

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CANCELING AN)	RESOLUTION NO. 25-5465
ODOT RAIL HAZARDS SAFETY PROJECT)	
AND ADDING THREE NEW METRO)	Introduced by: Chief Operating
PLANNING STUDIES TO THE 2024-27)	Officer Marissa Madrigal in
MTIP)	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, SB 5701, Section 503, awarded \$500,000 for Metro to complete a planning study that evaluates the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes which is now being added to the MTIP for historical accounting purposes; and

WHEREAS, Metro also received two \$2,000,000 planning awards from the USDOT Reconnecting Communities Pilot (RCP) program that also are being added to the MTIP; and

WHEREAS, the Reconnecting 82nd Ave Community and the Tualatin Valley Highway Community Connections planning studies will develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision; and

WHEREAS, ODOT has assessed that their US30B - (NE Lombard St) NE Lombard Pl - NE 11th rail crossing hazards safety improvement project does not possess an adequate construction funding plan or sufficient available funding to be completed and is now canceling the preliminary engineering phase and will return the \$1,882,000 of committed Rail Crossing Hazards federal funds back to the Rail program; and

WHEREAS, the programming updates to the four projects are stated in Exhibit A to this resolution; 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 adopt this resolution to add or cancel the four 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 13th day of March 2025.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

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

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

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

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

2024-2027 Metropolitan Transportation Improvement Program Exhibit A to Resolution 25-5465				
February #2 2025 Rose Quarter Formal Amendment Bundle Contents Amendment Type: Formal/Full Amendment #: FB25-06-FEB2 Total Number of Projects: 4				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Adding New Projects to the 2024-2027 MTIP:				
(#1) ODOT Key # 23834 MTIP ID TBD <i>New Project</i>	Metro	Regional Rail Futures Study	Key 23834 is a new approved Oregon Legislature SB5701 funded study to evaluate the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes	<u>ADD NEW PROJECT:</u> The formal amendment is adding the project to the 2024-27 for historical purposes. Inclusion in Metro's Unified Planning Work Program (UPW) also will occur.
(#2) ODOT Key # TBD - New MTIP ID TBD – New <i>New Project</i>	Metro	Reconnecting 82nd Ave Community Planning Study	On 82nd Ave in Portland from approximately PDX airport and then south to Clackamas Town Center, complete a planning study to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.	<u>ADD NEW PROJECT:</u> The formal amendment is adding the new 2024 Reconnecting Communities Pilot (RCP) awarded planning project to the 2024-27 for historical purposes. Inclusion in Metro's Unified Planning Work Program (UPW) also will occur.

(#3) ODOT Key # TBD - New MTIP ID TBD – New <i>New Project</i>	Metro	TV Highway Community Connections Planning Study	On OR8/Tualatin Valley Highway from Beaverton west to Forest Grove, complete a planning to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision	<u>ADD NEW PROJECT:</u> The formal amendment is adding the new 2024 Reconnecting Communities Pilot (RCP) awarded planning project to the 2024-27 for historical purposes. Inclusion in Metro's Unified Planning Work Program (UPW) also will occur
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Category: Projects Cancellationsto the 2024-2027 MTIP:

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

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

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

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



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

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

Project #1**Project Details Summary**

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

Summary of Amendment Changes Occurring:

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

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

In and around the Portland area complete a rail transit study to evaluate the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes to assess heavy rail corridors for their ability to serve travel markets

STIP Description:

TBD

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
									\$ -
									\$ -
Federal Totals:			\$ -		\$ -	\$ -		\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	S010	2024	\$ 500,000						\$ 500,000
									\$ -
State Totals:			\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Note: State funds award originate from SB5701.

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Total Estimated Project Cost									\$ 500,000
Total Cost in Year of Expenditure:									\$ 500,000

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

Phase Programming Summary Totals

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

Phase Composition Percentages

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

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
State	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A - state funded
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A - state funded
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A - state funded
				Estimated Project Completion Date:			6/30/2026
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding? Oregon Legislature SB5701 grant award funding.							
2. Does the amendment include changes or updates to the project funding? Yes. New State awarded funds are being added to the MTIP.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via approval of SB5701.							
4. Level of required funding approval?: Oregon Legislature approval.							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	D	Project implementation in progress.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Planning and Technical Studies.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	RTP ID - 11103: Regional MPO Activities for 2023-2030
RTP Project Description:	Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as an metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars.
Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure? No.	
2. Is the project identified on the Congestion Management Process (CMP) plan? No.	
3. Is the project included as part of the approved: UPWP? Yes. The project is included in the Metro UPWP.	
3a. If yes, is an amendment required to the UPWP? No.	
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.	
3c. What is the UPWP category (Primary Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Non-Metro funded, but Metro managed stand-alone	
4. Applicable RTP Goals: <u>Goal # 1 - Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #4 - Thriving Economy:</u> Objective 4.1 - Connected region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region.	
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.	

