

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, Sept. 29, 2017  
Time: 9:30 a.m. – 12:00 p.m.  
Place: Council Chamber

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| <b>9:30 am</b>  | <b>1.</b>   | <b>Call To Order, Declaration Of A Quorum And Introductions</b>  | <b>Ted Leybold, Chair</b>                            |
| <b>9:35 am</b>  | <b>2. *</b> | <b>Comments From The Chair And Committee Members</b> <ul style="list-style-type: none"><li>• I-84 Multimodal Integrated Corridor Management Update (Winter)</li><li>• 2018-19 UPWP Report (Mermin)</li><li>• MTIP Project Delivery Update Part 2 (Leybold/Lobeck)</li><li>• Draft RTP Investment Strategy Update (Ellis)</li><li>• HB 2017-10 Implications for MPO Activities (Frisbee)</li></ul>                    | <b>Ted Leybold, Chair</b>                            |
| <b>10:00 am</b> | <b>3.</b>   | <b>Citizen Communications On Agenda Items</b>  |  |
| <b>10:05 am</b> | <b>4. *</b> | <b>Consideration Of TPAC Minutes For August 25, 2017</b>   |  |
| <b>10:10 am</b> | <b>5. *</b> | <b>MTIP Formal Amendment 17-4844</b> <p>Purpose: For The Purpose Of Adding or Amending existing projects to the 2018-21 Metropolitan Transportation Improvement Program to add and amend multiple new HB2017 Awarded Projects PLUS to Add or Amend 2018 MTIP Projects that require Implementation Corrections (SP17-02-SEP).</p> <ul style="list-style-type: none"><li>• <u>Recommendation to JPACT</u></li></ul>    | <b>Ken Lobeck, Metro</b>                             |
| <b>10:25 am</b> | <b>6. *</b> | <b>Regional Flexible Funds Allocation (RFFA) Intergovernmental Agreement (IGA)</b> <p>Purpose: To update TPAC on the RFFA IGA for proposed bond payment schedule for High Capacity Transit and Project Development activities and develop recommendation to JPACT.</p> <ul style="list-style-type: none"><li>• <u>Recommendation to JPACT</u></li></ul>  | <b>Ted Leybold, Metro</b>                            |
| <b>10:50 am</b> | <b>7. *</b> | <b>2021-2024 State Transportation Improvement Program (STIP) Funding Categories and Programs</b> <p>Purpose: To provide an overview of the funding categories, programs, and funding proposals for the 2021-2024 STIP and gather TPAC's input to formulate the region's comment letter on the development of the 2021-2024 STIP.</p> <ul style="list-style-type: none"><li>• <u>Information/Discussion</u></li></ul> | <b>Ted Leybold, Metro</b><br><b>Grace Cho, Metro</b> |

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| <b>11:20 am</b> | <b>8. * Regional Transportation Technology Strategy (RTX)</b> | Purpose: Provide an update on the goals, content, and process for Metro's Emerging Technologies strategy and how it relates to the RTP.<br>• <u>Information/Discussion</u> | <b>Elliot Rose, Metro</b>   |
| <b>11:40 am</b> | <b>9. Regional Travel Options (RTO) Strategy Update</b>       | Purpose: Provide TPAC with an update on the Strategy development process to date and outline next steps.<br>• <u>Information/Discussion</u>                                | <b>Dan Kaempff, Metro<br/>Hannah Day-Kapell,<br/>Alta Planning &amp;<br/>Design</b> |
| <b>12:00 pm</b> | <b>10. Adjourn</b>  |  | <b>Ted Leybold, Chair</b>   |

<b><u>Upcoming TPAC Meetings:</u></b> <ul style="list-style-type: none"> <li>• Friday, October 27, 2017</li> <li>• TPAC/MTAC Workshop, Oct. 30, 2017</li> <li>• Friday, November 17, 2017</li> <li>• Friday, December 15, 2017</li> </ul>	<div> <div>*</div> <div>**</div> <div>#</div> </div> <div> Material will be emailed with meeting notice  Material will be emailed at a later date after notice  Material will be distributed at the meeting. </div> <div> For agenda and schedule information, call 503-797-1766. To check on closure/cancellations during inclement weather please call 503-797-1700. </div>
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**ការអោយដឹងពីការគោរពសិទ្ធិរបស់អ្នក**  
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បើអ្នកមានតម្រូវការអន្តរាគមន៍ប្រកាសនៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទ-ព្រហស្បតិ៍) ប្រាំពីរថ្ងៃមុនពេលប្រជុំសាធារណៈ។

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**Metro txoj kev ntxub ntxaug daim ntawv ceeb toom**  
Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1890 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwv ua ntej ntawm lub rooj sib tham.



## 2017 TPAC Work Program

**As of 9/25/17**

**NOTE:** Items in *italics* are tentative; **bold** denotes required items

<p><b><u>September 29, 2017</u></b></p> <p>Comments from the chair:</p> <ul style="list-style-type: none"> <li>• I-84 Multimodal Integrated Corridor Management Update (Winter)</li> <li>• 2018-19 UPWP Report (Mermin)</li> <li>• MTIP Project Delivery Update Part 2 (Leybold/Lobeck)</li> <li>• Draft RTP Investment Strategy Update (Ellis)</li> <li>• HB 2017-10 Implications for MPO Activities (Frisbee)</li> <li>• <b>MTIP Formal Amendment 17-4844</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• <b>Regional Flexible Funds Allocation (RFFA) Intergovernmental Agreement (IGA)</b> <u>Recommendation to JPACT</u> (Leybold, 25 min)</li> <li>• 2021-24 STIP Funding Categories and Programs <u>Information/Discussion</u> (Leybold/Cho, 20 min)</li> <li>• Regional Transportation Technology Strategy (RTX) <u>Information/Discussion</u> (Rose, 20 min)</li> <li>• Regional Travel Options (RTO) Strategy Update <u>Information/Discussion</u> (Kaempff, 20 min)</li> </ul>	<p><b><u>October 27, 2017</u></b></p> <p>Comments from the chair:</p> <ul style="list-style-type: none"> <li>• Air Quality Report (Cho)</li> <li>• MTIP Project Delivery, Part 2 (Leybold/Lobeck)</li> <li>• Administrative Amendment to 2017-18 Unified Planning Work Program (UPWP) (Mermin)</li> <li>• <b>MTIP Formal Amendment 17-****</b> <u>Recommendation to JPACT</u> (Lobeck, 10 min)</li> <li>• TransPort Bylaws Draft Review <u>Information</u> (Winter, 15 min)</li> <li>• TSMO Plan Update Project Scope <u>Information/Discussion</u> (Winter, 20 min)</li> <li>• Regional Travel Options 2013-2016 Program Evaluation <u>Information/Discussion</u> (Winter/Mattias, 30 min)</li> <li>• Burnside Bridge Project <u>Information</u> (Joanna Valencia/Megan Neill, 15 min)</li> <li>• RFFA Active Transportation Project Development Bond Proceeds <u>Information/Discussion</u> (Leybold, 15 min)</li> <li>• Region-wide Programs and MPO Review <u>Information</u> (Leybold, 20 min)</li> <li>• Draft RTP Investment Strategy <u>Information</u> (Ellis, 30 min)</li> <li>• <i>ODOT Congestion Pricing Briefing (TBD, 30)</i></li> </ul>
<p><b><u>November 17, 2017</u></b></p> <p>Comments from the chair:</p> <ul style="list-style-type: none"> <li>•</li> <li>• <b>MTIP Formal Amendment 17-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• <b>TransPort Bylaws Draft Review</b> – <u>Recommendation to JPACT</u> (Winter, 30 min)</li> <li>• Draft RTP Investment Strategy Results &amp; Findings <u>Information/Discussion</u> (Ellis, 45 min)</li> <li>• Designing Livable Streets <u>Information/Discussion</u> (McTighe, 30 min)</li> <li>• Draft Regional Transit Strategy &amp; System Expansion Policy <u>Kick-off technical review</u> <u>Information/Discussion</u> (Snook, 30 min)</li> <li>• Draft Regional Freight Plan <u>Kick-off technical review</u> (Collins, 30 min)</li> <li>• Draft Regional Transportation Safety Plan <u>Kick-off technical review</u> (McTighe, 30 min)</li> <li>• Draft Transportation Equity Analysis Results &amp; Findings <u>Information/Discussion</u> (Cho, 30 min)</li> </ul>	<p><b><u>December 15, 2017</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>•</li> <li>• <b>MTIP Formal Amendment 17-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• Draft Regional Travel Options (RTO) Strategy for Public Comment <u>Information/Discussion</u> (Kaempff, 30 min)</li> <li>• Draft RTP Investment Strategy Findings <u>Information/Discussion</u> (Ellis, 45 min)</li> <li>• Regional Leadership Forum #4 Background <u>Information/Discussion</u> (Ellis, 30 min)</li> <li>• Draft RTP Transportation Equity Analysis Results &amp; Findings <u>Information/Discussion</u> (Cho, 30 min)</li> <li>• Draft Regional Transit Strategy <u>Information/Discussion</u> (Snook, 30 min)</li> <li>• Draft Regional Transportation Safety Plan <u>Information/Discussion</u> (McTighe, 30 min)</li> <li>• Policy Review Update <u>Information/Discussion</u> (Ellis, 30 min)</li> </ul>



## 2017 TPAC Work Program

**As of 9/25/17**

**NOTE:** Items in *italics* are tentative; **bold** denotes required items

<p><b><u>January 26, 2018</u></b> Comments from the Chair:</p> <ul style="list-style-type: none"> <li>•</li> <li>• <b>MTIP Formal Amendment 17-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• 2018 RTP: Transportation Resiliency and Emergency Routes <u>Information/Discussion</u> (Ellis, 30 min)</li> <li>• Review Draft UPWP <u>Information/Discussion</u> (Mermin, 30 min)</li> <li>• <i>RTP Regional Mobility Corridors Information/Discussion</i> (Ellis, 30 min)</li> </ul>	<p><b><u>February 23, 2018</u></b> Comments from the Chair:</p> <ul style="list-style-type: none"> <li>•</li> <li>• <b>Recommendation to JPACT on Draft UPWP</b> <u>Recommendation to JPACT</u> (Mermin, 30 min)</li> <li>• <b>MTIP Formal Amendment 17-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> </ul>
<p><b><u>March 30, 2018</u></b> Comments from the Chair:</p> <ul style="list-style-type: none"> <li>•</li> <li>• <b>MTIP Formal Amendment 17-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• <b>Draft Regional Travel Option (RTO) Strategy</b> <u>Recommendation to JPACT</u> (Kaempff, 30 min)</li> </ul>	<p><b><u>April 27, 2018</u></b> Comments from the Chair:</p> <ul style="list-style-type: none"> <li>•</li> <li>• <b>MTIP Formal Amendment 17-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> </ul>
<div style="border: 1px solid black; padding: 5px; width: fit-content;"> <p><b>TPAC/MTAC Workshop 1: October 30, 2017 2-4 p.m., Metro Council Chamber</b></p> </div>	<div style="border: 1px solid black; padding: 5px; width: fit-content;"> <p><b>TPAC/MTAC Workshop 2: December 4, 2017 2-4 p.m., Metro Council Chamber</b></p> </div>

### **Parking Lot**

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| <ul style="list-style-type: none"> <li>• FTA Certification Review Report Back (TriMet, Smart)</li> <li>• Federal Training Group Concept (Lobeck)</li> <li>• MPO Certification Review Report Back</li> <li>• Draft RTP Finance Plan Kick-off technical review (Leybold/ Lobeck)</li> </ul> | <ul style="list-style-type: none"> <li>• Vehicle Electrification Project Options Information/Discussion (Leybold, Winter)</li> <li>• TPAC Bylaws Review</li> <li>• ODOT Summary from Legislative 2017 Session (Makler)</li> </ul> |
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*For agenda and schedule information, call Marie Miller at 503-797-1766. E-mail: [marie.miller@oregonmetro.gov](mailto:marie.miller@oregonmetro.gov)  
To check on closure or cancellations during inclement weather please call 503-797-1700.*

# Memo



Date: Tuesday, September 12, 2017  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: FFY 2017 Annual Project Phase Slips and Issue Overview

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## BACKGROUND

Attached with this cover page is the recently submitted 2017 Annual Project Phase Slips MTIP Administrative Modification Bundle to the 2015-18 MTIP. The administrative modification requests approval of the 40 project phases that were required to be "slipped" to FFY 2018. This list does not include the additional 16 projects with phases that were slipped to FFY 2018 in previous amendments since April 2017. Overall since April, a total of 56 project phases were required to be slipped to 2018. Out of the total 330 projects listed in the MTIP database, the "Phase Slipped" percentage was approximately 17%. Ideally, Metro's slip percentage needs to be 10% or less for each year.

### What does the Project Slip Percentage Mean?

When a project phase and its funding are slipped from the FFY 2017 to 2018, the unobligated federal funds are carried over into the next year. As the number of project slips increase each year, our unobligated federal carryover continues to increase. This is a signal to USDOT that Metro is not obligating our allocated federal funds in a timely fashion. Since 2015, Metro's unobligated annual carryover has been increasing to the point where USDOT now consider the unobligated carryover a serious issue in Oregon. Other MPOs and ODOT Regions have experienced similar carryover problems as well. However, due to Metro's size, the carryover problem is magnified even further. Currently, USDOT is allowing the MPOs and ODOT to work through the federal funding unobligated carryover problem without penalties. The 2017 Slip MTIP Administrative Modification that follows includes a discussion of current issues and solutions being proposed to address the ongoing annual project slip issue.

Please direct any questions concerning this topic to Ken Lobeck at 503-797-1785.

# Memo

Date: Monday, September 11, 2017

To: Vaughan Rademeyer  
ODOT Region 1 STIP Coordinator  
123 NW Flanders  
Portland, Oregon, 97201

From: Ken Lobeck, Funding Programs Lead, 503-797-1785

Subject: September 2017 MTIP Administrative Modification – 2017 Slips Modification, #AB17-09-SEPTEMBER – Approval Request

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## **APPROVAL REQUEST SUMMARY:**

In accordance with 23 CFR 450.328, Metro is submitting an administrative modification bundle for ODOT review and final approval. Administrative Modification #AB17-09-SEPTEMBER comprises the annual project phase slips into FFY 2018. Attached is the list of projects that identifies the project and phase being slipped into FFY 2018. Due to the number of projects, the attached list of projects serves as the official project narrative portion to the administrative modification. A total of forty projects are identified as part of the 2017 annual slip modification (AB-09-SEPTEMBER). Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, phase slips are authorized to be processed as administrative modifications. Note: The total does not reflect previous administrative of formal amendments back to May 2017 where phase slip were completed as part of the larger amendment to the projects.

All proposed phase slips were reviewed with the lead agencies and/or with the ODOT Local Agency Liaisons (LAL) or ODOT STIP staff. Metro, the LALs and Region 1 STIP Coordinator evaluated the ability and feasibility to obligate the FFY 2017 phase funding before the end of FFY 2017. However, due to various issues and reasons, the FFY 2017 project phases could not obligate their funds in time resulting in the slip to FFY 2018.

Metro has completed their final review of the requested project phase slips and now seeks final approval from ODOT to complete the slip amendment modification.

I certify Metro has completed all required review and approval steps as the MPO and IAW with 23 CFR 450.328 for the 2015 MTIP for this administrative modification bundle. The 2015 MTIP is being updated accordingly. Metro now requests the appropriate updates be accomplished to the 2015-18 STIP.

Please direct any comments or questions concerning this amendment to Ken Lobeck, Funding Programs Lead at 503-797-1785, or via email at [ken.lobeck@oregonmetro.gov](mailto:ken.lobeck@oregonmetro.gov). As an addendum to this Admin Mod annual project phase slip approval request, I have included a discussion as to the reasons why we continue to experience a high degree of project phase slips that will also be presented to Metro's TPAC members.

## REASONS FOR THE PROJECT PHASE SLIPS

The continuing high number of annual project phase slips has drawn the concern of USDOT. ODOT and the MPOs have been directed to investigate the reasons behind the phase slips and reduce them. We have been encouraged to design improved scoping, monitoring, and evaluation processes to help clearly explain why an excessive number of slips are occurring and implement new business practices to reduce the annual phase slips (and corresponding unobligated federal fund carryover). The following provides a summary of the key reasons Metro, the LALs, and the Region 1 STIP Coordinator have identified for the phase slips:

- **Unrealistic Project Schedules and Overly Aggressive MTIP/STIP Programming:**
  - About 75% of the required slips can be attributed to overly aggressive schedules and MTIP logic flaws especially with the Preliminary Engineering phase. Most standard capital delivery projects require a full two years to complete NEPA and Project Specifications, and Estimates (PS&E – Final Design). Many project milestones reflect only one-year timeframe to complete PE. Similar problems exist for the Right of Way (ROW) phase. Most ROW phase schedules and programming covers only a 1-year period. Needed ROW phase time is easily pushing the phase well into a second year for many projects.
  - Proposed Business Practices Changes: For Metro funded capital improvement projects (e.g. Regional Flexible Fund Allocation –RFFA, etc.), standard capital improvement (non ITS) projects will be programmed in the MTIP around following revised logic:

<u>Phase</u>	<u>Phase Completion Time</u>	<u>Project Year</u>	<u>MTIP</u>
▪ PE phase	2 years	Years 1 & 2	2018
▪ ROW	2 years	Years 3 & 4	2020
▪ UR	1 year	Year 4	2021
▪ Construction	1 or more years	Year 5	2022

### Notes and Exceptions:

1. Metro funded ITS Projects: Development of project schedules and MTIP/STIP programming for ITS projects are accomplished via a joint review of the project by FHWA, ODOT, and Metro due to the presence of a concept of operations (ConOps) development phase, plus a post construction system test and evaluation phase. The need for ConOps and a post construction system test and evaluation activities complicate the start and finish for PE, ROW, and the construction phase resulting in the need for tailored programming and development of the phase milestones. Per FHWA guidance, ConOps and Post Construction System Test/Eval activities are programmed in the “Other” phase in the STIP and MTIP.
2. Upon review of project milestones, some projects may be able to complete PE or ROW in a single year (e.g. a simple overlay/rehab project, NEPA programmatic CE with clearly no ROW required). For these types of projects that should be able to progress with no external barriers, a more aggressive delivery schedule will be considered.
3. The above programming guidance does not relate to ODOT funded projects. ODOT’s internal project reviews will determine the appropriate phase programming years for the MTIP and STIP.

- **The Need for Improved and Accurate Pre-Scoping Prior to Project Programming:**
  - Project phase slips and overall project delivery delays are a statewide problem. ODOT has established with the MPOs various project delivery improvement assessment groups to address the issue from multiple approaches. One key trend phase emerged: *Federally funded projects are attempting to initiate the federal delivery process that have not been adequately scoped in concept, alignment, design, cost, and implementation logic.* The evidence is showing up in the (1) Project Prospectus which often are poorly developed, (2) in insufficiently developed scope of work activities lists, and (3) failure to consider all federal requirements to complete the project (e.g. failure to identify the need for a ROW phase or a UR phase). The need for improved pre-scoping is not just a Metro funded project issue, but affects other MPOs and ODOT funded projects. The obvious impact delays development and execution of the IGA and in receiving the NTP to initiate the PE phase.
  - Proposed Business Process Changes:
    - ODOT, FHWA, and the MPOs are evaluating various possible business practice changes. Some are minor while some are major. Examples include refining the Project Prospectus and/or replacing it with the project Business Charter, standardizing the Project Change Request (PCR) form, and examining how the RFFA project call application process can be modified to be more consistent with the federal project delivery process.
    - Another business process change under evaluation is establishing the requirement that all proposed federally funded transportation capital projects must submit a Project Study Report (PSR) or equivalent document prior to initiating the PE phase. A PSR is a project development document that addresses scope, costs, possible alignment, potential environmental issues, discussion of the staff preferred alignments, need or no need for ROW, preliminary construction estimates, and milestone delivery estimates. The PSR provides ODOT and FHWA with sufficient project design, implementation details, and a sound project foundation to initiate NEPA without significant issues.
- **The Need for Federally Funded Transportation Delivery Process Training:**
  - ODOT, the MPOs and FHWA agree that training on federal project delivery process for both project lead agency staff and for ODOT staff. Needed training areas identified span the full spectrum of transportation delivery areas: From general phase issues and topics to very specific problems areas, training areas include:
    - Understanding the federal delivery process.
    - Project scoping – in-house or with consultants: what should be accomplished and completed.
    - Understanding NEPA and properly completing NEPA requirements.
    - Identification of ADA requirements and compliance..
    - Developing accurate cost estimates and using proper cost methodologies.
    - Understanding construction management responsibilities.
    - Transportation funding expenditure and reimbursement responsibilities through close-out.
    - One area noted where training is urgently needed concerns properly identifying if ROW is required for the project or not. Other areas also have been identified that ODOT staff indicated they need as well to ensure they provide consistent interpretations of federal requirements.

- Proposed Business Process Changes: FHWA and ODOT-Salem along with the regional LALs are investigating how Oregon can secure additional funding for transportation training, or better leverage existing training opportunities. More to follow on this in the future.
- **Ensuring Project Acceleration is Possible and Timely:**
  - The previous topics address key issues delaying project phases and options being discussed to remedy them. However, there still needs to be a process that allows project phase acceleration to occur when projects move faster than expected. Currently, to advance a project phase from a future year requires a formal MTIP amendment to be completed, and a review plus confirmation that the fund Obligation Authority is sufficient to accelerate the future project into the present year. This is due to existing rules for maintaining proper financial constraint in the MTIP. The existing process is flawed because the decision process that determines that a phase can be accelerated often occurs around the June-July timeframe. Unfortunately, this may not provide sufficient time to complete the required MTIP formal amendment.
  - Proposed Business Process Changes: Around 2005, a process was developed to address this situation where a project phase needed to be accelerated from a future year and implemented in California that now is available to all states and MPOs per 23 CFR 450. 332. The process is called the Expedited Project Selection Process (EPSP). The short summary of this process allows a future-year project phase and funding to be accelerated into the current year without having to wait for the formal MTIP amendment to be completed. This allows the project then to obligate the phase funding before the end of the federal obligation year. Two core requirements exist for EPSP to occur;
    - First, the MPO (if MPO managed funds) verifies that no negative impacts exist upon other planned current-year project phase obligations. (*For ODOT managed, funds, ODOT-Salem and each ODOT Region will develop their own similar approval process.*) In other words, accelerating the project will not exceed the available funding and prevent another current year project from obligating its funds. The MPO must provide financial constraint documentation demonstrating financial constraint will not be adversely impacted as part of the EPSP process.
    - Second, the State DOT must concur that sufficient annual fund Obligation Authority (OA) exists for the project to be accelerated and obligated without negatively impacting the state OA levels.
    - If both the MPO and ODOT concur that OA levels are sufficient, the project phase can be accelerated into the current year, and allowed to obligate its federal funds for the specific phase without having to wait for the completion of the formal MTIP amendment.
    - The MPO still will complete the amendment to the MTIP. However, once EPSP has been granted, the correction to the MTIP occurs via an administrative modification because financial constraint has previously been demonstrated.
  - EPSP Summary: EPSP provides a needed counter-balance option to MTIP programming that enables project phase acceleration (and phase obligation) to occur without being hampered by the MTIP amendment process. Metro has proposed the idea to FHWA and will formally propose Oregon adopt EPSP as part of the federal transportation project delivery process.

**SUMMARY REQUEST**

Thank you for your time to review Metro's September 2017 MTIP Administrative Modification Bundle - Annual Project Phase Slip Approval Request. The slip administrative modification request will also be shared with Metro's TPAC members to continue the discussion on ways to reduce the number of annual slips.

Best wishes,

*Kenneth F Lobeck*

Kenneth F. Lobeck  
Funding Programs Lead  
Metro  
600 NE Grand Avenue  
Portland, OR 97232



**2015-18 MTIP & STIP**  
**Project Phase Slips**  
**From FFY 2017 into FFY 2018**



Amendment Number	Key Number	Project Name	Project Change	Requested Action	Status
15-18-3029	21121	OR210: SW SCHOLLS FERRY RD - SW HALL BLVD ITS	SLIP	Slip PE and OT to 2018	DRAFT
15-18-3012	19100	REGIONAL ACTIVE TRAFFIC MANAGEMENT (ATM) PROJECT	SLIP	Slip the OT phase to 2018	DRAFT
15-18-3016	18818	DOWNTOWN I-405 PED SAFETY & OPERATIONAL IMPROVEMTS	SLIP	Slip RW to 2018	DRAFT
15-18-3024	20719	OR219 AT LAUREL, MIDWAY AND I-84 AT FAIRVIEW RAMP	SLIP	Slip PE to 2018	DRAFT
15-18-2994	20382	MORRISON STREET: WILLAMETTE RIVER (MORRISON) BR	SLIP	Slip PE to 2018.	DRAFT
15-18-2995	19149	MORRISON BRIDGE LIFT DECK REPLACEMENT	SLIP	Slip OT to 2018.	DRAFT
15-18-2997	13502	NE COLUMBIA BLVD AT MLK JR BLVD	SLIP	Slip CN to 2018	DRAFT
15-18-2999	14409	MARINE DRIVE PATH: NE 112TH AVE-NE 185TH AVE	SLIP	Slip CN to 2018	DRAFT
15-18-3000	18004	OAK AND BASELINE: S 1ST - SE 10TH ST (HILLSBORO)	SLIP	Slip PL to 2018	DRAFT
15-18-3001	18026	CEDAR CREEK/TONQUIN TRAIL: OR99W - MURDOCK RD	SLIP	Slip RW to 2018	DRAFT
15-18-3004	18311	DURHAM RD/UPPER BOONES FERRY RD: OR99W - I-5	SLIP	Slip CN to 2018	DRAFT
15-18-3005	18413	I-205 AT NE KILLINGSWORTH ST SB ON-RAMP	SLIP	Slip CN to 2018	DRAFT
15-18-2933	19280	SE 129TH AVENUE - BIKE LANE AND SIDEWALK PROJECT	SLIP	Slip RW to 2018	DRAFT
15-18-2916	19288	TRANS SYSTEM MGMT & OPERATIONS PROGRAM (2017)	SLIP	Slip the OT phase to 2018	DRAFT
15-18-2917	19290	REGIONAL TRAVEL OPTIONS PROGRAM (2016)	SLIP	Slip the OT phase to 2018	DRAFT
15-18-2918	19291	REGIONAL TRAVEL OPTIONS PROGRAM (2017)	SLIP	Slip the OT phase to 2018	DRAFT
15-18-2919	21038	REGIONAL TSMO PROGRAM 2017	SLIP	Slip the OT phase to 2018	DRAFT
15-18-2904	18833	NE 238TH DR: NE HALSEY ST - NE GLISAN ST	SLIP	Slip RW to 2018	DRAFT
15-18-2907	18022	FOSTER ROAD STREETScape: SE 50TH-SE 92ND AVE	SLIP	Slip CN to 2018	DRAFT
15-18-2909	19299	PORTLAND CENTRAL CITY SAFETY PROJECT - PHASE 2	SLIP	Slip PE and RW to 2018	DRAFT
15-18-2910	19303	N. GOING TO THE ISLAND FREIGHT PROJECT	SLIP	Slip CN to 2018	DRAFT
15-18-2901	17516	I-5: INTERSTATE BRIDGE - HASSALO ST	SLIP	Slip the OT phase to 2018	DRAFT
15-18-2890	19749	BEEF BEND ROAD CULVERT REPLACEMENT	SLIP	Slip RW and CN to 2018	DRAFT





**2015-18 MTIP & STIP  
Project Phase Slips  
From FFY 2017 into FFY 2018**



<b>Amendment Number</b>	<b>Key Number</b>	<b>Project Name</b>	<b>Project Change</b>	<b>Requested Action</b>	<b>Status</b>
15-18-2881	18001	CLACKAMAS COUNTY REGIONAL FREIGHT ITS PROJECT	SLIP	Slip PE to 2018	DRAFT
15-18-2882	18021	EAST PORTLAND ACTIVE TRANSPORTATION TO TRANSIT	SLIP	Slip CN to 2018	DRAFT
15-18-2883	19298	OR99W: SW 26TH WAY-SW 19TH AVE (PORTLAND)	SLIP	Slip PE and RW to 2018	DRAFT
15-18-2875	19552	CLEAN ENERGY PUBLIC-ACCESS CNG STATION (PORTLAND)	CANCEL PROJECT	Cancel the project as requested by Clean Energy Corp	DRAFT
15-18-2876	17270	40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD	SLIP	Slip RW to 2018	DRAFT
15-18-2872	17268	RED ELECTRIC TRAIL: SW BERTHA - SW VERMONT SEC	SLIP	Add \$15,000 Local Agency funds to increase PE to \$910,914 to match authorization and slip CN to 2018	DRAFT
15-18-2865	18821	SANDY TRANSIT OPERATIONS CENTER PHASE II BUS BARN	SLIP	Slip the OT phase to 2018	DRAFT
15-18-2843	19911	WILSONVILLE MASS TRANSIT PROGRAM (15-17)	SLIP	Slip other phase to 2018	DRAFT
15-18-2844	19320	5339 FY17 - BUS AND BUS FACILITIES (CAPITAL)	SLIP	Slip to 2018	DRAFT
15-18-2845	19319	5339 FY16 - BUS AND BUS FACILITIES (CAPITAL)	SLIP	Slip other phase to 2018	DRAFT
15-18-2846	19318	5339 FY15 - BUS AND BUS FACILITIES (CAPITAL)	SLIP	Slip to 2018	DRAFT
15-18-2823	18051	TRIMET BUS/RAIL TRANSIT ENHANCEMENTS FY15	SLIP	Slip Oth to 2018	DRAFT
15-18-2820	19305	SMART ASSOCIATED IMPROVEMENTS & PREVENTATIVE MAINT 2016	SLIP	Slip to 2018	DRAFT
15-18-2821	19306	SMART ASSOCIATED IMPROVEMENTS & PREVENTATIVE MAINT 2017	SLIP	Slip to 2018	DRAFT
15-18-2822	18050	TRIMET BUS/RAIL TRANSIT ENHANCEMENTS FY14	SLIP	Slip to 2018	DRAFT
15-18-2790	18306	EAST METRO CONNECTIONS ITS	SLIP	Slip CN and OT to 2018	DRAFT
15-18-2766	21135	EAST MULTNOMAH COUNTY ROAD CONNECTIONS ITS	ADD PROJECT	Provisional Key number for East Multnomah County Road Connections ITS	DRAFT

# 2018 Regional Transportation Plan Call for Projects



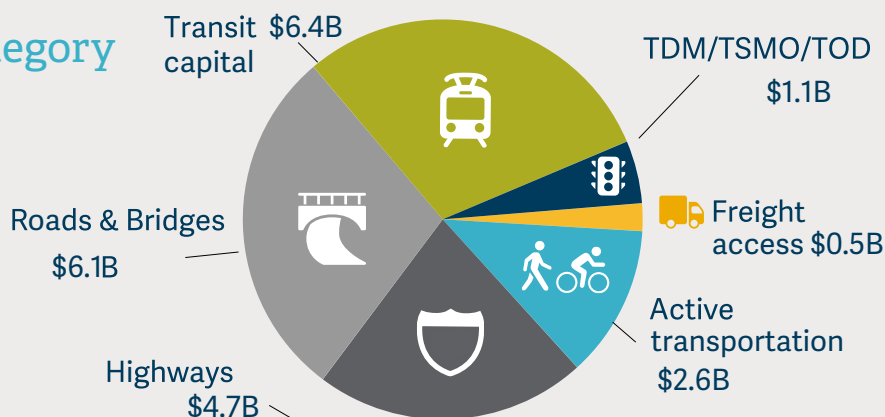
The call for projects is a step in determining the region's priority projects to achieve our vision and goals for the regional transportation system by 2040. The 1,063 projects submitted by Metro and its regional partners will undergo evaluation through fall of 2017.

