D (5310) - TriCounty Area FY26~~**
Oregon Transportation Network - TriMet FFY26 (ODOT): The formal amendment reduces the authorized funding award to TriMet per a change in the FTA allocation to ODOT. OTC approval was required and occurred during their August 2024 meeting. ODT Public Transportation Division remains as lead agency to initiate the funding flex transfer to FTA. TriMet will then complete their TrAMS grant application to obligate and expend the funds.

Exhibit A Tables (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 November 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 24-5443

November FFY 2025 Regular Formal Amendment Bundle Contents
Amendment Type: Formal/Full
Amendment #: NV25-02-NOV
Total Number of Projects: 6

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

Category: Adding New Projects to the 2024-2027 MTIP (includes split transfer from Key 23043)

(#1) ODOT Key # 23738 MTIP ID TBD <i>New Project</i>	Clackamas County	Supplemental Planning: Civil Rights & Community	This award will be used by Clackamas County to update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements.	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the FFY 2023 Safe Streets For All discretionary planning grant to the MTIP for Clackamas County.
(#2) ODOT Key # 23692 MTIP ID TBD <i>New Project</i>	ODOT	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 2	ODOT project grouping bucket supporting region-wide construction of ADA curb and ramp safety upgrades on multiple routes including I-5, OR8, OR10, US26, OR47, OR99W, OR127, OR141, and OR217 in Hillsboro, Tigard, Beaverton Tualatin, Forest Grove, and Sherwood to meet compliance with the American with Disabilities Act (ADA) standards.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new ODOT Region 1 project grouping bucket (PGB) supporting ADA curb and ramp safety upgrades. UR and construction phases are being added. The PE phase was completed through Key 22978. The propose site locations are on multiple locations. A copy of the proposed site locations is included at the end of the MTIP worksheet. Funding for the project is sourced from a fund split from Key 23043.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#3) ODOT Key # 23043 MTIP ID 71410	ODOT	Portland Metro Area 2024-2027 ADA Curb Ramp Construction	ADA program funding for future construction activities. Projects to be identified at a later date.	<u>SPLIT PROJECT:</u> The formal amendment splits \$10,850,000 from this PGB and commits the funding to Key 23602 (previous project) to support construction activities for the new ADA Curb and Ramps project. Key 23043 is a non-MPO PGB and included in the amendment bundle for informational purposes.
(4) ODOT Key # 22316 MTIP ID 71235	ODOT	I-5: Interstate Bridge, NB Electrical Components (Portland)	Restore the electrical components to their original locations, so that they can be connected permanently. Washington Department of Transportation is paying 50% of the total project (Bridge ID 01377A)	<u>RE-ADD PROJECT:</u> The formal amendment re-adds the project to the MTIP and STIP enabling the construction phase to re-obligate it's funds and proceed forward.
(#5) ODOT Key # 23769 MTIP ID TBD <i>New Project</i>	TriMet	Portland Streetcar Montgomery Park Extension	Extend the Portland Streetcar NS Line 0.65 miles on 23rd Ave to Roosevelt St looping around to 26th Ave/Wilson St including guideway/track, stations, site work upgrades plus purchase up to 10 hybrid off-wire streetcars plus 23rd Ave rebuild/stormwater mitigation upgrades	<u>ADD NEW PROJECT:</u> The formal amendment adds the PE and Other phases to the MTIP and STIP. PE will complete necessary project development activities (e.g. NEPA and final design). The other phase contains funding to support the require streetcars to support the route expansion. This action allows the FTA pre-award authorization clock to be established as TriMet continues their effort to secure a FTA Small Starts Capital Investment Grant (CIG). The city of Portland is anticipated to provide construction phase delivery and completion.

Category: Existing MTIP Projects Being Amended

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
ODOT Key # 23043 MTIP ID 71410	ODOT	Portland Metro Area 2024-2027 ADA Curb Ramp Construction	ADA program funding for future construction activities. Projects to be identified at a later date.	SPLIT PROJECT: See project #3 entry in the new project section that supports adding the new ADA Curb and Ramps project on 23692.
(#6) ODOT Key # 23026 MTIP ID 71382	ODOT	Enhanced Mobility E&D (5310) - TriCounty Area FY26 Oregon Transportation Network - TriMet FFY26	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	REDUCE FUNDS: Reduce the authorized funding per FTA and OTC action. The authorized funding decreases from \$5,536,725 to \$1,894,572.

Proposed Amendment Review and Approval Steps

Date	Action
November FFY 2025 (NV25-02-NOV) Formal Ammendment estimated processing and approval timing	
Tuesday, October 29, 2024	Post amendment & begin 30+ day notification/comment period.
Friday, November 1, 2024	November 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, November 21, 2024	November JPACT meeting. JPACT will be requested to approve the amendment resolution and provide an approval recommendation to Metro Council. (Proposed to be a Consent Calendar item.)
Wednesday, November 27, 2024	End the 30-day public comment period.
Wednesday December 4, 2024	Oregon Transportation Commission meeting. Required for approval the new ADA curb and ramps upgrade project in Key 23692.
Thursday, December 12, 2024	Metro Council meeting. Request final Metro approval for the July #1 MTIP Formal Amendment bundle under amendment NV25-02-NOV. (Proposed to be a Consent Calendar item.)
Wednesday, December 18, 2024	Submit final Metro approved FFY 2025 November Formal amendment bundle to ODOT and FHWA to complete final approval steps.
Late January, 2025	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
ADD NEW PROJECT
 Add the new SS4A planning project to the MTIP

Project #1

Project Details Summary							
ODOT Key #	23738	RFFA ID:	N/A	RTP ID:	11103	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV25-02-NOV		STIP Amendment ID:		24-27-1737	DIR RECIPIENT

Summary of Amendment Changes Occurring:
 The MTIP formal amendment adds the Safe Street For All discretionary awarded planning project to the MTIP for historical accounting purposes. The project is under direct recipient delivery rules. Clackamas County is working directly with FHWA to delivery the project without ODOT oversight. The project is already obligated through the USDOT DELPHI system. The project will be amended into Metro's SFY 2025 UPWP as an external led (non-Metro funded) planning project. The award is from the SS4A 2023 grant cycle.

Project Name:	Supplemental Planning: Civil Rights & Community						
Lead Agency:	Clackamas County	Applicant:	Clackamas County	Administrator:	FHWA		
Certified Agency Delivery:	YES	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES		

Short Description:
 This award will be used by Clackamas County to update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements.

MTIP Detailed Description (Internal Metro use only):
 A USDOT Safe Streets For All discretionary planning grant award (UEI = NVWKA VB8JND6) FFY 2023 funding cycle to Clackamas County to update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements. Project completion will be via direct recipient delivery rules

STIP Description:
 This award will be used by Clackamas County to update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Planning	Planning - Other		Planning
ODOT Work Type:	PLANNG		

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--SS4A23	ACPO	2024	\$ 330,000						\$ 330,000
									\$ -
Federal Totals:			\$ 330,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 330,000

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	2024	\$ 82,500						\$ 82,500
Other	OTH0	2024	\$ 1,405						\$ 1,405
Local Totals:			\$ 83,905	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 83,905

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ 413,905	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 413,905
Total Estimated Project Cost							\$ 413,905
Total Cost in Year of Expenditure:							\$ 413,905

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:	\$ 413,905	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 413,905
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 82,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82,500
Amended Phase Matching Percent:	20.00%	N/A	N/A	N/A	N/A	N/A	20.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 330,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 330,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 83,905	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 83,905
Total	\$ 413,905	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 413,905

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	79.73%	0.0%	0.0%	0.0%	0.0%	0.0%	79.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.27%	0.0%	0.0%	0.0%	0.0%	0.0%	20.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	79.73%	0.0%	0.0%	0.0%	0.0%	0.0%	79.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.27%	0.0%	0.0%	0.0%	0.0%	0.0%	20.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							USDOT
EA End Date:							FMIS or TRAMS
Known Expenditures:							DELPHI
						Estimated Project Completion Date:	12/31/2026
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Is the project delivery a direct recipient?		Yes	How will or did the obligation occur:			DELPHI through USDOT	

Fiscal Constraint Consistency Review	
1. What is the source of funding? A discretionary Safe Streets For All FFY 2023 cycle award from USDOT	
2. Does the amendment include changes or updates to the project funding? Yes, new SSFA warded funding is being added to the MTIP.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the SSFA project award list.	
4. Did the funding change require OTC, ODOT Director, ODOT program manager, or other approval? Yes, USDOT 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 planning project is applicable to the Clackamas County area.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	D	Project implementation in progress.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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		

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 11103 - Regional MPO Activities for 2023-2030
RTP Project Description:	Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as a metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars.

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? **Not currently, but an amendment will occur to add the project to the SFY 2025 UPWP.**
- 3a. If yes, is an amendment required to the UPWP? **Yes.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes. Concurrent processing between the MTIP and UPWP is authorized**
- 3c. What is the UPWP category (Primary Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Non-Metro federally funded regionally significant external project.**
4. Applicable RTP Goal:
 - Goal # 2 - Safe System:**
Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
 - Goal #3 - Equitable Transportation:**
Objective 3.1 - Transpiration Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, October 29, 2024 to Wednesday, November 27, 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
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-SS4A23	Federal Advance Construction funds assigned to the project with the expected later conversion will be the designated Safe Streets for All fund code.
Other	General local funds committed to the project above the minimum match requirement to cover phase costs.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	ACPO	ADVANCE CONSTRUCT PR	100.00%	413,905.00	0.00%	330,000.00	0.00%	0.00	0.00%	83,905.00
	PL Totals		100.00%	413,905.00		330,000.00		0.00		83,905.00
Grand Totals						330,000.00		0.00		83,905.00



Safe Streets and Roads for All FY23 Planning and Demonstration Awards by State

The following tables list all Fiscal Year 2023 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City of Eugene	The First and Last Mile Study: Advancing Safety and Mobility for All Road Users in Eugene	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$384,000
City of Medford	Medford Oregon Transportation Safety Action Plan	Develop New Action Plan (only)	Rural	\$400,000
City of Salem	Salem Oregon Vision Zero Plan and 20-is-Plenty Project	Develop Action Plan as well as Demonstration or Other Supplemental Planning	Urban	\$2,800,000
City of Stayton, Oregon	City of Stayton Safety Action Plan	Develop New Action Plan (only)	Rural	\$120,000
City of Umatilla	City of Umatilla Roadway Comprehensive Safety Action Plan	Develop New Action Plan (only)	Rural	\$139,840
Clackamas County Department of Transportation and	Supplemental Planning for Civil Rights and Community Engagement in the Clackamas	Develop Action Plan as well as Demonstration or Other Supplemental	Urban	\$330,000



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 Region 1 ADA
 Construction PGB to the MTIP

Project #2

Project Details Summary							
ODOT Key #	23692	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV25-02-NOV		STIP Amendment ID:		24-27-1396	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new ODOT Region 1 project grouping bucket supporting ADA curb and ramp safety upgrades. UR and construction phases are being added. The PE phase was completed through Key 22978. The propose site locations are on I-5 and OR10. A copy of the proposed site locations is included at the end of the worksheet. Funding for the project is sourced from a fund split from Key 23043. Key 23043 is a non-MPO ODOT funded general ADA construction phase project grouping bucket. A copy of the adjustment to Key 23043 is included as part of the amendment bundle

Project Name:	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 2						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:
 Construct curb ramps on I-5 , OR8, OR10, US26, OR47, OR99W, OR127, OR141, and OR217, to meet compliance with the American with Disabilities Act (ADA) standards.

MTIP Detailed Description (Internal Metro use only):
 ODOT project groping bucket supporting region-wide construction of ADA curb and ramp safety upgrades on multiple routes including I-5 , OR8, OR10, US26, OR47, OR99W, OR127, OR141, and OR217 in Hillsboro, Tigard, Beaverton Tualatin, Forest Grove, and Sherwood to meet compliance with the American with Disabilities Act (ADA) standards.

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

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

Phase Funding and Programming

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

State Funds

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

Local Funds

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

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

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

Phase Programming Summary Totals

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

Phase Composition Percentages

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

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.41%	89.32%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.05%	10.22%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.5%	99.5%	0.0%	100.0%

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

Fiscal Constraint Consistency Review
1. What is the source of funding? ODOT GARVEE bond funds
2. Does the amendment include changes or updates to the project funding? Yes. These are new funds to the MTIP
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the fund split from Key 23043.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval is required and is scheduled for the December 4, 2024 meeting. Concurrent programming is authorized as no issues from OTC are expected.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	at 293.55	----	N/A
	Yes	OR10	0.97	1.77	0.8
	Yes	US26	67.13	67.28	0.15
	Yes	OR99W	12.30	15.07	2.77
	Yes	OR127	at 7.75	----	N/A
	Yes	OR141	at 4.89	----	N/A
	Yes	OR217	0.23	4.85	4.62
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	6	Pre-construction activities (pre-bid, construction management oversight, etc.).	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	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	X	Various designations across the multiple route locations
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:	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# 12095 - Safety & Operations Projects: 2023-2030
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	
	I-5	at MP 293.55 = Throughway
	OR10	MP 0.97 to MP 1.77 = Major/Minor arterial
	US26	MP 67.13 to MP 67.28 = Throughway
	OR99W	MP 12.30 to MP 15.07 = Major Arterial
	OR127	at MP 7.75 = Major Arterial
	OR141	at MP 4.89 = Minor Arterial
	OR217	MP 0.23 to MP 4.85 = Throughway
No	Transit	
	I-5	Regional Bus
	OR10	Frequent Bus
	US26	Frequent Bus
	OR99W	Frequent Bus
	OR127	No designation
	OR141	Frequent Bus
	OR217	Light Rail
No	Freight	
	I-5	Main Roadway Route
	OR10	No designation
	US26	Main Roadway Route
	OR99W	Main Roadway Route
	OR127	Roadway Connector
	OR141	No designation
	OR217	Main Roadway Route
No	Bicycle	
	I-5	No designation
	OR10	No designation
	US26	No designation
	OR99W	Bicycle Parkway
	OR127	Regional Bikeway
	OR141	Bicycle Parkway
	OR217	No designation

No	Pedestrian	
	I-5	No designation
	OR10	Pedestrian Parkway
	US26	No designation
	OR99W	Pedestrian Parkway
	OR127	Regional Pedestrian Corridor
	OR141	Pedestrian Parkway
	OR217	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	All	Multiple
Functional Classification	Yes	All	Multiple
Federal Aid Eligible Facility	No	All	Multiple

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

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, October 29, 2024 to Wednesday, November 27, 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

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

Note: Preliminary Engineering for the new ADA site locations in Key 23692 was completed in Key 22978 as shown below and programmed in the 2021-24 MTIP

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

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

ODOT Key: 22978 | MTIP ID: 71335

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

Project(s) in this cycle are not editable

Current Programming

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

[update](#)

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

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations

Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
I-5	Pacific	001RLI00	289.43	1	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	2	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	3	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	1A	2	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	3A	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	2	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	3	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RQI00	290.42	1	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	2	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	3	2	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	4	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	1A	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	1A	2	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.61	1	1	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	1	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	2	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	3	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001SHI00	293.55	1	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	1	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	3	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	3	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	4	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2A	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2A	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
OR-8	Tualatin Valley	02900D00	12.52	1	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.52	1	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.52	2	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.52	4	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.61	2	1	SE 8TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.61	3	1	SE 8TH AVE.	Hillsboro

OR-8	Tualatin Valley	02900D00	12.61	3	2	SE 8TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.78	1	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.78	3	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.78	4	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.95	1	1	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.95	1	2	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.95	2	1	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	2	1	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	2	2	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	3	1	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	3	2	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	4	1	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.35	2	1	SW BAILEY AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.35	3	2	SW BAILEY AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	1	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	2	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	3	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	3	2	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	4	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	4	2	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.85	1	1	SW MAIN ST.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.85	1	2	SW MAIN ST.	Hillsboro
OR-8	Tualatin Valley	02900I00	1.55	3	1	SW 87TH AVE.	Beaverton
OR-8	Tualatin Valley	02900I00	2.94	1	1	144BT CONN. M.P. 1C1.49 (029AC CONN. M.P. 2C2.94)	Beaverton
OR-8	Tualatin Valley	02900I00	2.94	1	2	144BT CONN. M.P. 1C1.49 (029AC CONN. M.P. 2C2.94)	Beaverton
OR-8	Tualatin Valley	02900I00	2.94	3	1	144BT CONN. M.P. 1C1.49 (029AC CONN. M.P. 2C2.94)	Beaverton
OR-8	Tualatin Valley	02900I00	3.18	3	1	SW 117TH AVE. (SW BROADWAY ST.)	Beaverton
OR-8	Tualatin Valley	02900I00	3.5	1	1	SW HALL BLVD.	Beaverton
OR-8	Tualatin Valley	02900I00	3.5	1	2	SW HALL BLVD.	Beaverton
OR-8	Tualatin Valley	02900I00	11.28	1	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	1	2	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	2	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	3	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	4	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	4	2	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.34	1	1	ENTRANCE TO HILLSBORO TOWN CENTER	Hillsboro
OR-8	Tualatin Valley	02900I00	11.34	2	1	ENTRANCE TO HILLSBORO TOWN CENTER	Hillsboro

OR-8	Tualatin Valley	02900100	11.4	1	1	ENTRANCE TO CRIMSON CORNER	Hillsboro
OR-8	Tualatin Valley	02900100	11.4	2	1	ENTRANCE TO CRIMSON CORNER	Hillsboro
OR-8	Tualatin Valley	02900100	11.46	1	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	11.46	1	2	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	11.46	2	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	11.46	3	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	11.46	4	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	1	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	1	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	2	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	2	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	3	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	3	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	4	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	1	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	1	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	3	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	3	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	4	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	4	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	13.04	2	1	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	13.04	2	2	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	14.15	2	1	SW 17TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	14.93	3	1	NW 336TH AVE.	Cornelius
OR-8	Tualatin Valley	02900100	14.93	4	1	NW 336TH AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.39	1	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.39	2	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.39	3	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.39	4	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.53	1	1	N 29TH AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.53	1	2	N 29TH AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.53	2	1	N 29TH AVE.	Cornelius
OR-8	Tualatin Valley	02900100	16.06	1	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	2	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	3	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	4	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	4	2	N 20TH AVE. (S 20TH AVE.)	Cornelius