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Wednesday, February 5, 2025 to Thursday, March 6, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

State	General State funds committed to support the project. For this project, the State funds originate from SB5071.
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Modeling Network , NHS, and Performance Measure Designations

Not applicable. This is a planning study

National Highway System and Functional Classification Designations

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

Anticipated Required Performance Measurements Monitoring

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

Added notes:

Enrolled
Senate Bill 5701

Sponsored by JOINT COMMITTEE ON WAYS AND MEANS

CHAPTER

AN ACT

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

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

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

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

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

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

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



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

MTIP Formal Amendment

ADD NEW PROJECT

Add the new planning project to
the 2024-27 MTIP

Project #2**Project Details Summary**

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

Summary of Amendment Changes Occurring:

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

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description:

TBD

Project Classification Details									
Project Type	Category			Features				System Investment Type	
Planning ODOT Work Type:	Planning - Corridor Area Planning PLANING							Planning	
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-RCP24	ACP0	2025	\$ 2,000,000						\$ 2,000,000
									\$ -
Federal Totals:			\$ 2,000,000		\$ -	\$ -		\$ -	\$ 2,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025	\$ 500,000						\$ 500,000
									\$ -
Local Totals:			\$ 500,000	\$ -	\$ -	\$ -		\$ -	\$ 500,000
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
Total Estimated Project Cost									\$ 2,500,000
Total Cost in Year of Expenditure:									\$ 2,500,000

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

Phase Programming Summary Totals

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

Phase Composition Percentages

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

Phase Programming Percentage

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

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

Fiscal Constraint Consistency Review							
1. What is the source of funding? FFY 2024 USDOT Reconnecting Communities Pilot Program planning grant awarded funds							
2. Does the amendment include changes or updates to the project funding? Yes. New RCP awarded funds are being added to the MTIP.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the USDOT award letter and project awards confirmation list.							
4. Level of funding approval? USDOT Reconnecting Communities Pilot Program grant award approval was required.							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	OR213/82nd Ave	Not Applicable	Not Applicable	See local cross references
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	82nd Ave		PDX	Clackamas Town Center	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	A	Pre-implementation	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Planning and Technical Studies
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	RTP ID - 11103: Regional MPO Activities for 2023-2030
RTP Project Description:	Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as an metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars.

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? Yes. The project is being added to the current UPWP.
3a. If yes, is an amendment required to the UPWP? Yes. An administrative modification will occur to the UPWP to include the project.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Primary Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Discretionary funded, Metro led stand-alone project.
4. Applicable RTP Goals the planning study support: <u>Goal # 3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs <u>Goal #4 - Thriving Economy:</u> Objective 4.1 - Connected Regions: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region. <u>Goal #5: Climate Action and Resilience:</u> Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be Wednesday, February 5, 2025 to Thursday, March 6, 2025
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

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

 U.S. Department of Transportation

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Reconnecting Communities and Neighborhoods (RCN) Grant FY23 Awards

Reconnecting Communities Pilot (RCP) Program FY24 Awards

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

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

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

Modeling Network , NHS, and Performance Measure Designations

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

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

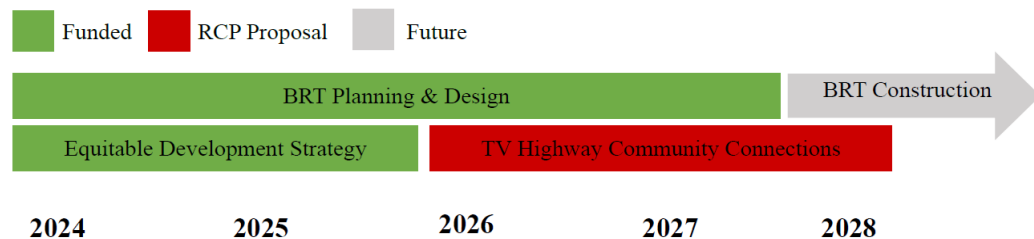
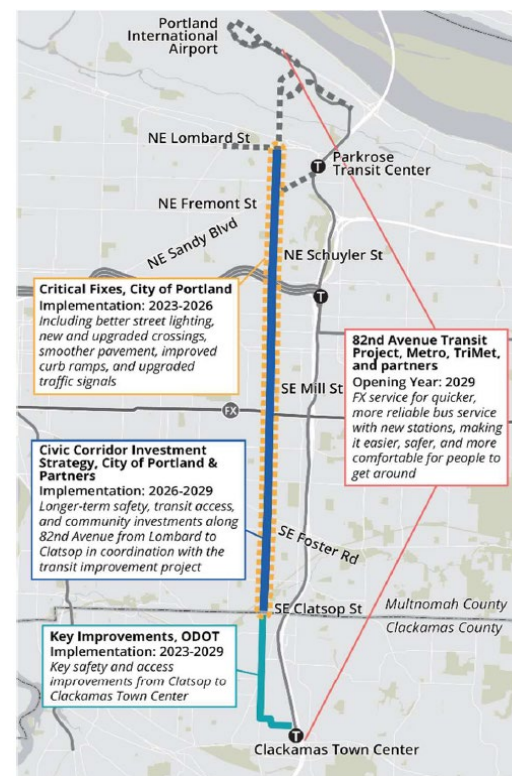