## Cost by investment category

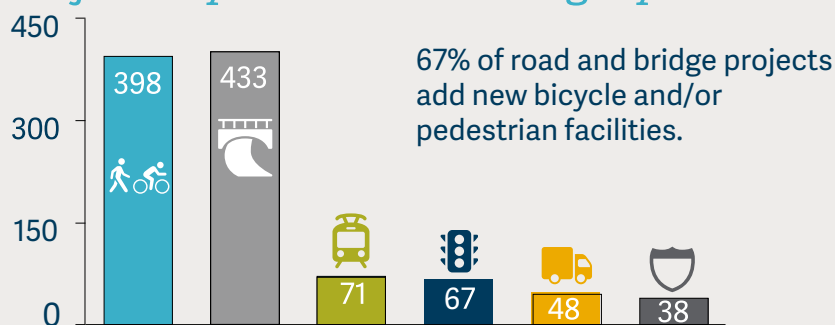
in billions, 2016 dollars

Summary of all capital projects submitted for evaluation and public review. *Road and transit operations and maintenance costs to be added.*

**Total: \$21.4 billion**



## Projects by investment category



**25%** of all projects are safety projects

**87** projects are regional trails

## Capital investments



## Project status

All projects come from plans or studies adopted through a public process.

Category	Number	% of Total
Carried forward from 2014	783	74
New to RTP in 2018	280	26
<b>Total</b>	<b>1063</b>	<b>100</b>

Of the **1256** projects listed in the 2014 RTP, **132** have been built or will be completed by 2019 for a total of **\$3.15 Billion** invested in the greater Portland region.

# More than \$3 billion invested in Regional Transportation Plan projects from 2014 - 2019

These projects were funded through a combination of private development, and local, state and federal funds.  
For more information visit [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp) Click here to view interactive on-line map of projects.



### City of Portland Highlights

	I-5/Delta Park Interchange	2015
	Killingsworth Street Improvements	2015
	Portland Bike Share	2016

### Washington County Highlights

	OR 217 Intelligent Transportation System	2014
	Westside to Waterhouse Trail connection	2016
	US 26/Shute Road Interchange	2016

### Multnomah County Highlights

	I-84/Troutdale Interchange	2015
	Sellwood Bridge Replacement	2017
	Wood Village Boulevard Extension	2014

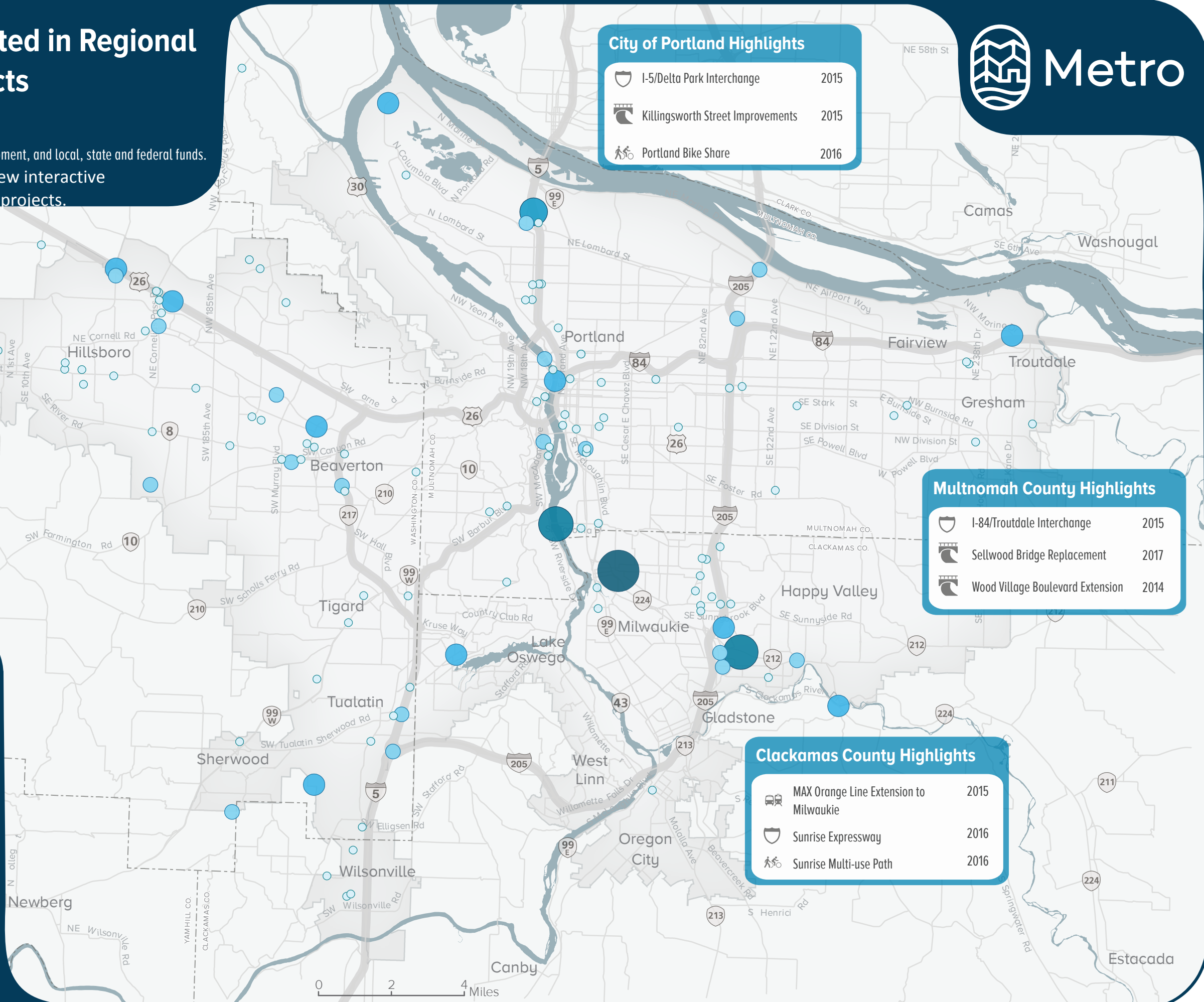
### Clackamas County Highlights

	MAX Orange Line Extension to Milwaukie	2015
	Sunrise Expressway	2016
	Sunrise Multi-use Path	2016

### Completed 2014 RTP Projects

Estimated cost (2016 dollars)

	less than \$10 million	100 projects
	\$10,000,001 - \$25,000,000	17 projects
	\$25,000,001 - \$50,000,000	11 projects
	\$50,000,001 - \$100,000,000	1 project
	\$100,000,001 - \$1,000,000,000	2 projects
	greater than \$1 billion	1 project
<b>Total projects</b>		<b>132</b>



Click here to view interactive on-line map of projects.

Completed 2014 RTP Projects

Projects are listed alphabetically by nominating agency.  
The projects were funded through a combination of private development and local, state and federal funds.



2014 RTP ID	Nominating Agency	Project Name	Start Location	End Location	Description	RTP Investment Category	Estimated Cost (2016 dollars)	Year completed
10617	Beaverton	Farmington Road Improvements	Murray Boulevard	Hocken Avenue	Construct turn lanes and intersection improvement, add traffic signals where warranted and complete bike lane and sidewalk gaps.	Active Transportation	\$11,374,100	2017
10644	Beaverton	110th Avenue Sidewalks	Beaverton Hillsdale Highway	Canyon Road	Construct sidewalks.	Active Transportation	\$1,488,200	2005
10630	Beaverton	Hall Boulevard Multimodal Extension	Hocken Avenue	Cedar Hills Boulevard	Extend Hall Boulevard from Cedar Hills to Hocken Avenue to fill a gap; add turn lanes at intersections, sidewalks and bikeway.	Roads and Bridges	\$5,900,000	2016
10616	Beaverton	Rose Biggi Avenue Multimodal Street Extension	Crescent Street	Hall Boulevard	Extend 2-lane Rose Biggi Avenue to Hall Boulevard. (via Westgate Drive) to fill a gap; includes boulevard design, sidewalks and bikeways.	Roads and Bridges	\$3,720,500	2015
10629	Beaverton	Hocken Avenue Multimodal Improvements	Tualatin Valley Highway	Farmington Road	Widen existing street from 3 to 5 lanes, add bike lanes and sidewalks.	Roads and Bridges	\$1,700,800	2017
11347	Clackamas County	Sunrise Multi-use Path (Sunrise JTA)	I-205	122nd Avenue	Construct new multi-use path paralleling the Sunrise expressway.	Active Transportation	\$6,378,000	2016
10017	Clackamas County	Clackamas Regional Center Bike/Pedestrian Corridors	Clackamas regional center	N/A	Construct pedestrian and bike improvements as described in the Clackamas Regional Center Pedestrian and Bicycle Plan.	Active Transportation	\$6,138,825	2019
11132	Clackamas County	Clackamas Industrial Area Multi-modal Improvements	Clackamas industrial area	N/A	Complete bike and pedestrian connections within the Clackamas Industrial area.	Active Transportation	\$5,315,000	2015
11515	Clackamas County	Sunnyside Road Improvements	OR 213	97th Avenue	Retrofit street with boulevard treatments including lane redesign, medians, beautification, curb extensions, reconstructed sidewalks, landscaping, and south side bikeway. Add flashing yellow arrow for left-turns at signalized intersections.	Active Transportation	\$3,189,000	2018
11496	Clackamas County	Park Avenue Pedestrian Connections	River Road	McLoughlin Boulevard	Add pedestrian connections.	Active Transportation	\$1,860,250	2015
10042	Clackamas County	Lawnfield realignment (Sunrise JTA)	Lawnfield Road	Sunnybrook Boulevard	Realign the existing Lawnfield Road from 98th to 97th avenues, reduce the grade from 18 percent to 8 percent.	Freight access to industry and ports	\$27,265,950	2015
10157	Clackamas County	Carver (Springwater Road) Bridge	Hattan Road	OR 224	Reconstruct Carver bridge at 2 lanes with bike lanes and sidewalks.	Roads and Bridges	\$25,086,800	2017
10052	Clackamas County	Tolbert Road (Sunrise JTA)	SE 82nd Drive	Industrial Way	Extend Mather Road across railroad to SE 82nd Drive.	Roads and Bridges	\$18,602,500	2017
10004	Clackamas County	Otty Road Improvements	82nd Avenue	92nd Avenue	Improve to minor arterial standard consistent with Fuller Road Station Plan; improve curb radius; add turn lanes, on-street parking, central median, landscaping, bikeway and pedestrian facilities.	Roads and Bridges	\$7,802,420	2015
10005	Clackamas County	West Monterey Extension	82nd Avenue	Fuller Road	Construct new two-lane street extension.	Roads and Bridges	\$6,590,600	2015
10013	Clackamas County	Boyer Drive Extension	82nd Avenue (OR 213)	Fuller Road	Extend new 2-lane road with turn lanes at OR 213 and Fuller Rd, bikeways and pedestrian facilities; install flashing yellow arrow for left turns on northbound and southbound approaches at OR 213 intersection.	Roads and Bridges	\$3,933,100	2017
11492	Clackamas County	Sunnyside Road Intersection Improvements	Sunnyside Road / Stevens Road intersection	N/A	Intersection improvements, such as additional turn lanes, turn lane extensions, and/or signal timing modifications.	Roads and Bridges	\$2,126,000	2018
11493	Clackamas County	Otty Street Realignment and Turn Lanes	Otty St / OR 213 / Otty Road Intersection	N/A	Realign Otty Street with Otty Road at OR 213; install dual westbound left-turn lanes; install flashing yellow arrow for left-turns on northbound and southbound approaches.	Roads and Bridges	\$1,700,800	2017
11498	Clackamas County	Harmony Road / Sunnyside Road Median and Turn Lanes	Harmony Road / Sunnyside Road / OR 213 intersection	N/A	Extend queue storage on westbound approach and rebuild median; extend queue storage on eastbound approach and install median; convert to right-in-right-out accesses on frontage road.	Roads and Bridges	\$1,328,750	2015



## Completed 2014 RTP Projects

*Projects are listed alphabetically by nominating agency.*

*The projects were funded through a combination of private development and local, state and federal funds.*



2014 RTP ID	Nominating Agency	Project Name	Start Location	End Location	Description	RTP Investment Category	Estimated Cost (2016 dollars)	Year completed
10066	Clackamas County	92nd Avenue Turn Lanes	92nd and Johnson Creek Boulevard and Idleman Road	N/A	Add turn lanes on 92nd (northbound left at JCB, and northbound right at Idleman Road).	Roads and Bridges	\$1,063,000	2014
11510	Clackamas County	Sunnybrook Boulevard Turn Lanes	82nd Avenue intersection	N/A	Add dual southbound left-turn lanes, extend queue storage for southbound left turns and westbound left turns.	Roads and Bridges	\$308,270	2015
10788	Cornelius	10th Avenue Improvements	Holladay Street	Alpine Street	Improve to urban standard w/in City (sidewalks & bike lanes); widen rural road with shoulder bike lane, increase turning radii at Adair Street.	Roads and Bridges	\$8,000,000	2018
10772	Forest Grove	David Hill Road Extension	OR 47	Brook Street	Extend easterly from east terminus (just east of Brook) to Sunset Drive (OR 47) as an arterial street with left-turn lanes at major intersections, traffic signals and turn lanes.	Roads and Bridges	\$14,467,430	2017
11663	Forest Grove	OR 47/ Purdin Road Intersection Improvements	OR 47	Purdin Road	Construct roundabout.	Roads and Bridges	\$3,529,160	2017
10423	Gresham	Cleveland: Powell to Burnside Reconstruction	Powell Boulevard	Burnside Street	Reconstruct street.	Roads and Bridges	\$1,169,300	2017
11152	Hillsboro	Cedar Street Bike and Pedestrian Improvements	32nd Avenue	Brookwood Avenue	Construct sidewalks.	Active Transportation	\$1,063,000	2018
11142	Hillsboro	37th Avenue Bike and Pedestrian Improvements	Main Street	Brogden Avenue	Widen to provide sidewalks and add bikeway network wayfinding signage to improve access to MAX station and Fairgrounds.	Active Transportation	\$1,063,000	2014
11167	Hillsboro	Garibaldi Street Bike and Pedestrian Improvements	Ebberts Avenue	1st Avenue	Widen street to provide sidewalks and add bike boulevard wayfinding signage.	Active Transportation	\$531,500	2014
11168	Hillsboro	Connell Avenue Bike and Pedestrian Improvements	Garibaldi Street	Darnielle	Widen street to provide sidewalks and add bike boulevard wayfinding signage.	Active Transportation	\$531,500	2014
10844	Hillsboro	Cornelius Pass Road Extension, Phase 1	Tualatin Valley Highway	Blanton Street	Extend as a five-lane facility with buffered bike lanes and sidewalks.	Roads and Bridges	\$19,718,650	2018
11367	Hillsboro	Cornelius Pass Road	Cornell Road	US 26	Widen street from five lanes to seven lanes with buffered bike lanes and sidewalks. Dual EB and WB left-turns at Cornell Rd. Dual NB and SB lefts at Evergreen Road.	Roads and Bridges	\$13,819,000	2017
11365	Hillsboro	Brookwood Parkway	Evergreen Road/Shute Road	US 26	Widen street from five lanes to seven lanes with buffered bike lanes and sidewalks.	Roads and Bridges	\$11,693,000	2017
11395	Hillsboro	Baseline Road Improvements	231st Avenue	Brookwood Avenue	Widen street to five lanes with bike/ped facilities, storm drainage, and street lighting.	Roads and Bridges	\$9,567,000	2017
11391	Hillsboro	Tualatin Valley Highway Intersection Improvements	Cornelius Pass Road	N/A	Add EB and WB right-turn lanes, dual left-turn lanes on all approaches; modify signal; construct new rail crossing.	Roads and Bridges	\$7,653,600	2018
10834	Hillsboro	28th Avenue	Main Street	Light Rail	Widen street to three lanes with bike lanes and sidewalks.	Roads and Bridges	\$3,986,250	2016
11665	Hillsboro	28th Avenue	Light Rail	25th Avenue	Widen street to five lanes with bike lanes and sidewalks.	Roads and Bridges	\$3,189,000	2016
11366	Hillsboro	Butler Drive	229th Avenue	Cornell Road	Widen street to five lanes with bike lanes and sidewalks.	Roads and Bridges	\$2,126,000	2014
11359	Hillsboro	Cornelius Pass Road Turn Lane	Cornelius Pass Road at Imbrie	Cornelius Pass Road at US 26 Eastbound	Widen northbound Cornelius Pass Road to provide a second right turn lane to US 26 eastbound.	Roads and Bridges	\$1,594,500	2017
11368	Hillsboro	US 26 Westbound Off Ramp	US 26 Westbound	Cornelius Pass Road Southbound	Add second lane on westbound loop off ramp and third southbound approach lane.	Throughways	\$5,315,000	2018
10088	Lake Oswego	Lower Boones Ferry Road	Madrona Street	Lanewood Street	Widen to include bike lanes, sidewalks, and turn lanes.	Roads and Bridges	\$28,701,000	2019
10109	Milwaukie	Kellogg Creek Bike/Pedestrian Bridge	Lake Road	Kronberg Park	Construct bike/pedestrian overpass over Kellogg Creek in conjunction with light rail bridge.	Active Transportation	\$2,700,000	2015

## Completed 2014 RTP Projects

*Projects are listed alphabetically by nominating agency.*

*The projects were funded through a combination of private development and local, state and federal funds.*



2014 RTP ID	Nominating Agency	Project Name	Start Location	End Location	Description	RTP Investment Category	Estimated Cost (2016 dollars)	Year completed
10405	Multnomah County	Multnomah County Pedestrian Improvements	Multnomah County	N/A	Install pedestrian improvements, including marked crossings, lighting, and sidewalks.	Active Transportation	\$2,062,220	2014-16
11360	Multnomah County	Sellwood Bridge Replacement	SE Tacoma St.	OR 43	Replace Sellwood Bridge and Improve connection at the west end (OR 43) of the Sellwood Bridge.	Roads and Bridges	\$373,963,400	2017
10411	Multnomah County	Burnside Bridge Rehabilitation - Phase 1	Burnside Bridge	N/A	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic retrofit.	Roads and Bridges	\$26,575,000	2019
10410	Multnomah County	Broadway Bridge Rehabilitation 1	Broadway Bridge	N/A	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic retrofit.	Roads and Bridges	\$24,130,100	2018
11298	Multnomah County	Cornelius Pass Road Safety Improvements - TSM	US 30	Washington County line	Implement system management improvements recommended in FHWA Safety Audit; including targeted shoulder widening, new/additional guard rails.	Roads and Bridges	\$6,378,000	2019
10387	Multnomah County	Arata Road Active Transportation and Reconstruction	223rd Avenue	238th Avenue	Construct to 3 lane collector standards with center turn lane/median, sidewalks, and bicycle lanes.	Roads and Bridges	\$4,783,500	2018
10404	Multnomah County	Beaver Creek Culvert Replacement	Troutdale Road	Cochran Road	Replace culverts with fish friendly structures allowing for passage to federally designated endangered species.	Roads and Bridges	\$2,657,500	2017
10398	Multnomah County	Wood Village Boulevard Extension	Arata Road	Halsey Street	Construct new extension of Wood Village Blvd as a major collector with 2 travel lanes, center turn lane/median, sidewalks and bicycle lanes.	Roads and Bridges	\$1,672,099	2014
11349	ODOT	OR 212/224 improvements	82nd Avenue	98th Avenue	Construct 3rd WB lane on OR 212/224.	Roads and Bridges	\$21,260,000	2015
11179	ODOT	I-5 to 99W replacement projects	N/A	N/A	Construct improvements consistent with recommendations from I-5/99W connector process.	Roads and Bridges	\$10,630,000	2010
10869	ODOT	Sunrise Expressway	I-205	122nd Avenue	Construct new limited-access expressway.	Throughways	\$180,710,000	2016
11121	ODOT	I-5 Delta Park Phase 1	Victory Boulevard	Lombard Street	Widen I-5 to 3 lanes and realign ramps.	Throughways	\$53,150,000	2008
11178	ODOT	US 26 at Shute Road interchange improvements	US 26 and Shute Road	N/A	Interchange improvements to improve operations and construct a new westbound-southbound loop ramp to serve Shute Road.	Throughways	\$47,835,000	2016
10863	ODOT	I-84/Troutdale Interchange (Exit 17) Improvements	Troutdale interchange (Exit 17)	N/A	Improve eastbound off-ramp, widen South Frontage Road, improve intersection at Graham Road. Also includes initial reconstruction of west end of interchange (NW Marine Drive).	Throughways	\$34,228,600	2015
10873	ODOT	US 26 Widening	185th Avenue	Cornelius Pass Road	Widen highway to 6 lanes.	Throughways	\$26,575,000	2018
11401	ODOT	I-5 Southbound Auxiliary Lane Extension Lower Boones Ferry to I-205	Lower Boones Ferry entrance ramp	I-205 exit ramp	Extend existing auxiliary lane.	Throughways	\$18,071,000	2018
11398	ODOT	I-205 Northbound Auxiliary Lane I-84 to Killingsworth	I-84 Entrance Ramp	Killingsworth Street exit ramp	Construct an auxiliary lane.	Throughways	\$15,945,000	2018
11123	ODOT	I-5/North Macadam Interchange	I-5/Macadam interchange	N/A	Construct improvements in North Macadam/South Waterfront area to enhance safety and access.	Throughways	\$15,945,000	2013
10865	ODOT	I-205/Airport Way interchange	I-205 and Airport Way		Implement recommendations consistent with I-205/Airport Way Study.	Throughways	\$11,161,500	2012
10874	ODOT	I-5 Delta Park Phase 2 (99W / Denver)	Victory Boulevard	Argyle Street	Construct shared-use paths, rehabilitate, resurface and restripe Denver Avenue for buffered bike lanes, connect SUP to Columbia Slough levee trail.	Active Transportation	\$10,630,000	2015

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2014 RTP ID	Nominating Agency	Project Name	Start Location	End Location	Description	RTP Investment Category	Estimated Cost (2016 dollars)	Year completed
10872	ODOT	Add lane: SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Elligsen Road	I-205	Elligsen Road	Add lane to SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Elligsen Road.	Throughways	\$10,311,100	2011
11400	ODOT	OR 217 Southbound Auxiliary Lane (PE/ROW)	Beaverton-Hillsdale Highway	OR 99W	Design and acquire right-of-way to extend auxiliary lane under overpass at Allen and Denney and reposition ramps for proper merge/diverge.	Throughways	\$10,000,000	2018
11369	ODOT	I-205 Southbound Auxiliary Lane	I-84 eastbound entrance ramp	Stark/Washington Street	Extend existing auxiliary lane.	Throughways	\$9,035,500	2018
11371	ODOT	I-5 Southbound Auxiliary Lane	Lower Boones Ferry exit ramp	Lower Boones Ferry entrance ramp	Extend existing auxiliary lane.	Throughways	\$9,035,500	2018
10875	ODOT	OR 217: Intelligent Transportation System (ITS) Project	US 26	I-5	ITS and variable speed signs throughout corridor.	TSMO/TDM/TOD	\$22,854,500	2014
10214	Port of Portland	N. Lombard Street Multi-modal Improvements	Rivergate	T-6	Widen N Lombard Street to include two travel lanes, a non-continuous center turn lane, medians, bike lanes, sidewalks and planting strips.	Freight access to industry and ports	\$31,890,000	2011
10194	Portland	N. Killingsworth Street Pedestrian Improvements	N Interstate Avenue	MLK Jr. Boulevard	Construct street improvements to improve pedestrian connections to Interstate MAX LRT and to establish a main street character promoting pedestrian-oriented activities.	Active Transportation	\$5,208,700	2015
10257	Portland	SE/NE Grand/MLK Jr. Boulevard Streetscape Improvements	CEID/Lloyd District	N/A	Complete boulevard design improvements including street trees, tree grates, ornamental lighting, and curb extensions.	Active Transportation	\$5,167,663	2014
10300	Portland	N. Prescott Station Area Street Improvements	Prescott Station Area	N/A	Construct improvements to Prescott & Skidmore (Interstate-Maryland) & Maryland (Interstate-Prescott) to provide neighborhood focal point at MAX stations.	Active Transportation	\$5,070,723	2014
11361	Portland	Portland Bike Share Program	Central City	Central City	Launch short-term bike rental program for residents and visitors.	Active Transportation	\$4,985,470	2016
10296	Portland	Killingsworth Street/I-5 Bridge Improvements	N Killingsworth/I-5 Bridge		Improvements to bridge to create a safe and pleasant crossing for pedestrians and bicyclists over I-5.	Active Transportation	\$4,026,750	2012
10248	Portland	South Waterfront District Bicycle and Pedestrian Improvements	South Waterfront	N/A	Implement pedestrian and bicycle district access improvements identified in the North Macadam Framework Plan	Active Transportation	\$3,454,803	2016
11569	Portland	Willamette Greenway Trail/Chimney Park	Chimney Park	Pier Park	Complete portion Segment 2 of North Portland Greenway, adding a bike/ped only bridge over Columbia Boulevard and adjacent connections	Active Transportation	\$2,776,961	2018
10225	Portland	SE 122nd Avenue Sidewalk Infill (Powellhurst/Gilbert Neighborhood)	SE Harold Street	SE Ramona Street/Springwater Corridor Trail	Add missing sidewalks.	Active Transportation	\$2,506,554	2014
10230	Portland	NE/SE Twenties Bikeway	NE Lombard Street	SE Clinton Street	Design & implement bikeway along SE 29th,30th/NE 26th/28th / NE Oregon, Wasco, from SE Clinton to NE Lombard using bike boulevards & bike lanes.	Active Transportation	\$2,444,900	2017
10277	Portland	SW Bertha Boulevard Multi-modal Improvements	Beaverton Hillsdale Highway	Barbur Boulevard	Design and implement bike lanes on missing piece of Bertha Blvd (Vermont-B-H Hwy), construct walkway for pedestrian travel and access to schools (Barbur-B-H Hwy); and improve street to City standards (Vermont-Capitol).	Active Transportation	\$2,237,084	2016
11372	Portland	N. Williams Traffic Safety Operations	N. Winning Way	N. Killingsworth Street	Enhance crossings, buffered bike lanes, traffic calming, new traffic signal, and modifications at existing signals.	Active Transportation	\$1,743,320	2014
10181	Portland	NE/SE Fifties Bikeway	SE Woodstock Boulevard	NE Tillamook Street	Curb extensions, median refuges, signal modifications, and striping changes to create a north-south bicycle boulevard, along various interconnected portions of 52nd-57th streets between NE Thompson and SE Woodstock Boulevard.	Active Transportation	\$1,695,537	2014