OR-8	Tualatin Valley	02900100	16.06	1A	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	1A	2	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	1A	3	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	17.88	2	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	4	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	1A	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	1A	2	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	1A	3	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	3A	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	3A	2	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	3A	3	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	4A	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	4A	2	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	4A	3	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-10	Beaverton-Hillsdale	04000100	0.97	1	1	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	0.97	2	1	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	0.97	1A	1	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	0.97	1A	2	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	0.97	1A	3	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	1	2	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	3	1	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	4	1	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	3A	1	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	3A	2	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	3A	3	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.11	1	1	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.11	2	1	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.11	1A	1	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.11	1A	2	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.14	1	1	SW 110TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.21	2	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.21	3	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.21	3	2	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.21	4	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.21	2A	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.21	2A	2	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.48	3	2	SW 103RD AVE.	Beaverton

OR-10	Beaverton-Hillsdale	04000I00	1.48	4	1	SW 103RD AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.5	2	1	SW WESTERN AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	1	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	2	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	3	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	3	2	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	4	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	1	1	SW 98TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	2	1	SW 98TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	3	1	SW 98TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	4	1	SW 98TH AVE.	Beaverton
US 26	Sunset	047AQI00	61.05	2	1	NW MEEK RD.	Hillsboro
US 26	Sunset	047AQI00	61.09	1	1	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	2	1	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	2	2	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	1A	1	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	1A	2	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.27	2	1	047DS CONN. M.P. 7C61.33	Hillsboro
US 26	Sunset	047AWI00	62.39	2	1	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	2	2	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	4	1	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	1A	1	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	1A	2	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.54	3A	1	047DP CONN. M.P. 5C63.03	Hillsboro
US 26	Sunset	047AWI00	62.54	3A	2	047DP CONN. M.P. 5C63.03	Hillsboro
US 26	Sunset	047BBI00	64.23	1	1	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.23	4	1	047DA CONN. M.P. 6C63.66	Beaverton
US 26	Sunset	047BBI00	64.23	1A	1	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.23	1A	2	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.23	1A	3	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.29	1	1	047CX CONN. M.P. 3C64.09	Hillsboro
US 26	Sunset	047BBI00	64.34	1	2	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	4	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2A	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2A	2	047CV CONN. M.P. 1C64.34	Hillsboro

US 26	Sunset	047BBI00	64.34	2A	3	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3A	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3A	2	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3A	3	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BGI00	65.68	1	1	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	2	1	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	3	2	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	4	1	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	4	2	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	4A	2	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.75	1	1	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	2	1	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	3	2	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	4	1	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	4	2	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.86	3	1	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4	1	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4A	1	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4A	2	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4A	3	NW BRONSON RD.	Beaverton
US 26	Sunset	047BHI00	65.8	1	1	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	1	2	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	4	1	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	2A	1	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	2A	2	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	2A	3	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.89	1	2	047BI CONN. M.P. 4C65.89	Beaverton
US 26	Sunset	047BHI00	65.89	2	1	047BI CONN. M.P. 4C65.89	Beaverton
US 26	Sunset	047BHI00	65.89	4	1	047BI CONN. M.P. 4C65.89	Beaverton
US 26	Sunset	047BHI00	65.98	1	2	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2	1	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	3	1	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2A	1	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2A	2	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2A	3	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BKI00	67.13	2	1	NW MILL CREEK DR.	
US 26	Sunset	047BKI00	67.13	2	2	NW MILL CREEK DR.	

US 26	Sunset	047BK100	67.13	3	1	NW MILL CREEK DR.	Beaverton
US 26	Sunset	047BK100	67.28	1	2	047BN CONN. M.P. 4C67.73	Beaverton
US 26	Sunset	047BQ100	68.34	1	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQ100	68.34	2	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQ100	68.34	3	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQ100	68.34	4	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQ100	68.5	1	2	047BT CONN. M.P. 4C69.34	Beaverton
US 26	Sunset	047BQ100	68.5	2	1	047BT CONN. M.P. 4C69.34	Beaverton
US 26	Sunset	047BQ100	68.5	2A	1	047BT CONN. M.P. 4C69.34	Beaverton
US 26	Sunset	047BQ100	68.5	2A	3	047BT CONN. M.P. 4C69.34	Beaverton
OR-99W	Pacific Hwy West	09100D00	12.3	3	1	SW HAZELBROOK RD.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.3	3A	1	SW HAZELBROOK RD.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.3	3A	2	SW HAZELBROOK RD.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.98	3	1	SW 130TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.98	4	1	SW 130TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.98	3A	2	SW 130TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100D00	15.13	3	1	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100D00	15.13	4	1	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100D00	15.13	3A	1	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100D00	15.13	3A	2	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100I00	10.36	1	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	1	2	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	3	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2A	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2A	2	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2A	3	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	11.19	3	1	SW ROYALTY PARKWAY(SW ROYALTY PKWY.)	Tigard
OR-99W	Pacific Hwy West	09100I00	11.19	2A	1	SW ROYALTY PARKWAY(SW ROYALTY PKWY.)	Tigard
OR-99W	Pacific Hwy West	09100I00	11.19	2A	2	SW ROYALTY PARKWAY(SW ROYALTY PKWY.)	Tigard
OR-99W	Pacific Hwy West	09100I00	12.66	1	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	3	2	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4A	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4A	2	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4A	3	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	5A	1	SW 124TH AVE.	Tualatin

OR-99W	Pacific Hwy West	09100I00	12.66	5A	2	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	14.68	2	1	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	3	2	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4	1	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4A	1	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4A	2	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4A	3	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	1	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	2	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	2	2	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	3	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	3	2	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4A	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4A	2	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4A	3	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.75	1	1	START OF SIDEWALK	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	1	1	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	2	1	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	1A	1	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	1A	2	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	1	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2A	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2A	2	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2A	3	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	4A	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	4A	2	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	4A	3	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	091CII00	15.07	3	1	SW LANGER DR.	Sherwood
OR-47	Nahalem	10200I00	88.93	1	1	NW SUNSET DR.(NW BEAL RD.)	Forest Grove
OR-47	Nahalem	10200I00	88.93	2	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	3	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	4	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	1A	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	1A	2	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	1A	3	NW SUNSET DR.(NW BEAL RD.)	

OR-127	Cornelius Pass	127AAI00	7.75	1	1	NW CORNELIUS PASS RD.	Hillsboro
OR-127	Cornelius Pass	127AAI00	7.75	1	2	NW CORNELIUS PASS RD.	Hillsboro
OR-127	Cornelius Pass	127AAI00	7.75	2	1	NW CORNELIUS PASS RD.	Hillsboro
OR-219	Hillsboro-Silverton	14000I00	0.35	3	1	SE MAPLE ST.	Hillsboro
OR-219	Hillsboro-Silverton	14000I00	0.35	4	1	SE MAPLE ST.	Hillsboro
OR-141	Beaverton-Tualatin	14100I00	4.89	1	1	MIDBLOCK CROSSING	Tigard
OR-141	Beaverton-Tualatin	14100I00	4.89	4	1	MIDBLOCK CROSSING	Tigard
OR-141	Beaverton-Tualatin	14100I00	4.89	1A	1	MIDBLOCK CROSSING	Tigard
OR-141	Beaverton-Tualatin	14100I00	4.89	1A	2	MIDBLOCK CROSSING	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	1	1	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	1	2	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	2	1	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	4	2	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	4A	1	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	4A	2	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	144AFI00	0.23	2	1	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	3	1	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	2A	2	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	3A	1	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	3A	3	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	1	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	1	2	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	2	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	3	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	3	2	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	4	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	4	2	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.1	4	1	SW 105TH AVE.	Beaverton
OR-217	Beaverton-Tigard	144BFI00	4.85	3	2	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	4	1	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	1A	1	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	1A	2	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	3A	1	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	3A	2	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.63	3	1	SW HUNZIKER ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.63	3A	1	SW HUNZIKER ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.63	3A	2	SW HUNZIKER ST.	Tigard

OR-217	Beaverton-Tigard	144BNI00	6.74	3	1	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.74	4	1	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.74	2A	1	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.74	2A	2	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	1	1	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	1	2	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	2	1	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	1A	2	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BVI00	0.88	1	1	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	2	1	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	2	2	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	4A	1	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	4A	2	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton



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

MTIP Formal Amendment
SPLIT FUNDS
 Shift \$10.85 million to new ADA
 Region 1 PGB Key 23692

Project #3

Project Details Summary

ODOT Key #	23043	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	11/30/2023
MTIP ID:	N/A	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV25-02-NOV	STIP Amendment ID:		24-27-1396		

Summary of Amendment Changes Occurring:
 Key 23043 is ODOT'S general project grouping bucket of funding supporting construction of ADA curb and ramp improvements. The project is considered a non-MPO PGB and not included in the Metro MTIP. The formal amendment shifts \$10,850,000 of Advance Construction funding to new Key 23692 supporting ADA curb and ramp improvements to occur in Region 1. Key 23043 is included as part of the MTIP FFY 2025 November Formal Amendment bundle to accounting, informational purposes, and to provide the required proof-of-funding for fiscal constraint verification. ODOT will update Key 23043 with the fund transfer in the STIP. The fund shift will require OTC approval which is schedule now for their December 4, 2024 meeting. Concurrent processing pending OTC approval is authorized for this amendment.

Project Name:	Portland Metro Area 2024-2027 ADA Curb Ramp Construction						
Lead Agency:	ODOT		Applicant:	ODOT		Administrator:	ODOT
Certified Agency Delivery:	No		Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes

MTIP Short Description:
 Not Applicable

MTIP Detailed Description (Internal Metro use only):
 Not Applicable

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

Project Classification Details			
Project Type	Category	Features	System Investment Type
Not Applicable (Outside MPA boundary)	Not Applicable	Not Applicable	Not Applicable
ODOT Work Type:	ADAP		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
ADVCON	ACP0	2025					-\$ 105,694,884		\$ -
ADVCON	Acp0	2025					\$ 85,104,314		\$ 85,104,314
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 85,104,314	\$ -	\$ 85,104,314

Note: Advance construction funds (ADVCON) were programmed initially as 100% federal funds without a required match. The fund shift includes the addition of a 10.27% match.

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025					\$ 9,740,570		\$ 9,740,570
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 9,740,570	\$ -	\$ 9,740,570

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:	\$ -	\$ -	\$ -	\$ -	-\$ 105,694,884	\$ -	-\$ 105,694,884
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 94,844,884	\$ -	\$ 94,844,884
Total Estimated Project Cost							\$ 94,844,884
Total Cost in Year of Expenditure:							\$ 94,844,884

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:	\$ -	\$ -	\$ -	\$ -	\$ (10,850,000)	\$ -	\$ (10,850,000)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-10.27%	0.0%	-10.27%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 9,740,570	\$ -	\$ 9,740,570
Amended Phase Matching Percent:	N/A	0.00%	N/A	N/A	10.27%	N/A	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 85,104,314	\$ -	\$ 85,104,314
State	\$ -	\$ -	\$ -	\$ -	\$ 9,740,570	\$ -	\$ 9,740,570
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 94,844,884	\$ -	\$ 94,844,884

Phase Composition Percentages

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

Phase Programming Percentage

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

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

Fiscal Constraint Consistency Review	
1. What is the source of funding? ODOT federal Advance Construction funds.	
2. Does the amendment include changes or updates to the project funding? Yes, \$19.85 million is being shifted from this project to the new Region 1 ADA curbs and ramps project in Key 23692.	
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? OTC approval is required and is schedule for their December 4, 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
Note: This is a regional non-specific location project grouping bucket with funding reserved for ADA curb and ramp improvements					
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	Not Applicable	Years Active	Not Applicable	Project Status	Active	Non-MPO programmed project grouping bucket	
Total Prior Amendments	Not Applicable	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable: TH project is programmed outside of the MTIP's MPA boundary and only in the STIP.						

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

Added notes: Performance Measure informational is included for information purposes only for Key 23043..

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

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:
Goal # 2 -Safe System
 Objective2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, October 29, 2024 to Wednesday, November 27, 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

Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
State	General State funds provided to cover the required minimum match to 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
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	94,844,884.00	89.73%	85,104,314.41	10.27%	9,740,569.59	0.00%	0.00
	CN Totals		100.00%	94,844,884.00		85,104,314.41		9,740,569.59		0.00
Grand Totals						85,104,314.41		9,740,569.59		0.00

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

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

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	VARIOUS

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

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



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

MTIP Formal Amendment
RE-ADD PROJECT
 Re-add the project with the
 construction phase in 2025

Project #4

Project Details Summary							
ODOT Key #	22316	RFFA ID:	N/A	RTP ID:	12092	RTP Approval Date:	11/30/2023
MTIP ID:	71235	CDS ID:	N/A	Bridge #:	01377A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV25-02-NOV		STIP Amendment ID:		24-27-1882	

Summary of Amendment Changes Occurring:
 The MTIP formal amendment re-adds Key 22316 to the 2024-27 MTIP to enable the construction phase to re-obligate and move forward. The construction phase had obligated back I FFY 2022 and then de-obligated due bid issues. The construction phase was held in abeyance until the phase costs could be resolved. With no additional delivery guidance, the project was not carried over into the 2024-27 MTIP and STIP and removed. The ODOT Bridge program has now resolved the construction bid issues, but the project now must re-obligate the construction phase to begin expending the funds. The project has to be re-added into the MTIP as a new project. There is no change in scope or total project costs. Finally, the use of local "Other" funds represents WSDOT's 50% funding commitment to the project as well.

Project Name:	I-5: Interstate Bridge, NB Electrical Components (Portland)						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:
~~Restore the electrical components to make the system permanent, rather than a temporary fix. (Bridge ID: 01377A).~~
Restore the electrical components to their original locations, so that they can be connected permanently. Washington Department of Transportation is paying 50% of the total project (Bridge ID 01377A)

MTIP Detailed Description (Internal Metro use only):
 In northern Portland on I-5 from MP 308.04 to MP 308.72, Restore the electrical components to make the system permanent, rather than a temporary fix (Bridge ID: 01377A) (OTC Approval August 2020). **(Construction phase deobligated and held until now to move forward again FFY 2025)**

STIP Description:
 Restore the electrical components to their original locations, so that they can be connected permanently. Washington Department of Transportation is paying 50% of the total project.

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									
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
HB2017	S070	2022		\$ 40,000					\$ 40,000
HB2017	S070	2025					\$ 460,000		\$ 460,000
									\$ -
State Totals:			\$ -	\$ 40,000	\$ -	\$ -	\$ 460,000	\$ -	\$ 500,000

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2022		\$ 40,000					\$ 40,000
Other	OTH0	2025					\$ 460,000		\$ 460,000
									\$ -
Local Totals:			\$ -	\$ 40,000	\$ -	\$ -	\$ 460,000	\$ -	\$ 500,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 40,000	\$ -	\$ -	\$ 460,000	\$ -	\$ 500,000
Amended Programming Totals	\$ -	\$ 80,000	\$ -	\$ -	\$ 920,000	\$ -	\$ 1,000,000

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

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 80,000	\$ -	\$ -	\$ 920,000	\$ -	\$ 1,000,000
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	0.00%	N/A	N/A	0.00%	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	\$ -	\$ 40,000	\$ -	\$ -	\$ 460,000	\$ -	\$ 500,000
Local	\$ -	\$ 40,000	\$ -	\$ -	\$ 460,000	\$ -	\$ 500,000
Total	\$ -	\$ 80,000	\$ -	\$ -	\$ 920,000	\$ -	\$ 1,000,000

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%	50.0%	0.0%	0.0%	50.0%	0.0%	50.0%
Local	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	50.0%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	4.0%	0.0%	0.0%	46.0%	0.0%	50.0%
Local	0.0%	4.0%	0.0%	0.0%	46.0%	0.0%	50.0%
Total	0.0%	8.0%	0.0%	0.0%	92.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 80,000					Aid ID
Federal Funds Obligated:		\$ -					S001(558)
EA Number:		PE003322					FHWA or FTA
Initial Obligation Date:		8/4/2022					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review	
1. What is the source of funding? ODOT state HB2017 and Washington DOT funds.	
2. Does the amendment include changes or updates to the project funding? Yes. The project and funding is being re-added to the MTIP to enable the construction to move forward and re-obligate during fyfi 2025.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the Bridge Program Manger and STIP Coordinator confirmation.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Bridge Program 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
	Yes	I-5	308.04	308.72	0.68
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	2021	Years Active	4	Project Status	6	Pre-construction activities (pre-bid, construction management oversight, etc.).
Total Prior Amendments	2	Last Amendment	Formal	Date of Last Amendment	August 2021	Last MTIP Amend Num AB21-22-AUG2
Last Amendment Action	COST INCREASE: The formal amendment increases the project cost from \$500,000 to \$1,000,000. The project estimate used for programming only provided the Oregon portion of the project costs and is being corrected through this amendment					

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		
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	I-5 = Throughway
Yes	Transit	I-5 = Frequent Bus
Yes	Freight	I-5 = Main Roadway Routes
Yes	Bicycle	I-5 = Bicycle Parkway
Yes	Pedestrian	I-5 = Pedestrian Parkway.

