

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING NINE)	RESOLUTION NO. 25-5464
EXISTING METRO REGIONAL FLEXIBLE)	
FUNDING ALLOCATION (RFFA))	Introduced by: Chief Operating
PROJECTS WITH AWARDED FFY 2025)	Officer Marissa Madrigal in
REDISTRIBUTION SUPPLEMENTAL)	concurrence with Council President
FUNDING INTO THE 2024-27 MTIP)	Lynn Peterson

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

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

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

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

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

WHEREAS, the final Redistribution Funding awarded projects are consistent with and support approved Resolution 24-5414 which committed \$10 million from the FFY 2025 \$13.6 million total Redistribution Funding allocation to help mitigate prior awarded Regional Flexible Funding Allocation (RFFA) project inflationary impacts; and

WHEREAS, the Redistribution Funding eligibility criteria mandated that funding requests must demonstrate that they support existing prior RFFA funded projects, will not supplant other committed funding, clearly addresses the inflationary impact to the project, resolves the funding shortfall, plus supports project readiness delivery requirements; and

WHEREAS, Metro received nine funding requests from six agencies totaling \$12.4 million to address inflationary impacts that have produced serious project delivery delays and barriers; and

WHEREAS, Metro's review of nine submitted funding applications determined all nine met the eligibility criteria to receive FFY 2025 Redistribution Funds; and

WHEREAS, on January 7, 2025, Metro's Transportation Policy Alternatives Committee (TPAC) endorsed the "80.6%" funding strategy enabling all nine submitted project funding requests to receive FFY 2025 Redistribution Funding at 80.6% of their original submitted funding request; and

WHEREAS, the lead agencies and project managers confirmed they could cover added local overmatch requirements if they emerged based on the 80.6% funding reduction approach; and

WHEREAS, awarded project managers continued to work with their ODOT Local Agency Liaison (LAL) to determine if project delivery scalability was an option to help reduce or eliminate the local overmatch requirement; and

WHEREAS, the ODOT LALs have provided financial cost estimating assistance and overall guidance to ensure the funding adjustments are correct and the required project intergovernmental agreements can be amended in a timely fashion to move forward and obligate the awarded funds; and

WHEREAS, the FFY 2025 Redistribution Funding awards are considered supplemental funding to the project and will utilize Surface Transportation Block Grant federal funds; and

WHEREAS, on February 7, 2025, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on February 20, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend the nine FFY 2025 Redistribution Funding awarded projects as identified in Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this 13th day of March 2025.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

Exhibit A

Recommended FFY 2025 Redistribution Funding Project Awards at the 80.6% Level				
Lead Agency	Key	Project Name	Original Request	Redistribution Award at 80.6%
Clackamas County	22131	Courtney Ave	\$2,421,841	\$1,952,003
Gresham	20808	Cleveland Ave	\$2,166,504	\$1,746,202
Milwaukie	22141	Washington/Monroe	\$1,805,526	\$1,455,253
Portland	18837	Columbia Blvd	\$ 471,027	\$379,647
Portland	20814	Jade and Montavilla	\$2,494,095	\$2,010,240
Portland	22134	NE 122 nd Ave	\$ 821,084	\$661,793
Portland	22135	NE MLK Blvd	\$412,758	\$332,682
Tigard	23253	Fanno Creek Trail	\$500,000	\$403,000
THPRD	19357	Beaverton Creek Trail	\$1,321,000	\$1,064,726
Total:				\$10,005,546


Metro

 600 NE Grand Ave.
 Portland, OR 97232-2736

Memo

Date: February 21, 2025
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead
 Subject: FFY 2025 Redistribution Supplemental Funding Call Funding
 Recommendations – Resolution 25-5464

PURPOSE STATEMENT

FOR THE PURPOSE OF AMENDING NINE EXISTING METRO REGIONAL FLEXIBLE FUNDING ALLOCATION (RFFA) PROJECTS WITH AWARDED FFY 2025 REDISTRIBUTION SUPPLEMENTAL FUNDING INTO THE 2024-27 MTIP

Requested Council action:

JPACT approved Resolution 25-5464 and now requests Metro Council provide the final Metro approval enabling the available \$10 million dollars of FFY 2025 Redistribution funds to be awarded to the nine identified projects at a 80.6% level of their original funding requests.

BACKGROUND

The FFY 20205 Redistribution Funding Call commits \$10 million dollars (of the \$13.6 million Redistribution allocation to Metro) of federal Surface Transportation Block Grant (STBG) funds to support prior funded Regional Flexible Funding Allocation (RFFA) awarded projects that have experienced external inflationary or added delivery requirements outside of the agency's control resulting in delayed delivery and/or significant cost increases. Metro received nine applications requesting \$12,413,835 of Redistribution funds.