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2014 RTP ID	Nominating Agency	Project Name	Start Location	End Location	Description	RTP Investment Category	Estimated Cost (2016 dollars)	Year completed
10227	Portland	SW Stephenson/SW Boones Ferry Intersection	SW Boones Ferry Road	SW Stephenson Street	Improve and signalize the intersection at SW Stephenson and SW Boones Ferry Road.	Active Transportation	\$1,529,223	2014
10200	Portland	NE Killingsworth Pedestrian District	N/A	N/A	Plan and develop improvements to the pedestrian environment including sidewalks, lighting, crossings, bus shelters and benches.	Active Transportation	\$1,491,389	2014
10267	Portland	N. Going, Street Bikeway	N Interstate Avenue	N Basin Street	Design & implement multi-use path.	Active Transportation	\$816,384	2014
10297	Portland	Spokane & Umatilla, SE (7th - Tacoma Overcrossing): Bikeway	SE 7th Avenue	Tacoma Street Overcrossing	Implement bike boulevard improvements.	Active Transportation	\$372,847	2013
11563	Portland	Southwest In Motion Active Transportation Strategy	SW Portland	N/A	Develop 5-year active transportation strategy for all of Southwest Portland. It will incorporate projects in the RTP, Portland Bicycle Plan, Barbur Concept Plan, Southwest Corridor Plan, and community-led Platinum Bicycle Facility Strategy in Southwest Portland.	Active Transportation	\$318,830	2018
11413	Portland	East Portland Access to Employment and Education	N/A	N/A	Sidewalk improvements for access to transit and safety, efficiency and comfort improvements for transit.	Active Transportation	\$3,720,500	2019
10192	Portland	Division Streetscape and Reconstruction	SE 6th Avenue	SE 39th Avenue	The project will design and build streetscape and transportation improvements and complete base repair and pavement reconstruction.	Roads and Bridges	\$6,216,568	2015
10202	Portland	102nd Avenue Gateway Plan District Multi-modal Improvements, Phase II	NE Glisan Street	SE Stark Street	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle lanes.	Roads and Bridges	\$2,338,600	2014
10245	Portland	Steel Bridge, NE (East Ramps): Seismic Retrofit	Steel Bridge	N/A	Seismic retrofit.	Roads and Bridges	\$1,491,389	2009
10239	Portland	11th/12th/Railroad Crossing, SE (West of Division): Intersection Improvements	Railroad Crossing	12th Avenue	Reconstruct intersection to upgrade traffic signalization and establish bike and pedestrian routes.	Roads and Bridges	\$596,556	2015
10236	Portland	Water Avenue, SE (Caruthers - Division Pl): Street Extension Phase II	Caruthers Street	Division Place	Provide new roadway connection with sidewalks, bike lanes, landscaping, access to Willamette Greenway, & reconstruction of existing roadway.	Roads and Bridges	\$430,638	2015
11558	Portland	Inner Burnside Safety Improvements	E 16th Avenue	E 32nd Avenue	Safety improvements including improved crossings, left turn pockets and improved signal timing.	Roads and Bridges	\$132,875	2017
11091	Portland	Columbia Boulevard/I-205 Interchange: SB On-Ramp Improvement	Columbia Boulevard	N/A	Expand the on-ramp to three lanes, including for truck/HOV.	Throughways	\$797,250	2014
11192	Portland	Streetcar Planning/ Alternatives Analysis	City of Portland	N/A	This project will perform follow up and alternatives analysis of the Streetcar System Plan (SSP) for up to three of its highest rated corridors.	Transit	\$6,643,750	2015
10177	Portland	South Waterfront Portland Streetcar Extension	SE Water Avenue	SW Moody Street	Construct streetcar extension in South Waterfront.	Transit	\$5,315,000	2015
10249	Portland	South Waterfront Transit Improvements	South Waterfront	N/A	Implement transit improvements identified in the North Macadam Framework Plan, including central city transit hub and local bus service improvements.	Transit	\$2,982,778	2016
11201	Portland	SW Columbia & SW Jefferson Bus Pads	SW Naito Parkway	SW 14th Avenue	Build concrete bus pads on SW Columbia and SW Jefferson.	Transit	\$345,475	2015
11206	Portland	I-84 Active Corridor Management Project	I-84	N/A	This project expands real-time traveler information and enables incident management techniques that reduce traveler delay and improve safety on I-84 and parallel facilities, including Powell Boulevard, Glisan Street, and Sandy Boulevard.	TSMO/TDM/TOD	\$1,594,500	2017
11134	THPRD	Westside Trail (Regional) Segment 18	Bronson Creek Trail (Kaiser Ridge Park)	Rock Creek Trail (Kaiser Woods Park)	Design and construct a regional trail multi-use segment in a utility corridor (10'-12' wide paved).	Active Transportation	\$2,843,525	2017



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11214	THPRD	Westside /Waterhouse Trail Connection	Westside Trail @ Westside MAX tracks	southern terminus of Waterhouse Trail @	Design and construct a multi-use regional trail segment (10'-12' wide paved).	Active Transportation	\$1,594,500	2016
11228	Tigard	Tigard Street Heritage Trail	Tiedeman Avenue	Main Street	Construct trail along portion of abandoned rail line.	Active Transportation	\$1,300,000	2018
10759	Tigard	Dartmouth Street Improvements	72nd Avenue	68th Avenue	Widen to 4 lanes with turn lanes and sidewalks.	Roads and Bridges	\$2,657,500	2014
11412	TriMet	Barbur-99W Corridor Safety and Access to Transit	Portland	Sherwood	Improving bus stops, constructing sidewalks, enhancing crossings, installing signal priority and transit operations improvements on and connecting to Barbur-99W between Portland and Sherwood.	Active Transportation	\$3,832,115	Obligated 2016 (Transferred to ODOT)
11414	TriMet	Powell-Division Corridor Safety and Access to Transit	Portland	Gresham	Priority improvements for safety, access to transit and transit operations in the Powell and Division corridors, with current TriMet Frequent Service lines and a designated regional High Capacity Transit development corridor.	Active Transportation	\$2,976,400	Obligated 2016 (Transferred to ODOT)
11415	TriMet	OR 8 Corridor Safety and Access to Transit	110th Avenue (Beaverton)	209th Avenue (Hillsboro)	Improve bus stops, construct sidewalks, enhance crossings, and install signal priority on and connecting to OR 8.	Active Transportation	\$1,715,682	Obligated 2016 (Transferred to ODOT)
10901	TriMet	Orange line MAX light rail extension	Portland	Milwaukie	Extend MAX light rail from Portland to Milwaukie.	Transit	\$1,589,185,000	2015
11591	TriMet	TriMet Electronic Fare System	Region-wide	Region-wide	Development of protocol specifications for and installation of eFare system.	Transit	\$31,890,000	2017
11410	TriMet	Positive Train Control	Region-wide	Region-wide	Installation of PTC system.	Transit	\$8,716,600	2018
10899	TriMet	WES Washington County Commuter Rail Railcar Purchases	Washington County	N/A	Purchase 2 WES railcars to increase service capacity.	Transit	\$8,504,000	2017
10916	TriMet	Bus Improvements: SE McLoughlin to Oregon City and Clackamas Community College	McLoughlin Boulevard	N/A	Bus improvements along McLoughlin Blvd in Milwaukie, Gladstone, Oregon City, and Clackamas Community College to improve access in corridor and connect to Orange line MAX extension.	Transit	\$6,378,000	2015
10926	TriMet	Transit dispatch center upgrade	Region-wide	N/A	Upgrade transit dispatch center to accommodate increasing operating complexities.	Transit	\$4,252,000	2015
11037	TriMet	Merlo bus operating base expansion	Washington County	N/A	Pave graveled property for bus parking expansion.	Transit	\$1,063,958	2011
11032	TriMet	Ruby Junction light rail operating base expansion	Gresham	N/A	LRV maintenance and storage facility, including expansion on west side of Eleven-Mile Avenue. Capital cost is included in Orange line MAX extension project (#10901).	Transit	<i>included in other project costs</i>	2015
11038	TriMet	Center Street bus operating base expansion	Multnomah County	Clackamas County	Includes upgrades to bus facilities and responses to some changes needed to accommodate Orange line MAX extension. Capital cost is included in Orange line MAX extension project (#10901).	Transit	<i>included in other project costs</i>	2015
10729	Tualatin	Loop Road	Martinazzi	Boones Ferry	Construct street from Tualatin-Sherwood to Boones Ferry Rd to Martinazzi, including improved intersection at Nyberg near Fred Meyer entrance.	Roads and Bridges	\$2,618,169	2015
10728	Tualatin	Boones Ferry Road ITS Improvements	Tualatin-Sherwood Road	Ibach Street	Interconnect six traffic signals.	TSMO/TDM/TOD	\$82,914	2014
11467	Washington County	Fischer Road Interim Bike and Pedestrian Improvements	131st Ave	OR 99W	Add sidewalks, bike lanes, lighting, and turn lanes at major intersections.	Active Transportation	\$4,868,540	2017
11240	Washington County	Murray Boulevard Bikelane & sidewalk	Farmington Road	Tualatin Valley Highway	Construct a six-foot wide bike lane on west side of Murray Boulevard, replace existing asphalt path with six-foot wide concrete sidewalk & five-foot wide planting strip, and move railroad equipment.	Active Transportation	\$3,082,700	2018
11445	Washington County	P15 (Oats) Street Connection	Brugger Road	Springville Road	Build new 2-lane road with sidewalks, bikeway and street lighting.	Active Transportation	\$2,444,900	2017

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11241	Washington County	Evergreen Road Bike Lanes	NW 215th Avenue	Cornelius Pass Road	Construct six-foot wide bike lanes east and westbound & correct vertical alignment.	Active Transportation	\$2,126,000	2017
11235	Washington County	Walker Road Improvements	Murray Boulevard	OR 217	Widen street to four lanes with turn lanes, intersection treatments, bike lanes, sidewalks, street lighting and storm drainage.	Roads and Bridges	\$35,079,000	2018
10736	Washington County	124th Avenue Extension	Tualatin-Sherwood Road	Grahams Ferry Road	Extend new road to facilitate development of industrial lands and grade separate rail crossing south of Tonquin Road.	Roads and Bridges	\$33,000,000	2018
11234	Washington County	Walker Road Improvements	173rd Avenue	Murray Boulevard	Widen street to five lanes with bike lanes and sidewalks.	Roads and Bridges	\$17,645,800	2019
11437	Washington County	Oleson Road Bridge	North of Fanno Creek	South of Fanno Creek	Bridge replacement.	Roads and Bridges	\$6,165,400	2017
11447	Washington County	Baseline Road Improvements	197th Avenue	Lisa Drive	Eastbound: Widen to five lanes with bike lanes and sidewalks.	Roads and Bridges	\$4,889,800	2017
11444	Washington County	Joss Road Extension	Shackelford Road	existing terminus	Extend Joss Road to Road A to serve development of North Bethany area.	Roads and Bridges	\$4,358,300	2018
10708	Washington County	Roy Rogers Road / Tualatin-Sherwood Road	Langer Farms Parkway	Borchers Drive	Widen road to five lanes to include two westbound through lanes, OR 99W intersection improvements to help the signal function efficiently and add bike facilities. Construction will commence upon resolution of the pending LUBA appeal.	Roads and Bridges	\$2,019,700	2018
11453	Washington County	Jackson School Road	Meek Road	Scotch Church	Realign intersection and construct a roundabout.	Roads and Bridges	\$1,063,000	2017
10130	Wilsonville	Kinsman Road Extension	Barber Street	Boeckman Road	Extend 3 lane street with sidewalks and bike lanes.	Freight access to industry and ports	\$6,451,347	2018
10153	Wilsonville	Barber Street Extension	Kinsman Road	Villebois Village	Extend 3 lane street with sidewalks and bike lanes.	Roads and Bridges	\$9,460,700	2015
10131	Wilsonville	Tooze Road Improvements	Grahams Ferry Road	110th Street	Widen street to 3 lanes and add bike/pedestrian connections to regional trail system.	Roads and Bridges	\$4,039,400	2019
11488	Wilsonville	Boones Ferry Road/Commerce Circle/95th Avenue	Commerce Circle	95th Avenue	Intersection improvements and access control.	Roads and Bridges	\$1,063,000	2012
						<b>Total</b>	<b>\$3,150,601,240</b>	



# Meeting minutes

Meeting: **Transportation Policy Alternatives Committee (TPAC)**

Date/time: Friday, August 25, 2017 | 9:30 a.m. to noon

Place: Metro Regional Center, Council chamber

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## **Members Attending**

Tom Kloster, Chair  
Karen Buehrig  
Chris Deffebach  
Lynda David  
Judith Gray  
Nancy Kraushaar  
Katherine Kelly  
Don Odermott  
Eric Hesse  
Tyler Bullen  
Glenn Koehrsen

## **Affiliate**

Metro  
Clackamas County  
Washington County  
SW Washington Regional Transportation Council  
City of Portland  
City of Wilsonville and Cities of Clackamas County  
City of Gresham and Cities of Multnomah County  
City of Hillsboro and Cities of Washington County  
TriMet  
Community Representative  
Community Representative

## **Alternates Attending**

Jessica Berry  
Jon Makler  
Mike Coleman

## **Affiliate**

Multnomah County  
Oregon Department of Transportation  
Port of Portland

## **Members Excused**

Joanna Valencia  
Kelly Brooks  
Dave Nordberg  
Michael Williams  
Phil Healy  
Rachael Tupica  
Charity Fain  
Heidi Guenin  
Patricia Kepler  
Alfred McQuarters

## **Affiliate**

Multnomah County  
Oregon Department of Transportation  
Oregon Department of Environmental Quality  
Washington State Department of Transportation  
Port of Portland  
Federal Highway Administration  
Community Representative  
Community Representative  
Community Representative  
Community Representative

## **Guests Attending**

Nicole Hendrix  
Talena Adams  
Bob Kelleff  
Zoe Monahan  
Kari Schlosshauer  
Dwight Brashear  
April Bertelsen  
Bob Hillier

## **Affiliate**

SMART/ City of Wilsonville  
Oregon Department of Transportation  
City of Portland, Bureau of Transportation  
City of Tualatin  
Safe Routes to Schools National Partnerships  
SMART/City of Wilsonville  
City of Portland, Bureau of Transportation  
City of Portland

## **Metro Staff Attending**

Ted Leybold, Project & Resource Dev. Manager  
Tim Collins, Senior Transportation Planner

Kim Ellis, Principal Transportation Planner  
Ken Lobeck, Senior Transportation Planner

**1. Call to Order, Declaration of a Quorum and Introductions**

Chair Kloster called the meeting to order at 9:30 a.m. and declared a quorum was present. Member and guest introductions were made.

**2. Comments From the Chair and Committee Members**

- ***Draft RTP Constrained Revenue Forecast Report (Ken Lobeck)*** Lobeck provided an update on the 2018 Regional Transportation Plan (RTP) Constrained Revenue Forecast. Metro had planned on presenting the first draft of the forecast at this time, but with the passage of HB 2017, ODOT staff and Metro are still working through implications of expected revenue forecasts assumptions, with further review and updates needed. In the memo presented, Lobeck highlighted several of the next steps being taken to fully assess the impacts of HB 2017 on the RTP Constrained Revenue Forecast.
- Evaluate if the proposed gas tax increase could impact and change any of the local revenue assumptions:
  - Send out the agency local revenue templates to determine if HB 2017 has any impact upon their local revenues
  - Request all local agencies to review their local revenues and consider if changes are needed especially to the gas tax generated revenues
  - Update the local revenue templates and determine county level totals will have any significant increases
- Convene the ODOT Long Range Funding Assumptions (planned for October 2017) to determine the needed changes and/or updates to the revenue tables
- Plan on developing and providing the revised constrained revenue forecast to TPAC during January 2018
- ***HB 2017-10 Implications for MPO Activities (Tyler Frisbee)*** Agenda item tabled.

**Comments from Committee Members** Eric Hesse reported on TriMet applying for Federal Discretionary Grant Program funding for their Bus & Bus Facilities grant program, with the grant request for the Powell Blvd. Garage expansion. Part of the RTP, this expansion of the transit program would allow for articulated bus service and future growth with facility updates. Dwight Brashear, SMART, added they also are applying for grant funds for five current bus replacements.

**3. Citizen Communications on Agenda Items** There were no comments.**4. Consideration of TPAC Minutes for July 28, 2017**

**MOTION:** To approve the minutes of July 28, 2017 as presented.

Moved: Glenn Koehrsen                      Seconded: Eric Hesse

**ACTION:** Motion passed unanimously, with one abstaining: Jessica Berry.

**5. MTIP Formal Amendment 17-4830**

Ken Lobeck presented information on the proposed MTIP Formal amendment 17-4830. The August 2017 Formal MTIP amendment bundle contains required changes and updates to two urgent HB2017 projects that affect ODOT, the 2018 STIP, the 2018 MTIP, and the implementation of HB2017.

Highlights of the required changes include:

- **New Project Addition: I-205 Corridor Bottleneck Project**
- Expanded name: I-205 Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck CBOS and ATMS Project

- **Description & Impact:** Tied to the implementation of HB2017 with a delivery condition that triggers the gas tax increases stipulated in the HB2017. The project will implement approved strategies from the Corridor Bottleneck Operations Study (CBOS) which primarily includes construction of NB auxiliary lane segments on I-205 from Powell Blvd NB to EB I-84 also including various ramp work improvements. The project also will implement Active Transportation Management system (ATMS) improvements (Intelligent Transportation type scope elements) along NB and SB I-205 from Johnson Creek to the Glenn Jackson Bridge.
- **Programming Total:** \$30.7 million
- **New Project Addition:I-205 Paving Project**
- **Description and Impact:** this project is a major non-capacity scope element to the I-205 corridor Bottleneck project. ODOT decided the project should be called out separately as a stand-alone project from the CBOS and ATMS portion.
- **Programming Total:** \$5 million

Staff is requesting a TPAC approval recommendation of resolution 17-4830 to JPACT enabling the two new projects to be added to the new 2018-21 MTIP allowing final approval to then occur from USDOT allowing a Preliminary Engineering Notice to Proceed (NTP) to occur before the end of October 2017.

Comments from the committee:

- Jon Makler agreed with the report from Lobeck. The two new projects in this amendment are immediately needed in response to HB2017 as our regional projects to keep the state package moving forward and have requirements met with STIP and MTIP qualifications. Because the projects in HB 2017 will be closely scrutinized, it was advised that jurisdictions review carefully.
- Chris Deffebach asked for clarification on the bundling of these two projects, and if there was some sequencing planned for the rest of the project list. OTC did not act on the full bundle of projects as it had specifics to be worked out first. But to meet the timeline for these new projects, action must be made, with future significant projects forthcoming next month. In response to a question on public comment periods, OTC is working with their records office to update lists of projects for matching streamlined commentary periods.
- Nancy Kraushaar asked for a spelling correction to the name “Abernethy”, who was in important figure in Oregon’s history. This will be corrected in future communications. Kraushaar asked where the I-205 paving went, since it was taken out of this project. Lobeck explained the paving is still part of the overall CBOS project, but was taken out for a separate timing consideration as OTC did not approve it yet. In September, it is expected to be approved with funding.
- Karen Buehrig asked for clarification on the differences with public comment periods, such as MTIP, STIP, notifications, and if there was any guidance on gaining helpful comments with public comments. Jon Makler stated that project specific questions ODOT staff could respond to, but with comments related to how government spends investment funds, with MPO actions taken on the authorization of funds and how projects are prioritized, as well as the timing and length of projects in specific periods, these comments would be directed to MPO’s. Chair Kloster added that a major public outreach on the RTP will be coming in six months where comments on the mix of projects might be helpful.

Following discussion,

**MOTION:** To approve recommendation to JPACT of Resolution 17-4830 as summarized:

1. **Modify draft Resolution 17-4830 to include the \$10 million for the PE phase for ODOT’s I-205: Stafford Rd to OR99E project**
2. **Correct and update supporting documentation**
3. **Delete the I-205 Paving project as part of the September 2017 Formal MTIP Amendment**

4. **Extend the 30 day public notification/opportunity to comment period out to 9/25/2017**
5. **Provide an approved recommendation of the modified Resolution 17-4830 to include two total projects affecting ODOT:**
  - a. **I-do5 CBOS-ATMS project (add full project)**
  - b. **I-205: Stafford Rd – OR99E (add \$10 million HB2017 funding to PE phase in 2018)**

Moved: Judith Gray

Seconded: Don Odermott

**ACTION: Motion passed unanimously.**

#### **6. 2021-24 STIP Process and Comment Letter**

Ted Leybold provided an overview of the 2021-2024 State Transportation Improvement Program (STIP), including the allocation of expected 2021-24 revenues to funding programs and projects, and implications for the Portland Metro region. Staff is requesting recommendation to JPACT on submitting a comment letter to the Oregon Transportation Commission (OTC) regarding the forecast and allocation of ODOT administered funds.

In efforts to prepare for the next cycle of allocating federal funding, ODOT and OTC will be discussing questions on what level of federal funding should be assumed for fiscal years 2021-2014, and how the state should allocate funds among the different transportation funding allocation program categories. Action from the OTC at its November meeting is expected that will establish the funding levels to the allocation programs for federal fiscal years 2022-2014.

In the 2018-2021 STIP, the OTC approved an assumption federal funding revenue would decrease by 10%. This assumption was based on not having a federal transportation reauthorization in place to address issues of funding dedicated to the highway trust fund not meeting current expenditure levels. This forecast has led to situations during the STIP cycle where unexpected revenues become available, but due to project delivery and timing restrictions, ODOT must then make hurried recommendations with limited stakeholder engagement as to where to place the unexpected revenues or risk losing federal funds.

The Portland metropolitan region urges the following actions be taken by the OTC:

- 1.) Request ODOT staff to develop a supplemental modest federal funding growth scenario for consideration by the OTC as part of the 2021-2024 STIP development process. This modest growth scenario could reflect the historical moderate growth trend of federal funding for transportation;
- 2.) Provide direction to ODOT staff to develop a process, supported by a policy analysis of options, for allocating any additional increment of funds represented by the modest federal growth forecast or for other unexpected, new, or surplus revenue to the different ODOT funding programs. The process should include stakeholder engagement, allowing for the ACTs, Regional Solutions Groups, and MPO's to provide input on priorities for each funding program; and
- 3.) Invite MPO leadership to engage directly with the OTC at their retreat planned for October 2017, where a number of these items will be discussed as part of the 2021-2024 STIP process. This is to allow for consideration of how ODOT administered funding allocation decisions can account for regional planning objectives and for coordination with MPO, transit and local agency funding allocation processes within metropolitan areas.

Metro staff seeks TPAC recommendation to JPACT to submit the draft comment letter presented in the meeting packet to the OTC at its September meeting.



Comments from the committee:

- Mike Coleman asked if the other Oregon MPO's were making the same requests. Leybold reported that Lane County was, but did not know if others had formally considered this. Asked if Washington State MPOs were considering similar action steps, this was not known yet.
- Karen Buehrig was concerned that the language in the draft letter to OTC was not strong enough when addressing our input representing Region 1 ACT. It was felt JPACT should speak with a strong, critical voice on this issue. Buehrig asked who was represented at the OTC retreat. Jon Makler reported this was an annual retreat with the chairs of each regional ACT invited. Part of the duty of each region ACT chair is to bring forward interests in the discussion, including MPOs.
- Chris Deffebach agreed on the importance of being prepared for project funding. It was felt advantageous to have Region 1 ACT with the ability to get influence with OTC. Discussion was held on how these recommendations are brought forward to OTC. Working through ACT chairs on endorsed MPOs was considered the most favorable proposal.
- Eric Hesse commented on the process of projects to be developed with the second forecast and what makes funding available beyond certain projected revenues. Ted Leybold reported that OTC could handle program allocations with forecasts, but if more revenue became available, MPOs had no opportunity of targeting programs without process input on priorities with funding programs. Jon Makler clarified that ODOT funded 150% of the enhanced project list and had policy in place for next projects.
- Tyler Bullen asked how ODOT arrived at the 10% reduction assumption. Jon Makler explained that a set of tables were presented to OTC with different funding scenarios based on reasonable assumptions. This assumption was based on not having a federal transportation reauthorization in place to address issues of funding dedicated to the highway trust fund not meeting current expenditure levels. To Bullen's question on the downside of the two plans, Makler reported going beyond having a list of projects could provide a policy based decision for enhanced projects that MPO focus could fund that were transparent and project ready.
- Judith Gray agreed on the importance of JPACT role in this decision. Clarification was asked on this being a one policy action working from the enhanced project list. Ted Leybold reported on how OTC might expect to look at the discussion with different allocations and if forecasts for possible extra funds had been planned. Policy direction for discretionary funds would address project lists in Region 1 different ODOT funding programs.
- Katherine Kelly agreed on the Federal funding tied to MPO input for policy discussion. Also significant would be the request for funding in different categories for project delivery.

**MOTION: For TPAC to recommend to JPACT consideration of the 2021-24 STIP Comment Letter that addresses federal funding scenario and program funding levels.**

Moved: Eric Hess

Seconded: Katherine Kelly

Discussion: Karen Buehrig asked for an amendment to the motion that JPACT work with the Region 1 ACT on these issues. Chris Deffebach asked for a second amendment that would clarify the purpose of the letter of OTC upstream policy conversation, and include a staff report with the letter to OTC as well.

**ACTION: Including amendments, motion passed with one abstention; Jon Makler.**

## **7. 2018 RTP Call for Projects Update**

Kim Ellis shared an update on the 2018 Regional Transportation Plan Call for Projects and next steps. Ellis thanked everyone for their help with project data submitted, and referred to two handouts – an infographic that summarizes the projects submitted and a timeline for evaluating and refining the draft

RTP Investment Strategy. Ellis noted that more than 1,000 projects were submitted, which were adopted through a public process, of which one-quarter of them are new to RTP in 2018 reflecting new projects from recently completed planning efforts and local transportation plans updates. In addition, of more than 1,200 projects listed in the 2014 RTP, more than 100 have been built or will be completed in 2019 for a total of more than \$3 billion invested in the greater Portland region from 2014-2019.

Ellis explained reminders are being sent to agencies to submit public involvement checklists and pilot project evaluation worksheets as soon as possible – the deadline was August 25. Ellis explained preliminary system and equity evaluation results are expected in late October/early November. The findings will be reviewed with TPAC, MTAC and RTP work groups to inform recommendations on potential refinements to the project lists in spring 2018. In January, Metro will ask the public to weigh in on the draft project lists and evaluation's key findings. In February, the Metro Council and regional policy advisory committees will begin discussion on findings, updated policies and funding information, and public input to provide direction on refinements to project priorities. In March and April, cities and counties, TriMet, ODOT and other agencies will work together to recommend additional refinements to project priorities.

#### Comments from the Committee:

- Nancy Kraushaar questioned the proportion on the pie chart - the cost labels for Road & Bridges and Highways appear to be reversed. Ellis noted that would be corrected. Kraushaar stated her appreciation of the Metro staff for their dedicated work on the project with partner and agencies input.
- Katherine Kelly commented on the infographic as being helpful. She asked where the 26% new projects to RTP came from. Ellis explained that it was a combination of projects that changed in scope from 2014 RTP, new projects from recently completed Transportation System Plan updates and other planning efforts, and identification of potential enhanced transit corridor projects.
- Chris Deffebach asked if the \$3.5 billion spent on projects was known. Ellis noted some larger cost projects included the Sunrise Expressway, Sellwood Bridge Replacement and MAX extension to Milwaukie. A full list and map showing the location of all of the completed investments was under development and would be shared at a future meeting.
- Judith Gray asked if whether there were two evaluations being mentioned in the TPAC work program: the system evaluation and the pilot project evaluations. Ellis reported that the pilot project evaluations would be first discussed at a joint TPAC/MTAC workshop tentatively scheduled for Oct. 30, and the system evaluations listed in the TPAC work program for November would be sharing results of the system and equity evaluations. Gray asked how the Transportation House Bill this year would impact these projects. Ellis reported that a final constrained forecast would be needed before the project refinement period, likely March/April 2018. Ellis will provide a draft project list and findings from project analysis at future TPAC meetings.
- Glenn Koehrsen commented on the \$2.6 billion in active transportation projects submitted for evaluation and public review seemed high in comparison to investments submitted for roads, bridges and highways. Ellis and Chair Kloster reported that in terms of completing regional transportation system, a range of investments across the region were identified by each city and county, as well as ODOT, TriMet, the Port and others for project submissions.
- Karen Buehrig commented on the pilot project evaluations, suggesting it would be good to see an outline of future discussions on this topic to ensure adequate time for partners to give feedback. She encouraged scheduling meetings and being ready to bring this information to TPAC. Ellis agreed and encouraged members to send their comments now to help staff form an outline of policy and technical comments and an approach for addressing them. TPAC and MTAC can then have an informed conversation and make recommendations on potential refinements.



At 11:00 a.m. Chair Kloster left the meeting. Vice Chair Ted Leybold replaced Kloster as Chair for the remainder of the meeting.

## **8. Regional Over-Dimensional Truck Route Study**

Bob Hillier, City of Portland Bureau of Transportation, presented results from the Regional Over-Dimensional Truck Route Study. The Portland Freight Master Plan and the Regional Freight Plan both identify the need to plan for the efficient movement of over-dimensional freight vehicles within and through the metro region. The City of Portland, ODOT, Metro, Clackamas, Multnomah and Washington Counties entered into an inter-governmental agreement to prepare a Regional Over-Dimensional Truck Route Study for the three county metro region. These partner agencies formed the Project Management Team for this study which was funded through Metro's Regional Flexible Funding Program.