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

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **Yes.**
3. Is the project included as part of the approved: UPWP? **No.**
- 3a. If yes, is an amendment required to the UPWP? **No. 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 Goals:
 - Goal #1 - Mobility Options:**
Objective 1.4 - Regional Mobility: Maintain reliable person-trip and freight mobility for all modes in the region’s mobility corridors, consistent with the designated modal functions of each facility and planned transit service within each corridor.
 - Goal # 2 -Safe System:**
Objective 2.1 Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

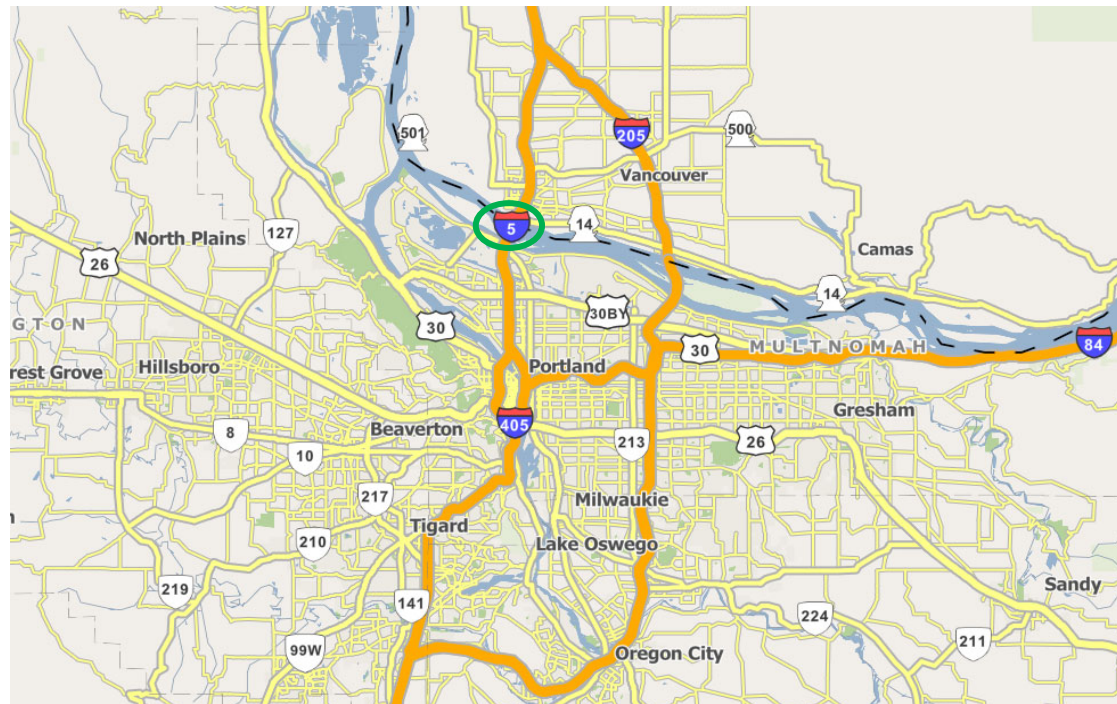
Public Notification/Opportunity to Comment Consistency Requirement

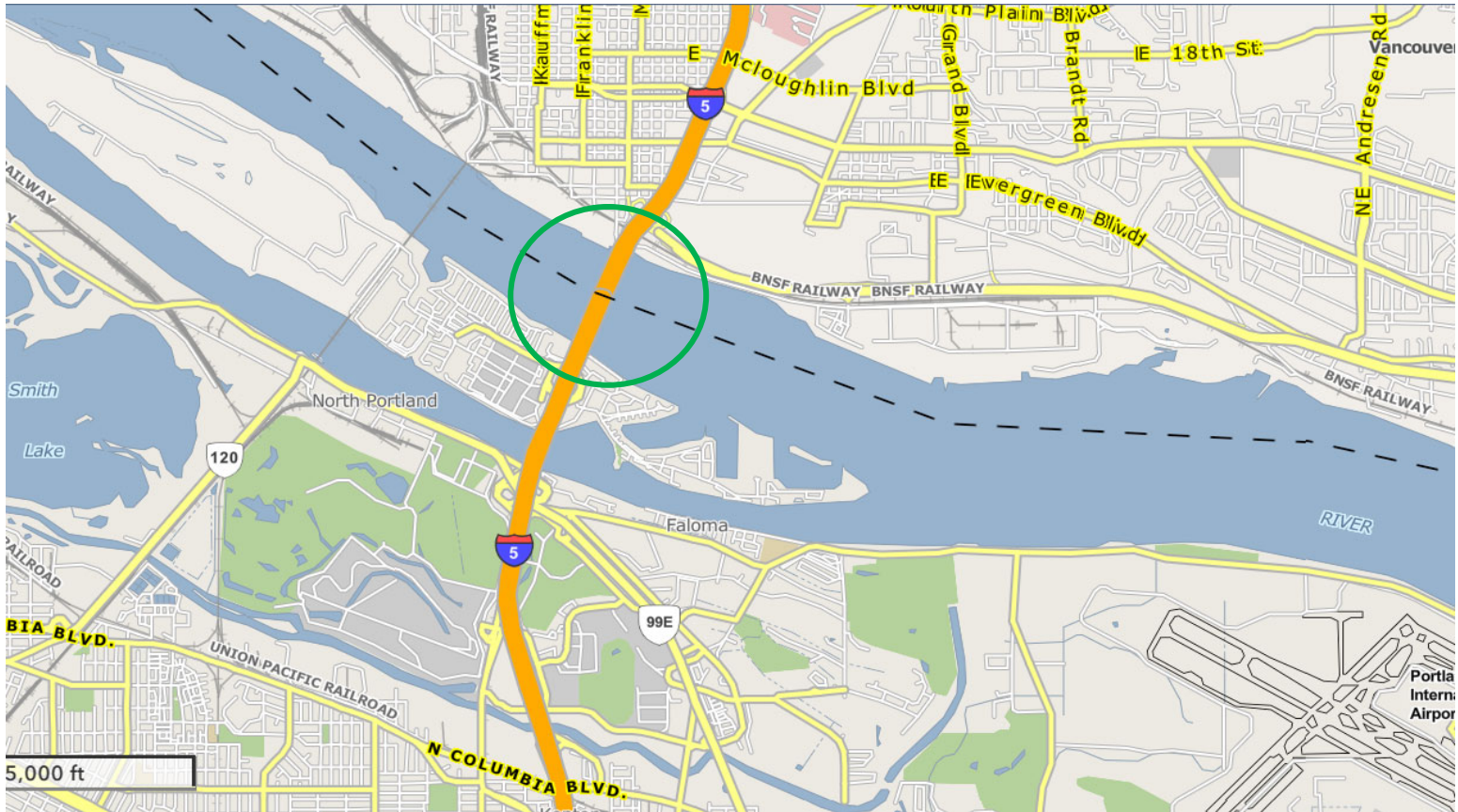
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, October 29, 2024 to Wednesday, November 27, 2024**
3. Was the comment period completed consistent with the Metro Public Participation 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

HB2017	State funds approved under HB2017 for various transportation improvements. HB 2017 made a significant investment in transportation to help further the things Oregonians value, such as a vibrant economy with good jobs, choices in transportation, a healthy environment, and safe communities.
Other	Generally local or state funds committed to the project above the required minimum match to cover the federal funds match requirement, or as a way to locally fund a phase without 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	OTH0	OTHER THAN STATE OR	50.00%	40,000.00	0.00%	0.00	0.00%	0.00	100.00%	40,000.00
	S070	HB2017 Funding Package	50.00%	40,000.00	0.00%	0.00	100.00%	40,000.00	0.00%	0.00
	PE Totals		100.00%	80,000.00		0.00		40,000.00		40,000.00
CN	OTH0	OTHER THAN STATE OR	50.00%	460,000.00	0.00%	0.00	0.00%	0.00	100.00%	460,000.00
	S070	HB2017 Funding Package	50.00%	460,000.00	0.00%	0.00	100.00%	460,000.00	0.00%	0.00
	CN Totals		100.00%	920,000.00		0.00		460,000.00		460,000.00
Grand Totals				1,000,000.00		0.00		500,000.00		500,000.00







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

MTIP Formal Amendment
ADD NEW PROJECT
 Add project development to PE
 and vehicle purchase to Other

Project #5

Project Details Summary							
ODOT Key #	23769	RFFA ID:	N/A	RTP ID:	11319	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV25-02-NOV	STIP Amendment ID:		TBD		

Summary of Amendment Changes Occurring:

The MTIP formal amendment adds the PE for project development work for the Portland Streetcar Extension project to Montgomery Park. An Other phase also is being added with local funds that will be used for the later procurement of up to 10 replacement and/or Project development work is being added through the Preliminary Engineering phase. This is required to occur to establish the pre-award clock for the project. TriMet is pursuing a FTA Small Starts Capital Investment Grants (CIG) funding award. Between the city of Portland's commitment and the CIG grant, both agencies believe they will be able to cover the estimated \$182 million total project cost. Only PE/project development and the Other phase supporting the streetcar procurement are being added through this amendment. The implementation phases will be added upon the Small Starts CIG award. Finally, the city of Portland will deliver the project for TriMet.

Project Name:	Portland Streetcar Montgomery Park Extension						
Lead Agency:	TriMet	Applicant:	TriMet		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:

Extend PSC NS Line 0.65 miles on 23rd Ave to Roosevelt St looping around to 26th Ave/Wilson St including guideway/track, stations, site work upgrades plus purchase up to 10 hybrid off-wire streetcars plus 23rd Ave rebuild/stormwater mitigation upgrades

MTIP Detailed Description (Internal Metro use only):

Extend the Portland Streetcar system 0.65 miles up to Montgomery Park NS Line along NW 23rd Avenue to Montgomery Park in Northwest Portland up to Roosevelt St looping around to 26th Ave/Wilson St including guideway and track, stations upgrades, site work and special conditions, plus purchase up to 10 hybrid off-wire capable streetcars and include 23rd Ave rebuild, stormwater mitigation and accessibility upgrades

STIP Description:

TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit Capital	Capital Rail	Capital Improvement
ODOT Work Type:	TBD		

Phase Funding and Programming

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

State Funds

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

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2025		\$ 11,000,000					\$ 11,000,000
Other	OTH0	2026						\$ 30,000,000	\$ 30,000,000
									\$ -
Local Totals:			\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	\$ 30,000,000	\$ 41,000,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	\$ 30,000,000	\$ 41,000,000

Total Estimated Project Cost							\$ 186,192,000
Total Cost in Year of Expenditure:							\$ 186,192,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	Only PE and the Other phase are being programmed now. Construction will be later.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	\$ 30,000,000	\$ 41,000,000
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	\$ 30,000,000	\$ 41,000,000
Total	\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	\$ 30,000,000	\$ 41,000,000

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%	100.0%	100.0%
Total	0.0%	100.0%	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%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	26.83%	0.0%	0.0%	0.0%	73.17%	100.0%
Total	0.0%	26.8%	0.0%	0.0%	0.0%	73.2%	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:	12/31/2030
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? Local funds initially from TriMet and Portland to complete the project development work and to initiate the vehicle procurement portion. FTA federal Small Starts CIG grant proposed to complete construction.	
2. Does the amendment include changes or updates to the project funding? Yes. Local funds to complete PE/project development and the vehicle procurement portion to the project.	
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? Local agency (TriMet) 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	Route or Arterial	Cross Street	Cross Street		
	NW 23rd Ave	NW Lovejoy St	NW Roosevelt St		
	NW Roosevelt St	NW 26th Ave	NW 23rd Ave		
	NW Wilson St	NW 26th Ave	NW 23rd Ave		
	NW 26th Ave	NW Roosevelt St	NW Wilson St		

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current 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: This amendment represents the initial project programming into the MTIP and STIP.						

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

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	This is a capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No. The project is not exempt from transportation modeling and air conformity analysis
Exemption Reference:	Not applicable.. The project is not exempt.
Was an air analysis required as part of RTP inclusion?	Yes
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes. The Montgomery Streetcar Extension project is include in the current constrained 2023 RTP. Transportation modeling and air conformity analysis as required has been completed as part of the 2023 RTP Update.
RTP Constrained Project ID and Name:	ID# 11319 - HCT: Streetcar Montgomery Park Extension
RTP Project Description:	Extend streetcar from NW Lovejoy/Northrup to Montgomery Park.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	NW 23rd Ave = No designation
Yes	Transit	NW 23rd Ave = Frequent Bus/Future Streetcar line
No	Freight	NW 23rd Ave = No designation
Yes	Bicycle	NW 23rd Ave = Regional Bikeway
Yes	Pedestrian	NW 23rd Ave = Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	NW 23rd Ave	No designation
Functional Classification	No	NW 23rd Ave	5 = Major Collector

Federal Aid Eligible Facility	No	NW 23rd Ave	Unban Major Collector
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Additional RTP Consistency Check Areas

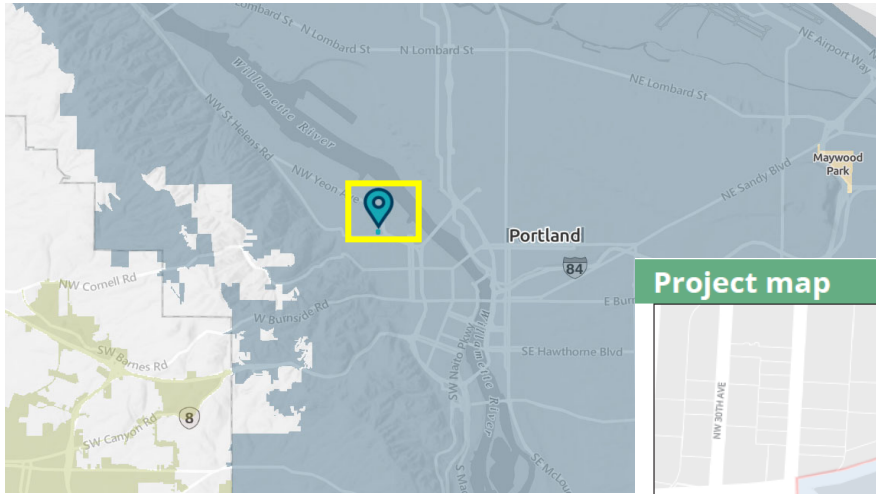
1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project 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:
 - Goal # 1 - Mobility Options:**
Objective 1.1- Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled
Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service.
 - Goal #4 - Thriving Economy:**
Objective 4.1 - Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of thoroughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region.
 - Goal #5 - Climate Action and Resilience:**
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? **Yes. The project is considered capacity enhancing and exceeds \$100 million in total project cost. The special performance evaluation is required a condition when the construction phase is added to the project**

Public Notification/Opportunity to Comment Consistency Requirement

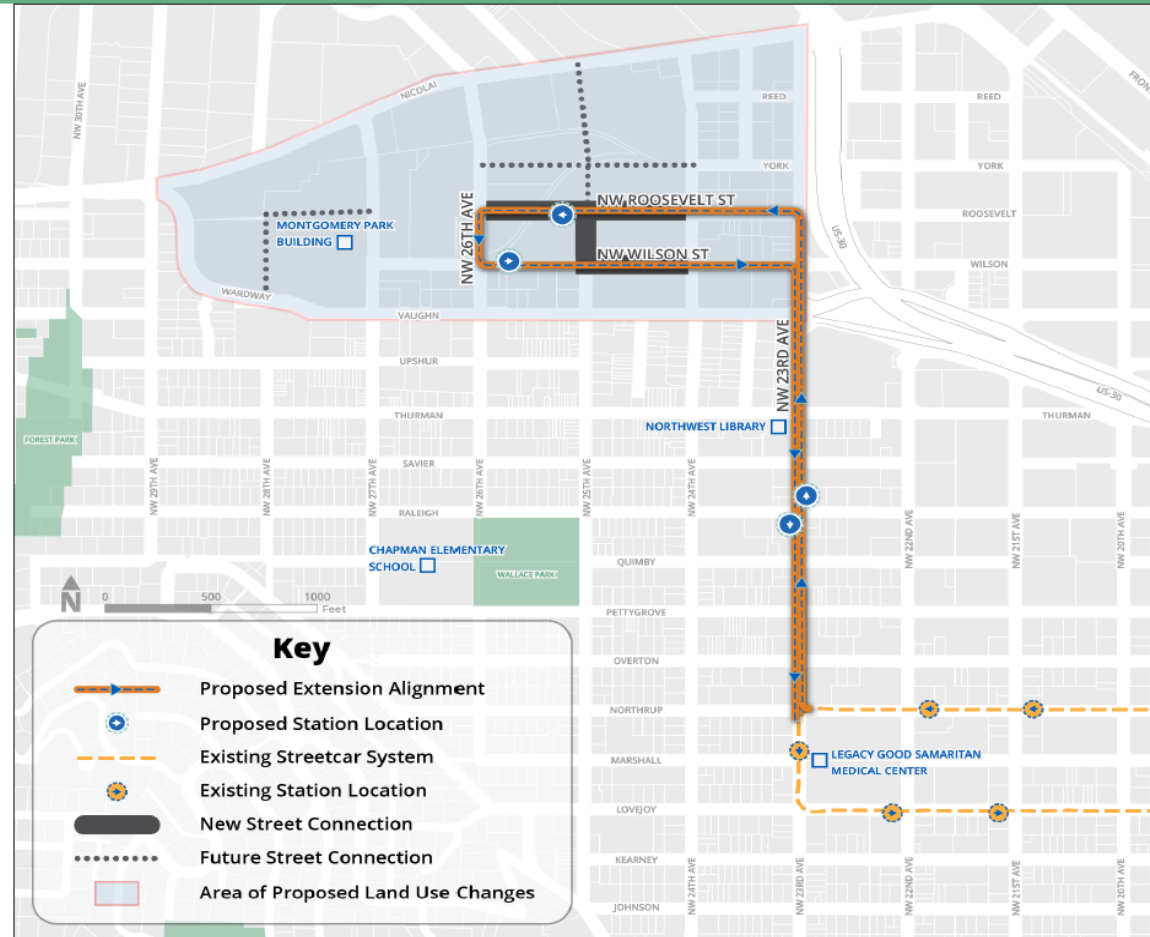
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, October 29, 2024 to Wednesday, November 27, 2024**
3. Was the comment period completed consistent with the Metro Public Participation 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 could be submitted.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

Other	General Local funds committed by the lead agency above the required minimum match if federal funds are included, or represent the phase being locally funded.
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Project map





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

MTIP Formal Amendment
REDUCE FUNDS
 Reduce the authorized funding per
 FTA and OTC action

Project #6

Project Details Summary							
ODOT Key #	23026	RFFA ID:	N/A	RTP ID:	11134 10928	RTP Approval Date:	11/30/2023
MTIP ID:	71382	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		NV25-02-NOV		STIP Amendment ID:		24-27-1503	

Summary of Amendment Changes Occurring:
 The formal amendment reduces the authorized funding award to TriMet per a change in the FTA allocation to ODOT. OTC approval was required and occurred during their August 2024 meeting. The fund code and fund type code are being changed from FTA Section 5310 to be State Surface Transportation Block Grant (STBG) funds. The project name is also being update. The project scope remains unchanged. ODOT will flex transfer the funds to FTA with an expected conversion code of FTA 5310 funds. TriMet will then complete their TrAMS grant application to access and expanded the funds. The change in authorized funding decrease is

Project Name:	Enhanced Mobility E&D (5310) - TriCounty Area FY26 Oregon Transportation Network - TriMet FFY26				
Lead Agency:	ODOT PTD	Applicant:	ODOT PTD	Administrator:	FTA
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes

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.