Figure 1. The TV Highway BRT Project Components including the Reconnecting Communities Pilot (RCP) proposal



2024-2027 Constrained MTIP Formal Amendment: Exhibit A



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

MTIP Formal Amendment

ADD NEW PROJECT

Add the new planning project to
the 2024-27 MTIP

Project #3**Project Details Summary**

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

Summary of Amendment Changes Occurring:

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

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description:

TBD

Project Classification Details									
Project Type	Category			Features				System Investment Type	
Planning ODOT Work Type:	Planning - Corridor Area Planning PLANING							Planning	
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-RCP24	ACP0	2025	\$ 2,000,000						\$ 2,000,000
									\$ -
Federal Totals:			\$ 2,000,000		\$ -	\$ -		\$ -	\$ 2,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025	\$ 500,000						\$ 500,000
									\$ -
Local Totals:			\$ 500,000	\$ -	\$ -	\$ -		\$ -	\$ 500,000
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
Total Estimated Project Cost									\$ 2,500,000
Total Cost in Year of Expenditure:									\$ 2,500,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Amended Phase Matching Percent:	20.00%	N/A	N/A	N/A	N/A	N/A	20.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 2,000,000		\$ -	\$ -		\$ -	\$ 2,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 500,000	\$ -	\$ -	\$ -		\$ -	\$ 500,000
Total	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

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

Fiscal Constraint Consistency Review							
1. What is the source of funding? FFY 2024 USDOT Reconnecting Communities Pilot Program planning grant awarded funds							
2. Does the amendment include changes or updates to the project funding? Yes. New RCP awarded funds are being added to the MTIP.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the USDOT award letter and project awards confirmation list.							
4. Level of funding approval? USDOT Reconnecting Communities Pilot Program grant award approval was required.							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	Approximate MP Begin	Approximate MP End	Length
	No	TV Hwy/OR8	3.2	17.9	14.7
Approximate Cross Streets	Route or Arterial		Cross Street		Cross Street
	TV Hwy		SW 117th Ave		Pacific Ave/OR47 intersection

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	A	Pre-implementation	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Planning and Technical Studies
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	RTP ID - 11103: Regional MPO Activities for 2023-2030
RTP Project Description:	Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as an metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars.
Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure? No.	
2. Is the project identified on the Congestion Management Process (CMP) plan? No.	
3. Is the project included as part of the approved: UPWP? Yes. The project is being added to the current UPWP.	
3a. If yes, is an amendment required to the UPWP? Yes. An administrative modification will occur to the UPWP to include the project.	
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.	
3c. What is the UPWP category (Primary Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Discretionary funded, Metro led stand-alone project.	
4. Applicable RTP Goals the planning study support: <u>Goal # 3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs <u>Goal #4 - Thriving Economy:</u> Objective 4.1 - Connected Regions: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region. <u>Goal #5: Climate Action and Resilience:</u> Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.	
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.	

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be Wednesday, February 5, 2025 to Thursday, March 6, 2025
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

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

 U.S. Department of Transportation

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Reconnecting Communities and Neighborhoods (RCN) Grant FY23 Awards

Reconnecting Communities Pilot (RCP) Program FY24 Awards

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

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

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

Modeling Network , NHS, and Performance Measure Designations

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

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

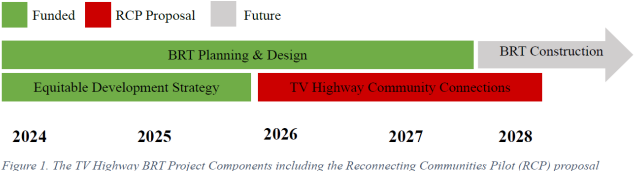


Figure 1. The TV Highway BRT Project Components including the Reconnecting Communities Pilot (RCP) proposal