FFY 2025 Redistribution Finding Call Funding Submissions			
Lead Agency	Key	Project Name	Requested Funding
Clackamas County	22131	Courtney Ave Complete Street: River Road - OR99E	\$2,421,841
Gresham	20808	NE Cleveland Ave.: SE Stark St - NE Burnside	\$2,166,504
Milwaukie	22141	Washington/Monroe Street: SE 37th - SE Linwood Ave	\$1,805,526
Portland	18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	\$ 471,027
Portland	20814	Jade and Montavilla Multi-modal Improvements	\$2,494,095
Portland	22134	NE 122nd Ave Safety: Access:	\$ 821,084
Portland	22135	NE MLK Blvd Safety & Access to Transit: Cook-Highland	\$412,758
Tigard	23253	Fanno Creek: SW Durham Rd to SW Bonita Rd Project Development	\$500,000
THPRD	19357	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	\$1,321,000
Total:			\$12,413,835
Available Redistribution Funding:			\$10,000,000
Over Subscription Amount:			(\$2,413,835)

FFY 2025 SUPPLEMENTAL REDISTRIBUTION FUNDING FROM: KEN LOBECK DATE: FEBRUARY 21, 2025

During the January 10, 2025 TPAC meeting, TPAC members directed Metro staff to pursue the 80.6% funding option to resolve the funding over subscription issue and bring the total awards back down to the \$10 million dollar threshold. Based on this direction, the proposed Redistribution Funding awards distribution are as follows:

Recommended FFY 2025 Redistribution Funding Project Awards at the 80.6% Level				
Lead Agency	Key	Project Name	Original Request	Redistribution Award at 80.6%
Clackamas County	22131	Courtney Ave	\$2,421,841	\$1,952,003
Gresham	20808	Cleveland Ave	\$2,166,504	\$1,746,202
Milwaukie	22141	Washington/Monroe	\$1,805,526	\$1,455,253
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Portland	22135	NE MLK Blvd	\$412,758	\$332,682
Tigard	23253	Fanno Creek Trail	\$500,000	\$403,000
THPRD	19357	Beaverton Creek Trail	\$1,321,000	\$1,064,726
Total:				\$10,005,546

TPAC February 7, 2025 Meeting Summary:

Ken Lobeck, Metro Funding Programs Lead, provided a short overview the funding award status and next for the proposed nine awarded projects. There are no changes to the proposed funding awards. Upon Metro Council approval, the nine projects will be funded at 80.6% of their original funding request. Ken covered the next steps once Metro Council approves the funding awards.

This includes completing MTIP/STIP programming actions and amending the project Intergovernmental Agreements (IGA). Programming and IGA actions will occur concurrently with the goal to have all IGAs ready for agency final approval as May 1, 2025. Ken asked TPAC members with awarded funds to please expedite the approval process through their councils especially for projects with funds in FFY 2025. Metro and ODOT's goal is to be ready to obligate the FFY 2025 programmed Redistribution funds no later than August 2025. TPAC had no questions or discussion of the of the approval recommendation or next stapes and provided their approval recommendation to JPACT.

JPACT February 20, 2025, Meeting Summary:

JPACT convened on February 20, 2025. The Redistribution Funding MTIP Formal Amendment was included as part of the Consent Calendar. JPACT approved the Consent Calendar without discussion. Additionally, the public comment period closed as of February 13, 2025. There were no comments submitted concerning the Redistribution Funding amendment.

Next Steps:

Assuming Metro Council approves the final award recommendations, the final objective is to complete the ODOT intergovernmental agreements (IGA) and programming updates enabling the added funds to be obligated in FHWA's Financial Management Information System (FMIS). A summary of the next-step tasks includes the following:

FFY 2025 SUPPLEMENTAL REDISTRIBUTION FUNDING FROM: KEN LOBECK DATE: FEBRUARY 21, 2025

1. Continue Amendment Processing: proposed award recommendations for JPACT and Metro Council final approval (February/March 2025)
2. Evaluate the Feasibility of Applying Project Delivery Scalability (February 2025):
The initial 80.6% funding tables provided one scenario based on a fixed total phase and project cost estimate that would not change. Awarded agencies have the option to consider other delivery options that still meet the scope of work and IGA requirements (February 2025). If the revised delivery option results in an adjusted phase and total project cost and reduces the delivery phase required local overmatch, then awarded agencies can pursue this option. The awarded project managers should begin discussions with their ODOT Local Agency Liaison (LAL) to explore this option.
3. Complete Draft MTIP Worksheets and send over to ODOT Local Delivery to initiate the Intergovernmental Agreement (IGA) amendments (February-April 2025).
4. Complete MTIP and STIP programming updates (April 2025).
5. Complete and execute updated IGA amendments (April through June 2025).
6. Obligate added Redistribution funds in FFY 2025 programmed projects (July/August 2025).