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 Capital	Capital Vehicle Operations	Systems Management, ITS, and Operations
ODOT Work Type:	TR-CAP		

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									
FTA-5310	5310	2026						\$ 4,968,103	\$ -
State STBG	Y240	2026						\$ 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	2026						\$ 568,622	\$ -
Local	Match	2026						\$ 194,572	\$ 194,572
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,572	\$ 194,572

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
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%	-65.8%	-65.8%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,572	\$ 194,572
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ 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%	#DIV/0!	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	#DIV/0!	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	#DIV/0!	0.0%	0.0%	0.0%	100.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	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:							FTA
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							TrAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes: Estimate only for 2027-30 MTIP carry-over purposes							
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 STBG funds	
2. Does the amendment include changes or updates to the project funding? Yes, the awarded funding is decreased.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via OTC staff report item	
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 authorized funding does is not highway, arterial, or route specific.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current 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
	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 - 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# 0 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.**
- 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.
 - Goal #2 - Safe System:**
Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, October 29, 2024 to Wednesday, November 27, 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
FTA 5310	Federal funds from FTA that aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in all areas

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%	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

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
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)
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)



Memo

Date: November 1, 2024
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: November FFY 2025 MTIP Formal Amendment & Resolution 24-5443 Approval Request – NV25-02-NOV

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement:

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

BACKGROUND

What This Is - Amendment Summary:

The November 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment continues formal project amendments to the MTIP and STIP for FFY 2025. The amendment number is NV25-02-NOV. The formal amendment will be under Resolution 24-5443. The amendment bundle contains changes, updates, cancelations, and new project additions to a total of six projects.

The amendment can be divided into two basic project categories:

- Adding new projects with various federal fund awards.
- Adjusting and amending two existing projects primarily to shift and update the project authorized project funding.

What is the requested action?

TPAC met on 11/1/2024 and received their required amendment notification and now is providing an approval recommendation to JPACT to complete all required MTIP programming actions for the six projects in the November FFY 2025 MTIP Formal Amendment under resolution 24-5443.

TPAC 11/1/2024 Meeting Summary:

TPAC met on November 1, 2024 and received their MTIP amendment notification and overview. Ken Lobeck, Metro Funding Programs Lead provided an overview of the specific changes to the included projects. The overview concluded with an opportunity from TPAC members to ask questions about the amendment. TPAC members did not raise any specific questions or concerns about the amendment and unanimously voted to provide JPACT an approval recommendation.

November FFY 2025 MTIP Formal Amendment Project Contents Summary:

Projects being canceled as part of the formal amendment bundle: None

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

- **Key 23738 - Supplemental Planning: Civil Rights & Community (Clackamas County):**

The MTIP formal amendment adds the Safe Street For All discretionary awarded planning project to the MTIP for historical accounting purposes. The project is a FHWA FFY 2023 Planning and Demonstration grant award planning project. Clackamas County is delivering this project as a direct recipient working directly with FHWA. Clackamas County has already completed their requirement with FHWA, obligated the project funds, and received their Notice To Proceed (NTP) allowing them to begin expending funds. This award will be used by Clackamas County to update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements.

- **Key 23692 - Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 2 (ODOT):**

The formal amendment adds the new ODOT ADA construction phase project grouping bucket to the MTIP supporting region-wide construction of ADA curb and ramp safety upgrades on multiple routes including I-5, OR8, OR10, US26, OR47, OR99W, OR127, OR141, and OR217 in Hillsboro, Tigard, Beaverton Tualatin, Forest Grove, and Sherwood to meet compliance with the American with Disabilities Act (ADA) standards..

- **Key 23043 - Portland Metro Area 2024-2027 ADA Curb Ramp Construction:**

The formal amendment splits \$10,850,000 from the ODOT Non-MPO ADA construction support project grouping bucket and commits the funding to the ADA curb and ramps project in Key 23602 above.

- **Key 22316 - I-5: Interstate Bridge, NB Electrical Components (Portland) (ODOT):**

The formal amendment re-adds this project to the MTIP and STIP to enable the construction phase to re-obligate the funds and move forward to complete the project.

- **Key 23769 - Portland Streetcar Montgomery Park Extension (TriMet):**

The formal amendment adds the PE and Other phases for the project to the MTIP and STIP. TriMet and Portland are contributing a total of \$41 million of local funds to complete required project development activities (NEPA and final design) along with the need to procure streetcars to support the route extension. TriMet is pursuing a FTA Small Start Capital Investment Grant (CIG). By adding the PE and

Other phases now, TriMet can establish the pre-award authorization clock which enables the local funds to be counted as part of the required match to the FTA Small Starts grant.


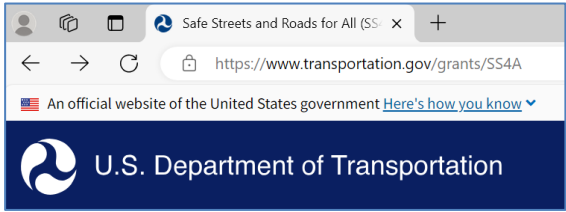
Existing projects being modified in the MTIP as part of the November FFY 2025 Formal Amendment bundle:

- **Key 23043 - Portland Metro Area 2024-2027 ADA Curb Ramp Construction:**
The split funding from this project in support of Key 23692 is addressed in the New Project section after the description for Key 23692.
- **Key 23026 - ~~Enhanced Mobility E&D (5310) - Tri County Area FY26:~~**
Change name to be: **Oregon Transportation Network - TriMet FFY26**:
The formal amendment reduces the authorized State STBG funds to the project from \$4,968,103 to \$1,700,000. The total programming amount decreases from \$5,536,725 to \$1,894,572. The duction occurs from an allocation revision from FTA which is has also been approved by OTC.

A more details summary of the individual projects follows:

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

Project Number: 1	Key Number: 23738	Status: Add New Project
Project Name:	Supplemental Planning: Civil Rights & Community	
Lead Agency:	Clackamas County	
Description:	Clackamas County will update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements. Project completion will be via direct recipient delivery rules.	
Funding Summary:	This is a new project for MTIP and STIP inclusion. The federal grant award is \$330,000. The required minimum match is \$82,500. Clackamas County is also including \$1,405 of local funds for overmatching needs. The total programming amount is \$413,905.	
Amendment Action:	<p>The formal amendment adds the new project to the MTIP. As a direct recipient authorized project, Clackamas County has already competed and executed their required agreement with FHWA, obligated the funds through the USDOT Delphi system. Delphi is an automate the invoice and grants payment process some federal funded transportation projects will use instead of the FHWA Financial Management Information System (FMIS).</p> <p>Some questions emerged over the MTIP and MTIP programming requirements versus inclusion in the UPWP. To resolve these questions and ensure federally fund planning grants complete a public notification/opportunity to comment process, Metro and</p>	

	<p>ODOT have agreed to add federally funded planning grant back into the MTIP and STIP. The public notification/opportunity to comment process will be completed through the regular MTIP formal amendment process. This will alleviate the need to create duplicate public notification procedures in the STIP and UPWP amendment process.</p>
<p>Added Notes:</p>	<p>Project Location References: Not applicable. The project applies across Clackamas County.</p> <p>The Safe Streets and Roads for All (SS4A) discretionary program has \$5 billion in appropriated funds over 5 years, 2022-2026. The program divides the funding award into Planning and implementation awards.</p> <p>Planning and Demonstration grants provide federal funds to develop, complete, or supplement an Action Plan. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribal area, or region. SS4A requires an eligible Action Plan be in place before applying to implement projects and strategies. Implementation Grants provide Federal funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem.</p> <p style="text-align: center;">  Safe Streets and Roads for All (SS4A) Program Facts </p> <p>Additional SS4A program details can be found on USDOT's website at their SS4A page at: https://www.transportation.gov/grants/SS4A</p> 

Project Number: 2	Key Number: 23692	Status: Add New Project
Project Name:	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 2	
Lead Agency:	ODOT	
Description:	<p>ODOT project grouping bucket((PGB) supporting region-wide construction of ADA curb and ramp safety upgrades on multiple routes including I-5, OR8, OR10, US26, OR47, OR99W, OR127, OR141, and OR217 in Hillsboro, Tigard, Beaverton Tualatin, Forest Grove, and Sherwood to meet compliance with the American with Disabilities Act (ADA) standards.</p>	

<p>Funding Summary:</p>	<p>Funding for the construction needs is sourced from Key 23043. This is a non-MPO state ADA PGB. \$10,850,00 of Advance Construction (expected to be federal GARVEE funds) plus State funds are split from Key 23043 and committed to this project in Key 23692. A small utility relocation (UR) phase with \$50,000 from the split transfer also is being added to the project. Preliminary Engineering has been previously completed through Key 22978.</p>
<p>Amendment Action:</p>	<p>The formal amendment adds the new project to the MTIP. Because PE was completed through Key 22978. Only the construction and UR phases need to be added to Key 23602.</p>

Source of PE funding for the Project is from Key 22978

ODOT Key: 22978 | MTIP ID: 71335
 Portland Metro Area 2024-2027 ADA Curb Ramp Design, Phase 1 - Cycle 2021-26

Project(s) in this cycle are not editable

Current Programming

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

[update](#)

The construction and UR phase funding is split from Key 23043 which in summarized in the next project amendment.

Added Notes: Exhibit A (MTIP Worksheet) contains the complete list of proposed curb and ramp site locations. The complete list is also included in Attachment 2 to the staff Report. A very small sampling of the complete list is shown below.

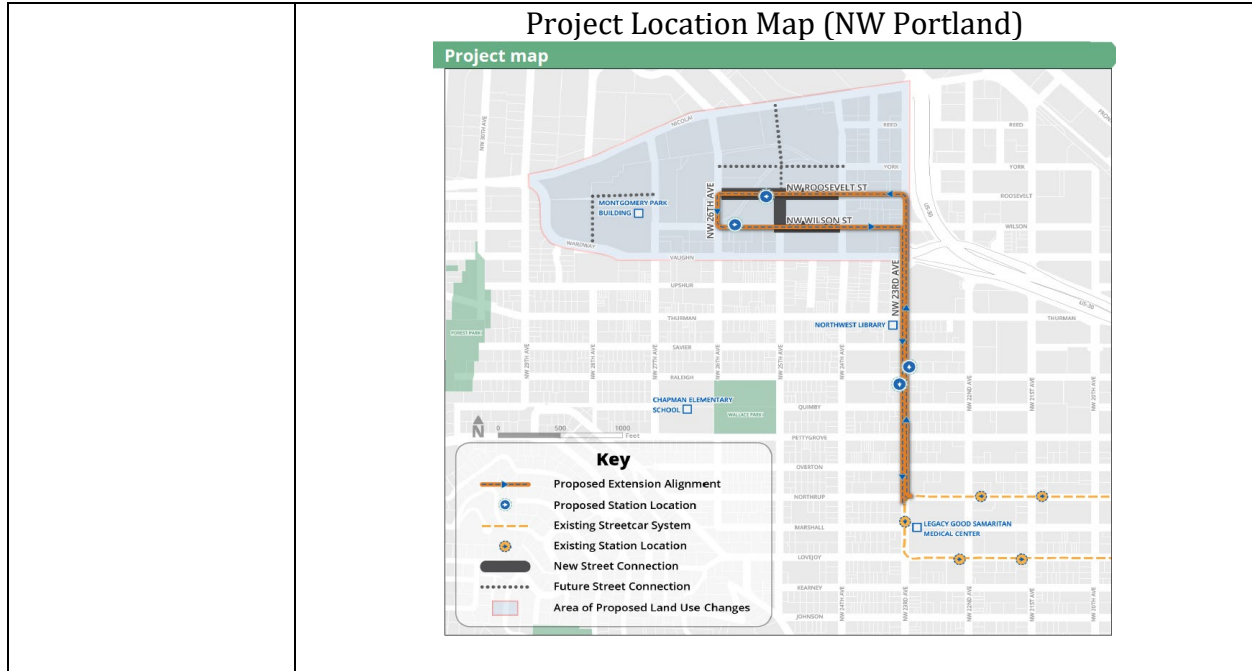
Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
I-5	Pacific	001RLI00	289.43	1	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	2	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	3	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	1A	2	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	3A	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	2	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	3	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RQI00	290.42	1	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	2	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	3	2	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	4	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	1A	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	1A	2	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.61	1	1	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	1	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	2	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin

Project Number: 3	Key Number: 23043	Status: Split Project
Project Name:	Portland Metro area 2024-2027 ADA Curb Ramp Construction	
Lead Agency:	ODOT	
Description:	Portland Metro Area 2024-2027 ADA Curb Ramp Construction	
Funding Summary:	This is a non-MPO State project grouping bucket (PGB) supporting construction activities for ADA curb and ramp upgrades. \$10,850,000 is being split from Key 23043 and committed to the new ADA curbs and ramps construction phase project in Key 23692.	
Amendment Action:	The formal amendment splits the required funding and transfers it to Key 23692.	
Added Notes:	None	

Project Number: 4	Key Number: 22316	Status: Re-Add Project
Project Name:	I-5: Interstate Bridge, NB Electrical Components (Portland)	
Lead Agency:	ODOT	
Description:	Restore the electrical components to their original locations, so that they can be connected permanently. Washington Department of Transportation is paying 50% of the total project (Bridge ID 01377A)	
Funding Summary:	This is a 50-50 funded project between ODOT and WSDOT. Each are contributing \$500,000 to the project; The total estimated project cost is \$1 million. ODOT is funding the project using HB2017 state funds. The Preliminary Engineering phase has been obligated (FFY 2022). Due to unexpected high construction bids, the initial construction phase obligation had to be de-obligated while ODOT and WSDOT resolved the bid issue. Now resolved, the construction can move forward to obligate during FFY 2025. The project first has to be re-added to the MTIP and STIP for this to occur.	
Amendment Action:	The formal amendment re-adds the project to the MTIP and STIP.	

Added Notes:	<p align="center">Project Location Map</p>	
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Project Number: 5	Key Number: 23769	Status: Add New Project
Project Name:	Portland Streetcar Montgomery Park Extension	
Lead Agency:	TriMet	
Description:	The project will extend the Portland Streetcar NS Line 0.65 miles on 23rd Ave to Roosevelt St looping around to 26th Ave/Wilson St including guideway/track, stations, site work upgrades plus purchase up to 10 hybrid off-wire streetcars plus 23rd Ave rebuild/stormwater mitigation upgrades.	
Funding Summary:	Both TriMet and the city of Portland are contributing a total of \$41 million to complete the project development works and for the later streetcar purchase. Only the PE and Other phase for the project is being added through this amendment. TriMet is working to secure a FTA Small Starts Capital Investment Grant for the construction phase. The total estimated project is approximately \$186 million dollars.	
Amendment Action:	The formal amendment adds the PE and Other phase to the MTIP and STIP. This enables TriMet to establish the pre-award authorization clock that enables local funds being committed now to be counted as part of the later required match to the FTA Small Starts federal grant.	
Added Notes:	<p>Overall, this considered a capacity enhancing project. With a total estimated project cost exceeding \$100 million dollars, TriMet and Portland are advised that a special performance assessment evaluation is required to be completed prior to adding the construction phase. The performance assessment evaluation is a Metro Council requirement. TriMet will need to contact Metro about six months prior to adding the construction in order to have sufficient time to complete the performance assessment evaluation. Successful completion of the performance assessment evaluation will ab an approval condition to add the construction phase to the MTIP. Metro staff will follow-up with TriMet and Portland with additional details as the construction phase approaches.</p> <p>Added note: The November FFY 2025 MTIP Formal Amendment bundle includes a project flyer Attachment 1 with additional details</p>	



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

Project Number: 6	Key Number: 23026	Status: Existing Project
Project Name:	Enhanced Mobility E&D (5310) - Tri County Area FY26 Oregon Transportation Network - TriMet FFY26	
Lead Agency:	ODOT Public Transportation Division	
Description:	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	
Funding Summary:	The revised federal authorized funding to the project is \$1,700,000. A 10.27% match of \$194,572 is also required. The revised total programming amount is \$1,894,572. ODOT will flex transfer the funds to FTA. Once flexed, TriMet then can move forward and complete their TrAMS grant application with FTA to obligate and expend the funds. The State STBG being programmed will be converted to FTA Section 5310 funds through the flex transfer process,	
Amendment Action:	The formal amendment completes the funding reduction which now has been approved by OTC as well.	
Added Notes:	None	

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 November FFY 2025 Formal MTIP amendment (NV25-02-NOV) 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.

Estimated Amendment Processing and Approval Timing

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mail-out.....	October 25, 2024
• Initiate the required public notification/comment process.....	October 29, 2024

- TPAC approval recommendation to JPACT..... November 1, 2024
- **JPACT approval and recommendation to Council..... November 21, 2024**
- Completion of public notification/comment process..... November 27, 2024
- OTC December Meeting Approval (applies to ADA project)..... December 4, 2024
- Metro Council approval..... December 12, 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.....	December 18, 2024
• USDOT clarification and final amendment approval.....	Late January 2025

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new and amended projects to be added and updated into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There are no impacts to the Metro budget.

RECOMMENDED ACTION:

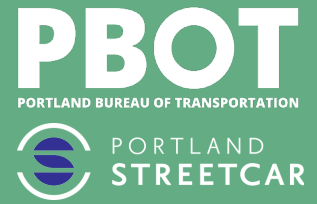
TPAC met on 11/1/2024 and received their required amendment notification and now is providing an approval recommendation to JPACT to complete all required MTIP programming actions for the six projects in the November FFY 2025 MTIP Formal Amendment under resolution 24-5443.

Attachments:

1. Portland Streetcar Montgomery Park Extension Overview
2. ODOT Key 23692 ADA Curbs and Ramps Site Location List

Portland Streetcar Montgomery Park Extension

Transit Project



Project overview

The Portland Bureau of Transportation (PBOT) is planning a .65-mile one-way extension of the Portland Streetcar NS Line along NW 23rd Avenue to Montgomery Park in Northwest Portland. Paired with recommended land use changes in the area, this project creates the opportunity for a new climate-friendly and transit-oriented district west of Highway 30.

The project will include a complete rebuild of NW 23rd Avenue from NW Lovejoy to NW Vaughn, including stormwater and accessibility upgrades. Extensions of NW Roosevelt, NW Wilson, and NW 25th Avenue will improve connections for pedestrians, people bicycling, and people driving in the new district. The project is currently in the planning phase.