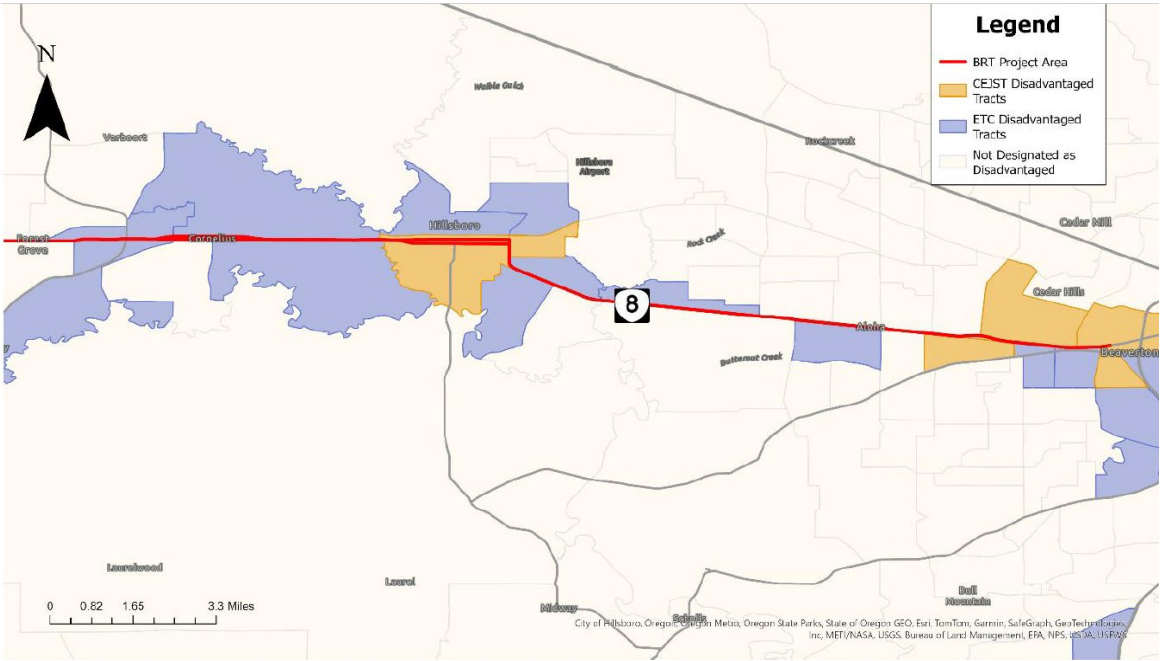


Figure 3. USDOT ETC identifies 50 percent of census tracts along TV Highway are disadvantaged (purple)

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



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

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

Project #4**CANCEL PROJECT****Project Details Summary**

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

Summary of Amendment Changes Occurring:

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

Project Name: **US30B: (NE Lombard St) NE Lombard Pl - NE 11th**

Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT
Certified Agency Delivery:		Non-Certified Agency Delivery:		Delivery as Direct Recipient:	

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description:

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

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

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

Phase Programming Summary Totals


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

Phase Composition Percentages

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

Phase Programming Percentage

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

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

Fiscal Constraint Consistency Review							
1. What is the source of funding? ODOT federal Rail Hazard crossing funding which is be canceled.							
2. Does the amendment include changes or updates to the project funding? Yes. The Rail funds are being canceled from the project.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, the ODOT confirmation memo							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Director.							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	US30B	Not stated	Not stated	Not stated
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	NE Lombard St		N Lombard Ct	NE 11th Ave	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	10034 - 2018-23 RTP - Not carried over into 2023 RTP
RTP Project Description:	Note - RTP ID reference now becomes MTIP Project description as follows: Design and right-of-way to improve the rail crossing on NE11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave. Construct sidewalk infill west from NE 11th Ave to existing sidewalk . This project aims to improve safety at this location.

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

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment?	Yes.
2. What are the start and end dates for the comment period?	Estimated to be Wednesday, February 5, 2025 to Thursday, March 6, 2025
3. Was the comment period completed consistent with the Metro Public Participation Plan?	Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments?	Yes.
5. Did the project amendment result in a significant number of comments?	Comments are not expected
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office?	No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