### **Key Project Elements:**

- Project timeline: Initiated in Fall 2015 and completed in Spring 2017
- Stakeholder Involvement: Hauling industry representatives and local permitting agency staff provided strategic input during the project duration.
- System Inventory: Identifies 34 strategic over-dimensional truck corridors in the Metro region and the most common load type and dimensions.
- System Constraints: Identifies existing constraints and physical barriers located along each corridor (primarily bridge structure height or weight limitations)
- Solutions and Recommendations: Recommends capital project solutions for identified constraint and approximate cost range based on engineering factors.

Hillier gave examples of several of the City of Portland recommended capital improvements identified from the study; NE Columbia Boulevard UPRR Bridge Underpass, NE Columbia Boulevard George Middle School Pedestrian Bridge, and North Portland Road Columbia Slough Bridge, among them. On July 19, 2017, Portland City Council adopted the Regional Over-Dimensional Truck Route Study as a strategy for improving the movement of over-dimensional freight in the City of Portland and to include the project recommendations in the next Transportation System Plan update.

### **Comments from the Committee:**

- Tyler Bullen asked if the two projects on Columbia Boulevard prevent them from being identified as main priority truck streets. Hillier reported that they are identified as priority truck routes and on the National Freight Route. Truck routes through North Portland are desired to be designated as inter-jurisdictional transfer status and with the study the process for making them happen in this direction is possible.
- Mike Coleman asked what alternate routes could be taken with height restrictions, if to avoid Columbia Boulevard. Hillier reported that US 30B west of I-5 already has this capacity, and with the study identifying more capital projects that address these issues, they can direct attention to them.
- Jon Makler reported that the City of Portland was undertaking a TGM project for the Columbia Mobility Corridor that parallels this study to identify high priority freight needs. All modal needs identified in the region will help MPOs create and design a full set of projects and connections.

## **9. Enhanced Transit Corridors**

April Bertelsen from the City of Portland started the presentation on Enhanced Transit Corridors. The Portland Bureau of Transportation (PBOT) is leading a planning process in coordination with TriMet to develop the Enhanced Transit Corridors Plan. This plan will help identify where transit priority, streamlining, and access treatments could be most beneficial on the planned TriMet Frequent Service network within the City of Portland.

Characteristics of Enhanced Transit include increased capacity, reliability and transit travel speed, moderate level of capital and operational investment, flexible and context sensitive, and can be deployed relatively quickly.

Portland's ETC Plan Goals (TGM grant)

- Increase transit ridership and improve experience of current riders
- Support planned growth consistent with the 2035 Portland Comprehensive Plan
- Define and identify "Enhanced Transit Corridors"
- Establish a program with clear and objective operational performance measures and thresholds to define what success looks like
- Guide prioritization of capital and operational investments to achieve success

Utilizing the 20 Toolbox applications to evaluate and monitor project plans for reliability, transit speed and dwell time, initial evaluations on criteria and measures will help provide data with:

- Ridership: Average Existing Weekday Transit Trips
- Reliability: Delay due to traffic congestion
- Transit Speed: Where buses are slower all day
- Dwell Time: When the doors are open at bus stops
- Equity: Higher number of People of Color, Low Income, Limited English Proficiency
- Growth: Forecasted increase in population and jobs

Next steps planned for the ETC include testing with the toolbox in select corridors and identify potential actions and investments, more public outreach in fall 2017, and return to City of Portland Council with recommendations to adopt a plan and establish an Enhanced Transit Program.

Eric Hess with TriMet added to the presentation. Hess explained that defined Enhanced Transit as a new service in RTP that proposes model speed and attractiveness between BRT and regular bus service for bus-based projects. Applied methodology developed in ECT Plan to regional candidate corridors (current and planned Frequent Service Network) will help identify areas of potential need.

It was emphasized that the Enhanced Transit System was a learning process for regional concepts with tools to bring the broader system. Additional modeling assumptions findings, best lessons learned, and coordination with agency projects will provide high productivity on the frequency lines, and the most benefit with capital investments.

Next steps:

- Finalize ETC Plan and share learning with regional partners to help prioritize candidate projects for further refinement
- Identify opportunities for supporting closer looks to refine scope and cost estimates for priority candidate projects
- Define policy and process for advancing refined projects; Regional vs. Local projects (Federal funds/System Expansion Policy); Link between capital and service investments

Comments from the Committee:

- Glenn Koehrsen commented on the need to think of Portland not the entire region for transit coverage. It was agreed that getting people to transit centers was critical with urban and rural rider areas designed to transit. Hess agreed and reported that this plan addresses transit outside urbanized areas of the region.

- Chris Deffebach commented on the additional transit projects in the Seattle area, much like the discussion with Enhanced Transit Projects for Metro, and support for further discussions on allocated funds and services.

#### **10. Adjourn**

There being no further business, meeting was adjourned by Vice Chair Leybold at 12:05 p.m.

Meeting minutes respectfully submitted by,  
Marie Miller  
Planning and Development, Metro

Attachments to the Public Record, TPAC meeting, August 25, 2017

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	8/25/17	8/25/17 TPAC Agenda	082517T-01
2	Work Program	08/17/17	2017 TPAC Work Program	082517T-02
3	Memo	08/15/17	To: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead Re: 2018 Regional Transportation Plan (RTP) Constrained Revenue Forecast Update	082517T-03
4	Meeting Minutes	07/28/17	07/28/17 TPAC Meeting Minutes	082517T-04
5	Resolution, Exhibit A, Memo and Attachments	08/18/17	Resolution NO. 17-4830 MTIP Formal Amendment Exhibit A to Resolution: 2018-21 MTIP Program Memo: Staff Report on August 2017 MTIP Formal Amendment plus Approval Request of Resolution 17-4830 Attachment 1: Project Location Map Attachment 2: CBOS-ATMS Staff Report, OTC Approval Letter Attachment 3: I-205 CBOS-ATMS Maps	082517T-05
6	Memo and attachment	08/25/17	To: TPAC and Interested parties From: Grace Cho, Ted Leybold, Tyler Frisbee Re: 2021-2024 STIP – Federal Funding Scenario and Program Funding Levels Attachment 1: 2021-24 STIP Comment Letter	082517T-06
7	2018 RTP Call for Projects	08/25/17	2018 Regional Transportation Plan Call for Projects Handout 2018 Regional Transportation Plan Scheduled and Timeline for Building the 2018 RTP Investment Strategy	082517T-07
8	Project Summary and Study Map	08/14/17	Regional Over-Dimensional Truck Route Study Project Summary Regional Over-Dimensional Truck Corridors Map	082517T-08
9	Enhanced Transit Corridors Plan and Map	08/25/17	Enhanced Transit Corridors Plan Toolbox Applicability Matrix Regional Proposed Enhanced Transit Corridors Variability in Operating Speeds Map	082517T-09
10	Presentation	08/25/17	August 2017 MTIP Formal Amendment & Approval Request of Resolution 17-4830	082517T-10
11	Presentation	08/25/17	Regional Over-Dimensional Truck Route Study	082517T-11
12	Presentation	08/25/17	Enhanced Transit Corridors	082517T-12

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR AMENDING	)	RESOLUTION NO. 17-4844
EXISTING PROJECTS TO THE 2018-21	)	
METROPOLITAN TRANSPORTATION	)	Introduced by: "Chief Operating Officer
IMPROVEMENT PROGRAM TO ADD AND	)	Martha Bennett in concurrence with
AMEND MULTIPLE NEW HB2017 AWARDED	)	Council President Tom Hughes"
PROJECTS, PLUS TO ADD OR AMEND 2018	)	
MTIP PROJECTS THAT REQUIRE	)	
IMPLEMENTATION CORRECTIONS (SP17-02-	)	
SEP)	)	

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, House Bill 2017 provides additional funding for projects named in the bill and for bridge, pavement, culvert, seismic and safety projects, plus represents Oregon's new long range transportation program; and

WHEREAS, the Oregon Transportation Commission approved all 115 HB2017 named, programmatically funded, and directed/conditioned projects during their September 22, 2017 meeting; and

WHEREAS, HB2017 identifies a total of thirty-one named, programmatically funded, and directed/conditioned projects in ODOT Region 1 representing a transportation funding investment of approximately \$337 million for the region between 2018 and 2023; and

WHEREAS, out of the thirty-one projects in Region 1, twenty-three fall within the Metro MPO boundary area representing a HB2017 transportation funding investment of approximately \$312 million that consist of Preservation, Bridge maintenance/rehab, Interstate Maintenance, and Freight projects; and

WHEREAS, thirteen of a total of twenty-three HB2017 named, programmatically funded, and/or directed/conditioned MPO area projects are now ready to be amended into the 2018 MTIP; and

WHEREAS, two directed/conditioned HB2017 projects that are part of the September 2017 Formal MTIP Amendment are required to immediately add funding for needed Preliminary Engineering activities; and

WHEREAS, the September 2017 Formal Amendment to the new 2018 MTIP also includes several “clean-up” project amendments to ensure the new MTIP and STIP balance and match-up; and

WHEREAS, all amended projects were evaluated against seven MTIP review factors to ensure all requested changes and additions can be accomplished legally through the MTIP amendment process; and

WHEREAS, the MTIP review factors included project eligibility/proof of funding, RTP consistency with the financially constrained element, consistency with RTP goals and strategies, determination of amendment type, air conformity review, fiscal constraint verification, and compliance with MPO MTIP management responsibilities; and

WHEREAS, the MTIP’s financial constraint finding is maintained as all projects proof of funding has been verified; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the September 2017 Formal MTIP Amendment; and

WHEREAS, all projects included in the September 2017 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, TPAC received their notification and recommended approval on September 29, 2017 and approved the amendment recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on October 19, 2017 to formally amend the 2018-21 MTIP to include the September 2017 Formal Amendment bundle consisting of fourteen HB2017 related projects and eight MTIP correction amendments.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2017.

Approved as to Form:

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Tom Hughes, Council President

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Alison R. Kean, Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program  
Exhibit A to Resolution 17-4844



Proposed September 2017 Formal Amendment Bundle Special Formal MTIP Amendment in Support of the new HB2017 Approved Projects & Required Clean-up Project Changes Amendment Type: <b>FORMAL, SP17-02-SEP</b> Total Number of Projects: <b>22</b>			
ODOT Key	Lead Agency	Project Name	Required Changes
List of HB2017 Named Projects being added or amended to the 2018 MTIP Note: The below list of HB2017 projects does not represent the entire list for the Metro boundary area. Additional HB2017 named and awarded projects will be submitted for 2018 MTIP inclusion or amendment through the October and November 2017 formal amendments.			
#1 TBD NEW	ODOT	I-205 Paving Project	Add full new project to the 2018 MTP with funding from HB2017. The project is a subcomponent to the larger HB2017 I-205 CBOS-ATMS project (Approved in the August formal amendment). It will complete required non-capacity rehab/maintenance paving activities at the end of the construction phase.
#2 19763	ODOT	I-84: GRAHAM ROAD BRIDGE REPLACEMENTS (MTIP: Replace bridges #07046 & 07046A)	Cost increase: Adds \$3,000,000 of HB2017 funds to FY 2018 in the construction phase to address construction phase funding needs. Total project cost increases from \$15,394,714 to \$18,394,714. Cost increase = 19.4%. ODOT request is to process as a formal amendment.
#3 TBD NEW	ODOT	<del>Powell Jurisdiction Transfer (Phase I, II, &amp; III)</del> Powell Blvd: I-205 - 176th Multi-Modal Improvements	Add new project that will widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave. Note: Project name is updated from HB2017 name to meet MTIP and STIP requirements.
#4 TBD New	ODOT	OR217: SW 72nd Ave – SW Scholl's Ferry Rd (OR210) NB Auxiliary Lane	Add new HB2017 awarded project to the 2018 MTIP. This amendment will <b>add only the PE phase totaling \$9.4 million</b> . Project was submitted for inclusion in the 2018 RTP. Full project will be added in early FFY 2019. The project's primary scope is to construct an auxiliary lane on NB OR217 from SW 72nd Ave to Scholl's Ferry Rd.
#5 18772	ODOT	OR212: SE RICHEY RD - US26	Add HB2017 awarded funding to prior obligated PE phase. Combine State STP-FLEX and match from Key 18764 into Key 18772.

#6 18764	ODOT	OR212: N Deep Creek Culvert	Canceled project: Key 18764 is being combined into Key 18772.
#7 19355	ODOT	OR212: ROCK CREEK - RICHEY RD	Add HB2017 funding (As ADVCON) to increase project costs that will address funding shortfalls for the project
#8 19356	ODOT	OR212: UPRR STRUCTURE - ROCK CREEK	Add awarded HB2017 (programmed as ADVCON & match) to the construction phase to address the phase cost increase
#9 TBD NEW	ODOT	OR213: FOSTER - LINDY	NEW project. Funding is all HB2017. Add under ADVCON
#10 20299	ODOT	US26: Sylvan - OR217	Existing project. HB2017 address phase funding shortfalls
#11 20435	ODOT	OR99W: I-5 - McDonald St	HB2017 awarded project. Adding \$1,000,000 of awarded HB2017 to the construction phase
#12 TBD NEW	ODOT	OR99W: McDonald - Fischer Rd	Add new HB2017 name project to the 2018 MTIP and STIP awarded with \$8,100,000 of HB2017 funds.
#13 20300	ODOT	US26:OR217 - Cornell Rd	Adding total HB2017 award of \$994,864 to PE and construction phases using the ADVCON fund type code.
#14 19701	ODOT	I-5 Broadway/Weidler Interchange Improvements	Adding HB2017 conditioned funding (National Highway Freight Program (NHFP) funds) to the PE phase in 2018
<b>End of HB2017 Projects included in the September 2017 Formal Amendment to the 2018 MTIP</b> <b>Total number of HB2017 awarded projects included: 15</b>			

#### 2018 MTIP Projects Requiring Corrections form initial programming in the draft 2018 STIP and 2018 MTIP

##### Notes:

1. The draft 2018 MTIP was completed and "locked-down" to complete required public notifications, traffic modeling, and air conformity analysis as of April 1, 2017. No further changes to submitted projects were allowed to be made.
2. While the 2018 draft STIP also was completed and technically in lock-down, changes continued to projects the 2015 STIP. Several 2018 STIP projects were advanced into the 2015 STIP and 2015 MTIP. Funding and scope changes also continued to occur to the 2015 STIP projects that had been carried over into the 2018 STIP and MTIP.
3. This has resulted in a disconnected 2018 STIP and 2018 MTIP. All projects do not match as originally submitted.
4. With approval of the 2018 MTIP and 2018 STIP, multiple correction amendments to the 2018 MTIP will begin to reconcile the noted project discrepancies to ensure both the approved 2018 STIP and MTIP completely match-up as federal regulations require.
5. The following projects included in the September 2017 Formal Amendment represent the first group of projects requiring corrections, or are new projects being added to the 2018 MTIP.



Beginning List of 2018 MTIP Project Clean-up Amendment Actions			
ODOT Key	Lead Agency	Project Name	Required Changes
#15 TBD NEW	Gresham	East Multnomah County Road Connections ITS Project	Add new ITS project for the city of gresham to the 2018 MTIP. Approved TSMO project from the 12016-18 RFFA program
#16 16986	Gresham	Division Street Corridor Improvements (Gresham)	Re-add to 2018 MTIP with prior obligated PE funding and new \$100k for additional PE activities
#17 TBD NEW	ODOT	I-5 Columbia River (Interstate) Bridges	Add this new bridge pre-trunnion replacement maintenance project to the 2018 MTIP
#18 19794	Portland	SE 122nd Ave: Johnson Cree Bridge Replacement	The amendment deletes the ROW phase, adds a UR phase, and increases the construction phase
#19 18022	Portland	Foster Rd Streetscape: SE 50th – 92nd Ave	Re-add to 2018 MTIP to add construction phase to 2018 enabling the phase to obligate the funds before the end of 2017 and be ready to go to bid during January 2018.
#20 19300	Portland	North Rivergate Freight Project	Re-add to 2018 MTIP. Construction phase slipped to 2019.
#21 13502	Portland	NE Columbia Blvd at MLK Jr. Blvd	Re-add project to 2018 MTIP slipping the construction phase to 2018.
#22 20815	Tualatin	SW Herman Rd: SW 124th Ave - SW Cheyenne Way	Shift project out of PE and back into the Planning Phase. Will become a UPWP Regionally Significant project

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



**PROJECT #1** EXISTING MTIP PROGRAMMING - None **New Project**

**PROJECT #1 PROPOSED AMENDED CHANGES**

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
<b>TBD NEW</b>	TBD	ODOT	<b>I-205 Paving Project</b>	Highway	\$ 5,000,000

Project Description: The project will provide various non-capacity paving and rehab improvements within the I-205 CBOS and ATMS project limits (HB2017 awarded project, \$5,000,000 original award).

**Amended MTIP Fund Programming by Phase**

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Other (Utility Relocation)	Construction	Total
<b>ADVCON</b>	ACPO	Federal	2019					<b>\$ 4,611,000</b>	\$ 4,611,000
<b>State</b>	Match	State	2019					<b>\$ 389,000</b>	\$ 389,000
<b>Total:</b>				<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,000,000</b>	<b>\$ 5,000,000</b>

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
  2. ADVCON = Advance Construction federal fund type. ADVCON is used in place of the HB2017 State funds to identify that federal funds will be committed to the project at a later date. Once known, the federal funds will replace the Advance Construction (ADVCON) fund type.
  3. State = ODOT state funds added to the project phase as their required match to the federal fund type ADVCON.

**Amendment Summary**

This formal amendment adds one of several HB2017 awarded projects to the 2018 MTIP. HB2017 is Oregon's new long-term transportation program.

This project is the non-capacity enhancing scope component to the larger I-205 CBOS/ATMS project noted in the first project. The project will provide various paving and rehab improvements within the I-205 CBOS and ATMS project limits.

ODOT determined this scope of work was significant enough to justify it as a separate and stand alone project in the MTIP and STIP. Only the construction phase needs to be programmed in the MTIP. Added Note: The project name and description added to the MTIP may be adjusted or slightly different from the notification table depending upon ODOT's final naming convention and description review of the authorized scope elements.

The fund type code used to the HB2017 award is the federal fund type code of Advanced Construction (ADVCON) with also requires a State match

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #2 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19763	70858	ODOT	I-84: Graham Road Bridge Replacements					Highway	\$ 15,394,714
Project Description:			Improvements to Graham Road at the intersection with I-84 in City of Troutdale - Replace bridges #07046 & 07046A						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
JTA	B4A0	State	2016		\$ 400,000				\$ 400,000
NHPP-FAST	Z001	Federal	2016		\$ 2,766,600				\$ 2,766,600
State	Match	State	2016		\$ 233,400				\$ 233,400
JTA	NB4A0	State	2018				\$ 3,494,714		\$ 3,494,714
NHPP-FAST	Z001	Federal	2018				\$ 7,838,700		\$ 7,838,700
State	Match	State	2018				\$ 661,300		\$ 661,300
Total:			\$ -	\$ 3,400,000	\$ -	\$ 11,994,714	\$ -	\$ 15,394,714	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP								
	3. JTA = State HB2001B Bond funds originating from the Oregon Jobs and Transportation Act (JTA) of 2009.								
	4. NHPP-FAST = National Highway Performance Program funds originating from the FAST Act.								
	5. State = ODOT state funds added to the project phase as their required match to the federal fund type NHPP.								

**Amendment Summary**

Proposed amended changes are stated on the next page

PROJECT #2 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19763	70859	ODOT	I-84: Graham Road Bridge Replacements					Highway	\$ 18,394,714
Project Description:			Improvements to Graham Road at the intersection with I-84 in City of Troutdale - Replace bridges #07046 & 07046A, (HB2017 awarded project, \$3,000,000 original award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
JTA	B4A0	State	2016		\$ 400,000				\$ 400,000
NHPP-FAST	Z001	Federal	2016		\$ 2,766,600				\$ 2,766,600
State	Match	State	2016		\$ 233,400				\$ 233,400
JTA	NB4A0	State	2018				\$ 3,494,714		\$ 3,494,714
NHPP-FAST	Z001	Federal	2018				\$ 7,838,700		\$ 7,838,700
State	Match	State	2018				\$ 661,300		\$ 661,300
ADVCON	ACP0	Federal	2018				\$ 2,766,600		\$ 2,766,600
State	Match	State	2018				\$ 233,400		\$ 233,400
Total:				\$ -	\$ 3,400,000	\$ -	\$ 14,994,714	\$ -	\$ 18,394,714
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Prior Year: The 2018-21 MTIP's active years are 2018 through 2021. Project funds obligated before 2018 are referred to as "prior year obligations" and occurred during the last MTIP cycle. They are included to ensure the total project cost is represented in the MTIP.								
	3. JTA = State HB2001B Bond funds originating from the Oregon Jobs and Transportation Act (JTA) of 2009.								
	4. NHPP-FAST = National Highway Performance Program funds originating from the FAST Act.								
	5. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 92.22% with the required match set at 7.78%								
	6. State = ODOT state funds added to the project phase as their required match to the federal fund type ADVCON.								

Amendment Summary	
HB2017 awarded an additional \$3,000,000 to the project.	
The fund type code used to reflect this is the federal fund type code of Advanced Construction (ADVCON) with also requires a State match	

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #3 EXISTING MTIP PROGRAMMING - None New Project

PROJECT #3 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
TBD NEW	TBD	ODOT	<del>Powell Blvd Jurisdiction Transfer (Phase I, II, &amp; III)</del> Powell Blvd: I-205 to 176th Multi-Modal Improvements	Highway	\$ 110,000,000

Project Description: Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave. (HB2017 awarded project, \$110,000,000 original award)

Amended MTIP Fund Programming by Phase

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	(Other) Utility Relocation	Construction	Total
ADVCON	ACPO	Federal	2018		\$ 11,664,900				\$ 11,664,900
State	Match	State	2018		\$ 1,335,100				\$ 1,335,100
ADVCON	ACPO	Federal	2020			\$ 25,124,400			\$ 25,124,400
State	Match	State	2020			\$ 2,875,600			\$ 2,875,600
ADVCON	ACPO	Federal	2021				\$ 2,691,900		\$ 2,691,900
State	Match	State	2021				\$ 308,100		\$ 308,100
ADVCON	ACPO	Federal	2022					\$ 59,221,800	\$ 59,221,800
State	S070	State	2022					\$ 6,778,200	\$ 6,778,200
Total:				\$ -	\$ 13,000,000	\$ 28,000,000	\$ 3,000,000	\$ 66,000,000	\$ 110,000,000

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
  2. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89,72%% with the required match set at 10.27%.
  3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%
  4. The year 2022 is outside the 2018-21 MTIP defined years. The 2022 construction year is included for informational purposes. Programming for the 2022 year will have to wait until the development and approval of the 2021 to 2024 MTIP.

Amendment Summary

This formal amendment adds a HB2017 awarded project to the 2018 MTIP. HB2017 is Oregon's new long-term transportation program. The funding for this project includes a funding year outside the MTIP's active years of 2018-2021. The construction phase in 2020 will not be included in the 2018 MTIP.

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



**PROJECT #4** EXISTING MTIP PROGRAMMING - None **New Project**

PROJECT #4 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
TBD NEW	TBD	ODOT	OR217: SW 72nd Ave – SW Scholl's Ferry Rd (OR210) NB Auxiliary Lane					Highway	\$ 54,000,000
Project Description:			ON OR217 from about 72nd Ave to SWE Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments (HB2017 awarded Project, \$54,000,000 original award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	(Other) Utility Relocation	Construction	Total
ADVCON	ACPO	Federal	2018		\$ 8,434,620				\$ 8,434,620
State	Match	State	2018		\$ 965,380				\$ 965,380
ADVCON	ACPO	Federal	2020			\$ 1,794,600			\$ 1,794,600
State	Match	State	2020			\$ 205,400			\$ 205,400
ADVCON	ACPO	Federal	2023					\$ 38,334,980	\$ 38,334,980
State	Match	State	2023					\$ 4,265,020	\$ 4,265,020
Total:				\$ -	\$ 9,400,000	\$ 2,000,000	\$ -	\$ 42,600,000	\$ 54,000,000
Notes:	<div>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</div> <div>2. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72%% with the required match set at 10.27%.</div> <div>3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%</div> <div>4. Only the Preliminary Engineering is being programmed at this time. Remaining phases and funding listed above are for informational purposes which is shaded in grey above</div>								

**Amendment Summary**

This is a HB2017 awarded project.

Only the PE phase will be added to the 2018-21 MTIP as the project is not currently listed in the constrained 2014 RTP. The project has been submitted for inclusion in the 2018 RTP. The full project can be added to the MTIP after the 2018 RTP is approved. The PE (non-implementation) phase may be added without issue .

**Exhibit A to Resolution 17-4844**

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment**

**Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects**



PROJECT #5 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18772	70761	ODOT	OR212: SE RICHEY RD - US26					Roadway & Bridge	\$ 2,666,000
Project Description:			Multi-lift paving of the highway in conjunction with targeted deeper pavement						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHPP	Z001	Federal	2015		\$ 241,374				\$ 241,374
State	Match	State	2015		\$ 27,626				\$ 27,626
NHPP	Z001	Federal	2017			\$ 143,568			\$ 143,568
State	Match	State	2017			\$ 16,432			\$ 16,432
NHPP	Z001	Federal	2018				\$ 2,007,260		\$ 2,007,260
State	Match	State	2018				\$ 229,740		\$ 229,740
Total:				\$ -	\$ 269,000	\$ 160,000	\$ 2,237,000	\$ -	\$ 2,666,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP								
	3. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								

**Amendment Summary:**

Changes stated on the next page

This is an existing 2015 STIP and MTIP project carried over into the 2018 MTIP with cost increases and schedule changes.