Added Programming Note: Awarded fund programming in the MTIP and STIP will use the federal Surface Transportation Block Grant – Urban allocation (STBG-U) fund type code. The awarded STBG-U funds will be added on top of any existing STBG funds already programmed for the project.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the February #3 2025 Redistribution Formal MTIP amendment (FB25-07-FEB3) will include the following review 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.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.

FFY 2025 SUPPLEMENTAL REDISTRIBUTION FUNDING FROM: KEN LOBECK DATE: FEBRUARY 21, 2025

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

Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
• Initiate the public notification/comment process.....	January 15, 2025
• February 2025 TPAC agenda mail-out.....	January 31, 2025
• TPAC amendment approval recommendation.....	February 7, 2025
• End Public notification/comment process.....	February 13, 2025
• JPACT amendment approval request.....	February 20, 2025
• Metro Council approval request.....	March 13, 2025

Notes:

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

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	March 18, 2025
• USDOT clarification and final amendment approval.....	April-May 2025
Note: Final Metro amendment submission approval by FHWA now requires approval by the Oregon FHWA Office and Headquarters FHWA in Washington, DC.	

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)

FFY 2025 SUPPLEMENTAL REDISTRIBUTION FUNDING FROM: KEN LOBECK DATE: FEBRUARY 21, 2025

- b. Oregon Governor approval of the 2024-27 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 committed \$10 million of FFY 2025 Redistribution Funding to be awarded, programmed, and obligated to their respective projects.
4. **Metro Budget Impacts:** The FFY 2025 Redistribution Funding awarded funding represents a bonus allocation to Metro's annual STBG allocation. The final awards should not have any impact upon Metro's regular MPO annual budget.

Recommended Action:

JPACT approved Resolution 25-5464 and now requests Metro Council provide the final Metro approval enabling the available \$10 million dollars of FFY 2025 Redistribution funds to be awarded to the nine identified projects at a 80.6% level of their original funding requests.

Two Attachments:

1. Approved Resolution No. 24-5414
2. Current Project STIP Programming Tables (Non-Redistribution funding status)

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DIRECTING THE)	RESOLUTION NO. 24-5414
ALLOCATION OF \$13.6 MILLION OF)	
FEDERAL TRANSPORTATION)	Introduced by Chief Operating Officer
REDISTRIBUTION FUNDS TO PROJECTS AND)	Marissa Madrigal in concurrence with
PROGRAMS)	Council President Lynn Peterson
)	

WHEREAS, Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per Code of Federal Regulations Title 23, Section 450.324 to allocate certain federal surface transportation funding to projects and programs in the metropolitan region; and

WHEREAS, the Oregon Department of Transportation (ODOT) on occasion applies for and receives federal redistribution funds; and

WHEREAS, ODOT makes available a portion of the redistribution funds ODOT receives to MPOs that have met performance targets for contractually obligating the federal surface transportation funds the MPOs allocate; and

WHEREAS, Metro has successfully met its recent obligation targets and has received federal redistribution funds from ODOT; and

WHEREAS, the amount of funds received are more than previously forecasted to be received and are immediately available; and

WHEREAS, the federal redistribution funds allocated by JPACT and the Metro Council will be programmed in the Metropolitan Transportation Improvement Program (MTIP) or the Unified Planning Work Program (UPWP); and

WHEREAS, TPAC recommended direction for the allocation of federal redistribution funds as described in Exhibit A to Resolution 24-5414 to JPACT for approval, and JPACT, in their June 20, 2024 meeting approved TPAC's recommendation; now therefore,

BE IT RESOLVED that the Metro Council adopt the direction for the allocation of federal redistribution funds as described in Exhibit A.

ADOPTED by the Metro Council this 11th day of July 2024.



Duncan Hwang, Deputy Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 214-5414, FOR THE PURPOSE OF DIRECTING THE ALLOCATION OF \$13.6 MILLION OF FEDERAL TRANSPORTATION REDISTRIBUTION FUNDS TO PROJECTS AND PROGRAMS

Date: June 21, 2024
Department: Planning, Development, and Research
Meeting Date: July 11, 2024

Prepared by: Ted Leybold,
Ted.Leybold@oregonmetro.gov

Presenter(s): Ted Leybold,
Length: 20 minutes

ISSUE STATEMENT

As a reward for meeting our Metropolitan Planning Organization (MPO) transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately \$13.6 million is available for allocation.