Fund Codes References

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

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

Modeling Network , NHS, and Performance Measure Designations

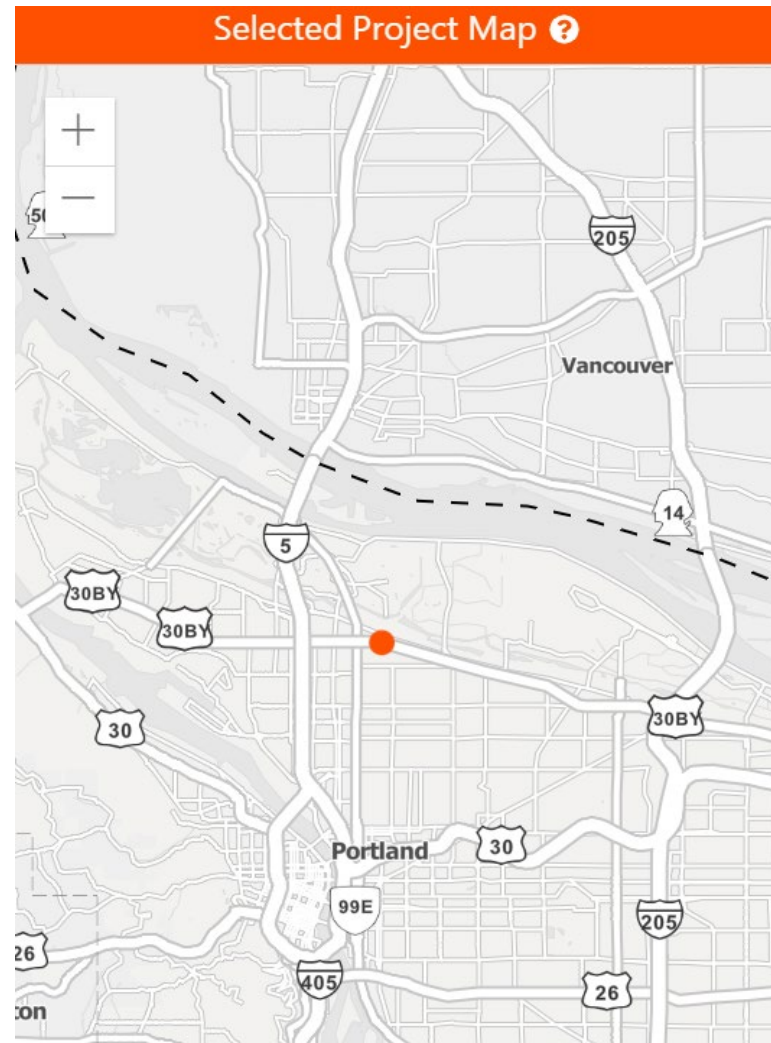
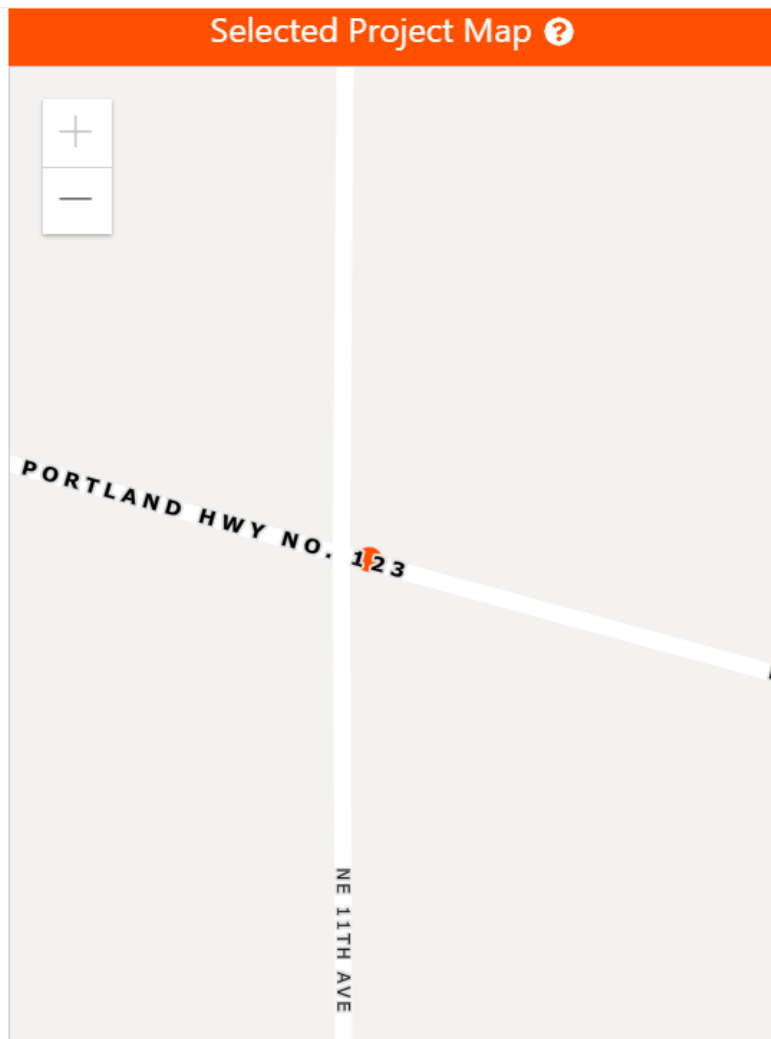
National Highway System and Functional Classification Designations