Visit the project website to learn more and sign up for updates:
Portland.gov/MPstreetcar

The opportunity

Combined with proposed land use changes and public benefits, the extension is expected to help:

- **Support the potential for thousands of new housing units and hundreds of new jobs**, including hundreds of affordable housing units with access to Forest Park
- **Connect more people via transit to critical destinations**, including work, healthcare, parks, schools, and services in Northwest Portland, Downtown, and throughout the region
- **Reduce carbon emissions** by helping people meet their daily needs without driving
- **Expand streetcar access to diverse riders** who rely on transit to get where they need to go

Fall/Winter 2024

Adopt Land Use Changes
 Intergovernmental Agreements
 Begin Project Development

2025-2026

Locally Preferred Alternative
 Design and Engineering
 Environmental Review

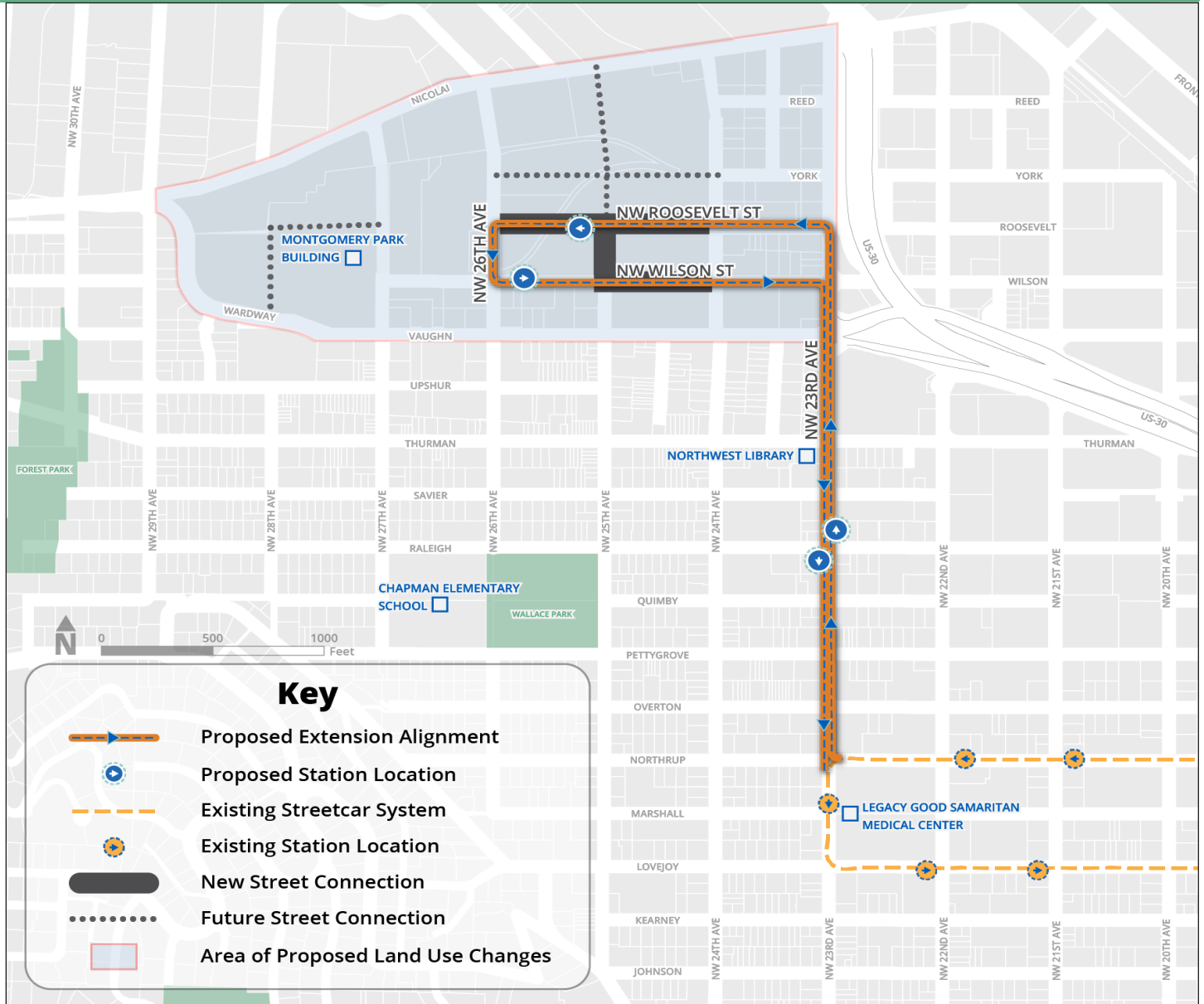
2027-2028

Final Design
 Apply for Federal Funding
 Begin Construction

2029-2030

Complete construction
 Testing
 Start of Revenue Service (2030)

Project map



Project facts

- **Two travel lanes and two parking lanes will be maintained** along NW 23rd Avenue.
- **The new extension will be 100% off-wire using hybrid battery technology**, allowing streetcars to switch effortlessly between the existing system and the extension.
- **The reconstruction of NW 23rd Avenue will include utility, accessibility, and stormwater upgrades**, while preserving almost all of the existing onstreet parking.
- **Project elements will be coordinated to save money and minimize impacts.**

Questions?

Contact the project team at MPstreetcar@portlandoregon.gov



The City of Portland ensures meaningful access to City programs, services, and activities to comply with Civil Rights Title VI and ADA Title II laws and reasonably provides: translation, interpretation, modifications, accommodations, alternative formats, auxiliary aids and services. To request these services, or file a complaint of discrimination, contact 503-823-5141 or 311 (503-823-4000), for Relay Service & TTY: 711.

Traducción e interpretación | 口笔译服务 | Устный и письменный перевод: 503-823-4000

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
I-5	Pacific	001RLI00	289.43	1	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	2	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	3	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	1A	2	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	3A	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	2	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	3	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RQI00	290.42	1	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	2	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	3	2	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	4	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	1A	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	1A	2	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.61	1	1	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	1	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	2	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	3	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001SHI00	293.55	1	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	1	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	3	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	3	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	4	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2A	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2A	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
OR-8	Tualatin Valley	02900D00	12.52	1	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.52	1	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.52	2	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.52	4	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.61	2	1	SE 8TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.61	3	1	SE 8TH AVE.	Hillsboro

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-8	Tualatin Valley	02900D00	12.61	3	2	SE 8TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.78	1	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.78	3	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.78	4	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.95	1	1	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.95	1	2	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.95	2	1	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	2	1	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	2	2	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	3	1	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	3	2	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	4	1	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.35	2	1	SW BAILEY AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.35	3	2	SW BAILEY AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	1	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	2	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	3	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	3	2	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	4	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	4	2	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.85	1	1	SW MAIN ST.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.85	1	2	SW MAIN ST.	Hillsboro
OR-8	Tualatin Valley	02900I00	1.55	3	1	SW 87TH AVE.	Beaverton
OR-8	Tualatin Valley	02900I00	2.94	1	1	144BT CONN. M.P. 1C1.49 (029AC CONN. M.P. 2C2.94)	Beaverton
OR-8	Tualatin Valley	02900I00	2.94	1	2	144BT CONN. M.P. 1C1.49 (029AC CONN. M.P. 2C2.94)	Beaverton
OR-8	Tualatin Valley	02900I00	2.94	3	1	144BT CONN. M.P. 1C1.49 (029AC CONN. M.P. 2C2.94)	Beaverton
OR-8	Tualatin Valley	02900I00	3.18	3	1	SW 117TH AVE. (SW BROADWAY ST.)	Beaverton
OR-8	Tualatin Valley	02900I00	3.5	1	1	SW HALL BLVD.	Beaverton
OR-8	Tualatin Valley	02900I00	3.5	1	2	SW HALL BLVD.	Beaverton
OR-8	Tualatin Valley	02900I00	11.28	1	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	1	2	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	2	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	3	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-8	Tualatin Valley	02900100	11.28	4	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900100	11.28	4	2	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900100	11.34	1	1	ENTRANCE TO HILLSBORO TOWN CENTER	Hillsboro
OR-8	Tualatin Valley	02900100	11.34	2	1	ENTRANCE TO HILLSBORO TOWN CENTER	Hillsboro
OR-8	Tualatin Valley	02900100	11.4	1	1	ENTRANCE TO CRIMSON CORNER	Hillsboro
OR-8	Tualatin Valley	02900100	11.4	2	1	ENTRANCE TO CRIMSON CORNER	Hillsboro
OR-8	Tualatin Valley	02900100	11.46	1	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	11.46	1	2	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	11.46	2	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	11.46	3	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	11.46	4	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	1	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	1	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	2	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	2	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	3	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	3	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.6	4	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	1	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	1	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	3	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	3	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	4	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	12.86	4	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	13.04	2	1	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	13.04	2	2	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	14.15	2	1	SW 17TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900100	14.93	3	1	NW 336TH AVE.	Cornelius
OR-8	Tualatin Valley	02900100	14.93	4	1	NW 336TH AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.39	1	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.39	2	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.39	3	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.39	4	1	N 31ST AVE.	Cornelius

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-8	Tualatin Valley	02900100	15.53	1	1	N 29TH AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.53	1	2	N 29TH AVE.	Cornelius
OR-8	Tualatin Valley	02900100	15.53	2	1	N 29TH AVE.	Cornelius
OR-8	Tualatin Valley	02900100	16.06	1	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	2	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	3	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	4	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	4	2	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	1A	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	1A	2	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	16.06	1A	3	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900100	17.88	2	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	4	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	1A	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	1A	2	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	1A	3	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	3A	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	3A	2	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	3A	3	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	4A	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	4A	2	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900100	17.88	4A	3	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-10	Beaverton-Hillsdale	04000100	0.97	1	1	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	0.97	2	1	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	0.97	1A	1	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	0.97	1A	2	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	0.97	1A	3	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	1	2	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	3	1	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	4	1	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	3A	1	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	3A	2	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000100	1.05	3A	3	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-10	Beaverton-Hillsdale	04000I00	1.11	1	1	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.11	2	1	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.11	1A	1	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.11	1A	2	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.14	1	1	SW 110TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	2	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	3	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	3	2	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	4	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	2A	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	2A	2	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.48	3	2	SW 103RD AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.48	4	1	SW 103RD AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.5	2	1	SW WESTERN AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	1	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	2	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	3	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	3	2	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	4	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	1	1	SW 98TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	2	1	SW 98TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	3	1	SW 98TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	4	1	SW 98TH AVE.	Beaverton
US 26	Sunset	047AQI00	61.05	2	1	NW MEEK RD.	Hillsboro
US 26	Sunset	047AQI00	61.09	1	1	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	2	1	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	2	2	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	1A	1	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	1A	2	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.27	2	1	047DS CONN. M.P. 7C61.33	Hillsboro
US 26	Sunset	047AWI00	62.39	2	1	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	2	2	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	4	1	047DO CONN. M.P. 4C62.49	Hillsboro

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
US 26	Sunset	047AWI00	62.39	1A	1	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	1A	2	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.54	3A	1	047DP CONN. M.P. 5C63.03	Hillsboro
US 26	Sunset	047AWI00	62.54	3A	2	047DP CONN. M.P. 5C63.03	Hillsboro
US 26	Sunset	047BBI00	64.23	1	1	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.23	4	1	047DA CONN. M.P. 6C63.66	Beaverton
US 26	Sunset	047BBI00	64.23	1A	1	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.23	1A	2	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.23	1A	3	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.29	1	1	047CX CONN. M.P. 3C64.09	Hillsboro
US 26	Sunset	047BBI00	64.34	1	2	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	4	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2A	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2A	2	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2A	3	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3A	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3A	2	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3A	3	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BGI00	65.68	1	1	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	2	1	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	3	2	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	4	1	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	4	2	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	4A	2	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.75	1	1	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	2	1	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	3	2	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	4	1	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	4	2	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.86	3	1	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4	1	NW BRONSON RD.	Beaverton

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
US 26	Sunset	047BGI00	65.86	4A	1	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4A	2	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4A	3	NW BRONSON RD.	Beaverton
US 26	Sunset	047BHI00	65.8	1	1	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	1	2	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	4	1	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	2A	1	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	2A	2	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	2A	3	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.89	1	2	047BI CONN. M.P. 4C65.89	Beaverton
US 26	Sunset	047BHI00	65.89	2	1	047BI CONN. M.P. 4C65.89	Beaverton
US 26	Sunset	047BHI00	65.89	4	1	047BI CONN. M.P. 4C65.89	Beaverton
US 26	Sunset	047BHI00	65.98	1	2	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2	1	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	3	1	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2A	1	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2A	2	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2A	3	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BKI00	67.13	2	1	NW MILL CREEK DR.	
US 26	Sunset	047BKI00	67.13	2	2	NW MILL CREEK DR.	
US 26	Sunset	047BKI00	67.13	3	1	NW MILL CREEK DR.	Beaverton
US 26	Sunset	047BKI00	67.28	1	2	047BN CONN. M.P. 4C67.73	Beaverton
US 26	Sunset	047BQI00	68.34	1	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQI00	68.34	2	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQI00	68.34	3	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQI00	68.34	4	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQI00	68.5	1	2	047BT CONN. M.P. 4C69.34	Beaverton
US 26	Sunset	047BQI00	68.5	2	1	047BT CONN. M.P. 4C69.34	Beaverton
US 26	Sunset	047BQI00	68.5	2A	1	047BT CONN. M.P. 4C69.34	Beaverton
US 26	Sunset	047BQI00	68.5	2A	3	047BT CONN. M.P. 4C69.34	Beaverton
OR-99W	Pacific Hwy West	09100D00	12.3	3	1	SW HAZELBROOK RD.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.3	3A	1	SW HAZELBROOK RD.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.3	3A	2	SW HAZELBROOK RD.	Tualatin

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-99W	Pacific Hwy West	09100D00	12.98	3	1	SW 130TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.98	4	1	SW 130TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.98	3A	2	SW 130TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100D00	15.13	3	1	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100D00	15.13	4	1	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100D00	15.13	3A	1	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100D00	15.13	3A	2	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100I00	10.36	1	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	1	2	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	3	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2A	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2A	2	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2A	3	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	11.19	3	1	SW ROYALTY PARKWAY(SW ROYALTY PKWY.)	Tigard
OR-99W	Pacific Hwy West	09100I00	11.19	2A	1	SW ROYALTY PARKWAY(SW ROYALTY PKWY.)	Tigard
OR-99W	Pacific Hwy West	09100I00	11.19	2A	2	SW ROYALTY PARKWAY(SW ROYALTY PKWY.)	Tigard
OR-99W	Pacific Hwy West	09100I00	12.66	1	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	3	2	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4A	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4A	2	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4A	3	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	5A	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	5A	2	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	14.68	2	1	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	3	2	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4	1	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4A	1	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4A	2	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4A	3	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	1	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	2	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-99W	Pacific Hwy West	09100I00	15	2	2	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	3	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	3	2	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4A	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4A	2	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4A	3	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.75	1	1	START OF SIDEWALK	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	1	1	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	2	1	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	1A	1	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	1A	2	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	1	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2A	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2A	2	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2A	3	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	4A	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	4A	2	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	4A	3	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	091CII00	15.07	3	1	SW LANGER DR.	Sherwood
OR-47	Nahalem	10200I00	88.93	1	1	NW SUNSET DR.(NW BEAL RD.)	Forest Grove
OR-47	Nahalem	10200I00	88.93	2	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	3	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	4	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	1A	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	1A	2	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	1A	3	NW SUNSET DR.(NW BEAL RD.)	
OR-127	Cornelius Pass	127AAI00	7.75	1	1	NW CORNELIUS PASS RD.	Hillsboro
OR-127	Cornelius Pass	127AAI00	7.75	1	2	NW CORNELIUS PASS RD.	Hillsboro
OR-127	Cornelius Pass	127AAI00	7.75	2	1	NW CORNELIUS PASS RD.	Hillsboro
OR-219	Hillsboro-Silverton	14000I00	0.35	3	1	SE MAPLE ST.	Hillsboro
OR-219	Hillsboro-Silverton	14000I00	0.35	4	1	SE MAPLE ST.	Hillsboro

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-141	Beaverton-Tualatin	14100I00	4.89	1	1	MIDBLOCK CROSSING	Tigard
OR-141	Beaverton-Tualatin	14100I00	4.89	4	1	MIDBLOCK CROSSING	Tigard
OR-141	Beaverton-Tualatin	14100I00	4.89	1A	1	MIDBLOCK CROSSING	Tigard
OR-141	Beaverton-Tualatin	14100I00	4.89	1A	2	MIDBLOCK CROSSING	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	1	1	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	1	2	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	2	1	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	4	2	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	4A	1	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	4A	2	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	144AFI00	0.23	2	1	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	3	1	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	2A	2	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	3A	1	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	3A	3	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	1	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	1	2	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	2	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	3	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	3	2	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	4	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	4	2	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.1	4	1	SW 105TH AVE.	Beaverton
OR-217	Beaverton-Tigard	144BFI00	4.85	3	2	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	4	1	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	1A	1	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	1A	2	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	3A	1	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	3A	2	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.63	3	1	SW HUNZIKER ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.63	3A	1	SW HUNZIKER ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.63	3A	2	SW HUNZIKER ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.74	3	1	144BP CONN. M.P. 4C7.16	Tigard

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-217	Beaverton-Tigard	144BNI00	6.74	4	1	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.74	2A	1	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.74	2A	2	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	1	1	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	1	2	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	2	1	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	1A	2	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BVI00	0.88	1	1	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	2	1	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	2	2	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	4A	1	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	4A	2	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton

**5.1 Regional Emergency Transportation Routes
Phase 2**

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, November 21, 2024

JPACT Worksheet

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

Presenters: John Mermin, Metro

Contact for this worksheet/presentation: john.mermin@oregonmetro.gov

Purpose/Objective

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

Outcome

JPACT learns about RETR Phase 2 project and has an opportunity to ask questions about project scope and direction.

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

JPACT accepted recommendations from [RETR Phase 1](#) final report in April 2021. Phase 1 added 89 new routes to the RETR network and made recommendations for future work. Since that time the Regional Disaster Preparedness Organization applied for and received federal Urban Areas Security Initiative (UASI) funding for phase 2, which will tier / prioritize the RETRs.

What packet material do you plan to include?