This resolution directs the allocation of these funds to transportation projects and program activities.

ACTION REQUESTED

Adopt Resolution No. 24-5414.

IDENTIFIED POLICY OUTCOMES

The region's policy for priority of investments in the transportation system is identified in the Metro Council adopted Regional Transportation Plan. Resolution No. 24-5414 directs the investment of federal redistribution funds in the region's transportation system in a manner to advance the five RTP goal areas: Equitable Transportation, Safe System, Climate Action and Resilience, Mobility Options, and Thriving Economy.

POLICY QUESTION(S)

This direction on the allocation of federal redistribution funds is an opportunity to advance the region's priority transportation investment goals as identified above, and to ensure the region remains eligible to receive future federal redistribution funds through investments that help the region continue to meet targets for obligating existing federal transportation funds on schedule.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

At the May 7, 2024, Metro Council work session, Council received an update on the regional discussion occurring with TPAC and JPACT on direction for the allocation of federal redistribution funds.

In that work session, Metro staff briefed Council on the proposed options and received general feedback in support to move forward with the allocation direction of:

- advance the region's priority goals as defined in the Regional Transportation Plan (RTP)

- ensure the region continues to meet our obligation targets to
 - remain eligible for future additional redistribution funds,
 - to avoid funding penalties for not meeting our obligation targets
- be able to obligate these funds quickly as they are currently available

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The funding allocation provided in Exhibit A to Resolution 24-5414 is recommended by TPAC, JPACT as best implementing the allocation direction described above. It was also reviewed and supported by Metro Council at the May 7th Council work session.

1. **Known Opposition:** None known at this time.
2. **Policy Development Stakeholders:** Input has been received during briefings with Metro Councilors, TPAC and JPACT. By request, Metro staff also briefed and gathered input at county transportation coordinating committees. The RFFA program direction supports and implements the 2023 RTP goals, which were determined through an extensive public process undertaken throughout the development of the Plan.
3. **Legal Antecedents:** Implements the 2023 RTP adopted on November 30, 2023 by Metro Council Ordinance 23-1496.
4. **Anticipated Effects:** Adoption of this resolution directs the allocation of \$13.6 million of federal transportation redistribution funds to projects and programs in the region.
5. **Financial Implications:** There may be a small, required match of 10.27% for a portion of the \$250,000 allocation for data management and project tracking systems. The Planning, Development, & Research Department will provide that from existing local funds over the course of one to three years.

BACKGROUND

As a reward for meeting the Metro area's Metropolitan Planning Organization (MPO) federal transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately \$13.6 million is available for allocation.

To help the region meet its funding obligation targets, several initiatives have been undertaken in recent years improve on-time local project delivery. These efforts have contributed to the region's initial success in meeting our obligation targets and qualifying for the additional redistribution funding. These efforts include:

- better project monitoring and active management of project development progress
- an updated approach to programming of funds for local projects that emphasize local agency demonstration of readiness to proceed
- a more rigorous application question and assessment process for candidate projects regarding risks to project readiness
- improved reporting tools on project progress

It will be necessary to continue to utilize and refine these initial efforts and to instigate new efforts to achieve a sound project delivery pipeline and continue to qualify for additional redistribution

funding. Meeting the federal funding obligation target schedule also keeps the region from being subject to funding penalties against existing federal transportation funds.

JPACT, at its meeting on June 20, 2024, unanimously recommended adoption of Resolution 24-5414.

Exhibit A to Metro Resolution No. 24-5414

Direction for the Allocation of Federal Redistribution Funds

Background: As a reward for meeting the Metro area's Metropolitan Planning Organization (MPO) federal transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately \$13.6 million is available for allocation.

To help the region meet its funding obligation targets, several initiatives have been undertaken in recent years improve on-time local project delivery. These efforts have contributed to the region's initial success in meeting our obligation targets and qualifying for the additional redistribution funding. These efforts include:

- better project monitoring and active management of project development progress
- an updated approach to programming of funds for local projects that emphasize local agency demonstration of readiness to proceed
- a more rigorous application question and assessment process for candidate projects regarding risks to project readiness
- improved reporting tools on project progress

It will be necessary to continue to utilize and refine these initial efforts and to instigate new efforts to achieve a sound project delivery pipeline and continue to qualify for additional redistribution funding.

Funding Allocation Direction: The funding program direction is to invest these funds to:

- advance the region's priority goals as defined in the Regional Transportation Plan (RTP)
- ensure the region continues to meet our obligation targets to
 - remain eligible for future additional redistribution funds
 - not subject the region to funding penalties for not meeting our obligation targets
- be able to obligate these funds quickly as they are currently available

Allocation of federal redistribution funding: Following is how \$13.6 million of federal redistribution funds are to be allocated to meet the allocation direction described above.