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

Anticipated Required Performance Measurements Monitoring

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

Added notes:





Oregon

Tina Kotek, Governor

Department of Transportation

Region 1 Headquarters

123 NW Flanders Street

Portland, OR 97209

Phone: (503) 731-8200

DATE:

TO: Kristopher W. Strickler
ODOT Director

FROM: Rian Windsheimer
Region 1 Manager

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

Requested Action:

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

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

Background:

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



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: February #2, 2025, MTIP Regular Formal Amendment & Resolution 25-5465
Approval Request – FB25-06-FEB2

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

**FOR THE PURPOSE OF CANCELING AN ODOT RAIL HAZARDS SAFETY PROJECT AND
ADDING THREE NEW METRO PLANNING STUDIES TO THE 2024-27 MTIP**

BACKGROUND

What This Is - Amendment Summary:

The February #2, 2025, Regular Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment represents the regular monthly formal amendment submission and contains four projects. Three projects are new planning projects being added to the MTIP for historical monitoring purposes. One ODOT rail crossing hazards mitigation project is being canceled.

What is the requested action?

JPACT approved Resolution 25-5465 and now requests Metro Council provide their final approval for the four projects in the February #2, 2025, Regular MTIP Formal Amendment under Resolution 25-5465.

TPAC February 7, 2025, Meeting Summary:

TPAC received their official formal amendment notification and overview. Ken Lobeck, Metro Funding Programs Lead provided a summary of the project changes that will occur to the MTIP. There was no follow-on discussion among TPAC members. TPAC proceeded to then provide their approval recommendation to JPACT to approve Resolution 25-5465.

JPACT February 20, 2025, Meeting Summary:

JPACT met on February 20, 2025. The February #2, 2025, Regular MTIP Formal Amendment was included as part of the agenda Consent Calendar. JPACT approved the Consent Calendar without discussion.

The following pages contain additional details about the project changes occurring as part of the formal MTIP amendment under Resolution 25-5465.






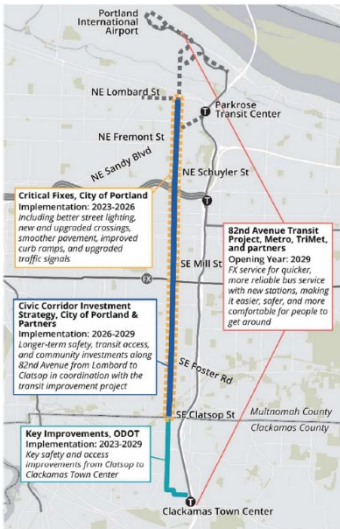
FEBRUARY #2 2025 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