- RETR Phase 2 project fact sheet

Regional emergency transportation routes (ETR) update | Phase 2

Prioritizing and tiering the network routes

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

Project overview

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

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

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

Outcomes from Phase 1

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

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



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

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

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

Desired outcome for Phase 2

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



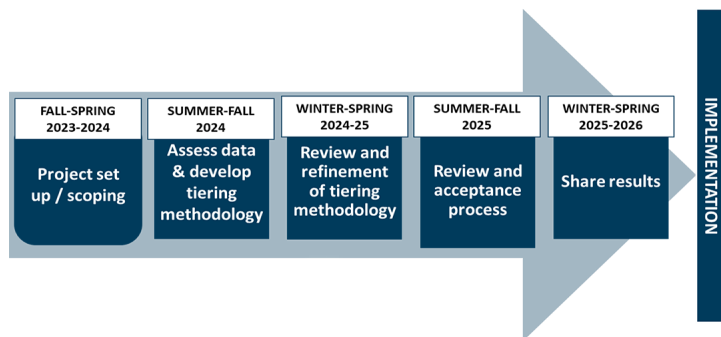
Metro RDPO

Regional Disaster Preparedness Organization



Project timeline and decision-making

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



Project phases

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

Partnerships and collaboration

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

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

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

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

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

Questions?

For more information contact:

Carol Chang

Senior planning coordinator
RDPO
carol.chang@portlandoregon.gov

John Mermin

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

rdpo.net/emergency-transportation-routes

5.2 Sunrise Visioning Project Update

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, November 21, 2024

JPACT Worksheet

Agenda Item Title: Sunrise Corridor Community Visioning Project Update

Presenters: Christine Lewis, Metro Councilor District 2

Commissioner Paul Savas, Clackamas County

Jamie Stasny, Transportation and Land Use Policy Manager, Clackamas County

Contact for this worksheet/presentation: Jamie Stasny, jstasny@clackamas.us

Purpose/Objective

- Provide an update on the Sunrise Corridor Community Visioning Project to JPACT members
- Q&A

The purpose of the Sunrise Corridor Community Visioning Project is for Clackamas County and regional partners to engage with those who live, work, recreate, and travel through the project area, to create a community-driven plan for this corridor. Through a collaborative process we have been working to develop a clear, community-supported vision and recommended actions to implement the vision. Once complete the action plan will inform future infrastructure, health and economic investments within the project area and necessary to support the emerging urban areas in Happy Valley and connections to eastern Clackamas County. The project seeks to address the needs of people who live, work, learn, shop, and travel within the corridor both today and in the future.

This project is about people and has implemented equitable engagement to remove barriers to make sure that everyone has an opportunity to engage in the creation of the vision. The project is over halfway complete and will be wrapping up in March of 2025.

Committee Structure has included the following groups

- Project Management Team, including staff from Clackamas County (Jamie Stasny), Metro (Kelly Betteridge), Happy Valley (Michael Walter) and ODOT (Scott Turnoy)
- Technical Advisory Committee (TAC), consisting of technical staff from local jurisdictions as well as TriMet, small transit providers, water and environmental services, parks, health, housing, and human services department, and water and conservation districts.
- Leadership Cohort, empowering local community members to become leaders
- Steering Committee, cross cutting group of community members, CBO's, businesses, public services, and elected officials who advocate and provide recommendations

Outcome

- JPACT members will be updated on the progress of the Sunrise Corridor Community Visioning Project.
- JPACT members will have an opportunity to ask questions and provide feedback.

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

The project is moving toward completion and has conducted two full rounds of inclusive public engagement. Draft refinements and actions have been developed.

What packet material do you plan to include?

None at this time; a slide deck will be provided during the session.

Materials following this page were distributed at the meeting.

October traffic deaths in Clackamas, Multnomah and Washington counties*

Kohl William Kaiser, 20, driving , SW Advance Rd, Clackamas, 10/12

Marcia Lynn Abbate, 82, driving, Fairview Pkwy, Fairview, Multnomah, 10/13

Unidentified, driving, NE Columbia, Portland, Multnomah, 10/18

Rafael Alexis Zermeno, 24, walking, NE Walker, Hillsboro, Washington, 10/20

Henos Siem Tesfom, 20, driving , NE Brookwood Pkwy, Washington, 10/21

Unidentified, bicycling, NE 105th Ave, Portland, Multnomah, 10/21

Unidentified, bicycling, NE Glisan, Portland, Multnomah, 10/21

Selvin Orlando Garcia, 25, walking, Tualatin Valley Hwy, Beaverton, Washington, 10/23

Christy Lafferty, 41, walking, SE Stark St, Portland, Multnomah, 10/24

Zachary D. Fine, 51, driving, NE Halsey St, Portland, Multnomah, 10/28

**Traffic deaths as of 10/31/24 ODOT initial fatal crash report, and police and news reports –information is preliminary and subject to change. May include names not included in the previous 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

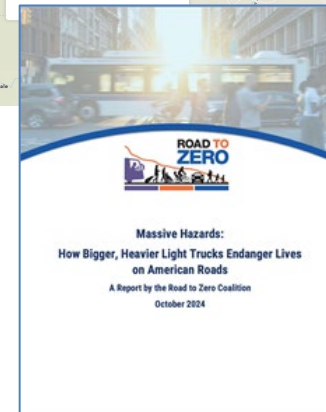
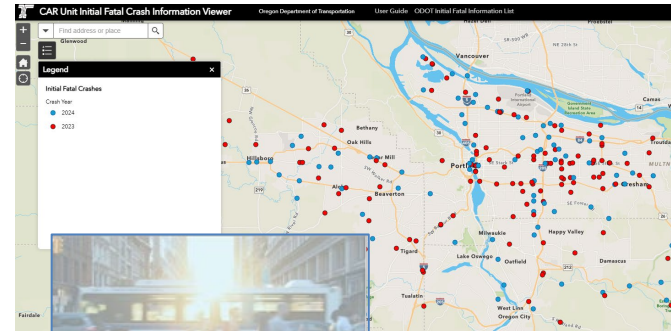
As well as **Safe Vehicle** size and technology and **Post-Crash Care** and response.



Monthly highlights

Some of the actions regional partners are taking for safer streets

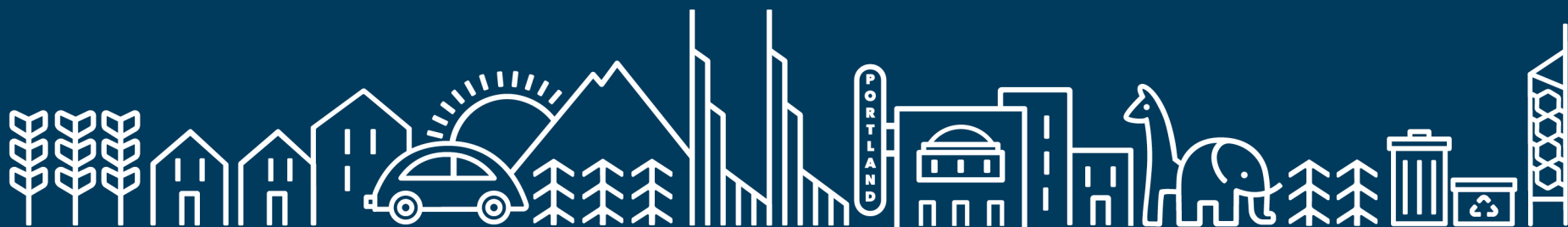
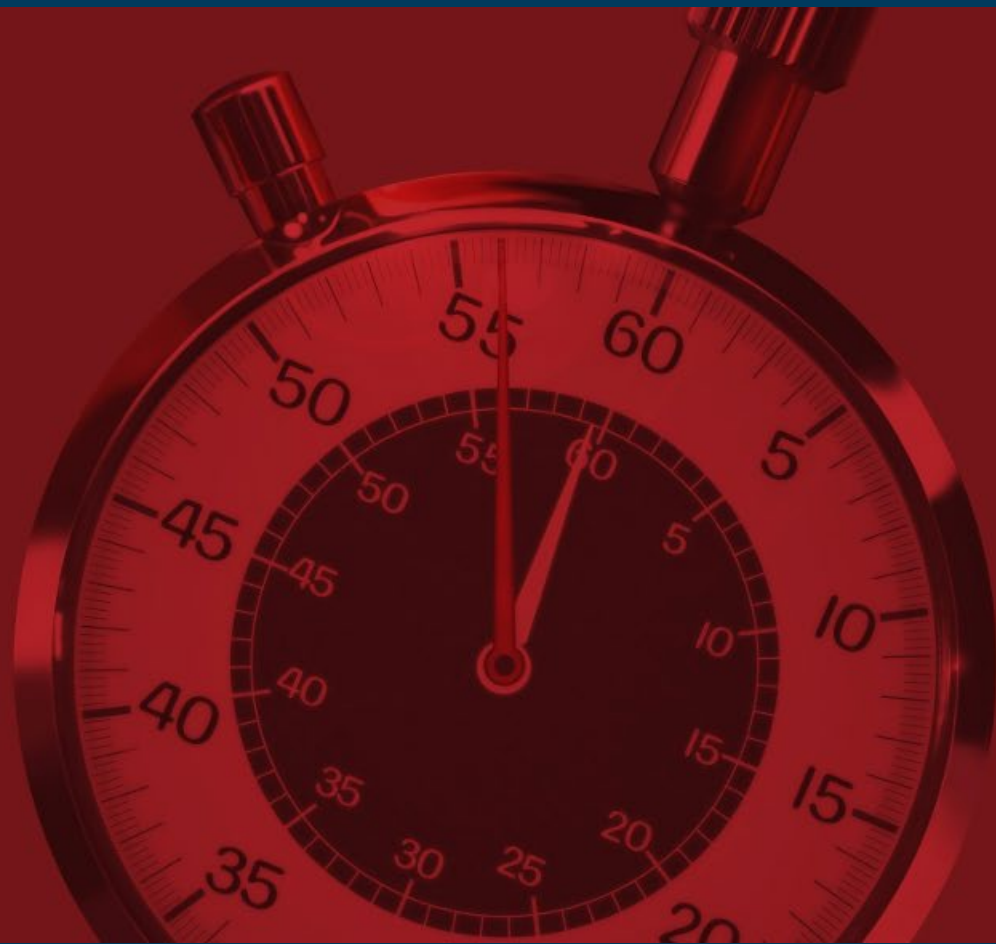
- **Portland and Oregon State Police:** Conducted a coordinated traffic enforcement mission focused on high-crash corridors and areas that have recently seen tragic traffic fatalities. The one-day event resulted in 189 traffic stops, 150 citations, 116 warnings, 4 arrests, 1 vehicle towed.
- **ODOT Crash Analysis & Reporting Unit:** Developed the *Initial Fatal Crash Information Viewer* providing up to date geocoded information on fatal crashes in Oregon.
- **National Safety Council's Road to Zero Coalition:** Published an important new report: "Massive Hazards: How Bigger, Heavier Light Trucks Endanger Lives on American Roads."





Today in the transit minute...

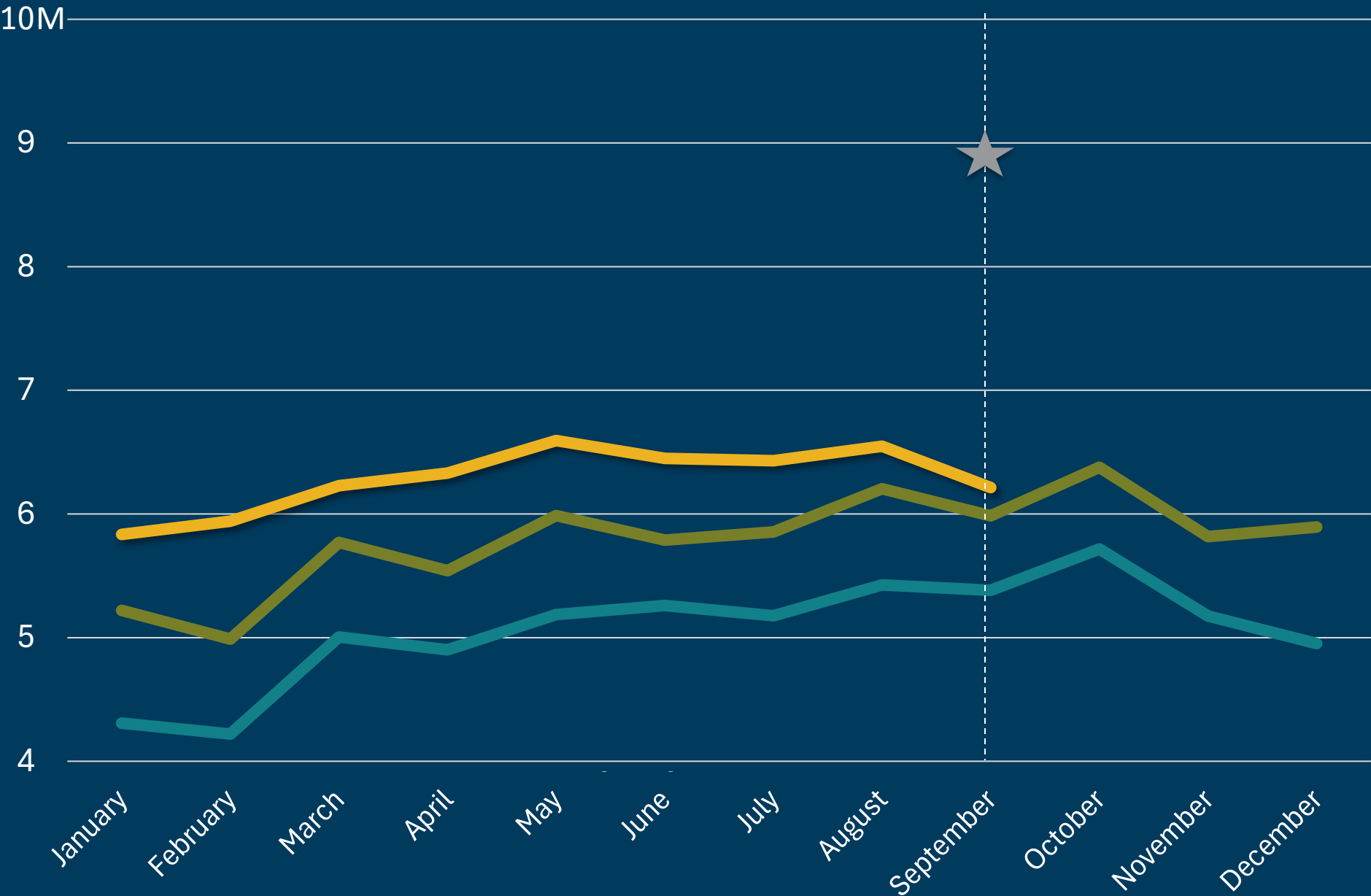
60
SECONDS





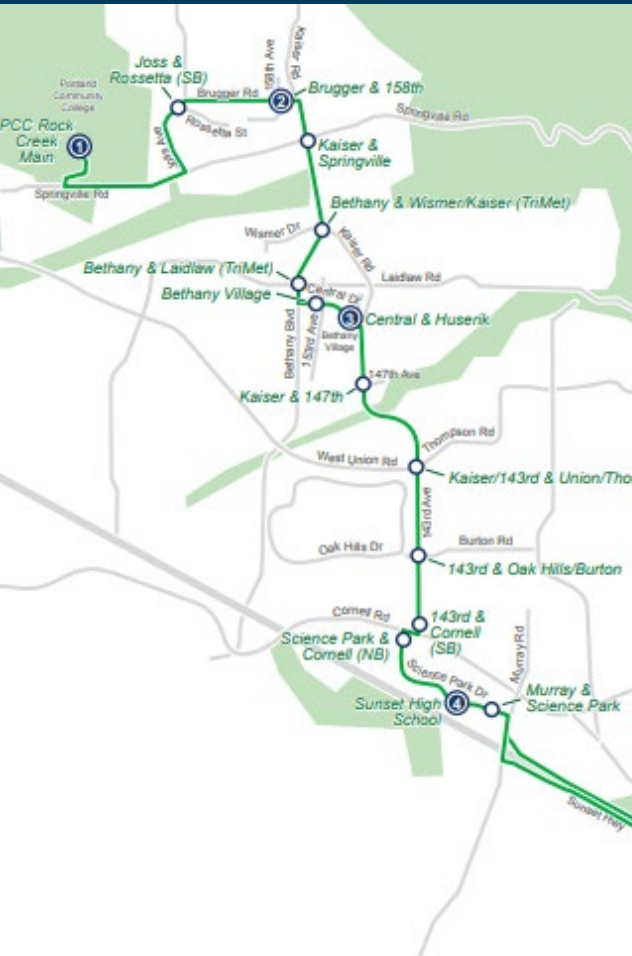
Monthly Transit Ridership (September)

2022 2023 2024



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

October Transit News Highlight





Metro



RDPO

November 21, 2024

REGIONAL EMERGENCY TRANSPORTATION ROUTES (RETR) PHASE 2

Purpose

Share overview of RETR Phase 2

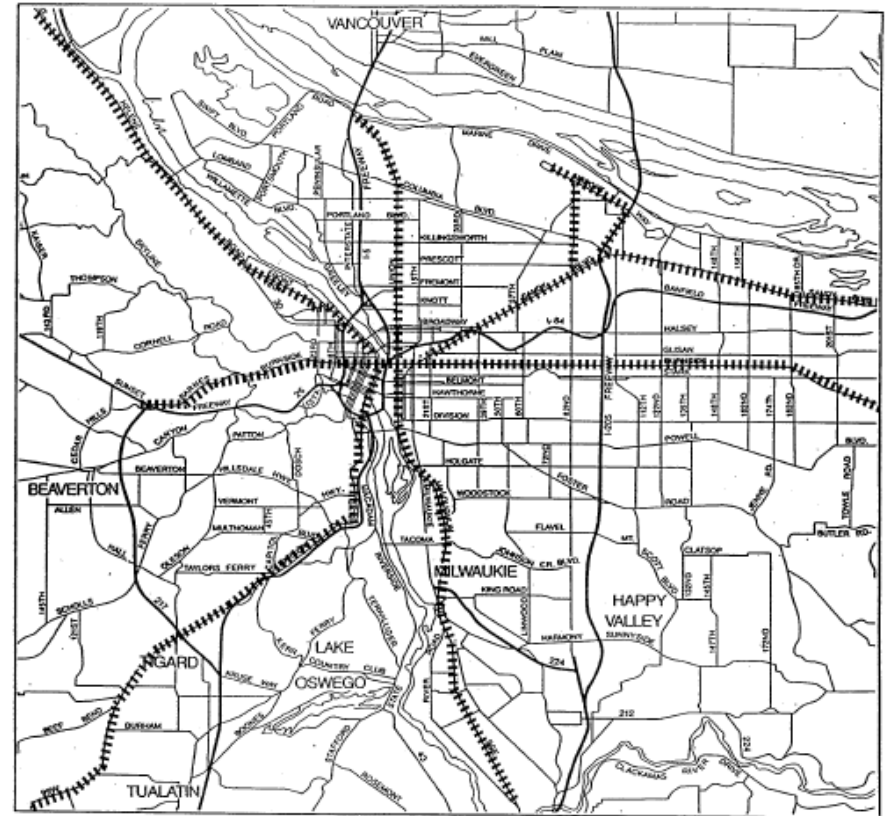
Address any questions about project scope and direction