The project is a named HB2017 named project awarded funding

PROJECT #5 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18772	70761	ODOT	OR212: SE RICHEY RD - US26					Highway	\$ 4,747,591
Project Description:		Multi-lift paving of the highway in conjunction with targeted deeper pavement (HB2017 awarded project, \$700,000 original award)							
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP	Z001	Federal	2015		\$ 459,051				\$ 459,051
State	Match	State	2015		\$ 52,540				\$ 52,540
HB2017	S070	State	2015		\$ 700,000				\$ 700,000
State STP-FLEX	M240	Federal	2015		\$ 241,374				\$ 241,374
State	Match	State	2015		\$ 27,626				\$ 27,626
NHPP	Z001	Federal	2018			\$ 206,379			\$ 206,379
State	Match	State	2018			\$ 23,621			\$ 23,621
NHPP	Z001	Federal	2019				\$ 2,069,174		\$ 2,069,174
State	Match	State	2019				\$ 236,826		\$ 236,826
State STP-FLEX	M240	Federal	2019				\$ 655,926		\$ 655,926
State	Match	State	2019				\$ 75,074		\$ 75,074
Total:			\$ -	\$ 1,480,591	\$ 230,000	\$ 3,037,000	\$ -	\$ 4,747,591	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP								
	3. Additional funds for PE will obligate as a subsequent follow-on obligation to the original PE obligation that occurred in 2015. The funds will actually obligate during FFY 2018 and will be counted against the FY 2018 financial constraint year								
	4. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	5. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								
	6. State STP-FLEX = Federal Surface Transportation Program funds allocated to ODOT								
	7. State STP-FLEX funds are being transferred from Key 18764, OR212: N Deep Creek Culvert also included in this amendment								
Amendment Summary									
The HB2017 awarded funding is intended to support the PE phase cost increase. \$1 million total (\$897,300 of State STP-FLEX + \$102,700) also is being transferred from Key 18764 supporting the PE, ROW and construction phases									



Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #6 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18764		ODOT	OR212: N Deep Creek Culvert						\$ 1,000,000
Project Description:			CULVERT REPLACEMENT						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
State STP-FLEX	M240	Federal	2018				\$ 897,300		\$ 897,300
State	Match	State	2018				\$ 102,700		\$ 102,700
Total:			\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. State STP-FLEX = Federal Surface Transportation Program funds allocated to ODOT								
	3. The State STP-FLEX are being transferred and combined into Key 18872								
	4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								

PROJECT #6 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18764		ODOT	OR212: N Deep Creek Culvert					Highway	\$ -
Project Description:			CULVERT REPLACEMENT						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
State STP-FLEX	M240	Federal	2018				<del>\$ 897,300</del>		\$ -
State	Match	State	2018				<del>\$ 102,700</del>		\$ -
Total:			\$ -	\$ -	\$ -	<del>\$ 1,000,000</del>	\$ -	\$ -	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Key 18764 is canceled from the 2018 MTIP as all funding is being transferred to Key 18772 also in this amendment								
Amendment Summary This project is being canceled from the 2018 MTIP as the existing funding is being transferred and combined into Key 18772									

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #7 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19355	70807	ODOT	OR212: ROCK CREEK - RICHEY RD					Roads and Bridges	\$ 392,686
Project Description:			Repave roadway and upgrade ADA to current standards						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHS	L050	Federal	2016		\$ 448,650				\$ 448,650
State	Match	State	2016		\$ 51,350				\$ 51,350
NHPP	Z001	Federal	2016		\$ 392,686				\$ 392,686
State	Match	State	2016		\$ 44,945				\$ 44,945
NHPP	Z001	Federal	2018			\$ 26,787			\$ 26,787
State	Match	State	2018			\$ 3,066			\$ 3,066
NHPP	Z001	Federal	2019				\$ 3,926,859		\$ 3,926,859
State	Match	State	2019				\$ 449,447		\$ 449,447
Total:				\$ -	\$ 937,631	\$ 29,853	\$ 4,376,306	\$ -	\$ 5,343,790
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP								
	3. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								

Amendment Summary:

Amended changes to the project are shown on the next page

Awarded HB2017 funding is intended to support ROW and construction phases. The PE phase has experienced a cost increase and additional funds were added to the PE after the phase obligation. Overall, the project cost has increased from \$5,343,790 to \$6,729,082

PROJECT #7 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19355	70807	ODOT	OR212: ROCK CREEK - RICHEY RD					Highway	\$ 6,729,082
Project Description:			Repave roadway and upgrade ADA to current standards (HB2017 Awarded Project, \$1,210,451 Original Award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHS	L050	Federal	2016		\$ 448,650				\$ 448,650
State	Match	State	2016		\$ 51,350				\$ 51,350
NHPP	Z001	Federal	2016		\$ 280,858				\$ 280,858
State	Match	State	2016		\$ 32,145				\$ 32,145
HB2017	S070	State	2016		\$ 551,792				\$ 551,792
NHPP	Z001	Federal	2018			\$ 26,919			\$ 26,919
State	Match	State	2018			\$ 3,081			\$ 3,081
ADVCON	ACPO	Federal	2019				\$ 591,015		\$ 591,015
State	Match	State	2019				\$ 67,644		\$ 67,644
NHPP	Z001	Federal	2019				\$ 4,195,485		\$ 4,195,485
State	Match	State	2019				\$ 480,143		\$ 480,143
Total:				\$ -	\$ 1,364,795	\$ 30,000	\$ 5,334,287	\$ -	\$ 6,729,082
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								
	4. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to								

#### Amendment Summary

The amendment adds awarded HB2017 to address phase funding shortfalls.  
The total project cost increases from \$5,343,790 to \$6,729,082

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #8 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19356	70808	ODOT	OR212: UPRR STRUCTURE - ROCK CREEK					Highway	\$ 5,260,817
Project Description:		Repave roadway (1R) and upgrade ADA to current standards. Three inch inlay between fog lines (six inches beyond).							
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP	L050	Federal	2016		\$ 672,975				\$ 672,975
State	Match	State	2016		\$ 77,025				\$ 77,025
NHPP	Z001	Federal	2016		\$ 362,278				\$ 362,278
State	Match	State	2016		\$ 41,464				\$ 41,464
NHPP	L050	Federal	2018			\$ 62,502			\$ 62,502
State	Match	State	2018			\$ 7,154			\$ 7,154
NHPP	Z001	Federal	2019				\$ 3,622,776		\$ 3,622,776
State	Match	State	2019				\$ 414,643		\$ 414,643
Total:				\$ -	\$ 1,153,742	\$ 69,656	\$ 4,037,419	\$ -	\$ 5,260,817
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Prior Year = Funds committed and programmed to the project in years before the 2018-2021 MTIP (2017 and earlier) grey shaded cells								
	3. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								

<p>Amendment Summary</p> <p>Changes made through this amendment are stated on the next page</p>									
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PROJECT #8 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19356	70808	ODOT	OR212: UPRR STRUCTURE - ROCK CREEK					Highway	\$ 5,651,457
Project Description:			Repave roadway (1R) and upgrade ADA to current standards. Three inch inlay between fog lines (six inches beyond). (HB2017 awarded project, \$657,473 original award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP	L050	Federal	2016		\$ 672,975				\$ 672,975
State	Match	State	2016		\$ 77,025				\$ 77,025
NHPP	Z001	Federal	2016		\$ 122,930				\$ 122,930
State	Match	State	2016		\$ 14,070				\$ 14,070
HB2017	S070	Federal	2016		\$ 433,610				\$ 433,610
NHPP	L050	Federal	2018			\$ 62,421			\$ 62,421
State	Match	State	2018			\$ 7,144			\$ 7,144
ADVCON	ACPO	Federal	2019				\$ 205,359		\$ 205,359
State	Match	State	2019				\$ 23,504		\$ 23,504
NHPP	Z001	Federal	2019				\$ 3,618,290		\$ 3,618,290
State	Match	State	2019				\$ 414,129		\$ 414,129
Total:				\$ -	\$ 1,320,610	\$ 69,565	\$ 4,261,282	\$ -	\$ 5,651,457
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Prior Year = Funds committed and programmed to the project in years before the 2018-2021 MTIP (2017 and earlier) grey shaded cells								
	3. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								
	5. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72%% with the required match set at 10.27%.								

#### Amendment Summary:

The amendment purpose is to add the awarded HB2017 funds into the project (represented by the use of the generic federal fund code ADVCON, or Advance Construction) to address PE and construction phase cost increases.  
Overall, the project increases from \$5,260,818 to \$5,661,457

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



**PROJECT #9** EXISTING MTIP PROGRAMMING - None **New Project**

PROJECT #9 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
TBD NEW	TBD	ODOT	OR213: Foster - Lindy					Highway	\$ 9,200,000
Project Description:			Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed (HB2017 Named Project, \$9,200,000 HB2017 award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	(Other) Utility Relocation	Construction	Total
ADVCON	ACPO	Federal	2018		\$ 1,076,760				\$ 1,076,760
State	Match	State	2018		\$ 123,240				\$ 123,240
ADVCON	ACPO	Federal	2019			\$ 1,983,033			\$ 1,983,033
State	Match	State	2019			\$ 226,967			\$ 226,967
ADVCON	ACPO	Federal	2019				\$ 80,757		\$ 80,757
State	Match	State	2019				\$ 9,243		\$ 9,243
ADVCON	ACPO	Federal	2020					\$ 5,114,610	\$ 5,114,610
State	Match	State	2020					\$ 585,390	\$ 585,390
Total:				\$ -	\$ 1,200,000	\$ 2,210,000	\$ 90,000	\$ 5,700,000	\$ 9,200,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Prior Year = Funds committed and programmed to the project in years before the 2018-2021 MTIP (2017 and earlier)								
	3. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72%% with the required match set at 10.27%.								
	4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #10 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20299	70940	ODOT	US26: SYLVAN - OR217					Highway	\$ 3,162,012
Project Description:		Repave mainline of roadway to improve pavement condition and extend service life.							
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP	Z001	Federal	2018		\$ 135,108				\$ 135,108
State	Match	State	2018		\$ 15,464				\$ 15,464
NHPP	Z001	Federal	2020				\$ 2,702,165		\$ 2,702,165
State	Match	State	2020				\$ 309,275		\$ 309,275
Total:				\$ -	\$ 150,572	\$ -	\$ 3,011,440	\$ -	\$ 3,162,012
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Prior Year = Funds committed and programmed to the project in years before the 2018-2021 MTIP (2017 and earlier)								
	3. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								

<p>Amendment Summary</p> <p>Project existing programming reflects as entered in the draft 2018 STIP and MTIP</p> <p>Project amendment details are stated on the next page</p>									
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PROJECT #10 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20299	70940	ODOT	US26: SYLVAN - OR217					Highway	\$ 3,786,224
Project Description:		Repave mainline of roadway to improve pavement condition and extend service life. (HB2017 awarded project, \$624,212 original award)							
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP	Z001	Federal	2018		\$ 135,108				\$ 135,108
State	Match	State	2018		\$ 15,464				\$ 15,464
ADVCON	ACPO	Federal	2018		\$ 308,028				\$ 308,028
State	Match	Federal	2018		\$ 35,255				\$ 35,255
NHPP	Z001	Federal	2020				\$ 2,702,165		\$ 2,702,165
State	Match	State	2020				\$ 309,275		\$ 309,275
ADVCON	ACPO	Federal	2020				\$ 252,078		\$ 252,078
State	Match	State	2020				\$ 28,851		\$ 28,851
Total:				\$ -	\$ 493,855	\$ -	\$ 3,292,369	\$ -	\$ 3,786,224
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								
	4. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72%% with the required match set at 10.27%.								

Amendment Summary									
HB2017 award is being added to PE and construction phases based on the updated engineer's cost estimate for the project									



Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #11 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20435	70988	ODOT	OR99W: I-5 - MCDONALD ST					Highway	\$ 10,397,299
Project Description:			Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed. Includes full signal upgrade at Johnson/Main.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP	Z001	Federal	2018		\$ 1,494,572				\$ 1,494,572
State	Match	State	2018		\$ 171,060				\$ 171,060
State STBG	Z240	Federal	2018		\$ 230,864				\$ 230,864
State	Match	State	2018		\$ 26,423				\$ 26,423
NHPP	Z001	Federal	2019			\$ 937,539			\$ 937,539
State	Match	State	2019			\$ 107,306			\$ 107,306
State STBG	Z240	Federal	2019			\$ 49,109			\$ 49,109
State	Match	State	2019			\$ 5,621			\$ 5,621
NHPP	Z001	Federal	2020				\$ 5,957,799		\$ 5,957,799
State	Match	State	2020				\$ 681,897		\$ 681,897
State STBG	Z240	Federal	2020				\$ 659,613		\$ 659,613
State	Match	State	2020				\$ 75,496		\$ 75,496
Total:				\$ -	\$ 1,922,919	\$ 1,099,575	\$ 7,374,805	\$ -	\$ 10,397,299
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								
	4. State STBG = Federal Surface Transportation Block Grant (STBG) allocated directly to the State DOT								

Amendment Summary	
Project amended changes are stated on the next page	

PROJECT #11 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20435	70988	ODOT	OR99W: I-5 - MCDONALD ST					Highway	\$ 11,397,299
Project Description:			Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed. Includes full signal upgrade at Johnson/Main. (HB2017 awarded project, \$1,000,000 original award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP	Z001	Federal	2018		\$ 1,725,435				\$ 1,725,435
State	Match	State	2018		\$ 197,484				\$ 197,484
State-STBG	<del>Z240</del>	<del>Federal</del>	<del>2018</del>		\$ -				\$ -
State	<del>Match</del>	<del>State</del>	<del>2018</del>		\$ -				\$ -
NHPP	Z001	Federal	2019			\$ 986,649			\$ 986,649
State	Match	State	2019			\$ 112,926			\$ 112,926
State-STBG	<del>Z240</del>	<del>Federal</del>	<del>2019</del>			\$ -			\$ -
State	<del>Match</del>	<del>State</del>	<del>2019</del>			\$ -			\$ -
NHPP	Z001	Federal	2020				\$ 6,617,413		\$ 6,617,413
State	Match	State	2020				\$ 757,392		\$ 757,392
State-STBG	<del>Z240</del>	<del>Federal</del>	<del>2020</del>				\$ -		\$ -
State	<del>Match</del>	<del>State</del>	<del>2020</del>				\$ -		\$ -
ADVCON	ACP0	Federal	2020				\$ 897,300		\$ 897,300
State	Match	State	2020				\$ 102,700		\$ 102,700
Total:				\$ -	\$ 1,922,919	\$ 1,099,575	\$ 8,374,805	\$ -	\$ 11,397,299
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								
	4. State STBG = Federal Surface Transportation Block Grant (STBG) allocated directly to the State DOT								
	5. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72%% with the required match set at 10.27%.								
Amendment Summary									
HB2017 awarded funds of \$1,000,000 are being added to the construction phase									
The State STBG funds initially programmed to the project were removed. NHPP and state matching funds were increase as a result.									

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



**PROJECT #12** EXISTING MTIP PROGRAMMING - None **New Project**

PROJECT #12 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
TBD NEW	TBD	ODOT	OR99W: McDonald - Fischer Rd					Highway	\$ 8,100,000
Project Description:			Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed HB2017 awarded project, \$8,100,000 original award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	(Other) Utility Relocation	Construction	Total
ADVCON	ACP0	Federal	2019		\$ 1,256,220				\$ 1,256,220
State	Match	State	2019		\$ 143,780				\$ 143,780
ADVCON	ACP0	Federal	2020			\$ 89,730			\$ 89,730
State	Match	State	2020			\$ 10,270			\$ 10,270
ADVCON	ACP0	Federal	2021				\$ 5,922,180		\$ 5,922,180
State	Match	State	20201				\$ 677,820		\$ 677,820
Total:				\$ -	\$ 1,400,000	\$ 100,000	\$ 6,600,000	\$ -	\$ 8,100,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72%% with the required match set at 10.27%.								
	3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								

Amendment Summary

New HB2017 awarded project being added to the 2018 MTIP.

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #13 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20300	7091	ODOT	US26: OR217 - CORNELL RD					Highway	\$ 5,070,150
Project Description:			Repave mainline of roadway to improve pavement condition and extend service life.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP	Z001	Federal	2019		\$ 216,641				\$ 216,641
State	Match	State	2019		\$ 24,796				\$ 24,796
NHPP	Z001	Federal	2020				\$ 4,332,804		\$ 4,332,804
State	Match	State	2020				\$ 495,909		\$ 495,909
Total:				\$ -	\$ 241,437	\$ -	\$ 4,828,713	\$ -	\$ 5,070,150
Notes:									
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.									
2. NHPP = Federal National Highway Performance Program funds, state managed federal funds									
3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%									

<p>Amendment Summary</p> <p>Project amended changes are stated on the next page</p>									
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PROJECT #13 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
ODOT Key	7091	ODOT	US26: OR217 - CORNELL RD					Highway	\$ 6,065,014
Project Description:			Repave mainline of roadway to improve pavement condition and extend service life. (HB2017 awarded project, \$994,864 original award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHPP	Z001	Federal	2019		\$ 216,641				\$ 216,641
State	Match	State	2019		\$ 24,796				\$ 24,796
ADVCON	ACP0	Federal	2019		\$ 493,202				\$ 493,202
State	Match	State	2019		\$ 56,449				\$ 56,449
NHPP	Z001	Federal	2021				\$ 4,332,804		\$ 4,332,804
State	Match	State	2021				\$ 495,909		\$ 495,909
ADVCON	ACP0	Federal	2021				\$ 399,490		\$ 399,490
State	Match	State	2021				\$ 45,723		\$ 45,723
Total:				\$ -	\$ 791,088	\$ -	\$ 5,273,926	\$ -	\$ 6,065,014
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Prior Year = Funds committed and programmed to the project in years before the 2018-2021 MTIP (2017 and earlier)								
	3. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								
	5. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72%% with the required match set at 10.27%.								

<p align="center"><u>Amendment Summary</u></p> <p align="center">HB2017 total award of \$994,864 is split between PE and construction phases (shown as ADVCON and match)</p>									
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Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #14 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19071	70784	ODOT	I-5 BROADWAY/WEIDLER INTERCHANGE IMPROVEMENTS					Roadway and Bridge	\$ 4,126,546
Project Description:		Develop solutions for congestion, freight mobility, safety and seismic upgrades.							
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHPP-EX	M0E2	Federal	2016		\$ 2,331,145				\$ 2,331,145
State	Match	State	2016		\$ 196,664				\$ 196,664
NHPP-EX	M002	Federal	2016		\$ 1,474,355				\$ 1,474,355
State	Match	State	2016		\$ 124,382				\$ 124,382
Total:			\$ -	\$ 4,126,546	\$ -	\$ -	\$ -	\$ -	\$ 4,126,546
Notes:									
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.									
2. NHPP = Federal National Highway Performance Program funds, state managed federal funds									
3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%									
4. Programming years prior to 2018 represent prior obligated years in the 2018 MTIP									
5. Project is identified in HB2017 as "I-5 Rose Quarter Congestion Relief project"									

Amendment Summary

Amended changes to the project are stated on the next page which include name, description and funding.

PROJECT #14 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19071	70784	ODOT	<del>+I-5 BROADWAY/WEIDLER INTERCHANGE IMPROVEMENTS</del> <b>I-5 ROSE QUARTER IMPROVEMENT PROJECT</b>					Roadway and Bridge	\$ 20,391,998
Project Description:			<del>Develop solutions for congestion, freight mobility, safety and seismic upgrades.</del> <b>This project continues prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan, which identified transportation investments that would result in improved safety and operations and support economic growth. Proposed multi-modal improvements include: Ramp-to-Ramp (Auxiliary) Lanes, Highway Shoulders, Highway Covers, New Overcrossing, I-5 Southbound Ramp Relocation, New Bike and Ped Crossing, and improved Bike and Ped Facilities. (HB2017 Named &amp; Conditioned project to add \$16,265,452 of NHFP funds)</b>						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP-EX	M0E2	Federal	2016		\$ 2,331,145				\$ 2,331,145
State	Match	State	2016		\$ 196,664				\$ 196,664
NHPP-EX	M002	Federal	2016		\$ 1,474,355				\$ 1,474,355
State	Match	State	2016		\$ 124,382				\$ 124,382
NHFP	Z460	Federal	2018		\$ 14,594,990				\$ 14,594,990
State	Match	State	2018		\$ 1,670,462				\$ 1,670,462
Total:				\$ -	\$ 20,391,998	\$ -	\$ -	\$ -	\$ 20,391,998
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								
	4. Programming years prior to 2018 represent prior obligated years in the 2018 MTIP								
	5. Project is identified in HB2017 as "I-5 Rose Quarter Congestion Relief project"								
	6. NHFP = Federal National Highway Freight Program funds set at 89.73% federal and 10.27% match								

<p align="center"><u>Amendment Summary:</u></p> <p>HB2017 conditioned project for ODOT to commit additional PE funding (National Highway Freight Program (NHFP) funds). The name and description are also being updated through this amendment</p>	
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END OF HB2017 PROJECTS

# Beginning of 2018 MTIP Project Clean-up or New Project Amendment Actions

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



## PROJECT #15 EXISTING MTIP PROGRAMMING - None New Project

### PROJECT #15 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
TBD	71015	Gresham	East Multnomah County Road Connections ITS Project					Other	\$ 688,000
Project Description:			In eastern Multnomah County and in Gresham, install various ITS improvements including a VMS sign on WB US26 new SE 267th, and install Bluetooth readers at multiple intersections in eastern Multnomah County to help improve the use of existing transportation facility capacity. (Approved Metro TSMO ITS, Source: 2016-18 RFFA)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (ConOps)	Construction	Total
STBG-URBAN		Federal	2018				\$ 98,703		\$ 98,703
Local	Match	Local	2018				\$ 11,297		\$ 11,297
STBG-URBAN		Federal	2019		\$ 134,595				\$ 134,595
Local	Match	Local	2019		\$ 15,405				\$ 15,405
STBG-URBAN		Federal	2021					\$ 384,044	\$ 384,044
Local	Match	Local	2021					\$ 43,956	\$ 43,956
Total:			\$ -	\$ 150,000	\$ -	\$ 110,000	\$ 428,000	\$ 688,000	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. STBG-URBAN = Federal Surface Transportation Block Grant funds annual allocated to Metro. The fund code tag of "URBAN" is used to differentiate it from ODOT's annual STBG allocation.								
	3. Local = local agency funds provided as the required match to the awarded federal funds., For this project, the required local share to the STBG funds is 10.27%								
	4. Metro funded ITS projects with a ConOps phase and a PE phase will be programmed using a standard timing of 1 year for ConOps and 2 years for PE								

### Amendment Summary

The amendment adds this approved Transportation Systems Management & Operations (TSMO) project for the city of Gresham



Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #16 EXISTING MTIP PROGRAMMING - None New Project

PROJECT #16 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
16986	70542	Gresham	Division Street Corridor Improvements (Gresham)					Trail	\$ 280,000
Project Description:		In the city of Gresham on Division Street between Gresham/Fairview Trail (GFT) and NW Wallula Ave, construct sidewalks and bicycle lanes on each side of Division Street							
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Other Prior OB PE	Construction	Total
TCSP	L680	Federal	2013				\$ 161,514		\$ 161,514
Local	Match	Local	2013				\$ 18,486		\$ 18,486
Local	Over Match	Local	2018		\$ 100,000				\$ 100,000
Total:			\$ -	\$ 100,000	\$ -	\$ 180,000	\$ -	\$ 280,000	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. TCSP = federal Transportation Community & System Preservation grant funds previously awarded to the project								
	3. Local = local agency funds provided as the required match to the awarded federal funds., For this project, the required local share to the STBG								
	4. The other phase is being used to identify the prior obligate funding for PE phase activities.								
	5. Programming years prior to 2018 represent prior obligated years in the 2018 MTIP								

Amendment Summary

The Division Street Corridor Improvement project is being re-added top the 2018 MTIP with \$100k of local funds to continue prior obligated PE activities

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #17 EXISTING MTIP PROGRAMMING - None New Project

PROJECT #17 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
TBD	TBD	ODOT	I-5 Columbia River (Interstate) Bridges	Roadway and Bridge	\$ 1,463,500

Project Description: On I-5 at the Columbia River Bridges in north Portland, perform necessary pre-trunnion replacement bridge work to include restoring the clearances and alignment of gears and bearings that are part of the system to raise and lower the lift-span for efficient operation.

Amended MTIP Fund Programming by Phase

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	(Other) Utility Relocation	Construction	Total
NHPP	M001	Federal	2018		\$ 207,495				\$ 207,495
State	Match	State	2018		\$ 17,505				\$ 17,505
NHPP	M001	Federal	2019					\$ 1,142,145	\$ 1,142,145
State	Match	State	2019					\$ 96,355	\$ 96,355
Total:				\$ -	\$ 225,000	\$ -	\$ -	\$ 1,238,500	\$ 1,463,500

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
  2. NHPP: Federal National Highway Performance Funds shifted to this project from canceled project Key 19656
  3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%
  4. Federal match requirement set at 92,22% federal and 7.78% match requirement

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #18 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19794	70851	Portland	SE 122ND AVE: JOHNSON CREEK BRIDGE REPLACEMENT					Roadway and Bridge	\$ 2,800,000
Project Description:			Emergency replacement of bridge #51C20. Region						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
State STBG	Z233	Federal	2016		\$ 538,380				\$ 538,380
Local	Match	Local	2016		\$ 61,620				\$ 61,620
ADVCON	ACO0	Federal	2017			\$ 17,946			\$ 17,946
Local	Match	Local	2017			\$ 2,054			\$ 2,054
ADVCON	ACO0	Federal	2018				\$ 1,956,114		\$ 1,956,114
Local	Match	Federal	2018				\$ 223,886		\$ 223,886
Total:				\$ -	\$ 600,000	\$ 20,000	\$ 2,180,000	\$ -	\$ 2,800,000
Notes:									
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.									
2. Fund programming in years before 2018 are considered "prior obligated" and outside of the active years of the 2018-2021 MTIP. The funds programmed before 2018 will show up in the 2018 MTIP summed together in a Prior Obligated row.									
3. State STBG = Federal Surface Transportation Block Grant funds allocated to ODOT. The fund code of Z233 originates from the STBG sub funding pot of Off-System Bridge (STBG-OSB) funds									
4. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to									

Amendment Summary

Project changes are stated on the next page

PROJECT #18 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19794	70851	Portland	SE 122ND AVE: JOHNSON CREEK BRIDGE REPLACEMENT					Roadway and Bridge	\$ 3,811,431
Project Description:			Emergency replacement of bridge #51C20. Region						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other (UR)	Total
State STBG	Z233	Federal	2016		\$ 538,380				\$ 538,380
Local	Match	Local	2016		\$ 61,620				\$ 61,620
ADVCON	ACO0	Federal	2017			\$ -			\$ -
Local	Match	Local	2017			\$ -			\$ -
ADVCON	ACP0	Federal	2018					\$ 132,845	\$ 132,845
Local	Match	Match	2018					\$ 15,205	\$ 15,205
ADVCON	ACP0	Federal	2018				\$ 2,848,882		\$ 2,848,882
Local	Match	Federal	2018				\$ 214,499		\$ 214,499
Total:				\$ -	\$ 600,000	\$ -	\$ 3,063,381	\$ 148,050	\$ 3,811,431
Notes:	<div>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</div> <div>2. Programming years prior to 2018 represent prior obligated years in the 2018 MTIP</div> <div>3. State STBG = Federal Surface Transportation Block Grant funds allocated to ODOT. The fund code of Z233 originates from the STBG sub funding pot of Off-System Bridge (STBG-OSB) funds</div> <div>4. Local = Local agency funds provided as the required match to the federal funds</div> <div>5. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to</div>								

Amendment Summary	
The amendment deletes the ROW phase, adds a required Utility Relocation phase, and increases construction based on cost estimates at the 60% design stage of the project	

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



Project #19 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18022	70482	Portland	FOSTER RD STREESCAPE: SE 50TH – 92ND AVE					Local Road	\$ 4,471,001
Project Description:			Reallocate roadway space to create 1 motor vehicle lane and 1 bike lane in each direction with a center turn lane. Construction of curb extensions, sidewalk infill, pedestrian lighting, street trees, rapid flash beacons and traffic signal upgrades						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
STP>200K	Z230	Federal	2016		\$ 1,204,177				\$ 1,204,177
Local	Match	Local	2016		\$ 137,823				\$ 137,823
STP>200K	M230	Federal	2017			\$ 67,298			\$ 67,298
Local	Match	Local	2017			\$ 7,703			\$ 7,703
STP>200K	M230	Federal	2017				\$ 2,041,927		\$ 2,041,927
Local	Match	Local	2017				\$ 233,708		\$ 233,708
Other	Over Match	Local	2017				\$ 778,365		\$ 778,365
Total:			\$ -	\$ 1,342,000	\$ 75,001	\$ 3,054,000	\$ -	\$ 4,471,001	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Fund programming in years before 2018 are considered "prior obligated" and outside of the active years of the 2018-2021 MTIP. The funds programmed before 2018 will show up in the 2018 MTIP summed together in a Prior Obligated row. 3. STP>200K = Federal Surface Transportation Program funds allocated to projects in urban areas with a population greater than 200,000. 4. Local = Local agency funds provided as the required match to the federal funds 5. Other = Additional local funds committed to the project beyond the required local match to the federal funds.								

Project #19 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18022	70482	Portland	FOSTER RD STREESCAPE: SE 50TH – 92ND AVE					Local Road	\$ 8,853,456
Project Description:			Reallocate roadway space to create 1 motor vehicle lane and 1 bike lane in each direction with a center turn lane. Construction of curb extensions, sidewalk infill, pedestrian lighting, street trees, rapid flash beacons and traffic signal upgrades. Project also includes required storm water mitigation improvements.						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
STP>200K	Z230	Federal	2016		\$ 1,204,177				\$ 1,204,177
Local	Match	Local	2016		\$ 137,823				\$ 137,823
Other	Over Match	Local	2016		\$ 112,400				\$ 112,400
STP>200K	M230	Federal	2017			\$ -			\$ -
Local	Match	Local	2017			\$ -			\$ -
Other	Over Match	Local	2017			\$ 200,000			\$ 200,000
STP>200K	M230	Federal	2018				\$ 2,109,225		\$ 2,109,225
Local	Match	Local	2018				\$ 241,410		\$ 241,410
Other	Over Match	Local	2018				\$ 4,848,421		\$ 4,848,421
Total:				\$ -	\$ 1,454,400	\$ 200,000	\$ 7,199,056	\$ -	\$ 8,853,456
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Programming years prior to 2018 represent prior obligated years in the 2018 MTIP								
	3. STP>200K = Federal Surface Transportation Program funds allocated to projects in urban areas with a population greater than 200,000.								
	4. Local = Local agency funds provided as the required match to the federal funds								
	5. Project is identified in HB2017 as "I-5 Rose Quarter Congestion Relief project"								
	6. Other = Local agency funds committed to the project above the required match level of funds.								

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #20 EXISTING MTIP PROGRAMMING - None New Project

PROJECT #20 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19300	70678	Portland	North Rivergate Freight Project					Roadway and Bridge	\$ 22,266,019
Project Description:			The North Rivergate Freight Project will construct a two-lane overcrossing at the UPRR crossing to improve mobility and safety. The project will remove the rail-traffic conflict by constructing an overpass that will grade separate the roadway from the existing rail in. The project will also modify the existing intersection at Rivergate Blvd and Lombard St. to accommodate trucks.						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Other Utility Relocation	Construction	Total
Other	OTH0	Local	2017		\$ 3,000,000				\$ 3,000,000
STP>200K	M230	Federal	2018			\$ 300,000			\$ 300,000
Local	Match	Local	2018			\$ 34,336			\$ 34,336
STP>200K	M230	Federal	2018				\$ 1,000,000		\$ 1,000,000
Local	Match	Local	2018				\$ 114,454		\$ 114,454
TIGER VIII	BTDG	Federal	2019					\$ 7,329,000	\$ 7,329,000
Local	Match	Local	2019					\$ 1,832,250	\$ 1,832,250
STP>200K	M230	Federal	2019					\$ 1,922,000	\$ 1,922,000
Local	Match	Local	2019					\$ 219,982	\$ 219,982
State STP-FLEX	M240	Federal	2019					\$ 987,030	\$ 987,030
Local	Match	Local	2019					\$ 112,970	\$ 112,970
Other	OTH0	Local	2019					\$ 5,413,997	\$ 5,413,997
Total:				\$ -	\$ 3,000,000	\$ 334,336	\$ 1,114,454	\$ 17,817,229	\$ 22,266,019
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. STP>200K = Federal Surface Transportation Program funds allocated to Metro and awarded to the project								
	3. State STP-FLEX = Federal Surface Transportation Program funds allocated to ODOT and awarded to the project								
	4. TIGER VIII = Federal Tiger grant which is a discretionary transportation funding program which the Port of Portland obtained for this project								
	5. Other = Local additional funds the agency provides to the project beyond the required match to the federal funds								

Amendment Summary

The project is being re-added back to the 2018 MTIP. The construction year also is being pushed out to its correct 2019 obligation year.



Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #21 EXISTING MTIP PROGRAMMING - None New Project

PROJECT #21 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
13502	70110	Portland	NE COLUMBIA BLVD AT MLK JR BLVD	Roads and Bridges	\$ 3,559,259
Project Description:			Construct right turn lane, sidewalk, ADA ramps and planting strip on Columbia including additional sidewalk work on MLK		

Amended MTIP Fund Programming by Phase

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Other Utility Relocation	Construction	Total
STP-U	L230	Federal	2007	\$ 255,047					\$ 255,047
Local	Match	Local	2007	\$ 29,191					\$ 29,191
STP-U	L23E	Federal	2012		\$ 973,276				\$ 973,276
Local	Match	Local	2012		\$ 111,396				\$ 111,396
STP-U	L23E	Federal	2015			\$ 919,732			\$ 919,732
Local	Match	Local	2015			\$ 105,268			\$ 105,268
STP-U	L230	Federal	2017				\$ 44,865		\$ 44,865
Local	Match	Match	2017				\$ 5,135		\$ 5,135
STP-U	L230	Federal	2018					\$ 821,343	\$ 821,343
Local	Match	Local	2018					\$ 94,006	\$ 94,006
State STP-FLEX	M240	Federal	2018					\$ 179,460	\$ 179,460
Local	Match	Local	2018					\$ 20,540	\$ 20,540
Total:				\$ 284,238	\$ 1,084,672	\$ 1,025,000	\$ 50,000	\$ 1,115,349	\$ 3,559,259

Notes:

1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
2. STP-U = Federal Surface Transportation Program funds allocated to Metro and awarded to this project through the RFFA process
3. Local = Local agency funds committed to the project as part of the required match to the federal funds
4. State STP-FLEX = Federal Surface Transportation Program funds allocated to ODOT and awarded to this project
5. Funding in years before 2018 are considered "prior obligated" funding years in the 2018 MTIP.

Amendment Summary

The project is re-added to the 2018 MTIP as the construction phase was not ready to obligate before the end of FFY 2017. The construction phase has been slipped to 2018 based on the updated project schedule.

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT 22 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20815	70881	Tualatin	SW Herman Rd: SW 124th Ave - SW Cheyenne Way					Roadway and Bridge	\$ 725,000
		Project Description:	The project will provide bike lanes and sidewalks along a half-mile stretch of Herman Road where currently pedestrian and bicycle commuters must walk or ride on the roadway with cars and trucks.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
STBG-URBAN	Z230	Federal	2019		\$ 625,000				\$ 625,000
Local	Match	Local	2019		\$ 71,534				\$ 71,534
Other	OTH0	Local	2019		\$ 28,466				\$ 28,466
Total:			\$ -	\$ 725,000	\$ -	\$ -	\$ -	\$ -	\$ 725,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. STBG-URBAN: Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to this project through the RFFA project call.								
	3. Local = Local agency funds committed to the project as part of the required match to the federal funds								
	4. Other: Additional local agency funds committed to the project beyond the local match requirement								

PROJECT #22 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20815	70881	Tualatin	SW Herman Rd: SW 124th Ave - SW Cheyenne Way					Roadway and Bridge	\$ 725,000
		Project Description:	<div>The project will provide bike lanes and sidewalks along a half-mile stretch of Herman Road where currently pedestrian and bicycle commuters must walk or ride on the roadway with cars and trucks.</div> <div>In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road where currently pedestrian and bicycle commuters must walk or ride on the roadway with cars and trucks. (2019-21 RFFA Awarded Project) (UPWP Regionally Significant Project)</div>						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other (UR)	Total
STBG-URBAN	Z230	Federal	2019	\$ 625,000					\$ 625,000
Local	Match	Local	2019	\$ 71,534					\$ 71,534
Other	OTH0	Local	2019	\$ 28,466					\$ 28,466
Total:				\$ 725,000	\$ -	\$ -	\$ -	\$ -	\$ 725,000
Notes:									
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.									
2. STBG-URBAN: Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to this project through the RFFA project call.									
3. Local = Local agency funds committed to the project as part of the required match to the federal funds									
4. Other: Additional local agency funds committed to the project beyond the local match requirement									

<p align="center"><b><u>Amendment Summary:</u></b></p> <p>The amendment shifts the PE phase and funding back to the Planning phase to complete required project development activities on in order for it to be ready for the PE later.</p>									
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# Memo

Date: Monday, September 25, 2017  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: September 2017 MTIP Formal Amendment plus Approval Request of Resolution 17-4844

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## STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO ADD AND AMEND MULTIPLE NEW HB2017 AWARDED PROJECTS, PLUS TO ADD OR AMEND 2018 MTIP PROJECTS THAT REQUIRE IMPLEMENTATION CORRECTIONS (SP17-02-SEP)

## BACKGROUND

### What this is:

The September 2017 Formal MTIP Amendment bundle contains required changes and updates for two categories of projects: (1) Newly awarded HB2017 projects and (2) needed 2018 MTIP Project corrections. The summary of the projects within both categories in this amendment include the following:

HB2017 Projects				
Num	Lead Agency	ODOT Key Number	Project Name	Amendment Action
1	ODOT	New	I-205 Paving Project	Add full project. Follow-on project scope to I-205 CBOS-ATMS project to complete required paving actions. (\$5 million award)
2	ODOT	19763	I-84: Graham Road Bridge Replacements	Adds the HB2017 funding to the construction phase in 2019. (\$3 million award)
3	ODOT	New	Powell Blvd: I-205 to 176th Multi-Modal Improvements	Adds the full HB2017 awarded project to 2018 MTIP. (\$110 million award). However, the construction phase is in 202 and outside the 2018 MTIP active years. The construction phase in 2022 can't be added to the 2018 MTIP at this time.
4	ODOT	New	OR217: SW 72 <sup>nd</sup> Ave – SE Scholl's Ferry Road (OR210) NB Auxiliary Lane	Adds PE phase and funding in 2018 only at this time. Total HB2017 funding award is \$54 million.
5	ODOT	18772	OR212: Rock Creek – Richey Riad	Combined project: Adds \$700,000 of awarded HB2017 to the construction phase and increases PE phase. Also combines \$1 million of STBG funds from Key 18764. Project cost increase from \$2,666,000 to \$4,748,373.
6	ODOT	18764	OR212: N Deep Creek Culvert	Canceled project: The \$1 million of STBG funds currently programmed to this project are being transferred to Key 18772 above. As a result, Key 18764 is canceled.
7	ODOT	19355	OR212: Rock Creek – Richey Rd	Add HB2017 awarded funding to PE and construction phases (\$1,210,451 HB2017 award)
8	ODOT	19356	OR212: UPRR Structure – Rock Creek	Add HB2017 awarded funding to PE and construction phases (\$657,473 HB2017 award)
9	ODOT	New	OR213: Foster - Lindy	Adds a new preservation full project with \$9.2 million of awarded HB2017 funding to the 2018 MTIP

Num	Lead Agency	ODOT Key Number	Project Name	Amendment Action
10	ODOT	20299	US26: Sylvan – OR217	Increases this existing preservation project by adding a total of \$624,212 of awarded HB2017 funding to PE and construction phases.
11	ODOT	20435	OR99W: I-5 McDonald St	Increases this preservation project by adding a total of \$1 million of awarded HB2017 funding to PE and construction phases and adjusts previous programmed fund codes.
12	ODOT	New	OR99W: McDonald – Fischer Rd	Adds a new preservation full project with \$8.1 million of awarded HB2017 funding to the 2018 MTIP
13	ODOT	20300	US26: OR217 – Cornell Rd	Increases this existing preservation project by adding a total of \$994,864 of awarded HB2017 funding to PE and construction phases.
14	ODOT	19071	I-5 Broadway/Weidler Interchange Improvements I-5 Rose Quarter Improvement Project	Adds a total of \$16,265,452 funding in the form of National Highway Freight Program (NHFP) as directed by HB2017
<b>End of HB2017 Awarded or Directed Projects</b>				

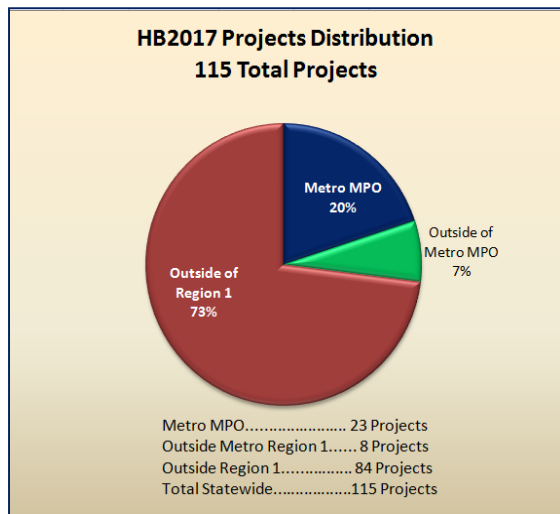
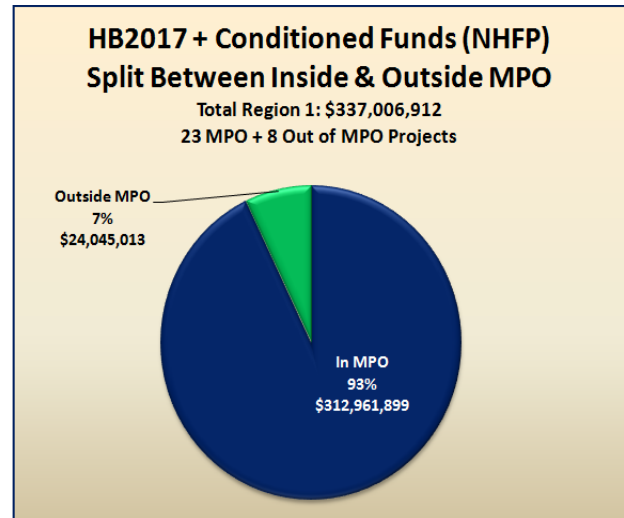
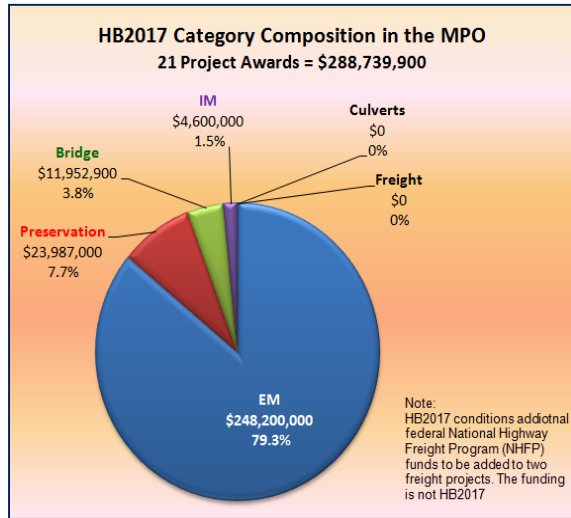
<b>Beginning of 2018 MTIP Project Clean-up or New Project Amendment Actions</b>				
15	Gresham	New	East Multnomah County Road Connections ITS Project	Adds this new approved Metro TSMO ITS project for the city of Gresham to the 2018 MTIP
16	Gresham	16986	Division Street Corridor Improvements (Gresham)	Re-add project with prior obligated PE funds and \$100k of local funds for continued PE phase work
17	ODOT	New	I-5 Columbia River (Interstate) Bridges	Add this new bridge pre-trunnion replacement maintenance project to the 2018 MTIP
18	Portland	19794	SE 122 <sup>nd</sup> Ave: Johnson Cree Bridge Replacement	The amendment deletes the ROW phase, adds a UR phase, and increases the construction phase
19	Portland	18022	Foster Rd Streetscape: SE 50 <sup>th</sup> – 92 <sup>nd</sup> Ave	The amendment slips construction to 2018 for needed obligation purposes
20	Portland	19300	North Rivergate Freight Project	Re-add to 2018 MTIP. Construction phase slipped to 2019.
21	Portland	13502	NE Columbia Blvd at MLK Jr. Blvd	Re-add to 2018 MTIP and slip construction phase to 2018
22	Tualatin	20815	SW Herman Rd: SW 124th Ave - SW Cheyenne Way	Shift the PE phase back to Planning to focus on pre-NEPA project development activities.

## About HB2017

HB2017 contains multiple components of funding. The awarded projects represent one category of funding within HB2017. Project awards originate as named, programmatic, or conditioned/directed. Named projects appear to be similar to earmarks. Some of the awarded funding was awarded to ODOT program areas (Preservation & Culverts, Seismic, Bridge, etc.). A few are also directed/or conditioned to increase funding by the instructions of HB2017. The HB2017 conditions for these projects relate to time and funding amounts that are specifically, funded from HB2017. The total project awards within these three funding areas (named, programmatic, or directed/conditioned) appear to sum up to 115 projects.

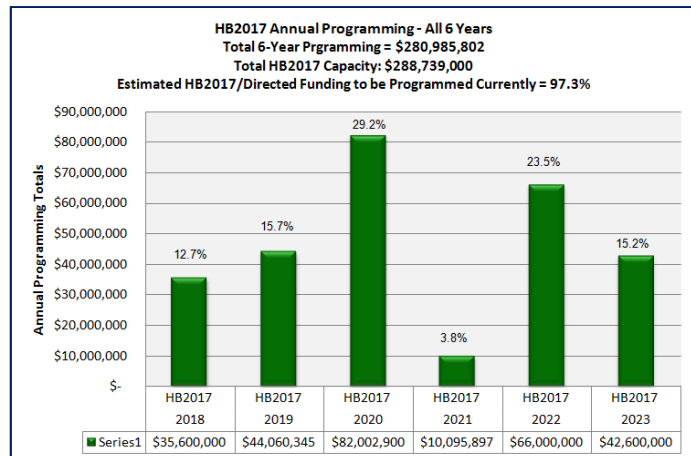
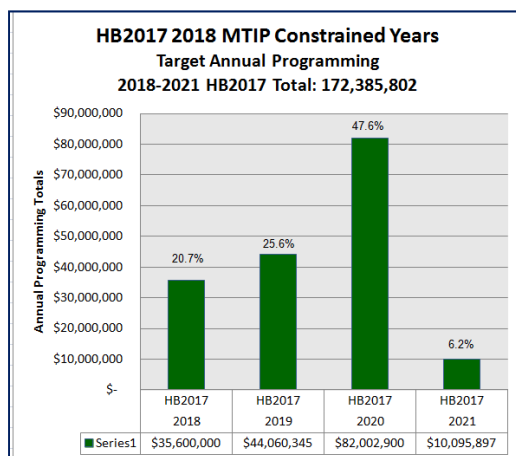
The Oregon Transportation Commission approved all 113 awarded, named, or directed/conditioned HB2017 projects on September 22, 2017. Two projects I-205 CBOS-ATMS and I-205 Stafford Rd to OR99E project were approved previously by OTC during their August 2017 meeting. Out of the 115 projects, 23 are awarded in the Metro boundary area. Another 8 projects have been awarded to Region1, but are outside the MPO area. This totals 31 HB2017 named or programmatic funded projects in Region 1. Attachment 1 to the staff report contains a complete list of the HB2017 awarded projects

### A summary of the HB2017 project funding in Region 1:



HB2017 Region 1 Projects Outside of the Metro MPO Boundaries Not Required to be Added to the 2018 MTIP					
Lead	Name	ODOT Key	MTIP ID	Project Category	HB2017 Award
Mollala	Hwy 211 Improvements from Hwy 213 to Molalla Avenue in City of	18811	N/A	HB EM	\$ 750,000
Cascade Locks	Wanapa Street Improvements in City of Cascade Locks	TBD	N/A	HB EM	\$ 750,000
ODOT	Port of Hood River Bridge Replacement EIS	TBD	N/A	HB EM	\$ 5,000,000
ODOT	OR99E: S PINE ST - SW BERG PARKWAY(CANBY)	18775	N/A	PRES	\$ 5,213,000
ODOT	OR-281 Indian Creek Offsite Fish Passage Mitigation	TBD	N/A	Culvert	\$ 308,036
ODOT	US26: Mt Hood and Warm Springs Highways Culverts	20362	N/A	Culvert	\$ 2,646,017
ODOT	I-84 CORRIDOR CULVERTS: MP 20.67 - 36.76	20363	N/A	Culvert	\$ 1,943,320
ODOT	I-84: HOOD RIVER BRIDGE DECK REPLACEMENT (BR# 02444 & 02444A)	19653	N/A	Bridge	\$ 7,434,640
Total:					\$ 24,045,013

Note: Although the HB2017 identified 31 total projects in Region 1 represents only 27% of all of the projects, the total funding Region 1 is receiving is at least 50% of the awarded funding to all 115 projects. Also, approximately 38.7% of the awarded funding is committed to outside 2018 MTIP years.



## OTC Programming Tables and HB2017 Project Funding Awards

As previously mentioned all 115 HB2017 projects now have been approved by OTC. OTC's action ensures fiscal constraint and proof of funding requirements in the MTIP can be satisfied. However, the format OTC used is different from other project award tables. OTC used programming tables to identify all 115 awarded projects. The programming tables represent the programming structure of the project after the HB2017 awarded funding was applied to it. They identify the project by funding by phase. The total identified on the programming table represents the amended total project cost. For existing projects where HB2017 funding is being added, the total project cost may not represent the HB2017 funding award. The HB2017 funding may be only a part of the total project funding. Conversely, for new projects, the total project cost identified in the programming table may represent the HB2017 funding award to the project. There is nothing wrong with the OTC's use of programming tables. This is their normal format when ODOT requests project amendments to the STIP. Please note the examples on the next page and reference attachment 1 to the staff report for the Region 1 HB2017 funding awards in Region 1. Attachment 2 to the staff report contains the OTC letter and programming tables.

Project Name	I-84: FAIRVIEW - MARINE DRIVE & TOOTH ROCK TUNNEL2 K20298	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 751,930
Right of Way	2020	\$ 2,488
Utility Relocation		\$ -
Construction	2021	\$ 5,037,730
Other		\$ -
<b>TOTAL</b>		<b>\$ 5,792,148</b>

Example of an OTC Programming Table for a HB2017 project award.

The below table provides phase funding breakdown by fund type for MTIP programming.

Key 20298 is an existing project in the 2018 STIP and MTIP. It is currently programmed with a total of \$4,792,147 of various federal and state funds.

The HB2017 project funding award is only \$1,000,000 for the project. The HB2017 funding award will address a PE and construction phase funding need and increase the total project cost to \$5,792,148

\$ 1,000,000	October 2017 Formal Amendment	2019	State STBG	PE	\$ 104,069	0%	\$ 1,000,000
		2019	Match	PE	\$ 11,911		
		2019	NHPP	PE	\$ 256,583		
		2019	Match	PE	\$ 29,367		
		2019	HB2017	PE	\$ 350,000		
PE	\$ 751,930	2020	State STBG	ROW	\$ 2,232		
ROW	\$ 2,487	2020	Match	ROW	\$ 255		
	2021	State STBG	Cons	\$ 260,174			
	2021	Match	Cons	\$ 29,778			
	2021	NHPP	Cons	\$ 3,676,936			
	2021	Match	Cons	\$ 420,842			
Cons	\$ 5,037,730	2021	HB2017	Cons	\$ 650,000		
Total	\$ 5,792,147	Total:			\$ 5,792,147		
Current Prog	\$ 4,792,147						

## HB2017 Fund Type Code vs. Advance Construction (ADVCON)

Another twist in the HB2017 programming process is Salem's decision to use the federal fund type Advance Construction (ADVCON) in place of the HB2017 fund type code. The apparent logic is to increase the ODOT's ability at fund leveraging. The below table show how the awarded HB2017 funding will be programmed in the active years (2018, 2019, 2020, or 2021) of the 2018 MTIP:



\$ 1,000,000		2019	State STBG	PE	\$ 104,069	\$ 1,000,000		2019	State STBG	PE	\$ 104,069
		2019	Match	PE	\$ 11,911			2019	Match	PE	\$ 11,911
		2019	NHPP	PE	\$ 256,583			2019	NHPP	PE	\$ 256,583
		2019	Match	PE	\$ 29,367			2019	Match	PE	\$ 29,367
		2019	HB2017	PE	\$ 350,000			2019	ADVCON	PE	\$ 322,770
PE	\$ 751,930	2019	Match	PE	\$ 27,230			2019	Match	PE	\$ 27,230
		2020	State STBG	ROW	\$ 2,232			2020	State STBG	ROW	\$ 2,232
ROW	\$ 2,487	2020	Match	ROW	\$ 255			2020	Match	ROW	\$ 255
		2021	State STBG	Cons	\$ 260,174			2021	State STBG	Cons	\$ 260,174
		2021	Match	Cons	\$ 29,778			2021	Match	Cons	\$ 29,778
		2021	NHPP	Cons	\$ 3,676,936			2021	NHPP	Cons	\$ 3,676,936
		2021	Match	Cons	\$ 420,842			2021	Match	Cons	\$ 420,842
Cons	\$ 5,037,730	2021	HB2017	Cons	\$ 650,000			2021	ADVCON	Cons	\$ 599,430
Total	\$ 5,792,147	Total: \$ 5,792,147						2021	Match	Cons	\$ 50,570
Current Prog	\$ 4,792,147							Total	\$ 5,764,917	Total: \$ 5,792,147	
								Current Prog	\$ 4,792,147	ADVCON: Fed Share = 92.22%, Match = 7.78%	

### September 2017 Formal Amendment to the 2018 MTIP Summary

As previously stated, the number of named, programmatic, and/or directed/conditioned HB2017 projects on the Metro MPO boundary area that require MTIP programming total 23 projects. Out of these 23 projects, two already are progressing through the August 2017 Formal Amendment to the 2018 MTIP. Through the September 2017 Formal Amendment to the 2018 MTIP, another 13 HB2017 named, programmatic, or Directed/Conditioned projects are included. With 15 HB2017 projects moving forward, eight remain. Currently, the goal is to bring the remaining eight projects forward for amendment as part of the October 2017 Formal Amendment to the 2018 MTIP.

### Other 2018 MTIP Project Corrections and/or New Project Submissions

A portion of this amendment initiates corrective programming actions to several existing 2018 MTIP projects, or is submitting new projects for inclusion in the 2018 MTIP. Several reasons exist for the required project corrections. Four of the main reasons include (1) projects not obligating a 2017 phase which now needs to slip into 2018. (2) Scope and/or funding changes have occurred to projects after the 2018 MTIP was locked down for final reviews and approvals. (3) Project delays in completing a specific phase (most notably Preliminary Engineering) resulting in schedule delays and changes to implementation phase obligation years. (4) The emergence of new regional significant, federally funded, or new projects needing federal approvals that are required to be programmed in the MTIP. The purpose of completing these "clean-up" amendments are to ensure the 2018 STIP and 2018 MTIP match correctly per federal requirements. While staff are still coordinating and reviewing the required updates and/or changes, Metro anticipates that at least 70 projects in the new 2018 MTIP will require programming technical corrections, funding updates, or phase timing adjustments. The impacted projects primarily will be submitted for required clean-up needs during the next three formal and administrative monthly amendment submissions.

### What is the requested action?

**Staff is requesting a TPAC approval recommendation of resolution 17-4844 to JPACT enabling the new HB2017 and needed corrections 2018 MTIP projects to occur allowing final approval to then occur from USDOT.**

A summary of the projects included in the September 2017 Formal MTIP Amendment bundle is provided in the following tables on the next pages.



<b>1. Project:</b>	<b>I-205 Paving Project</b>
Lead Agency:	ODOT
ODOT Key Number:	New TBD. The Key number has not yet been assigned to the project
Project Description:	This project is a major non-capacity scope element that will provide necessary surface paving and rehab improvements
What is changing?	This is a new project being added to the 2018 MTIP with funding awarded from HB2017.
Additional Details:	ODOT determined that the paving scope activity needed to be a separate and stand-alone project from the larger I-205 CBOS-ATMS project. RTP reference:
Why a Formal amendment is required?	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.
Total Programmed Amount:	HB2017 awarded \$5,000,000 in funding for the project. The fund code Advanced Construction (ADVCON) will be used for programming purposes in place of the HB2017 fund type code
Added Notes:	OTC approval was required for this project. Approval occurred during their September 22, 2017 meeting. (RTP IDs: 11370, 11398, and 11399)

<b>2. Project:</b>	<b>I-84: Graham Road Bridge Replacements</b>
Lead Agency:	ODOT
ODOT Key Number:	19763
Project Description:	Improvements to Graham Road at the intersection with I-84 in City of Troutdale Replace bridges #07046 & 07046A (HB2017 Awarded Project of \$3,000,000)
What is Changing?	Adding \$3,000,000 of awarded HB2017 funding to the construction phase increasing the total programming from \$15,394,714 to \$18,394,714
Additional Details:	Non capacity enhancing project
Why a Formal amendment?	Per ODOT direction, all HB2017 projects are to be amended into the MTIP via a formal amendment even ones that could be processed as an administrative modification
Total Programmed Amount:	The construction phase increases from \$11,994,714 to \$14,994,714. The fund code Advanced Construction (ADVCON) will be used for programming purposes in place of the HB2017 fund type code.
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting RTP ID: connected to 10863)

<b>3. Project:</b>	<del>Powell Blvd Jurisdiction Transfer (Phase I, II, &amp; III)</del> <-- as stated in HB2017 <b>Powell Blvd: I-205 to 176<sup>th</sup> Multi-Modal Improvements</b>
Lead Agency:	ODOT
ODOT Key Number:	New
Project Description:	Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave.
What is Changing?	Also referred to as the outer Powell project, this new HB2017 project is being added to the MTIP up through the UR phase. The construction year of 2023 is outside The project name is adjusted to meet STIP and MTIP project naming requirements.
Additional Details:	Verified that RTP project ID is 11742.
Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.