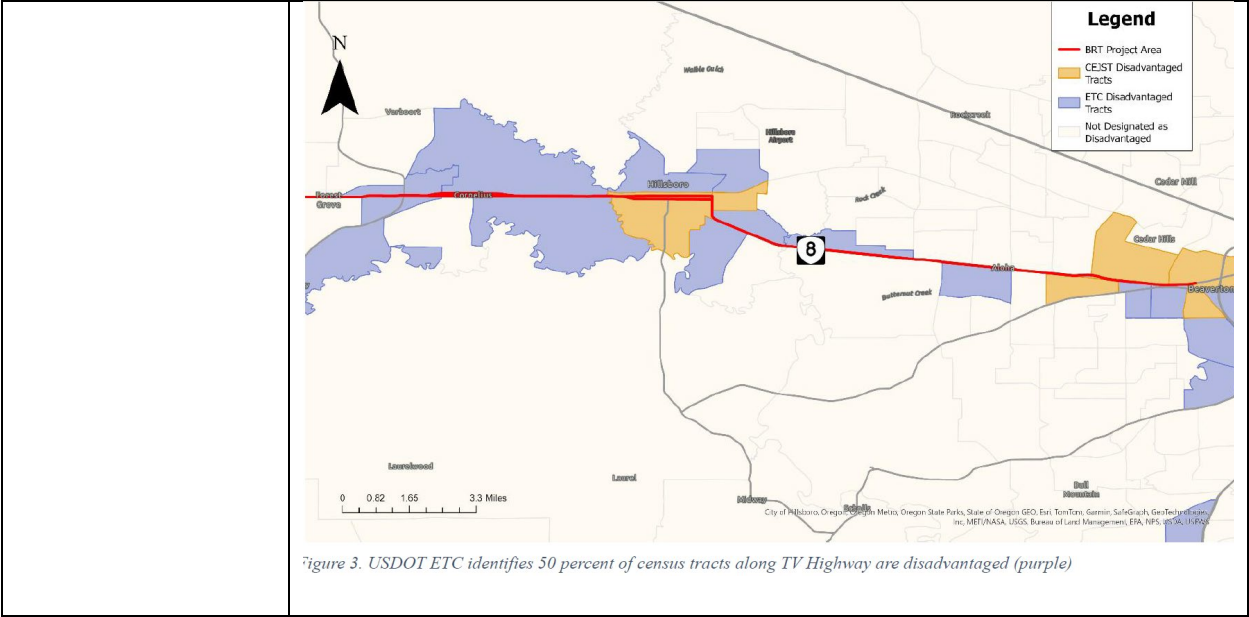
DATE: FEBRUARY 21, 2025

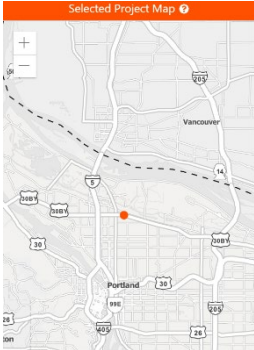
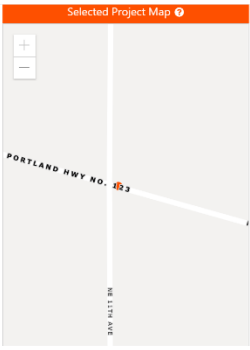
Project Number: 1	Key Number: 23834	Status: Add New Project
Project Name:	Regional Rail Futures Study (Metro)	
Lead Agency:	Metro	
Description:	SB 5701 funded study to evaluate the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes.	
Funding Summary:	<p>The project received a \$500,000 planning award from SB5701, Section 503. The funds are state funds.</p> <p style="text-align: center;">Enrolled Senate Bill 5701</p> <p style="text-align: center;">Sponsored by JOINT COMMITTEE ON WAYS AND MEANS</p> <p style="text-align: center;">CHAPTER</p> <p style="text-align: center;">AN ACT</p> <p>Relating to state financial administration; creating new provisions; amending section 3, chapter 452, Oregon Laws 2023, section 2, chapter 475, Oregon Laws 2023, sections 87, 159, 232, 248 and 318, chapter 605, Oregon Laws 2023, and section 40, chapter ___, Oregon Laws 2024 (Enrolled House Bill 5204); repealing section 275, chapter 605, Oregon Laws 2023; and declaring an emergency.</p> <p style="text-align: center;">Be It Enacted by the People of the State of Oregon:</p> <p>for Medicare and Medicaid Services of the use of Federal Medical Assistance matching funds by the Oregon Health Authority for this purpose.</p> <p>(2) If any of the moneys appropriated under subsection (1) of this section are not allocated by the Emergency Board prior to December 1, 2024, the moneys remaining on that date become available for any purpose for which the Emergency Board lawfully may allocate funds.</p> <p>SECTION 502. In addition to and not in lieu of any other appropriation, there is appropriated to the Water Resources Department, for the biennium ending June 30, 2025, out of the General Fund, the amount of \$60,000, for distribution to the City of Sodaville for water hauling.</p> <p>SECTION 503. In addition to and not in lieu of any other appropriation, there is appropriated to the Department of Transportation, for the biennium ending June 30, 2025, out of the General Fund, the amount of \$500,000, for distribution to the metropolitan service district organized under ORS chapter 268 to study the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to existing transportation modes.</p> <p>SECTION 504. Notwithstanding any other law limiting expenditures, the limitation on expenditures established by section 4 (3), chapter 475, Oregon Laws 2023, for the biennium ending June 30, 2025, as the maximum limit for payment of expenses from fees, moneys or other revenues, including Miscellaneous Receipts, but excluding lottery funds and federal</p>	
Amendment Action:	The formal amendment adds the new Metro Rail planning study to the 2024-27 MTIP for historical monitoring purposes. Inclusion in the Metro Unified Planning Work Program also will occur.	
Added Notes:	Project Location: NA: Regional application	

Project Number: 2	Key Number: New - TBD	Status: Add New Project
Project Name:	Reconnecting 82nd Ave Community Planning Study	
Lead Agency:	Metro	
Description:	A study to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.	