Supplemental funding to current capital projects: \$10 Million to address higher than normal inflationary impacts to projects from the 2019-24 RFFA funding cycles that have not yet completed construction delivery contracts for implementation. Metro staff will identify eligible projects and then request project lead agencies to nominate a funding proposal. Metro will evaluate the requests to factors attributable to inflation or changes outside agency control (e.g., changes in ODOT administrative practices or in regulations), for whether the additional funding will or is part of a funding strategy that will close the gap of revenues to project costs, and whether the project would be ready to obligate its funding on an updated schedule. With this information, staff will recommend an allocation package for TPAC consideration and recommendation to JPACT and the Metro Council. In addition to project funding need, the existing RFFA program direction will guide the staff recommendation package. This includes providing the redistribution funding to projects throughout the region.

This portion of the allocation meets the Funding Allocation Direction by advancing projects that have already been evaluated and prioritized as investments that advance the RTP goals. It will also help resolve a significant risk to meeting the region's obligation targets in the future: the unexpected high levels of inflation that impacted projects during the time between their project award and project implementation.

Early project development assistance: \$3 Million for project development assistance needed to adequately complete the Technical Scoping Sheet (TSS) and Environmental Prospectus (EP) for all 2028-30 RFFA projects recommended for funding. The TSS and EP are documents that must be completed for all federal aid projects before instigating the Preliminary Engineering phase of a project. Not having enough support and project information to complete these activities has been a major source of project delay.

Staff anticipates utilizing these funds for approximately 10 to 12 RFFA Step 2 capital projects awarded funding for project completion. A portion of the funds is proposed to be utilized by ODOT technical staff to assist with completion of the TSS and EP. All funds remaining after budgeted ODOT support costs would be made available proportionately to the awarded projects. Depending on ODOT costs and the number of funded projects, it is anticipated somewhere between \$150,000 to \$250,000 per project will be made available.

Immediately following RFFA awards, Metro and ODOT staff would work with local project management staff to determine an appropriate scope of work and budget necessary to adequately complete the TSS and EP. Adequate scope means completing tasks that will provide for a project to enter Preliminary Engineering (PE) with a refined cost estimate, project scope description, and schedule that has a high level of confidence for implementation and contingency plans for known risk factors. The findings of the project risk assessments completed during the RFFA project evaluation process will be used as a starting point for identification of the scope of work for this early project development assistance for each project. Timeframe for this initial project development work would occur by federal fiscal year 2026.

To continue to incentivize well prepared applications that have completed sufficient project development work, funds not needed to do additional project development work to complete the TSS and EP are proposed to be made available to such projects as additional contingency funds. These contingency funds can be programmed in a future project phase to address unidentified risks or for additional project elements that would advance priority RFFA goals. Awarded RFFA funds remaining after project completion return to the regional funding pool for distribution in the next allocation process.

New tools and assistance: The following tools and assistance will increase the ability of local agencies to complete applications for funding that are better prepared to be implemented on time and on budget, and for Metro to better prepare and manage the programming of funds to realistic and accurate obligation schedules. The tools and assistance elements and anticipated budget include:

\$225,000 for on-call consultant technical assistance in completing project applications as resources for consultant services allow. Metro staff will work with a consultant service provider to aid applicant agencies to reduce agency barriers to applying for Regional Flexible Funds and to improve the accuracy of candidate project scope descriptions and estimates of project costs and implementation timelines.

\$125,000 for project delivery risk assessment of applications for upcoming 2028-30 RFFA process.

\$250,000 for improvements to data management systems to track project development and progress toward obligation and implementation.

Attachment 2: Current STIP Project Programming Tables

**Current Project STIP Programming Tables
(Pre-Redistribution Funding Awards)**

STIP Fund Code Translations			
Fund Code(s)	Fund Type Code Identifier	Name	Type/Note
Y400 Z40E	CMAQ	Congestion Mitigation Air Quality	Federal
YS30	HSIP	State Highway Safety Improvement Program funds	Federal
Y230 Z230	STBG-U	Surface Transportation Block Grant – Urban Allocation	Federal
M240 Z240 Z24E	State STBG	State Surface Transportation Block Grant funds	Federal
M3E1 Y301 Z301	TAP-U TA-U	Transportation Alternatives Program – Populations over 200K	Federal
Other	Other	Other Local funds (normally used to indicate local funding commitments above the required federal minimum match)	Local