Total Programmed Amount:	Total HB2017 funding award is \$110,000,000. The fund code Advanced Construction (ADVCON) will be used for programming purposes in place of the HB2017 fund type code
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting

<b>4. Project:</b>	<b>OR217: SW 72<sup>nd</sup> Ave – SW Scholl's Ferry Rd (OR210) NB Auxiliary Lane</b>
Lead Agency:	ODOT
ODOT Key Number:	New project
Project Description:	The project will construct a new NB auxiliary lane on OR212 from 72 <sup>nd</sup> Ave to SW Scholl's Ferry Rd (OR210)
What is Changing?	Adding a new project, but only the PE phase to the 2018 MTIP
Additional Details:	The project is currently not included in the 2014 RTP constrained section. ODOT has submitted it for inclusion in the 2018 RTP
Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.
Total Programmed Amount:	The PE phase programming total is \$9,400,000. The total project cost estimate is \$54,000,000. Awarded HB2017 funding totals \$54,000,000
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting

<b>5. Project:</b>	<b>OR212: SE Richey Rd - US26</b>
Lead Agency:	ODOT
ODOT Key Number:	18772
Project Description:	Multi-lift paving of the highway in conjunction with targeted deeper pavement
What is Changing?	Combined project: Key 18772 combines \$1 million of NHPP from Key 18764 and adds \$700,000 of HB2017 awarded funding to the project to address PE and construction phase funding shortfalls.
Additional Details:	Existing project
Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, cost increases above 20% for \$1 million or greater project costs require a formal amendment. The cost increase for this project is 78%
Total Programmed Amount:	The total project programming increases from \$2,666,000 to \$4,748,373. Total HB2017 funding award is \$700,000. The fund code Advanced Construction (ADVCON) will be used for programming purposes in place of the HB2017 fund type code.
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting

<b>6. Project:</b>	<b>OR212: N Deep Culvert</b>
Lead Agency:	ODOT
ODOT Key Number:	18764
Project Description:	Replace culvert
What is Changing?	Canceled project. \$1 million total of STBG (M240) plus matching state funds are being transferred and combined into Key 18772 which is also part of this amendment.
Additional Details:	Existing project in the draft 2018 STIP
Why a Formal amendment?	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
Total Programmed Amount:	MTIP programming for Key 18764 decreases from \$1,000,000 to \$0 and is canceled from the 2018 MTIP.
Other and Notes:	

<b>7. Project:</b>	<b>OR212: Rock Creek – Richey Rd</b>
Lead Agency:	ODOT
ODOT Key Number:	19355
Project Description:	Repave roadway and upgrade ADA to current standards
What is Changing?	Increasing PE phase to a total of \$1,364 million. Construction phase increases to \$5.334 million. The \$1,210,451 HB2017 award is split between PE and construction
Additional Details:	Existing project
Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, cost increases above 20% for \$1 million or greater project costs require a formal amendment. The cost increase for this project is 78%
Total Programmed Amount:	Total programming increases from \$5,343,790 to \$6,729,082
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting

<b>8. Project:</b>	<b>OR212: UPRR Structure - Rock Creek</b>
Lead Agency:	ODOT
ODOT Key Number:	19356
Project Description:	Repave roadway (1R) and upgrade ADA to current standards. Three inch inlay between fog lines (six inches beyond).
What is Changing?	HB1017 awarded funding is being added to the PE construction phases to address phase funding shortfalls
Additional Details:	
Why a Formal amendment?	Per ODOT direction, all HB2017 projects are to be amended into the MTIP via a formal amendment even ones that could be processed as an administrative modification
Total Programmed Amount:	Total programming increases from \$5,343,790 to \$6,729,082
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting

<b>9. Project:</b>	<b>OR213: Foster – Lindy</b>
Lead Agency:	ODOT
ODOT Key Number:	NEW
Project Description:	Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed.
What is Changing?	Adding a new HB2017 funded project to the 2018 MTIP
Additional Details:	Non capacity enhancing, rehab, exempt preservation project
Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.
Total Programmed Amount:	Total programming is with HB2017 at \$9,200,000
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting

<b>10. Project:</b>	<b>US26: Sylvan – OR217</b>
Lead Agency:	ODOT
ODOT Key Number:	20299
Project Description:	Repave mainline of roadway to improve pavement condition and extend service life.
What is Changing?	Adding awarded HB2017 funding to address PE and construction phase funding shortfalls
Additional Details:	Non capacity enhancing, rehab, exempt preservation project

Why a Formal amendment?	Per ODOT direction, all HB2017 projects are to be amended into the MTIP via a formal amendment even ones that could be processed as an administrative modification
Total Programmed Amount:	HB2017 award is \$624,212. Total programming increases from \$3,162,012 to \$3,786,224
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting

<b>11. Project: OR99W: I-5 – McDonald St</b>	
Lead Agency:	ODOT
ODOT Key Number:	20435
Project Description:	Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed. Includes full signal upgrade at Johnson/Main.
What is Changing?	Adding awarded HB2017 funding to address construction phase funding shortfalls
Additional Details:	Non capacity enhancing, rehab, exempt preservation project
Why a Formal amendment?	Per ODOT direction, all HB2017 projects are to be amended into the MTIP via a formal amendment even ones that could be processed as an administrative modification
Total Programmed Amount:	HB2017 \$1,000,000. Programming increases from \$10,397,299 to \$11,397,299
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting

<b>12. Project: OR99W: McDonald – Fisher Rd</b>	
Lead Agency:	ODOT
ODOT Key Number:	New
Project Description:	Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed.
What is Changing?	Adding a new HB2017 preservation, exempt project to the 2018 MTIP
Additional Details:	Non capacity enhancing, rehab, exempt preservation project
Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.
Total Programmed Amount:	HB2017 award is \$8,100,000. Total project programming is \$8,100,000.
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting

<b>13. Project: OR99W: McDonald – Fisher Rd</b>	
Lead Agency:	ODOT
ODOT Key Number:	20300
Project Description:	Repave mainline of roadway to improve pavement condition and extend service life.
What is Changing?	Adding awarded HB2017 funding to the PE and construction phases to address PE and construction phase funding shortfalls
Additional Details:	Non capacity enhancing, rehab, exempt preservation project
Why a Formal amendment?	Per ODOT direction, all HB2017 projects are to be amended into the MTIP via a formal amendment even ones that could be processed as an administrative modification
Total Programmed Amount:	HB2017 award is \$994,864. Total increases from \$5,070,150 to \$6,065,014.
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting

<b>14. Project:</b>	<b><del>I-5 Broadway/Weidler Interchange Improvements</del> I-5 Rose Quarter Improvement Project</b>
Lead Agency:	ODOT
ODOT Key Number:	19701
Project Description:	<del>Develop solutions for congestion, freight mobility, safety and seismic upgrades.</del> This project continues prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan, which identified transportation investments that would result in improved safety and operations and support economic growth. Proposed multi-modal improvements include: Ramp-to-Ramp (Auxiliary) Lanes, Highway Shoulders, Highway Covers, New Overcrossing, I-5 Southbound Ramp Relocation, New Bike and Ped Crossing, and improved Bike and Ped Facilities.
What is Changing?	Adding HB2017 conditioned funding to the PE phase to continue work on
Additional Details:	The HB2017 condition is a timing condition to add federal National Highway Freight Program (NHFP) funding to the PE phase.
Why a Formal amendment?	Cost increases above the 20% threshold require a formal MTIP amendment
Total Programmed Amount:	HB2017 conditioned funding is to add a total of \$16,265,452 of NHFP funds to PE which increases the total programming to \$20,391,998
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting

**End of HB2017 Awarded Projects as part of the September 2017 Formal Amendment to the 2018 MTIP**

**Beginning of Required Project Corrections or adding new (non HB2017 funded) projects to the 2018 MTIP**

<b>15. Project:</b>	<b>East Multnomah County Road Connections ITS Project</b>
Lead Agency:	Gresham
ODOT Key Number:	New
Project Description:	In eastern Multnomah County and in Gresham, install various ITS improvements including a VMS sign on WB US26 new SE 267th, and install Bluetooth readers at multiple intersections in eastern Multnomah County to help improve the use of existing transportation facility capacity. (Approved Metro TSMO ITS, Source: 2016-18 RFFA)
What is Changing?	This Metro approved TSMO project is being added to the 2018 MTIP as scope and budget are now sufficient for it to move through the federal project delivery process
Additional Details:	Intelligent Transportation System project
Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.
Total Programmed Amount:	The total programmed amount for the project is \$688,000
Other and Notes:	Approved TSMO, source 2016-2018 RFFA TSMO allocation

<b>16. Project:</b>	<b>Division Street Corridor Improvements (Gresham)</b>
Lead Agency:	Gresham
ODOT Key Number:	16986 – Re-add to the MTIP (treat as new project to MTIP)
Project Description:	In the city of Gresham on Division Street between Gresham/Fairview Trail (GFT) and NW Wallula Ave, construct sidewalks and bicycle lanes on each side of Division Street



What is Changing?	The project is being re-added to the 2018 MTIP to allow PE activities to continue in 2018
Additional Details:	Local funds being added in 2018
Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.
Total Programmed Amount:	The total programmed amount for the project is \$280,000 with \$100,000 of local funds in the active 2018 MTIP year.
Other and Notes:	Formal programming request letter from Gresham.

<b>17. Project: I-5 Columbia River (Interstate) Bridges</b>	
Lead Agency:	ODOT
ODOT Key Number:	New project
Project Description:	On I-5 at the Columbia River Bridges in north Portland, perform necessary pre-trunnion shaft replacement bridge work to include restoring the clearances and alignment of gears and bearings that are part of the system to raise and lower the lift-span for efficient operation.
What is Changing?	The project is being added to the 2018 MTIP
Additional Details:	Funding for this project will come from the cancellation of a project in Ashland (Region 3), Oregon 99: Ashland Creek Bridge (Southbound) Rehabilitation. The cancellation of this project frees up \$608,273 to be applied to the new project. The additional funds will come from the 2017 State Bridge Program which has a current balance of approximately \$1.8M. The fund balance comes from a combination of favorable bids and engineering estimates that continue to come in under the programmed STIP amounts.
Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.
Total Programmed Amount:	The total programmed amount for the project is \$1,463,500
Other and Notes:	Formal programming request and prior OTC approval in August 2017

<b>18. Project: SE 122<sup>nd</sup> Ave: Johnson Creek Bridge Replacement</b>	
Lead Agency:	Portland
ODOT Key Number:	19794
Project Description:	Emergency replacement of bridge #51C20. Region
What is Changing?	Through this amendment, the ROW phase is deleted, a Utility Relocation phase is added with a total of \$140k, and the construction phase is increased.
Additional Details:	The project costs were re-evaluated when the 60% design update occurred. This revealed additional construction costs and the need for a UR phase to complete the project.
Why a Formal amendment?	Cost increases greater than 20% for projects with costs of \$1 million or greater require a formal amendment. The cost increase to the project represents a 36% increase and is above the 20% threshold for administrative modifications
Total Programmed Amount:	The total programmed amount for the project increases from \$2,800,000 to \$3,811,431
Other and Notes:	Delivery and completion of this project has been deemed urgent.

<b>19. Project: Foster Rd Streetscape: SE 50<sup>th</sup> – 92<sup>nd</sup> Ave</b>	
Lead Agency:	Portland
ODOT Key Number:	18022
Project Description:	Reallocate roadway space to create 1 motor vehicle lane and 1 bike lane in each direction with a center turn lane. Construction of curb extensions, sidewalk infill, pedestrian lighting, street trees, rapid flash beacons and traffic signal upgrades. Project also includes required storm water mitigation improvements.
What is Changing?	Project is being re-added to the 2018 MTIP. The construction phase needs to be in 2018 now.
Additional Details:	Project now includes conditioned storm water mitigation improvements conditioned by FHWA.
Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.
Total Programmed Amount:	The total programmed amount for the project is now \$8,853,456
Other and Notes:	Cost increase to the project also was addressed by Portland with local funds.

<b>20. Project: North Rivergate Freight Project</b>	
Lead Agency:	Portland
ODOT Key Number:	19300
Project Description:	Construct a two-lane overcrossing at the UPRR crossing. Modify the existing Lombard St and Rivergate Blvd intersection to accommodate trucks.
What is Changing?	Project is being re-added to the 2018 MTIP. There was not sufficient time to include the re-scoped project in the 2018 MTIP.
Additional Details:	Construction phase is being pushed out to its current planned obligation year of 2019. Year limit to 2018 required the construction phase to be incorrectly entered into 2018.
Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.
Total Programmed Amount:	The total programmed amount for the project is now 22,266,019
Other and Notes:	

<b>21. Project: NE Columbia Blvd at MLK Blvd</b>	
Lead Agency:	Portland
ODOT Key Number:	13502
Project Description:	Construct right turn lane, sidewalk, ADA ramps and planting strip on Columbia including additional sidewalk work on MLK
What is Changing?	Project is being re-added to the 2018 MTIP. There was not sufficient time to compete the ROW and UR before the end of FFY 2017 to obligate the construction phase.
Additional Details:	Construction phase is being pushed out to its current planned obligation year of 2018.
Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.
Total Programmed Amount:	The total programmed amount for the project remains unchanged at 3,559,259
Other and Notes:	

<b>22. Project: SW Herman Rd: SW 124th Ave - SW Cheyenne Way</b>	
Lead Agency:	Tualatin
ODOT Key Number:	20815
Project Description:	In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road where currently pedestrian and bicycle commuters must walk or ride on the roadway with cars and trucks. (2019-21 RFFA Awarded Project) (UPWP Regionally Significant Project)
What is Changing?	The amendment shifts the preliminary engineering phase back to the planning phase to complete required pre-NEPA project development activities.
Additional Details:	The project becomes a Regionally Significant UPWP project focusing on Pre-NEPA project development.
Why a Formal amendment?	Shifting a RFFA funded project from the initial capital delivery phase of Preliminary Engineering requires a formal and review and amendment by Metro
Total Programmed Amount:	The total programmed amount for the project remains unchanged at \$725,000
Other and Notes:	

## 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 seven MTIP review factors. The seven factors include:

- Project eligibility/proof of funding commitment and verification
- RTP consistency review with the financially constrained element.
- RTP goals and strategies consistency
- Amendment type determination; **Formal** or Administrative:
  - Adding a new project to the MTIP is required per the FHWA STIP & MTIP Amendment Matrix.
  - Guidance: Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized.
  - Per discussion with ODOT, all HB2017 awarded projects are to proceed under the formal amendment rules.
- Air conformity review
- Fiscal constraint verification
- MPO responsibilities completion:
  - Completion of the required 30 day Public Notification period:
  - Initiated on September, 25 2017 with a planned conclusion on October 24, 2017

MPO responsibilities include the completion of a required 30-day public notification period for all projects in the May 2017 Formal Amendment. Both projects have been posted on Metro's MTIP web page for notification and comment opportunity. Metro staff will respond to received comments as necessary. Staff's opinion is that the projects can be amended as requested and added to the 2018-21 MTIP without issue. Staff will forward TPAC's recommendation to JPACT for approval consideration during their September 21, 2017 meeting.

## APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the August 2017 Formal MTIP amendment will include the following:



<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	September 25, 2017
• TPAC notification and approval recommendation.....	September 29, 2017
• 2018 MTIP expected approval.....	October 2, 2017
• JPACT approval and recommendation to Council*.....	October 19, 2017
• Completion of public notification process.....	October 24, 2017
• Metro Council approval.....	November 2, 2017

#### USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package .....	November 2, 2017
• Amendment bundle submission to ODOT and USDOT.....	November 3, 2017
• ODOT clarification and approval.....	Mid November, 2017
• USDOT clarification and final amendment approval.....	Late November, 2017

#### ANALYSIS/INFORMATION


1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Budget Impacts:** None to Metro

#### RECOMMENDED ACTION:


Staff recommends the approval of Resolution 17-4844.

#### Attachments:

1. HB2017 Project Preview List
2. HB2017 September 2017 OTC letter

<b>Attachment 1</b> <b>* DRAFT * Preview of Metro Boundary Area HB2017 Awarded Projects</b>							
Num	Lead Agency	Project Name	Description	HB2017 Award	ODOT Key	MTIP ID	

OTC August 2017 Approved HB2017 Awarded Projects							
1	ODOT	I-205 CBOS-ATMS	NB Aux lane segments + ATMS improvements NB & SB	<b>\$30,000,000</b>	TBD New	TBD New	
2	ODOT	I-205 Stafford Road to OR99E	Planning/project development activities to add a third lane in each direction between Stafford Road and OR43 and a fourth lane on the Abernethy Bridge to help separate through-traffic	<b>\$9,222,000</b> of NHFP + required match Total = \$10,000,000	19786	70859	
HB2017 Projects Expected to be Approved During the September 2017 OTC Meeting							
3	ODOT	I-205 Paving Project	Part of the I-205 CBOS-ATMS project to complete later pavement rehabilitation needs	<b>\$5,000,000</b>	TBD New	TBD New	
4	ODOT	I-84: Graham Road Bridge Replacements	Improvements to Graham Road at the intersection with I-84 in City of Troutdale - Replace bridges #07046 & 07046A	<b>\$3,000,000</b>	19763	79858	
5	ODOT	Columbia Blvd Pedestrian Safety Improvements	Working on the appropriate project description	<b>\$1,500,000</b>	TBD New	TBD New	
6	ODOT	OR217: OR10 - 99W SB AUXILIARY LANE	Design work for a southbound Auxiliary Lane from the intersection of OR10 to 99W (Expected to change Lead agency to ODOT)	<b>\$44,000,000</b>	18841	79787	
7	ODOT	Powell Blvd Jurisdiction Transfer (Phase I, II & III)	Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave. (HB2017 awarded project, \$110,000,000 original award)	<b>110,000,000</b>	TBD New	TBD New	
8	ODOT	OR217: SW 72nd Ave – SW Scholl's Ferry Rd (OR210) NB Auxiliary Lane	Primarily to construct a northbound auxiliary lane on OR217	<b>54,000,000</b>	TBD New	TBD New	
9	ODOT	OR212: SE RICHEY RD - US26	Multi-lift paving of the highway in conjunction with targeted deeper pavement	<b>\$700,000</b>	18772	70761	
10	ODOT	OR212: ROCK CREEK - RICHEY RD	Repave roadway and upgrade ADA to current standards	<b>\$1,210,451</b>	19355	70807	
11	ODOT	OR213: FOSTER - LINDY	None yet- Assumed non capacity enhancing project, conformity exempt.	<b>\$9,200,000</b>	TBD New	TBD New	
12	ODOT	US26: SYLVAN - OR217	Repave mainline of roadway to improve pavement condition and extend service life.	<b>\$624,212</b>	20299	70940	
13	ODOT	OR99W: MCDONALD - FISCHER RD	Repave/rehab roadway, upgrade ADA ramps, and address drainage as needed	<b>\$8,100,000</b>	TBD New	TBD New	
14	ODOT	US26: OR217 - CORNELL RD	Repave mainline of roadway to improve pavement condition and extend service life.	<b>\$994,864</b>	20300	70941	
15	ODOT	OR8: SE 73rd - Minter Bridge	None yet. Assumed non capacity enhancing as a preservation project	<b>\$1,500,000</b>	TBD New	TBD New	
16	ODOT	I-5 OVER NE HASSALO ST AND NE HOLIDAY ST (BR# 08583)	Working on appropriate description for the project	<b>\$5,000,000</b>	TBD New	TBD New	
17	ODOT	I-84: FAIRVIEW - MARINE DRIVE & TOOTH ROCK TUNNEL 2	Repave a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave.	<b>\$1,000,000</b>	20298	70939	

Attachment 1					 Metro	
* DRAFT * Preview of Metro Boundary Area HB2017 Awarded Projects						
Num	Lead Agency	Project Name	Description	HB2017 Award	ODOT Key	MTIP ID

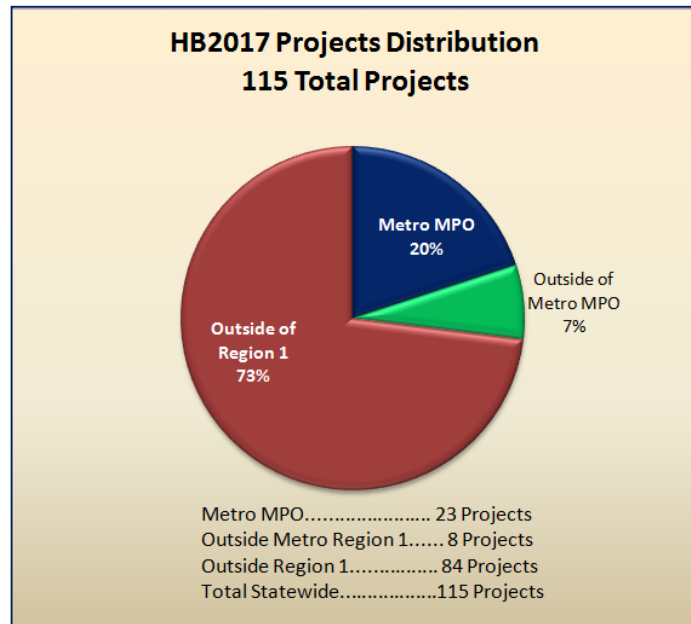
18	ODOT	<u>STIP/MTIP Current</u> I-5 Broadway/Weidler Interchange Improvements <u>HB2017</u> <b>I-5 Rose Quarter Congestion Relief project</b>	This project continues prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan, which identified transportation investments that would result in improved safety and operations and support economic growth. Proposed multi-modal improvements include: Ramp-to-Ramp (Auxiliary) Lanes, Highway Shoulders, Highway Covers, New Overcrossing, I-5 Southbound Ramp Relocation, New Bike and Ped Crossing, and improved Bike and Ped Facilities. (HB2017 named & directed project to add \$16,265,452 of NHFP funds)	<b>Federal NHFP+ Match</b>  <b>\$16,265,452</b>	19071	70784
19	ODOT	OR212: UPRR STRUCTURE - ROCK CREEK	Repave roadway (1R) and upgrade ADA to current standards. Three inch inlay between fog lines (six inches beyond).	<b>\$657,473</b>	19356	70808
20	ODOT	OR99W: I-5 - MCDONALD ST	Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed. Includes full signal upgrade at Johnson/Main.	<b>\$1,000,000</b>	20435	70988
21	ODOT	I-84: EAST PORTLAND FWY - NE 181ST AVE	Repave a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave.	<b>\$3,600,000</b>	20410	70967
22	ODOT	US30: SANDY RIVER (TROUTDALE) BRIDGE (BR#02019)	Design shelf ready plans to paint bridge; replace sidewalk and repair foundation.	<b>\$5,750,000</b>	20703	71007
23	ODOT	OR99W: TUALATIN RIVER NB BRIDGE	Design shelf ready plans to replace the current structural overlay.	<b>\$1,202,900</b>	20471	70999

HB2017 ODOT Awarded Projects Summary					
Category	Projects	HB2017 Funding	Other Conditioned/ Directed Funding	Category Percent of Total Projects	Funding Percent of Total
EM	7	\$ 248,200,000		30.4%	79.3%
Preservation	9	\$ 23,987,000		39.1%	7.7%
Bridge	3	\$ 11,952,900		13.0%	3.8%
IM	2	\$ 4,600,000		8.7%	1.5%
Culverts	0	\$ -		0.0%	0.0%
Freight	2	\$ -	\$ 24,221,999	8.7%	7.7%
Subtotals:	23	\$ 288,739,900	\$ 24,221,999	100.0%	100.0%
<b>Total HB2017 Inside MPO Funding:</b>		<b>\$ 312,961,899</b>	92.9%		
<b>Total Projects (8) Outside MPO:</b>		<b>\$ 24,045,013</b>	7.1%		
<b>Total ALL Region 1 HB2017 Projects:</b>		<b>\$ 337,006,912</b>			

HB2017 Awarded Projects Outside of Region 1			
Num	Name	ODOT Key	Cost
1	I-84: Ladd Canyon Freight and Culvert Improvements	20381	23,552,258
2	Tom McCall Road Roundabout	18728	\$4,915,500
3	State Hwy 214 pedestrian safety improvements @ Jefferson Street in City of Silverton	New	\$750,000
4	State Hwy 126 Florence-Eugene Highway EIS Study	New	\$3,000,000
5	Scottsburg Bridge replacement	18578	\$42,848,000
6	Southern Oregon Seismic Triage	New	\$35,000,000
7	Newberg-Dundee Bypass, Phase 2 (Design & Shovel Ready Prep)	19909	\$22,000,000
8	US 97 at Terrebonne	New	\$20,000,000
9	I-5 at Aurora-Donald Interchange, Phase 1	New	25,000,000
10	US 20 Safety Upgrades: Albany to Corvallis	New	\$20,000,000
11	OR 99E in City of Halsey	18751	\$13,544,100
12	US 20 Freight Mobility Enhancements	New	\$2,280,000
13	State Hwy 58, passing lanes west of Oakridge	New	\$7,200,000
14	US 97 & Cooley Road Mid-term Improvements	New	\$13,000,000
15	Rest Areas Capital Improvement 2018	New	\$2,780,000
16	Territorial Highway jurisdictional transfer	New	\$5,000,000
17	State Hwy 99 Improvements in Eugene - jurisdictional transfer	New	\$5,000,000
18	Port of Umatilla Road (Local)	New	\$2,000,000
19	Rest Areas Capital Improvement 2019	New	\$5,774,000
20	Improvements to Alder Creek Road in Wheeler County (Local)	New	\$593,000
21	Pedestrian safety improvements in City of Dufur	New	\$400,000
22	Pedestrian safety and road improvements in City of Prineville	New	\$3,000,000
23	Eastern Oregon Trade and Event Center Access Road Project (Local)	New	\$1,097,000
24	Pedestrian safety improvements in City of Arlington	New	\$1,500,000
25	Rest Areas Capital Improvement 2020	New	\$1,504,000
26	Pedestrian safety and road improvements in City of Milton-Freewater (Local)	New	\$3,000,000
27	Pedestrian safety and road improvements in City of Burns	New	\$3,000,000
28	Pedestrian safety and road improvements in City of Irrigon (Local)	New	\$3,000,000
29	Pedestrian safety and road improvements in City of Heppner (Local)	New	\$3,000,000
30	Rest Areas Capital Improvement 2021	New	\$444,000
31	Oregon Manufacturing Innovation Center Access Roads in Columbia County (Possible Funding Elsewhere)	New	\$4,000,000
32	Hermiston North First Place Project (Local)	New	\$1,400,000
33	Region 2: I-5 Culverts I	New	\$2,669,500
34	OR-202 Culvert MP 3.60	New	\$400,000

35	OR-58: Fix It Corridor Culverts II	20102	\$308,035
36	U.S. 101 Culverts	New	\$360,000
37	Powers Highway: Long Tom Culvert	20134	\$1,850,000
38	OR-42 Frenchie Creek	20711	\$3,001,000
39	US97: The Dalles – California Hwy Culverts	New	\$1,850,000
40	I-84 Priority Route Culverts	20322	\$2,772,640
41	U.S. 20 Priority Route Culverts	20355	\$2,182,080
42	BRIDGE WORK FOR PAVEMENT PROJECTS	New	\$4,234,245
43	US101B: LEWIS & CLARK RIVER BRIDGE	20107	\$1,667,280
44	OR36: INDIAN CREEK BRIDGE	20118	\$1,081,040
45	US101: YAQUINA BAY BRIDGE	20109	\$20,623,600
46	OR34: VAN BUREN BRIDGE (CORVALLIS)3	20688	\$69,000,000
47	OR18 SPUR: SOUTH YAMHILL RIVER BR #06758	19389	\$38,360,000
48	OR66 OVER CENTRAL OR & PACIFIC RAILROAD (ASHLAND)	New	\$1,920,000
49	E MAIN ST OVER I-5 BRIDGE(ASHLAND)	New	\$737,000
50	US101: TAHKENITCH CREEK & TENMILE CREEK BRIDGES	20097	\$3,270,100
51	US26: CLEAR CREEK BRIDGE	20119	\$3,276,050
52	US26: BRIDGE CREEK BRIDGE	20120	\$3,388,750
53	I-84 FRONTAGE ROAD: MEACHAM CREEK & UPRR	20539	\$5,541,024
54	OR37 OVER UPRR (COLD SPRINGS)	20541	\$1,016,578
55	I-84 EB OVER US395 (EMIGRANT AVE INTCHG)	20540	\$1,512,500
56	US101: YAQUINA BAY BRIDGE (NEWPORT)	19654	\$2,850,000
57	I-5: BRIDGE REPLACEMENT AT COMMERCIAL (07524B)	New	\$6,700,000
58	US97/OR58 Seismic Landslide Mitigation	New	\$10,000,000
59	OR-22: Joseph St. - Golf Club Rd.	20418	\$3,800,000
60	US-26: Necanicum Jct - Jewell Jct	New	\$10,600,000
61	US20: Philomath Couplet	New	\$3,700,000
62	US26: Hayward Rd. - NW Mountaindale Rd.	New	\$500,000
63	OR34: Pacific Hwy - Sunset Rd	New	\$6,000,000
64	OR99W: W. 3rd Ave - Enid Rd	New	\$7,300,000
65	US20: Cox Creek - Reeves Parkway	New	\$400,000
66	I-5: Garden Valley Blvd - Roberts Creek	20106	\$19,000,000
67	OR140: Avenue G - OR62	20100	\$2,700,000
68	OR42: Delmar Ln - Cedar Point Rd	New	\$500,000
69	OR66: Railroad Bridge - Dead Indian Memorial Rd	New	\$500,000
70	OR62: Brophy Way - Rogue River Dr.	New	\$300,000
71	US26: MP 99 - Kahneeta Jct.	20853	\$3,250,000
72	OR66: Railroad Bridge - Dead Indian Memorial Rd	New	\$500,000
73	OR62: Brophy Way - Rogue River Dr.	New	\$300,000
74	US26: MP 99 - Kahneeta Jct.	20853	\$3,250,000
75	US97: Spring Creek Hill - N. Chiloquin Intchg.	20151	\$12,568,800
76	US97: Shaniko Jct - Trout Creek Bridge	20851	\$12,520,000
77	US97: SCL Crescent - Willamette Hwy Jct	New	\$400,000
78	US-395: Big Stick Creek - Alkalai Lake	New	\$14,200,000

79	US97: Veterans Way - Yew Ave (Redmond)	New	\$1,000,000
80	6th St: Yerxa Ave - Umatilla Bridge	18113	\$1,885,782
81	I-84: Meacham - Kamela	20530	\$31,700,000
82	OR-11: Pendleton – Weston and Hwy 331/I-84 Interchange	New	\$8,100,000
83	OR-11: Milton Freewater – State Line	New	\$600,000
84	I-5 Kuebler Blvd to Delaney Rd Widening	19929	\$18,033,285
<b>Total Cost:</b>			<b>\$633,761,156</b>





# Oregon

Kate Brown, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** September 7, 2017

**TO:** Oregon Transportation Commission

*[Original signature on file]*

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** **Agenda F** – Adding House Bill 2017 Projects into the 2018-2021 Statewide Transportation Improvement Program

**Requested Action:**

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) by adding list of projects funded by House Bill 2017 (Transportation Funding).

**Background:**

House Bill 2017 provides additional funding for projects named in the bill and for bridge, pavement, culvert, seismic and safety projects. The attached list includes all of these projects that are funded for the 2018-2021 timeframe. Future STIP updates will incorporate the remaining named projects and other funded projects. The Oregon Department of Transportation (ODOT) staff reviewed this situation and attached project list with the Commission at their August meeting. Approval was deferred to September to allow time for public input.

In HB 2017 there were other projects, such as Interstate 205: Stafford Road-Oregon City, and expectations, such as tolling, that require funding not specifically listed in the bill. To fund these and to help jump start key projects tied to future gas tax increases (Interstate 205: Johnson Creek to Glen Jackson Bridge Corridor Bottleneck and Active Traffic Management) included in this amendment is the \$74 million of unallocated funds. These funds include \$49 million of freight funds and \$25 million of strategic reserves that the Commission left unallocated in the 2018-2021 STIP.

In developing the bridge, pavement, culvert, seismic and safety projects that were not specifically named in the bill, staff used the same asset management systems used to develop the 2018-2021 STIP. In fact, many of these projects are already funded for design (shelf projects) or were on the “150%” list of the 2018-2021 STIP.

When we developed this list we also assumed that projects named in the bill went toward meeting the various targets set for the program areas. For example, the U.S. 20 safety upgrade program named in the bill was counted toward meeting our 10 percent going toward safety. By combining the \$74 million of STIP funds we were also able to bring the mix of projects closer to the objectives in the Oregon Transportation Commission’s investment strategy. As a result, for example, maintenance will be receiving \$45M during this time period.