A brief history of regional ETRs

- Metro formed multi-jurisdictional policy group in 1993 – **Regional Emergency Management Group (REMG)**
- Coordination focused on emergency response, preparedness and earthquake hazard mitigation
- REMG identified emergency lifeline corridors in 1994

Burnside/Barnes/US 26, US 30, 99E, 99W/Barbur, Sandy and Airport Way

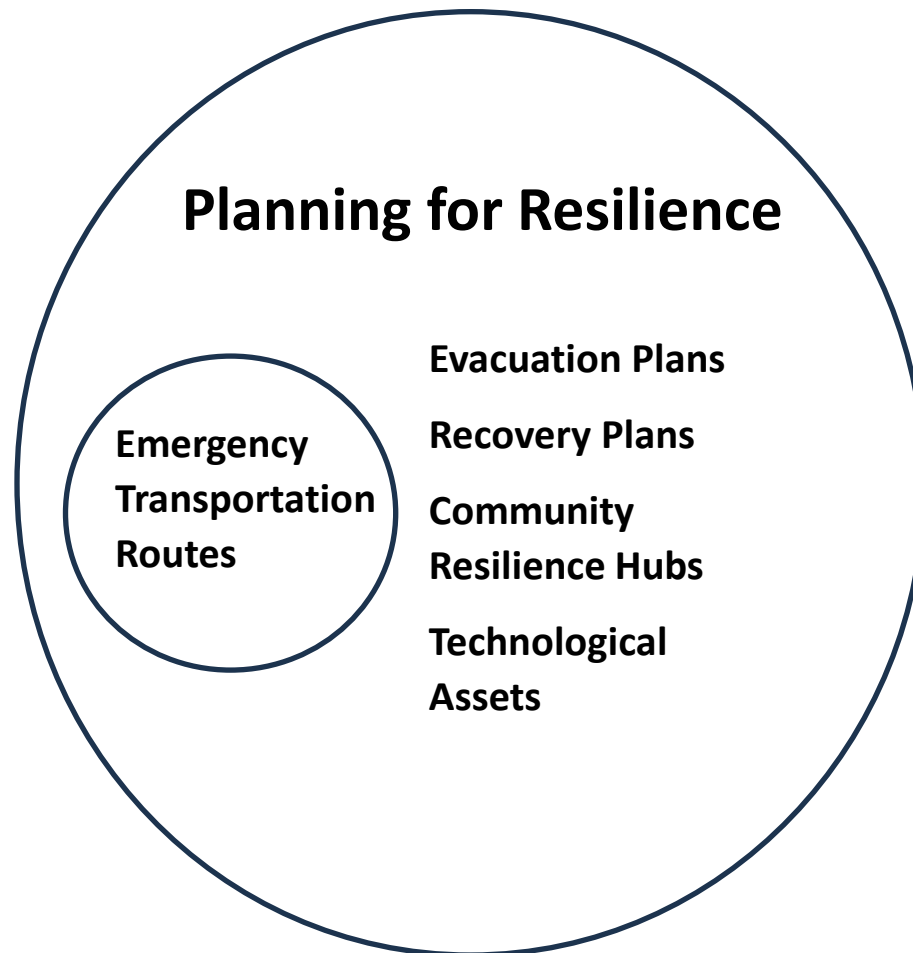


Designated Emergency Lifeline Corridors (1994)

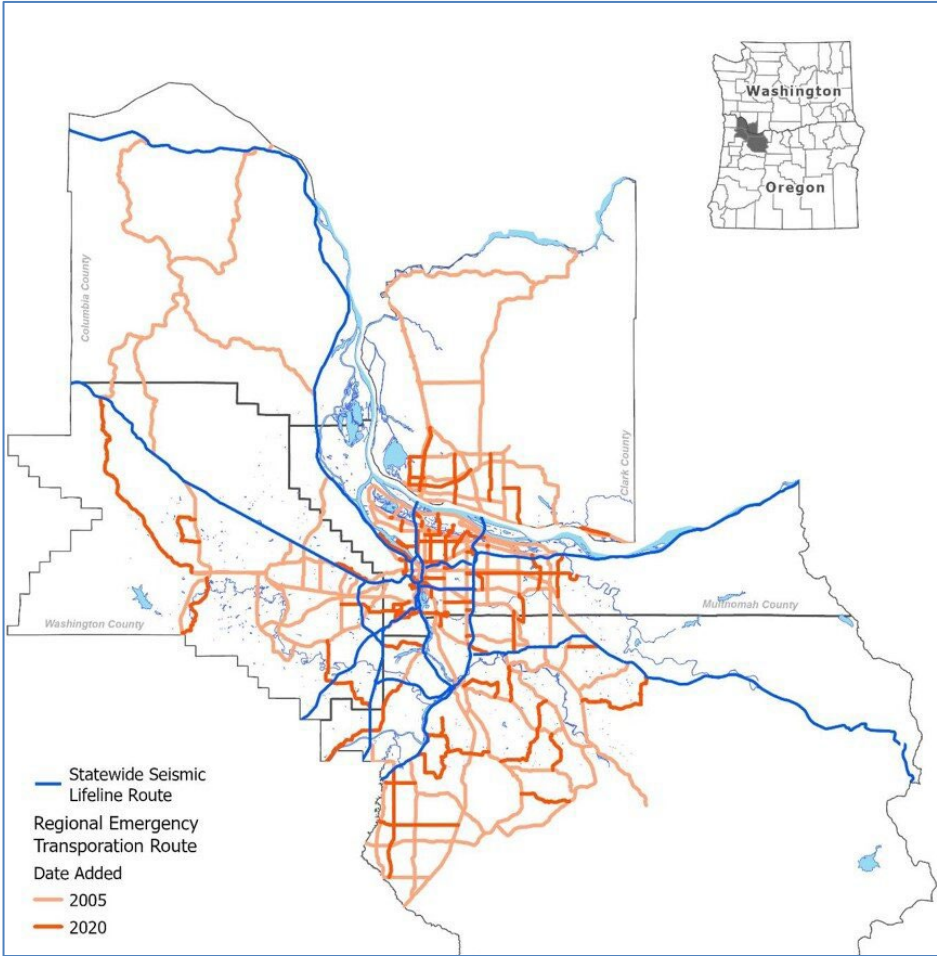
Project Overview

- Phase 1 work (2019 – 2021) updated the network in 5-county region
- Phase 2 work (2024 – 2026) (Identified in RTP ch.8)
 - Prioritize and tier network routes
 - Data review and assessment
 - Workshops and engagement
 - Develop and apply methodology
- Out of scope - evacuation or recovery planning, establishing operational guidelines, funding decision

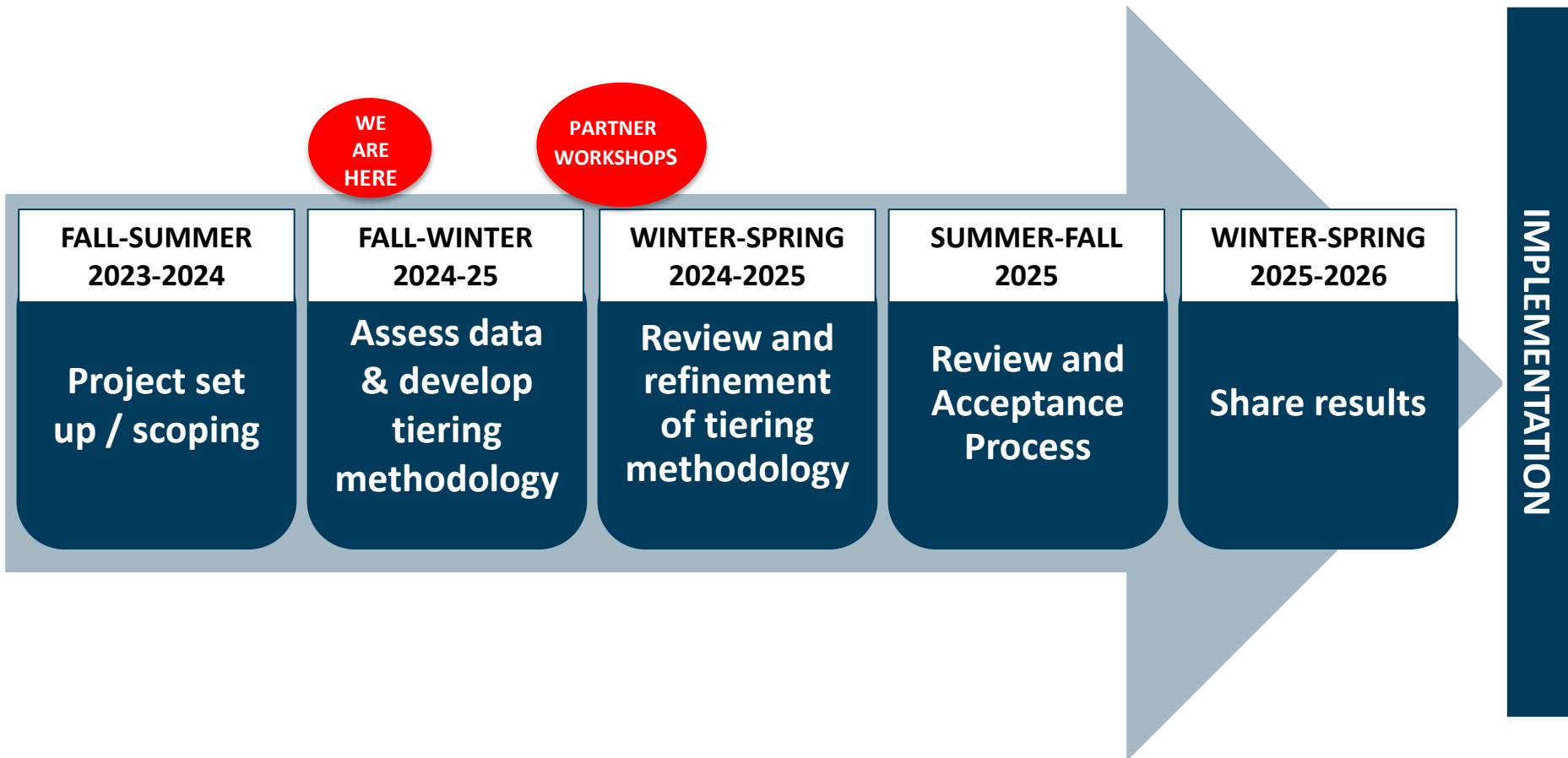
ETRS as part of broader Resilience Planning



5-County Regional ETR map



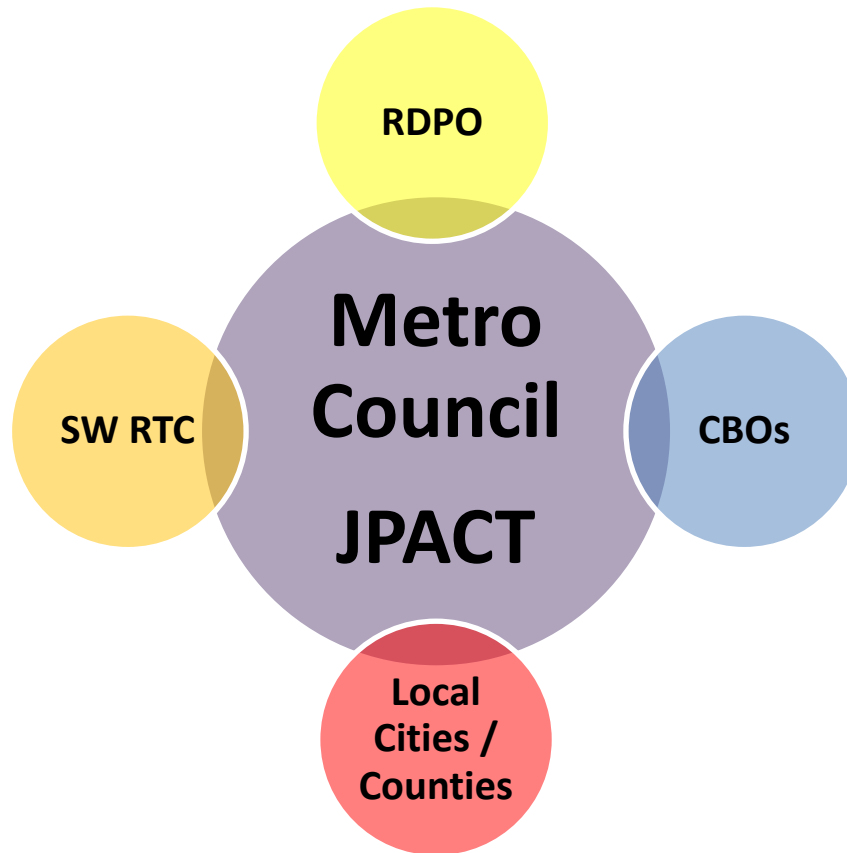
Project Timeline



Engagement Approach

- Quarterly project work group
- Hold regional workshops to develop and refine prioritization criteria
- Engage Community Based Organizations to get input from vulnerable populations
- Briefings to technical and policy groups at Metro – (TPAC ,MTAC, JPACT, Council), and RDPO

Decision-making



Next Steps

- Review Data & Best Practices Research
- Hold first quarterly workgroup meeting
- Hold workshops with transportation / emergency management professionals
- Hold workshops with leaders of Community Based Organizations

Questions?

Questions about project scope and direction?

Contacts:

John.mermin@oregonmetro.gov

Carol.chang@portlandoregon.gov

Co-Creating a Community Vision for the Sunrise Corridor

JPACT Project Update
November 21, 2024



Clackamas
County



Happy Valley



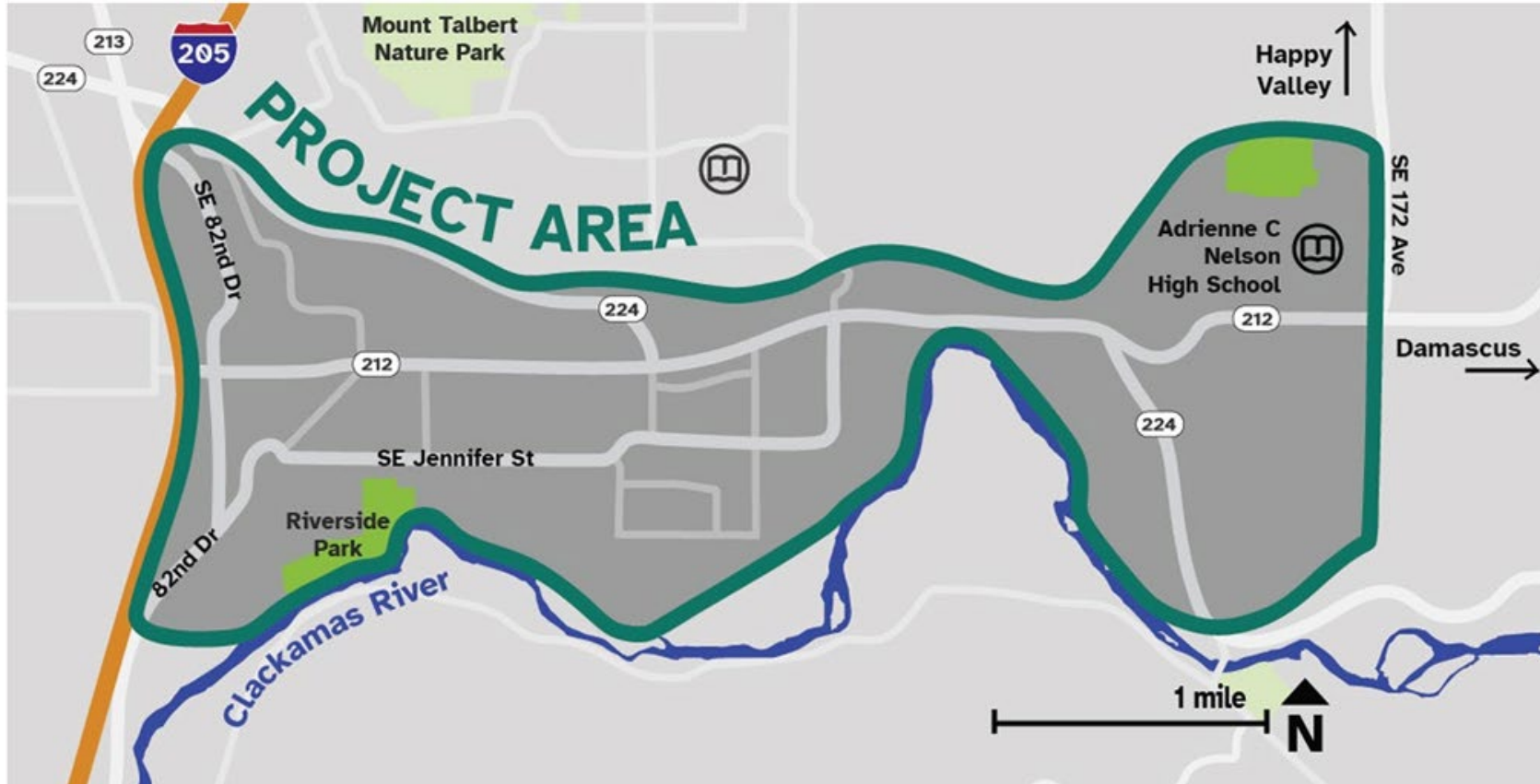
Metro



ODOT



What is the Sunrise Corridor?