Redistribution Funding Summary Awards

Recommended FFY 2025 Redistribution Funding Project Awards at the 80.6% Level				
Lead Agency	Key	Project Name	Original Request	Redistribution Award at 80.6%
Clackamas County	22131	Courtney Ave	\$2,421,841	\$1,952,003
Gresham	20808	Cleveland Ave	\$2,166,504	\$1,746,202
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Portland	18837	Columbia Blvd	\$ 471,027	\$379,647
Portland	20814	Jade and <u>Montavilla</u>	\$2,494,095	\$2,010,240
Portland	22134	NE 122 nd Ave	\$ 821,084	\$661,793
Portland	22135	NE MLK Blvd	\$412,758	\$332,682
Tigard	23253	Fanno Creek Trail	\$500,000	\$403,000
THPRD	19357	Beaverton Creek Trail	\$1,321,000	\$1,064,726
			Total:	\$10,005,546

Note: The awarded supplemental Redistribution funding will be added to the projects as STBG-U funds.

Attachment 2: Current STIP Project Programming Tables

Key 22131 Clackamas County Courtney Ave Complete Street

Name: Courtney Ave Complete Street: River Rd - OR99E							Key: 22131			
Description On Courtney Ave from River Rd to OR99E, construct separated sidewalks, bike lanes, storm water management rain gardens, curb ramps, and crosswalk enhancements to improve safety and accessibility.							Region: 1			
MPO: Portland Metro MPO				Work Type: CMAQ						
Applicant: CLACKAMAS COUNTY				Status: PROJECT SCHEDULED FOR CONSTRUCTION						
Location(s)-										
Mileposts		Length	Route	Highway		ACT		County(s)		
						REGION 1 ACT		CLACKAMAS		
Current Project Estimate										
	Planning	Prelim. Engineering		Right of Way		Utility Relocation		Construction	Other	Project Total
Year		2022		2025		2025		2026		
Total		\$1,122,320.00		\$1,096,695.00		\$5,000.00		\$4,372,900.00		\$6,596,915.00
Fund 1		Z40E	\$921,814.24	Y400	\$608,818.05	Y400	\$4,486.50	Y400	\$3,459,629.88	
Match			\$105,505.76		\$69,681.95		\$513.50		\$395,970.12	
Fund 2		Y400	\$85,243.50	OTH0	\$418,195.00			OTH0	\$517,300.00	
Match			\$9,756.50							
Footnote: Total federal funding: RFFA award of \$5,079,992										
Most Recent Approved Amendment										
Amendment No: 24-27-1647						Approval Date: 9/12/2024				
Requested Action		Slip the Utility Relocation and Right of Way phases to start in federal fiscal year 2025.								

Key 20808 Gresham NE Cleveland Ave

Name: NE Cleveland Ave: SE Stark ST - NE Burnside						Key: 20808	
Description Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters to improve safety and accessibility.						Region: 1	
MPO: Portland Metro MPO			Work Type: MODERN				
Applicant: CITY OF GRESHAM			Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		MULTNOMAH
Current Project Estimate							
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other
Year		2019		2021		2025	
Total		\$503,166.00		\$1,407,318.00		\$3,525,000.00	\$5,435,484.00
Fund 1		Z230	\$451,490.85	OTH0	\$987,649.00	Y400	\$2,313,095.83
Match			\$51,675.15				\$264,744.17
Fund 2				Z40E	\$376,568.99	OTH0	\$947,160.00
Match					\$43,100.01		
Footnote: Current funding: \$451,490.85 fed STBG, \$2,689,664.82 fed CMAQ							
Most Recent Approved Amendment							
Amendment No: 24-27-1218				Approval Date: 5/30/2024			
Requested Action: Slip the Construction phase to start in federal fiscal year 2025.							

Key 22141 Milwaukie Washington/Monroe Street

Name: Washington/Monroe Street: SE 37th - SE Linwood Ave						Key: 22141			
Description Construct bicycle and pedestrian improvements (segments D & E) on Washington & Monroe starting on Washington Street/37th Ave east to Ada Lane to Home Ave, Home Ave to Monroe, and Monroe east to Linwood providing pedestrian/cyclists safety improvements.						Region: 1			
MPO: Portland Metro MPO			Work Type: BIKPED						
Applicant: CITY OF MILWAUKIE			Status: PROJECT SCHEDULED FOR CONSTRUCTION						
Location(s)-									
Mileposts		Length	Route	Highway	ACT		County(s)		
				REGION 1 ACT		CLACKAMAS			
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total	
Year		2022		2025		2026	2026		
Total		\$1,655,156.00		\$671,000.00		\$3,508,750.00	\$100,000.00	\$5,934,906.00	
Fund 1		OTH0	\$861,233.00	OTH0	\$671,000.00	Y230	\$3,148,401.38	OTH0	\$100,000.00
Match						\$360,348.62			
Fund 2		Z301	\$712,387.11						
Match			\$81,535.89						
Footnote: Current 24-27 funding: \$3,148,401 fed STBG									
Most Recent Approved Amendment									
Amendment No: 24-27-0878					Approval Date: 3/7/2024				
Requested Action: Slip the Right of Way phase to start in federal fiscal year 2025.									