<p>Funding Summary:</p>	<p>The project received a \$2,000,000 planning grant from the USDOT Reconnecting Communities Pilot (RCP) program. The grant requires a 20% match (or \$500,000). The total programming amount for the study is \$2,500,000.</p> <div><div><div><div><div></div><div>U.S. Department of Transportation</div></div><div><div>ABOUT DOT</div><div>PRIORITIES</div><div>CONNECT</div><div>Q</div><div></div></div><div><div>Home</div><div>Grants</div></div></div><div><div><div>Reconnecting Communities Pilot (RCP) Program</div><div>Awarded Projects</div></div><div><div>Reconnecting Communities Pilot (RCP) Program FY24 Awards</div><div>Reconnecting Communities and Neighborhoods (RCN) Grant FY23 Awards</div></div></div><div><p>On January 10, 2025, U.S. Department of Transportation announced \$544.6 million in grant awards for 81 projects in 31 states through the Reconnecting Communities Pilot (RCP) Program. These awards include 15 Capital Construction Grants and 66 Community Planning Grants.</p><p>Expressions of interest in RCP FY24 greatly outpaced the level of available funding. The RCP program received 403 applications requesting over \$3 billion in funding.</p></div><table><tr><th>Round</th><th>Project Type</th><th>U/EI</th><th>State, U.S. Territory, or Tribe</th><th>Project Name</th><th>Applicant</th><th>Award Amount</th></tr><tr><td>RCP FY2024</td><td>Community Planning Grant</td><td>KEE8T4H6H88</td><td>OR</td><td>Reconnecting 82nd Ave Community Planning Study</td><td>Metro</td><td>\$2,000,000</td></tr><tr><td>RCP FY2024</td><td>Community Planning Grant</td><td>IZHQWQTFNY3</td><td>OR</td><td>TV Highway Community Connections Planning Study</td><td>Metro</td><td>\$2,000,000</td></tr></table></div></div>	Round	Project Type	U/EI	State, U.S. Territory, or Tribe	Project Name	Applicant	Award Amount	RCP FY2024	Community Planning Grant	KEE8T4H6H88	OR	Reconnecting 82nd Ave Community Planning Study	Metro	\$2,000,000	RCP FY2024	Community Planning Grant	IZHQWQTFNY3	OR	TV Highway Community Connections Planning Study	Metro	\$2,000,000
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<p>Amendment Action:</p>	<p>The formal amendment adds the new RCP federally funded planning grant for Metro to the 2024-27 MTIP.</p>																					
<p>Added Notes:</p>	<p>Project Location: On 82nd Ave from approximately PDX in the north and then south to Clackamas Town Center.</p> <div><div><div>FundedRCP ProposalFuture</div><div>BRT Planning & DesignBRT Construction</div><div>Equitable Development StrategyTV Highway Community Connections</div><div>20242025202620272028</div><p>Figure 1. The TV Highway BRT Project Components including the Reconnecting Communities Pilot (RCP) proposal</p></div></div>																					

Page 4 of 7



Project Number: 4	Key Number: 23090	Status: Cancel Phase/Project
Project Name:	US30B: (NE Lombard St) NE Lombard Pl - NE 11th	
Lead Agency:	ODOT	
Description:	Design and right-of-way to improve the rail crossing on NE 11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave. Construct sidewalk infill west from NE 11th Ave to existing sidewalk. This project aims to improve safety at this location.	
Funding Summary:	The project currently has \$1,882,000 of federal Rail Crossing Hazard mitigation funds programmed in the PE phase. The federal funds are 100% federal. There is no required match. ODOT's most recent project review indicates insufficient funding is available to complete the construction phase. The funding will be returned to the Rail program.	
Amendment Action:	The formal MTIP amendment cancels the PE phase. This effectively cancels the project.	
Added Notes:	Project location:  	

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 February #2 2025 Formal MTIP amendment (FB25-06-FEB2) 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.
- 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.

Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mail-out.....	January 31, 2025
• Initiate the required public notification/comment process.....	February 5, 2025
• TPAC approval recommendation to JPACT.....	February 7, 2025
• JPACT approval and recommendation to Council.....	February 20, 2025
• Completion of public notification/comment process.....	March 6, 2025
• Metro Council approval.....	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.

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 19, 2025
• USDOT clarification and final amendment approval.....	April-May 2025

Note: As of February 21, 2025, all formal/full MTIP/STIP amendments will require final approvals by the Oregon FHWA Office and from Headquarters FHWA in Washington, DC.

ANALYSIS/INFORMATION

1. **Known Opposition:** No opposition 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 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 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:** Metro’s UPWP budget will be adjusted accordingly to incorporate the new state and federal grant awards.

RECOMMENDED ACTION:

JPACT approved Resolution 25-5465 and now requests Metro Council provide their final approval for the four projects in the February #2, 2025, Regular MTIP Formal Amendment under Resolution 25-5465.

No Attachments.