The Visioning Area includes:



Parks

Small Businesses

7,600 Residents



Schools



Large Businesses

Clackamas River



14,000 Employees



39,000 Vehicles on Hwy 212 Each Day



Project Partners & Stakeholders



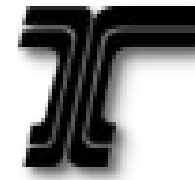
Clackamas
County



Happy Valley



Metro



ODOT

- 7,800 Residents live within the corridor
- 40,000 vehicles pass through the corridor every day
- 14,000 employees within the area
- 28,000 people live in Happy Valley – one of the fastest growing cities in the state
- 43,000 additional people to be housed in Happy Valley in the next 20 years



Community is showing up!



Community – Ready to think BIG

- Enhance health and well being
- Increase access to open space and increase parks and green spaces; create better access to the Clackamas River, parks and other green spaces.
- Develop more trails and multi-use path connections; fill gaps in the trail system.
- Balance and create harmony between industrial, residential, and business land uses
- Include anti-displacement strategies, with a focus on affordable housing and small businesses
- Focus on environmental impacts; reduce water and air pollution; minimize heat islands
- Define strategies to support business growth, retention and economic success
- Create community identity



Community – Concerned about Transportation

- Address congestion and traffic safety issues along Highway 212/224, increase local and regional access.
- Create safe options for turning onto Highway 212 from driveways and side streets.
- Add vehicle lanes and capacity to address traffic flow.
- Create freight specific connections.
- Improve pedestrian and bike safety and infrastructure, especially related to crossings on Highway 212.



Sunrise Corridor Carries more Traffic than 82nd Avenue and TV Highway!

Corridor	Daily Auto Volume (ODOT TransGIS)	Safety (Metro HIC Rating)	Daily Freight Volume (ODOT TransGIS)
Highway 212	40,000	99.66%	2,500
82nd Avenue	30,000	100%	1,000
TV Highway	34,000	100%	1,300

- Highway 212, Highway 224, 142nd, 152nd, and 172nd are all high-injury corridors (HIC) in Clackamas County



Vision for a Bright Future

The Sunrise Corridor Community is a thriving place that fosters well-being and belonging, where people enjoy economic success, safe mobility options, access to nature, and seamless connections in and around the region.



Draft Vision Plan - Themes



TRANSPORTATION



JOBS AND ECONOMY



OPEN SPACE, PUBLIC HEALTH, AND ENVIRONMENT



NEIGHBORHOODS AND PLACES



Jobs and the Economy

- Ensure that development and design standards are aligned with modern industrial facilities
- Develop and adopt code and zoning amendments to reach goals around mixed use, economic development, and access
- Attract, retain, and cultivate key sectors
- Create partnerships between industry and higher education to bolster the STEM workforce pipeline

BIG MOVE

Ensure Development and Design Standards Align With Modern Industrial Facilities

A growing demand for industrial amenities translates into developer and lender requirements for high-quality industrial assets. Institutional investors and capital partners are now dictating enhanced design and facility features to their buildings to assure long-term value and to create an asset class that can trade multiple times. Clackamas County can review and potentially amend standards related to site and building design, so standards are calibrated to the needs of modern facilities and users.

BENEFITS:

- ▶ Landscape buffers and associated requirement protect adjacencies and key pathways.
- ▶ A rich diversity of uses in the manufacturing and logistics areas will foster the development of employment centers that cater to the full needs of employees and employers.
- ▶ Dedicated spaces for small-scale users play an important role in the incubation of businesses that create a sustainable pipeline of growth.

Lead Agency: Clackamas County

Partner Agency: City of Happy Valley, Clackamas County Office of Economic Development

Timeline or Phasing: Medium-Term

Estimated cost: \$\$

Potential funding sources: Regional Flexible Funds, Federal Capital Programs

- ▶ **Building Coverage:** Review and potentially increase allowable coverage to increase density and opportunity.
- ▶ **Floor Area Ratio:** For non-industrial employment uses, ensure that allowed floor area ratios are consistent with trends in suburban-scale office and business park development forms.
- ▶ **Building Height:** Review and potentially increase allowable heights.
- ▶ **Diversity of Uses:** Review and ensure a diversity of appropriate uses are allowed outright in the Sunrise Corridor (in the past, uses were separated rather than integrated).
- ▶ **Support spaces for small-scale users:** Smaller-scale industrial has emerged as a "missing" segment, and making it easier to develop for small-scales users could support the Sunrise Corridor's economic goals. That struggles to attract institutional capital. However, this is a vital segment of the industrial and business community. This is strongly apparent in other communities across the country, where specific districts are targeted as "maker space zones" or "incubator/accelerator space," in an effort to directly support innovation in their communities. Making it easier to develop or redevelop sites for these uses could support the Sunrise Corridor's economic goals.



Neighborhoods & Places

- Implement anti-displacement policies for residential uses and businesses
- Continue guiding safe and accessible parking design
- Encourage contiguous land development patterns
- Maintain compatibility between land uses
- Enhance neighborhood character



Lead agency: Clackamas County

Partner agencies: Clackamas County Housing Authority, local businesses

Timeline: Near- or medium-term

Estimated cost: \$\$

Potential funding sources: Grants, partnerships

Employ Anti-displacement Policies for Residential Uses and Businesses

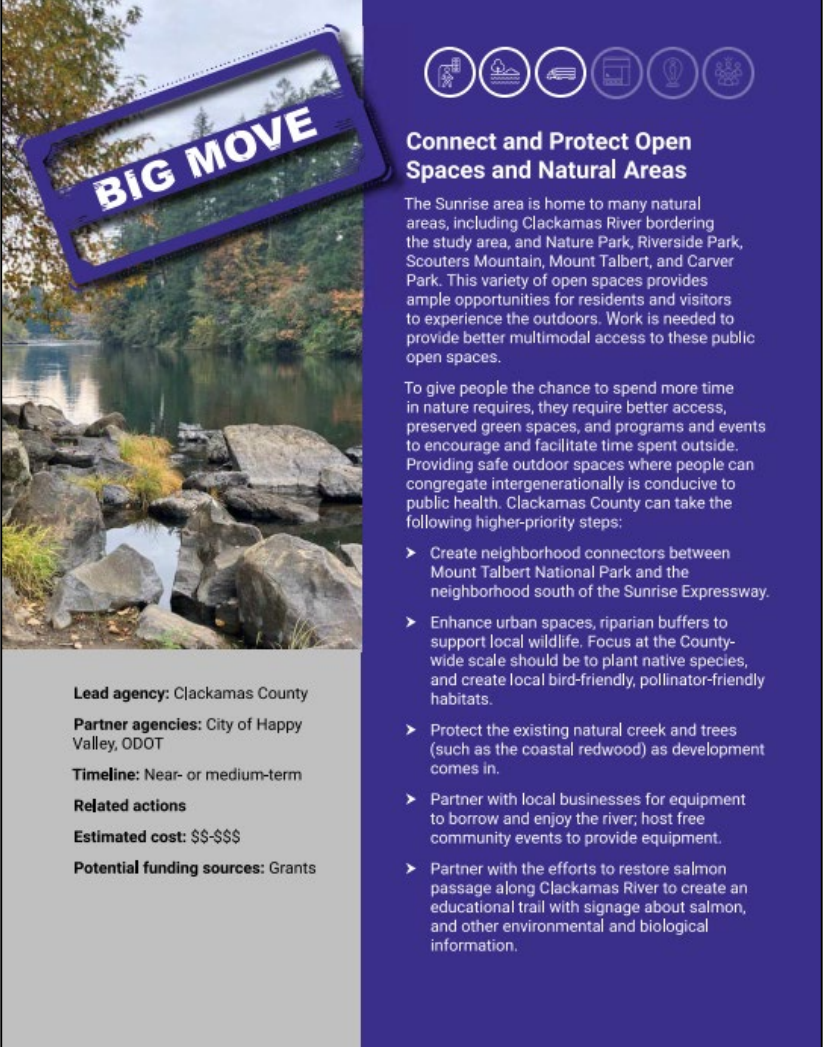
At the residential level, lower-income households are experiencing the greatest housing cost burdens. In the study area, single unit houses and mobile homes are increasingly at risk because of their proximity to commercial and industrial areas, which continue to grow, and because of major community/regional infrastructure projects investments in the community.

- Create an affordable housing database.
- Establish Community Land Trusts.
- Establish Mobile Home Park Zoning or other protections.
- Develop incentives to encourage affordable housing.
- Establish neighborhood serving zones or neighborhood retail zones: These aim to sustain small, local businesses by limiting the type of stores in certain districts/ areas.
- Establish a formula business ordinance: Formula business ordinances discourage chain stores or heavily restrict them.



Open Space, Public Health & Environment

- Create access to open spaces and natural areas
- Monitor environmental quality
- Reduce heat island effect
- Create new multi-use and nature trails
- Enhance river access points and parks
- Connect natural spaces and parks



BIG MOVE

Connect and Protect Open Spaces and Natural Areas

The Sunrise area is home to many natural areas, including Clackamas River bordering the study area, and Nature Park, Riverside Park, Scouters Mountain, Mount Talbert, and Carver Park. This variety of open spaces provides ample opportunities for residents and visitors to experience the outdoors. Work is needed to provide better multimodal access to these public open spaces.

To give people the chance to spend more time in nature requires, they require better access, preserved green spaces, and programs and events to encourage and facilitate time spent outside. Providing safe outdoor spaces where people can congregate intergenerationally is conducive to public health. Clackamas County can take the following higher-priority steps:

- Create neighborhood connectors between Mount Talbert National Park and the neighborhood south of the Sunrise Expressway.
- Enhance urban spaces, riparian buffers to support local wildlife. Focus at the County-wide scale should be to plant native species, and create local bird-friendly, pollinator-friendly habitats.
- Protect the existing natural creek and trees (such as the coastal redwood) as development comes in.
- Partner with local businesses for equipment to borrow and enjoy the river; host free community events to provide equipment.
- Partner with the efforts to restore salmon passage along Clackamas River to create an educational trail with signage about salmon, and other environmental and biological information.

Lead agency: Clackamas County
Partner agencies: City of Happy Valley, ODOT
Timeline: Near- or medium-term
Related actions
Estimated cost: \$\$-\$\$\$
Potential funding sources: Grants



Multi-Modal Access for All!

- Implement Sunrise Gateway Corridor Concept
- Enhance SE 82nd Drive Corridor land use and transportation
- Construct sidewalk infill and transit connections
- Build a safe, interconnected bicycle and pedestrian network
- Enhance freight access and parking
- Improve transit transfers & add mini transit hubs
- Support & improve enhanced fixed-route transit service
- Increase outreach about and expand Clackamas County Connects industrial shuttle

Sidewalk Infill, Bicycle Network, and Transit Connections

A safe and connected pedestrian network is important, to increase walking as a mode of transportation. This project identified the roads that are missing sidewalks or only have a sidewalk on one side of the street. Priority locations should connect to transit stops to key locations for families, like grocery stores and schools, and nearby housing. This project also identified bicycle network upgrades, including bike lanes and multi-use path improvements.

Filling in these gaps is a straightforward way to improve safe walking. This immediately benefits the most vulnerable road users. There are a range of flexible funding options for sidewalk infill, including formula funds, federal grant programs for larger-scale programs, and local funds, where needed. Sidewalks can also be funded as requirements with land developments. Key steps to implementation include the following.

Engage local affected communities to verify and improve sidewalk connections, and to prioritize locations in a transparent and community-centered way.

- Advance sidewalk designs to shovel-ready status, prepare cost estimates and obtain required construction approvals, as needed.
- Identify and fill gaps in the bicycle network based on bicycle standards.

QUICK WIN

- Prepare grants to implement the prioritized projects individually or in a package, clearly communicating the needs and benefits and community buy-in.

Lead Agency:
Clackamas County

Partner Agency:
ODOT, City of Happy Valley, Metro

Timeline or Phasing: Short-term

Related actions:
Pair sidewalk infill with crossing treatments and lighting to build out a complete a pedestrian network.

Estimated cost: \$\$

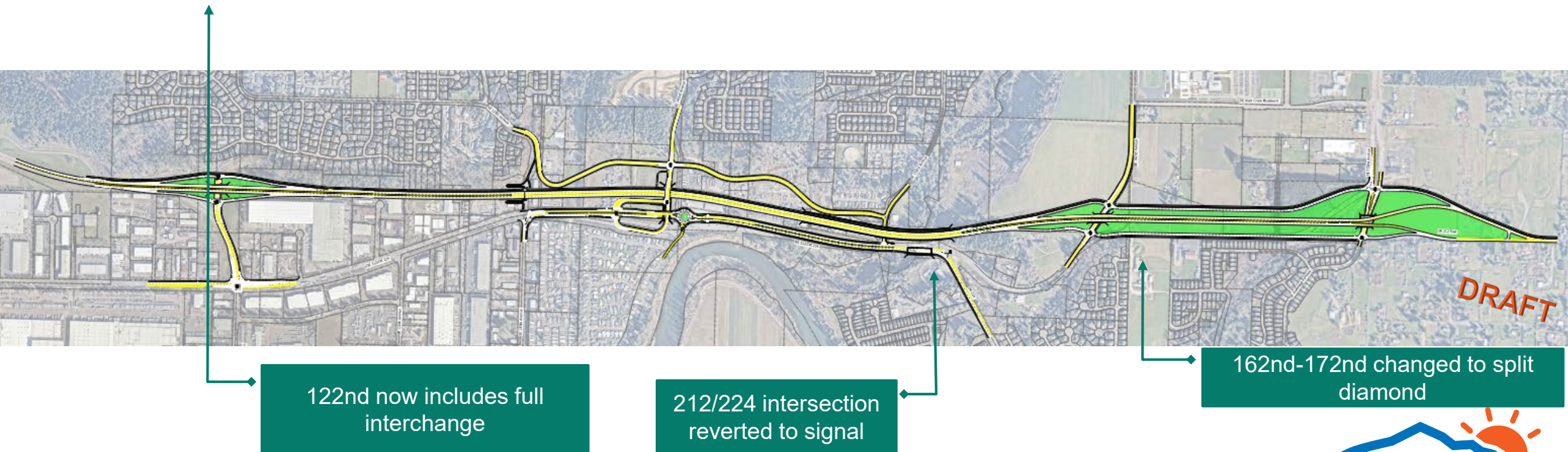
Potential funding sources:
Regional Flexible Funds, Federal Capital Programs



Remember this from T2020?



Draft Refinements to T2020 Concept





SUNRISE

212

SE 122nd Ave

224

DRAFT



SE 135th Ave

SE 142nd Ave

SE 152nd Ave

SE 135th Ave

DRAFT



SE 152nd Ave

SE 162nd Ave

DRAFT



DRAFT

Future Sunrise Corridor – By the Numbers

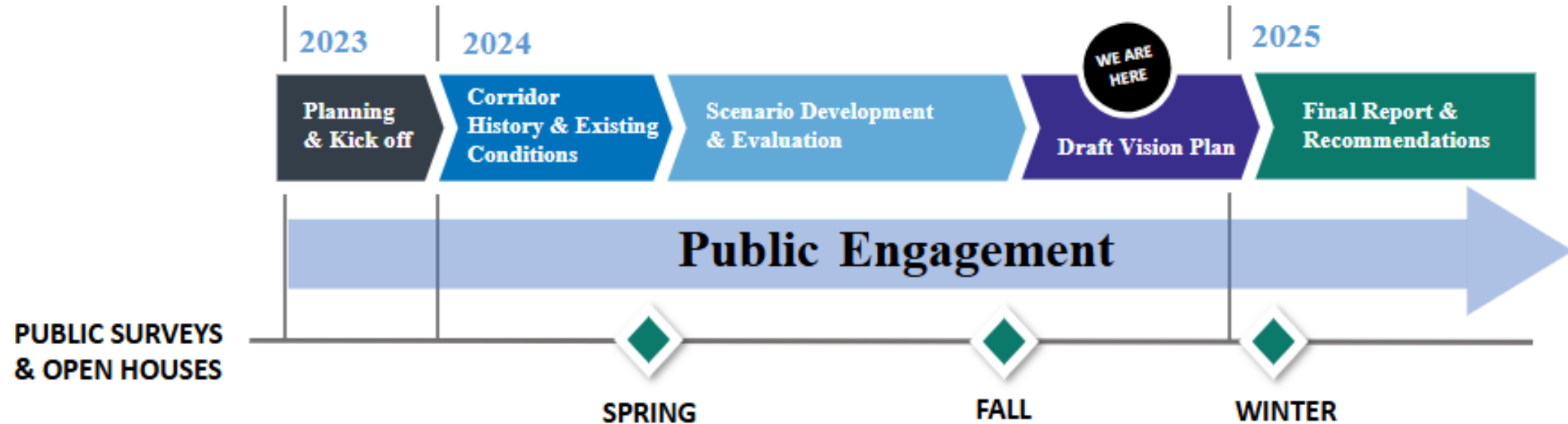
- How many additional?
 - 7 miles of sidewalk
 - 5 miles of bike lane
 - 3 miles of shared-use path
 - Plus, repurposing of existing bike lanes/sidewalks to more comfortable, separated paths
- Improved transit access
 - Opportunity to improve 17 existing bus stops and implement new stops
 - Better connections and potential for reduced travel time for Clackamas Industrial Area Shuttle, existing TriMet Line 30, 156, and Forward Together 2.0 Line 29
- Improved intersections at 122nd, 135th, 142nd, 152nd, Rock Creek Junction, and 172nd
 - Redirects left-turning traffic between 135th and 152nd to easier turning movements with safer crossings
 - Functionality of improvements
 - 5 minutes saved traveling along Highway 212 during peak periods
 - 16 acres of land unlocked for development
 - 27 acres of open space unlocked for access by public
 - 32 acres that can be used for stormwater treatment, green space, and environmental treatment



Come join our growing coalition!

Join us at the Winter Open House!

January 23, 5:30 - 7:30 pm, Clackamas High School Library



How to Stay Involved

- **Project website:** <https://www.clackamas.us/sunrise>
- **Project contacts:**
 - **Jamie Stasny**, Clackamas County (jstasny@Clackamas.us)
 - **Kelly Betteridge**, Metro (kelly.betteridge@oregonmetro.gov)
 - **Scott Turnoy**, Oregon Department of Transportation (scott.turnoy@odot.state.or.us)
 - **Michael Walter**, City of Happy Valley (michaelw@happyvalleyor.gov)