Attachment 2: Current STIP Project Programming Tables

Key 18837
Portland Columbia Blvd

Name: NE Columbia Blvd: Cully Blvd & Alderwood Rd						Key: 18837	
Description: Install or replace a signal and construct a taper on Columbia Blvd's east leg at Alderwood for future side-by-side left-turn lanes between Cully and Alderwood. Construct sidewalks at the Columbia/Alderwood intersection and on N side to Cully. The project will keep Columbia Blvd a viable freight route while enhancing neighborhood connections and improving safety.						Region: 1	
MPO: Portland Metro MPO						Work Type: BIKPED, MODERN	
Applicant: CITY OF PORTLAND						Status: PROJECT SCHEDULED FOR CONSTRUCTION	
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		MULTNOMAH
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2017	2024	2018	2026		
Total		\$1,879,514.00	\$2,840,640.00	\$100,000.00	\$4,085,446.00		\$8,905,600.00
Fund 1		Z24E \$1,018,868.00	Y240 \$2,548,906.27	Z240 \$44,865.00	Y230 \$2,179,846.78		
Match		\$116,614.00	\$291,733.73	\$5,135.00	\$249,493.22		
Fund 2		M240 \$667,619.91		Z24E \$44,865.00	Y240 \$1,468,077.91		
Match		\$76,412.09		\$5,135.00	\$168,028.09		
Fund 3					OTH0 \$20,000.00		
Match							
Footnote: \$4,538,856 MTEP Federal award							
Most Recent Approved Amendment							
Amendment No: 24-27-1635				Approval Date: 8/27/2024			
Requested Action: Reduce the Construction phase by \$1,245,623 and move the funds to increase the Right of Way phase. Slip the Construction phase to start in federal fiscal year 2026.							

Key 20814
Portland Jade and Montavilla Multi-Modal Improvements

Name: Jade and Montavilla multimodal improvements						Key: 20814				
Description Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers to improve access.						Region: 1				
MPO: Portland Metro MPO						Work Type: BIKPED, OPERAT, SAFETY				
Applicant: CITY OF PORTLAND						Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)-										
Mileposts		Length	Route	Highway		ACT	County(s)			
						REGION 1 ACT	MULTNOMAH			
Current Project Estimate										
Planning		Prelim. Engineering		Right of Way		Utility Relocation	Construction	Other	Project Total	
Year		2020		2022		2022		2024		
Total		\$2,316,900.00		\$802,423.00		\$50,000.00		\$5,844,676.43		\$9,013,999.43
Fund 1		Z230	\$1,158,450.19	Z301	\$720,014.15	OTH0	\$50,000.00	Y240	\$2,600,000.01	
Match			\$132,589.81		\$82,408.85				\$297,581.63	
Fund 2		OTH0	\$1,025,860.00					Y230	\$1,241,535.69	
Match									\$142,099.31	
Fund 3								OTH0	\$1,117,678.00	
Match										
Fund 4								YS30	\$400,000.00	
Match									\$45,781.79	
Footnote: \$4,241,535.69 total federal funding including \$1,241,535.69 of Metro Urban STBG funds										
Most Recent Approved Amendment										
Amendment No: 24-27-0560						Approval Date: 2/29/2024				
Requested Action:		Increase the Construction phase by federal funds in the Construction phase by \$803,884.43, moving funds from project key 23112 and from fix-it region 1 program savings.								

Key 22134
Portland NE 122nd Ave Safety & Access

Name: NE 122nd Ave Safety & Access: Beech St - Wasco St							Key: 22134	
Description: Construct new enhanced & marked crossings on NE 122nd Avenue near NE Beech Street/NE Failing Street, NE Sacramento Street/NE Brazee Street, NE Broadway/NE Hancock Street, and NE Wasco Street/ NE Multnomah Street to improve safety and accessibility.							Region: 1	
MPO: Portland Metro MPO				Work Type: BIKPED				
Applicant: CITY OF PORTLAND				Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)-								
Mileposts		Length	Route	Highway		ACT		County(s)
						REGION 1 ACT		MULTNOMAH
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction
								Other
Project Total								
Year		2022		2025		2025		2026
Total		\$1,666,376.00		\$160,000.00		\$100,000.00		\$4,504,340.00
Fund 1		Y230	\$854,901.68	Y230	\$143,568.00	Y230	\$89,730.00	Y230
Match			\$97,847.32		\$16,432.00		\$10,270.00	
Fund 2		OTH0	\$713,627.00				OTH0	\$553,343.00
Match								
Footnote: Current 24-27 funding: \$3,778,528 in fed STBG								
Most Recent Approved Amendment								
Amendment No: 24-27-0739						Approval Date: 2/12/2024		
Requested Action:		Slip the Utility Relocation and Right of Way phases to start in federal fiscal year 2026.						

Attachment 2: Current STIP Project Programming Tables

Key 22135
Portland NE MLK Safety and Access to Transit

Name: NE MLK Blvd Safety & Access to Transit: Cook - Highland							Key: 22135
Description: Construct pedestrian crossing and intersection channelization improvements on NE MLK Blvd at various locations between Cook St and Highland St. Complete signal upgrades at NE Fremont and NE Killingsworth. Add protected left turn lane at both intersections. These improvements will increase safety and accessibility.							Region: 1
MPO: Portland Metro MPO				Work Type: BIKPED			
Applicant: CITY OF PORTLAND				Status: PROJECT SCHEDULED FOR CONSTRUCTION			
Location(s)-							
Mileposts	Length	Route	Highway		ACT	County(s)	
					REGION 1 ACT	MULTNOMAH	
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022	2025	2025	2026		
Total		\$1,100,000.00	\$87,000.00	\$50,000.00	\$3,401,000.00		\$4,638,000.00
Fund 1		Z230 \$987,030.00	Y230 \$78,065.10	Y230 \$44,865.00	OTH0 \$1,799,786.00		
Match		\$112,970.00	\$8,934.90	\$5,135.00			
Fund 2					Y230 \$1,436,769.32		
Match					\$164,444.68		
Footnote: Current 24-27 funding: \$1,559,699 fed STBG							
Most Recent Approved Amendment							
Amendment No: 24-27-0740				Approval Date: 2/12/2024			
Requested Action: Slip the Right of Way and Utility Relocation phase to start in federal fiscal year 2025.							

Key 23253
Tigard Fanno Creek Planning Study

Name: Fanno Creek: SW Durham Rd - SW Bonita Rd proj development						Key: 23253	
Description The Fanno Creek (Durham Rd to Bonita Rd) project development study will provide site analysis to prepare for funding, easement acquisition, design, and construction for this commuter trail segment.						Region: 1	
MPO: Portland Metro MPO				Work Type: BIKPED			
Applicant: CITY OF TIGARD				Status: PLANNING ACTIVITY			
Location(s)-							
Mileposts		Length	Route	Highway	ACT		County(s)
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
Planning		Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$1,578,600.00						\$1,578,600.00
Fund 1 Y230	\$1,106,704.70						
Match	\$126,667.30						
Fund 2 OTH0	\$345,228.00						
Match							
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-1572				Approval Date: 7/29/2024			
Requested Action: Decrease the project by \$212,000.							

Key 19357
THPRD Beaverton Creek Trail

Name: Beaverton Creek Trail:Westside Trail-SW Hocken Ave						Key: 19357	
Description	Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. This section of trail will provide an off-street, safer and more pleasant transportation option to connect with light-rail, bus lines, employment and commercial areas as well as providing recreation opportunities for walkers, joggers and cyclists.					Region: 1	
MPO: Portland Metro MPO			Work Type: BIKPED				
Applicant: TUALATIN HILLS PARK & REC DIST			Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)-							
Mileposts	Length	Route	Highway		ACT	County(s)	
					REGION 1 ACT	WASHINGTON	
Current Project Estimate							
Year	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
	2016	2023	2024	2026	2027		
Total	\$749,862.09	\$996,405.49	\$1,400,000.00	\$150,000.00	\$5,627,000.00		\$8,923,267.58
Fund 1	M3E1 \$672,851.25	Y301 \$766,925.90	Y230 \$702,585.00	Y230 \$134,595.00	Y230 \$4,144,754.32		
Match	\$77,010.84		\$87,778.10	\$80,414.00	\$15,405.00	\$474,385.68	
Fund 2		M3E1 \$127,148.75	OTH0 \$617,001.00		OTH0 \$1,007,860.00		
Match		\$14,552.74					
Footnote: \$6,548,859 in total Federal STP allocation.							
Most Recent Approved Amendment							
Amendment No: 24-27-1276				Approval Date: 6/27/2024			
Requested Action:	Increase the Right of Way phase by \$1,236,840, adding local funds.						