To implement these projects, we are rapidly standing up an enhanced outsourcing process that will allow us to increase our capacity to deliver this added work. We are in the process of adding the positions provided in the bill and preparing for the 2018-2019 legislative sessions where we will be asking for additional resources to support our expanded outsource process. This aggressive approach will allow us to get projects out to construction as soon as possible and ensure we meet the various triggers established in the bill for additional fuel tax increases.

Attachment:

- Attachment 1 – 2018-2021 Project Amendment List

Copies (w/attachments) to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
Paul Mather	Mac Lynde	Jeff Flowers	Lynn Averbek



# Attachment 1

## HB 2017 - Projects Needing Action in August (Separate Letters Submitted for their Actions)

Project Name	I-205 Corridor Bottleneck	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 8,000,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2019	\$ 19,700,000
Other	2018	\$ 3,000,000
<b>TOTAL</b>		<b>\$ 30,700,000</b>

Project Name	I-84: Ladd Canyon Freight and Culvert Improvements	
	K20381	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2017	\$ 1,756,508
Right of Way	2017	\$ 30,000
Utility Relocation		\$ -
Construction	2019	\$ 21,765,750
Other		\$ -
<b>TOTAL</b>		<b>\$ 23,552,258</b>

## HB 2017 - State Projects

Project Name	Tom McCall Road Roundabout	
	K 18728	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2015	\$ 517,000
Right of Way	2017	\$ 183,000
Utility Relocation	2018	\$ 90,000
Construction	2017	\$ 4,125,500
Other		\$ -
<b>TOTAL</b>		<b>\$ 4,915,500</b>

Project Name	Hwy 211 Improvements from Hwy 213 to Molalla Avenue in City of Molalla	
	K 18811	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering		\$ -
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2019	\$ 750,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 750,000</b>

Project Name	State Hwy 214 pedestrian safety improvements @ Jefferson Street in City of Silverton	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 125,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2019	\$ 625,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 750,000</b>

Project Name	State Hwy 126 Florence-Eugene Highway EIS Study	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 3,000,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 3,000,000</b>

Project Name	Scottsburg Bridge replacement	
	K 18578	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2015	\$ 2,718,000
Right of Way	2017	\$ 1,380,000
Utility Relocation	2018	\$ 50,000
Construction	2019	\$ 38,700,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 42,848,000</b>

Project Name	Southern Oregon Seismic Triage	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 2,500,000
Right of Way	2019	\$ 100,000
Utility Relocation	2019	\$ 100,000
Construction	2020	\$ 32,300,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 35,000,000</b>

Project Name	Newberg-Dundee Bypass, Phase 2 (Design & Shovel Ready Prep)	
	K 19909	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 22,000,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 22,000,000</b>

Project Name	OR-217 Southbound	
	K 18841	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2014	\$ 3,302,832
Right of Way	2019	\$ 200,000
Utility Relocation		\$ -
Construction	2021	\$ 44,000,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 47,502,832</b>

Project Name	US 97 at Terrebonne	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 1,800,000
Right of Way	2019	\$ 500,000
Utility Relocation	2020	\$ 200,000
Construction	2021	\$ 17,500,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 20,000,000</b>

Project Name	I-5 at Aurora-Donald Interchange, Phase 1	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 5,000,000
Right of Way	2019	\$ 2,000,000
Utility Relocation		\$ -
Construction	2021	\$ 18,000,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 25,000,000</b>

Project Name	US 20 Freight Mobility Enhancements	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 2,000,000
Right of Way	2020	\$ 250,000
Utility Relocation	2020	\$ 30,000
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 2,280,000</b>

Project Name	State Hwy 58, passing lanes west of Oakridge	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2021	\$ 720,000
Right of Way	2022	\$ 15,000
Utility Relocation		\$ -
Construction	2024	\$ 6,465,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 7,200,000</b>

Project Name	US 20 Safety Upgrades: Albany to Corvallis	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 2,500,000
Right of Way	2019	\$ 2,500,000
Utility Relocation		\$ -
Construction	2021	\$ 15,000,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 20,000,000</b>

Project Name	Powell Blvd Jurisdiction Transfer (Phase I, II & III)	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 13,000,000
Right of Way	2020	\$ 28,000,000
Utility Relocation	2021	\$ 3,000,000
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 44,000,000</b>

Project Name	US 97 & Cooley Road Mid-term Improvements	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 1,000,000
Right of Way	2019	\$ 12,000,000
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 13,000,000</b>

Project Name	OR 99E in City of Halsey	
	K 18751	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2017	\$ 544,100
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2022	\$ 13,000,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 13,544,100</b>

Project Name	OR-217 Northbound	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 9,400,000
Right of Way	2020	\$ 2,000,000
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 11,400,000</b>

HB 2017 - Local Projects

Project Name	Rest Areas Capital Improvement 2018 K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering		\$ -
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other	2018	\$ 2,780,000
<b>TOTAL</b>		<b>\$ 2,780,000</b>

Project Name	Port of Hood River Bridge Replacement EIS K TBD	
PHASE	YEAR	COST
Planning	2018	\$ 5,000,000
Preliminary Engineering		\$ -
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 5,000,000</b>

Project Name	Territorial Highway jurisdictional transfer K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering		\$ -
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other	2018	\$ 5,000,000
<b>TOTAL</b>		<b>\$ 5,000,000</b>

Project Name	State Hwy 99 Improvements in Eugene - jurisdictional transfer K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering		\$ -
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other	2018	\$ 5,000,000
<b>TOTAL</b>		<b>\$ 5,000,000</b>

Project Name	Improvements to Graham Road at the intersection with I-84 in City of Troutdale K 19763	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering		\$ -
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2018	\$ 3,000,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 3,000,000</b>

Project Name	Port of Umatilla Road (Local) K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2017	\$ 400,000
Right of Way	2018	\$ 100,000
Utility Relocation	2018	\$ 25,000
Construction	2019	\$ 1,475,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 2,000,000</b>

Project Name	Rest Areas Capital Improvement 2019 K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering		\$ -
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other	2019	\$ 5,774,000
<b>TOTAL</b>		<b>\$ 5,774,000</b>

Project Name	Wanapa Street Improvements in City of Cascade Locks K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 250,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2019	\$ 500,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 750,000</b>

Project Name	Columbia Blvd Pedestrian Safety Improvements K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering		\$ -
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2019	\$ 1,500,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 1,500,000</b>

Project Name	Improvements to Alder Creek Road in Wheeler County (Local) K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 123,000
Right of Way	2018	\$ 50,000
Utility Relocation		\$ -
Construction	2019	\$ 420,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 593,000</b>

Project Name	Pedestrian safety improvements in City of Dufur K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 100,000
Right of Way	2018	\$ 20,000
Utility Relocation		\$ -
Construction	2019	\$ 280,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 400,000</b>

Project Name	Pedestrian safety and road improvements in City of Prineville K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 500,000
Right of Way	2018	\$ 100,000
Utility Relocation		\$ -
Construction	2019	\$ 2,400,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 3,000,000</b>

# Attachment 1

Project Name	Eastern Oregon Trade and Event Center Access Road Project (Local)	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2017	\$ 274,250
Right of Way	2017	\$ 50,000
Utility Relocation	2018	\$ 25,000
Construction	2019	\$ 747,750
Other		\$ -
<b>TOTAL</b>		<b>\$ 1,097,000</b>

Project Name	Pedestrian safety and road improvements in City of Milton-Freewater (Local)	
	K TBD	
PHASE	YEAR	COST
Planning	2018	\$ 5,000
Preliminary Engineering	2018	\$ 600,000
Right of Way	2018	\$ 100,000
Utility Relocation	2019	\$ 20,000
Construction	2020	\$ 2,275,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 3,000,000</b>

Project Name	Pedestrian safety and road improvements in City of Heppner (Local)	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 600,000
Right of Way	2018	\$ 150,000
Utility Relocation	2019	\$ 20,000
Construction	2020	\$ 2,230,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 3,000,000</b>

Project Name	Hermiston North First Place Project (Local)	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2021	\$ 900,000
Right of Way	2021	\$ 500,000
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 1,400,000</b>

Project Name	Pedestrian safety improvements in City of Arlington	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 250,000
Right of Way	2018	\$ 50,000
Utility Relocation		\$ -
Construction	2019	\$ 1,200,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 1,500,000</b>

Project Name	Pedestrian safety and road improvements in City of Burns	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 750,000
Right of Way	2018	\$ 200,000
Utility Relocation	2019	\$ 20,000
Construction	2020	\$ 2,030,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 3,000,000</b>

Project Name	Rest Areas Capital Improvement 2021	
	K TBD	
<b>TOTAL</b>		<b>\$ -</b>
Planning		\$ -
Preliminary Engineering		\$ -
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other	2021	\$ 444,000
<b>TOTAL</b>		<b>\$ 444,000</b>

Project Name	Rest Areas Capital Improvement 2020	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering		\$ -
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other	2020	\$ 1,504,000
<b>TOTAL</b>		<b>\$ 1,504,000</b>

Project Name	Pedestrian safety and road improvements in City of Irrigon (Local)	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 600,000
Right of Way	2018	\$ 150,000
Utility Relocation	2019	\$ 20,000
Construction	2020	\$ 2,230,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 3,000,000</b>

Project Name	Oregon Manufacturing Innovation Center Access Roads in Columbia County (Possible Funding Elsewhere)	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering		\$ -
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other	2021	\$ 4,000,000
<b>TOTAL</b>		<b>\$ 4,000,000</b>

## Culvert List

Project Name	I-84: Columbia River Highway Culverts K20363	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 609,887
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2020	\$ 3,049,433
Other		\$ -
<b>TOTAL</b>		<b>\$ 3,659,320</b>

Project Name	Region 2: I-5 Culverts I KNew	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 600,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2020	\$ 2,069,500
Other		\$ -
<b>TOTAL</b>		<b>\$ 2,669,500</b>

Project Name	U.S. 101 Culverts KNew	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 360,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	0	\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 360,000</b>

Project Name	I84: Columbia River Highway Culverts K20003	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 425,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2021	\$ 2,200,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 2,625,000</b>

Project Name	U.S. 20 Priority Route Culverts K20355	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 590,980
Right of Way	2019	\$ 22,730
Utility Relocation		\$ -
Construction	2020	\$ 1,568,370
Other		\$ -
<b>TOTAL</b>		<b>\$ 2,182,080</b>

Project Name	US-26: Mt Hood and Warm Springs Highways Culverts K20362	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 491,003
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2020	\$ 2,455,015
Other		\$ -
<b>TOTAL</b>		<b>\$ 2,946,018</b>

Project Name	OR-202 Culvert MP 3.60 KNew	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 400,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	0	\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 400,000</b>

Project Name	Powers Highway: Long Tom Culvert K20134	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2017	Funded
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2020	\$ 2,300,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 2,300,000</b>

Project Name	US97: The Dalles – California Hwy Culverts KNew	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 250,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2021	\$ 1,600,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 1,850,000</b>

Project Name	OR-281 Indian Creek Offsite Fish Passage Mitigation K19401	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 36,964
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2019	\$ 271,071
Other		\$ -
<b>TOTAL</b>		<b>\$ 308,035</b>

Project Name	OR-58: Fix It Corridor Culverts II K20102	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 1,260,000
Right of Way	2019	\$ 50,000
Utility Relocation		\$ -
Construction	2020	\$ 9,090,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 10,400,000</b>

Project Name	OR-42 Frenchie Creek K20711	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2017	Funded
Right of Way	2018	\$ 1,000
Utility Relocation		\$ -
Construction	2020	\$ 3,000,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 3,001,000</b>

Project Name	I-84 Priority Route Culverts K20322	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 720,620
Right of Way	2019	\$ 138,650
Utility Relocation		\$ -
Construction	2020	\$ 1,913,370
Other		\$ -
<b>TOTAL</b>		<b>\$ 2,772,640</b>

Bridge/Seismic List

Project Name	BRIDGE WORK FOR PAVEMENT PROJECTS	
	KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering		\$ -
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2018	\$ 4,234,245
Other		\$ -
<b>TOTAL</b>		<b>\$ 4,234,245</b>

Project Name	I-5 OVER NE HASSALO ST & NE HOLIDAY ST	
	KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 1,000,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2021	\$ 4,000,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 5,000,000</b>

Project Name	US30: SANDY RIVER (TROUTDALE) BRIDGE	
	K20703	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2017	\$ 565,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2019	\$ 5,750,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 6,315,000</b>

Project Name	OR99W: TUALATIN RIVER NB BRIDGE	
	K20471	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 188,500
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2020	\$ 1,202,900
Other		\$ -
<b>TOTAL</b>		<b>\$ 1,391,400</b>

Project Name	I-84: HOOD RIVER BRIDGE DECK REPLACEMENT1	
	K19653	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2016	\$ 1,600,000
Right of Way	2018	\$ 50,000
Utility Relocation		\$ -
Construction	2018	\$ 12,249,545
Other		\$ -
<b>TOTAL</b>		<b>\$ 13,899,545</b>

Project Name	I-84: FAIRVIEW - MARINE DRIVE & TOOTH ROCK TUNNEL2	
	K20298	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 751,930
Right of Way	2020	\$ 2,488
Utility Relocation		\$ -
Construction	2021	\$ 5,037,730
Other		\$ -
<b>TOTAL</b>		<b>\$ 5,792,148</b>

Project Name	US101B: LEWIS & CLARK RIVER BRIDGE	
	K20107	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 141,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2021	\$ 1,526,280
Other		\$ -
<b>TOTAL</b>		<b>\$ 1,667,280</b>

Project Name	OR36: INDIAN CREEK BRIDGE	
	K20118	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 150,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2021	\$ 931,040
Other		\$ -
<b>TOTAL</b>		<b>\$ 1,081,040</b>

Project Name	US101: YAQUINA BAY BRIDGE	
	K20109	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2017	\$ 475,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2020	\$ 20,148,600
Other		\$ -
<b>TOTAL</b>		<b>\$ 20,623,600</b>

Project Name	OR34: VAN BUREN BRIDGE (CORVALLIS)3	
	K20688	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2017	\$ 9,000,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2021	\$ 60,000,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 69,000,000</b>

Project Name	OR18 SPUR: SOUTH YAMHILL RIVER BR #06758	
	K19389	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2015	\$ 1,100,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2019	\$ 37,260,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 38,360,000</b>

Project Name	OR66 OVER CENTRAL OR & PACIFIC RAILROAD (ASHLAND)	
	KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 320,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2021	\$ 1,600,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 1,920,000</b>

Project Name	E MAIN ST OVER I-5 BRIDGE(ASHLAND)	
	KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 123,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2021	\$ 614,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 737,000</b>

Project Name	US26: BRIDGE CREEK BRIDGE	
	K20120	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2017	\$ 492,000
Right of Way	2019	\$ 10,000
Utility Relocation		\$ -
Construction	2021	\$ 2,886,750
Other		\$ -
<b>TOTAL</b>		<b>\$ 3,388,750</b>

Project Name	I-84 EB OVER US395 (EMIGRANT AVE INTCHG)	
	K20540	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 125,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2020	\$ 1,387,500
Other		\$ -
<b>TOTAL</b>		<b>\$ 1,512,500</b>

Project Name	US97/OR58 Seismic Landslide Mitigation	
	K TBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 1,500,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2021	\$ 8,500,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 10,000,000</b>

Project Name	US101: TAHKENITCH CREEK & TENMILE CREEK BRIDGES	
	K20097	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 557,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2021	\$ 2,713,100
Other		\$ -
<b>TOTAL</b>		<b>\$ 3,270,100</b>

Project Name	I-84 FRONTAGE ROAD: MEACHAM CREEK & UPRR	
	K20539	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 378,107
Right of Way	2018	\$ 250,000
Utility Relocation		\$ -
Construction	2021	\$ 4,822,917
Other		\$ -
<b>TOTAL</b>		<b>\$ 5,451,024</b>

Project Name	US101: YAQUINA BAY BRIDGE (NEWPORT)	
	K19654	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2016	\$ 150,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2018	\$ 2,700,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 2,850,000</b>

Project Name	US26: CLEAR CREEK BRIDGE	
	K20119	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2017	\$ 450,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2021	\$ 2,826,050
Other		\$ -
<b>TOTAL</b>		<b>\$ 3,276,050</b>

Project Name	OR37 OVER UPRR (COLD SPRINGS)	
	K20541	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 125,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2019	\$ 891,578
Other		\$ -
<b>TOTAL</b>		<b>\$ 1,016,578</b>

Project Name	I-5: BRIDGE REPLACEMENT AT COMMERCIAL (07524B)	
	KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 900,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2021	\$ 5,800,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 6,700,000</b>

## Pres List

Project Name	OR99E: S PINE ST - SW BERG PARKWAY(CANBY)	
	K18775	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2015	\$ 894,555
Right of Way	2020	\$ 177,000
Utility Relocation		\$ -
Construction	2021	\$ 5,036,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 6,107,555</b>

Project Name	OR212: SE RICHEY RD - US26	
	K18772	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2015	\$ 1,481,373
Right of Way	2018	\$ 230,000
Utility Relocation		\$ -
Construction	2019	\$ 3,037,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 4,748,373</b>

Project Name	US26: SYLVAN - OR217	
	K20299	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 493,855
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2020	\$ 3,292,369
Other		\$ -
<b>TOTAL</b>		<b>\$ 3,786,224</b>

Project Name	OR8: SE 73rd - Minter Bridge	
	KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 1,500,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 1,500,000</b>

Project Name	OR99W: MCDONALD - FISCHER RD	
	KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 1,400,000
Right of Way	2020	\$ 100,000
Utility Relocation		\$ -
Construction	2021	\$ 6,600,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 8,100,000</b>

Project Name	OR212: ROCK CREEK - RICHEY RD	
	K19355	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2016	\$ 1,364,795
Right of Way	2018	\$ 30,000
Utility Relocation		\$ -
Construction	2019	\$ 5,334,287
Other		\$ -
<b>TOTAL</b>		<b>\$ 6,729,082</b>

Project Name	US26: OR217 - CORNELL RD	
	K20300	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 791,088
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2021	\$ 5,273,925
Other		\$ -
<b>TOTAL</b>		<b>\$ 6,065,013</b>

Project Name	I-84: EAST PORTLAND FWY - NE 181ST AVE	
	K20410	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 500,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2020	\$ 3,100,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 3,600,000</b>

Project Name	OR213: FOSTER - LINDY	
	KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 1,200,000
Right of Way	2019	\$ 2,210,000
Utility Relocation	2019	\$ 90,000
Construction	2020	\$ 5,700,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 9,200,000</b>

Project Name	OR212: UPRR STRUCTURE - ROCK CREEK	
	K19356	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2016	\$ 1,329,610
Right of Way	2018	\$ 69,656
Utility Relocation		\$ -
Construction	2019	\$ 4,261,282
Other		\$ -
<b>TOTAL</b>		<b>\$ 5,660,548</b>

Project Name	OR99W: I-5 - MCDONALD ST	
	K20435	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 1,922,919
Right of Way	2019	\$ 1,099,575
Utility Relocation		\$ -
Construction	2020	\$ 8,374,805
Other		\$ -
<b>TOTAL</b>		<b>\$ 11,397,299</b>

Project Name	OR-22: Joseph St. - Golf Club Rd.	
	K20418	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 665,630
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2020	\$ 3,134,370
Other		\$ -
<b>TOTAL</b>		<b>\$ 3,800,000</b>



Project Name	US-26: Necanicum Jct - Jewell Jct	
	KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 848,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2019	\$ 9,752,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 10,600,000</b>

Project Name	US20: Philomath Couplet	
	KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering		\$ -
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other	2019	\$ 3,700,000
<b>TOTAL</b>		<b>\$ 3,700,000</b>

Project Name	US26: Hayward Rd. - NW Mountindale Rd.	
	KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 500,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 500,000</b>

Project Name	OR34: Pacific Hwy - Sunset Rd	
	KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 480,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2020	\$ 5,520,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 6,000,000</b>

Project Name	OR99W: W. 3rd Ave - Enid Rd	
	KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 584,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2021	\$ 6,716,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 7,300,000</b>

Project Name	US20: Cox Creek - Reeves Parkway	
	KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 400,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 400,000</b>

Project Name	I-5: Garden Valley Blvd - Roberts Creek	
	K20106	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 1,520,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2021	\$ 17,480,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 19,000,000</b>

Project Name	OR140: Avenue G - OR62	
	K20100	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 220,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2021	\$ 2,480,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 2,700,000</b>

Project Name	OR42: Delmar Ln - Cedar Point Rd	
	KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2020	\$ 500,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 500,000</b>

Project Name	OR66: Railroad Bridge - Dead Indian Memorial Rd	
	KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2020	\$ 500,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 500,000</b>

Project Name	OR62: Brophy Way - Rogue River Dr.	
	KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2020	\$ 300,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 300,000</b>

Project Name	US26: MP 99 - Kahneeta Jct.	
	K20853	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 150,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2019	\$ 3,100,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 3,250,000</b>

Project Name	US97: Spring Creek Hill - N. Chiloquin Intchg.	
	K20151	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2017	\$ 765,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2018	\$ 11,803,800
Other		\$ -
<b>TOTAL</b>		<b>\$ 12,568,800</b>

Project Name	US97: Shaniko Jct - Trout Creek Bridge	
	K20851	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2017	\$ 240,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2018	\$ 12,280,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 12,520,000</b>

Project Name	US97: SCL Crescent - Willamette Hwy Jct	
	KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 400,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 400,000</b>

Project Name	US-395: Big Stick Creek - Alkalai Lake KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 2,130,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2020	\$ 12,070,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 14,200,000</b>

Project Name	I-84: Meacham - Kamela K20530	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 1,000,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2020	\$ 30,700,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 31,700,000</b>

Project Name	I-205 Paving Project KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering		\$ -
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2019	\$ 5,000,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 5,000,000</b>

Project Name	US97: Veterans Way - Yew Ave (Redmond) KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 1,000,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 1,000,000</b>

Project Name	OR-11: Pendleton – Weston and Hwy 331/I-84 Interchange KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2018	\$ 1,215,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction	2018	\$ 6,885,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 8,100,000</b>

Project Name	6th St: Yerxa Ave - Umatilla Bridge K18113	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2012	\$ 545,782
Right of Way	2017	\$ 130,000
Utility Relocation		\$ -
Construction	2019	\$ 1,210,000
Other		\$ -
<b>TOTAL</b>		<b>\$ 1,885,782</b>

Project Name	OR-11: Milton Freewater – State Line KTBD	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2020	\$ 600,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 600,000</b>

#### Freight List

Project Name	I-5 Rose Quarter congestion relief project K19071	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2017	\$ 20,391,997
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 20,391,997</b>

Project Name	I-5 Kuebler Blvd to Delaney Rd Widening K19929	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2017	\$ 4,996,000
Right of Way	2018	\$ 13,037,285
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 18,033,285</b>

Project Name	I-205 freeway widening congestion relief project K19786	
PHASE	YEAR	COST
Planning	2016	\$ 2,500,000
Preliminary Engineering	2017	\$ 10,000,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 12,500,000</b>

**Metro is in receipt of the 2018-2021 MTIP September 2017 Formal Amendment  
Formal Amendment Number SP17-02-SEP**

The purpose of this bundled amendment to make necessary funding corrections, increases, fund reprogramming, and add new projects to the 2018-21 MTIP as noted in the included project tables.

Note: This public notification and opportunity to comment relates only to the 2018 MTIP September 2017 Formal Amendment SP17-02-SEP. It specifically involves multiple projects awarded funding from Oregon's new transportation program legislation, HB2017. It also include several programming corrections to the initial 2018 draft STIP and MTIP that need to occur now as well.

**2018-2021 Metropolitan Transportation Improvement Program**  
Public Notification of Submitted New and Proposed Amended Existing Projects



**The public review period for this project amendment is 9/25/2017 and concludes on 10/24/2017, at 5:00 pm.**

Requests to submit comments or concerns about this amendment should be submitted to Pamela Blackhorse, via email at [pamela.blackhorse@oregonmetro.gov](mailto:pamela.blackhorse@oregonmetro.gov)

Subject to revisions to address comments received during the public comment period, the 2018-21 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.

To maximize the fund leveraging abilities of the new HB2017 funds, the federal fund code ADVCON, or Advance Construction is being used in place of the state fund code HB2017. To help avoid confusion over the HB2017 Project awards, all project descriptions in the MTIP will include an HB2017 award tag identifying the project as an awarded HB2017 project with the original HB2017 awarded amount. Finally, many of the HB2017 awarded projects are relying on preliminary funding estimates or updates. As a result, the final MTIP programming amount may be slightly different in fund amount or fund type, and/or adjusted during the Public Comment Period.

Details of the project amendment changes follow on the next pages

2018-2021 Metropolitan Transportation Improvement Program  
Exhibit A to Resolution 17-4844



<p>Proposed August 2017 Formal Amendment Bundle Special Formal MTIP Amendment in Support of the new HB2017 Approved Projects &amp; Required Clean-up Project Changes Amendment Type: <b>FORMAL, SP17-02-SEP</b> Total Number of Projects: 22</p>			
ODOT Key	Lead Agency	Project Name	Required Changes
<p>List of HB2017 Named Projects being added or amended to the 2018 MTIP Note: The below list of HB2017 projects does not represent the entire list for the Metro boundary area. Additional HB2017 named and awarded projects will be submitted for 2018 MTIP inclusion or amendment through the October and November 2017 formal amendments.</p>			
#1 TBD NEW	ODOT	I-205 Paving Project	Add full new project to the 2018 MTP with funding from HB2017. The project is a subcomponent to the larger HB2017 I-205 CBOS-ATMS project (Approved in the August formal amendment). It will complete required non-capacity rehab/maintenance paving activities at the end of the construction phase.
#2 19763	ODOT	I-84: GRAHAM ROAD BRIDGE REPLACEMENTS (MTIP: Replace bridges #07046 & 07046A)	Cost increase: Adds \$3,000,000 of HB2017 funds to FY 2018 in the construction phase to address construction phase funding needs. Total project cost increases from \$15,394,714 to \$18,394,714. Cost increase = 19.4%. ODOT request is to process as a formal amendment.
#3 TBD NEW	ODOT	<del>Powell Jurisdiction Transfer (Phase I, II, &amp; III)</del> Powell Blvd: I-205 - 176th Multi-Modal Improvements	Add new project that will widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave. Note: Project name is updated from HB2017 name to meet MTIP and STIP requirements.
#4 TBD New	ODOT	OR217: SW 72nd Ave – SW Scholl's Ferry Rd (OR210) NB Auxiliary Lane	Add new HB2017 awarded project to the 2018 MTIP. This amendment will <b>add only the PE phase totaling \$9.4 million</b> . Project was submitted for inclusion in the 2018 RTP. Full project will be added in early FFY 2019. The project's primary scope is to construct an auxiliary lane on NB OR217 from SW 72nd Ave to Scholl's Ferry Rd.
#5 18772	ODOT	OR212: SE RICHEY RD - US26	Add HB2017 awarded funding to prior obligated PE phase. Combine State STP-FLEX and match from Key 18764 into Key 18772.

<b>#6</b> <b>18764</b>	ODOT	OR212: N Deep Creek Culvert	Canceled project: Key 18764 is being combined into Key 18772.
<b>#7</b> 19355	ODOT	OR212: ROCK CREEK - RICHEY RD	Add HB2017 funding (As ADVCON) to increase project costs that will address funding shortfalls for the project
<b>#8</b> 19356	ODOT	OR212: UPRR STRUCTURE - ROCK CREEK	Add awarded HB2017 (programmed as ADVCON & match) to the construction phase to address the phase cost increase
<b>#9</b> <b>TBD</b> <b>NEW</b>	ODOT	OR213: FOSTER - LINDY	NEW project. Funding is all HB2017. Add under ADVCON
<b>#10</b> 20299	ODOT	US26: Sylvan - OR217	Existing project. HB2017 address phase funding shortfalls
<b>#11</b> 20435	ODOT	OR99W: I-5 - McDonald St	HB2017 awarded project. Adding \$1,000,000 of awarded HB2017 to the construction phase
<b>#12</b> <b>TBD</b> <b>NEW</b>	ODOT	OR99W: McDonald - Fischer Rd	Add new HB2017 name project to the 2018 MTIP and STIP awarded with \$8,100,000 of HB2017 funds.
<b>#13</b> 20300	ODOT	US26:OR217 - Cornell Rd	Adding total HB2017 award of \$994,864 to PE and construction phases using the ADVCON fund type code.
<b>#14</b> 19701	ODOT	I-5 Broadway/Weidler Interchange Improvements	Adding HB2017 conditioned funding (National Highway Freight Program (NHFP) funds) to the PE phase in 2018
<b>End of HB2017 Projects included in the September 2017 Formal Amendment to the 2018 MTIP</b> <b>Total number of HB2017 awarded projects included: 15</b>			

#### 2018 MTIP Projects Requiring Corrections form initial programming in the draft 2018 STIP and 2018 MTIP

##### Notes:

1. The draft 2018 MTIP was completed and "locked-down" to complete required public notifications, traffic modeling, and air conformity analysis as of April 1, 2017. No further changes to submitted projects were allowed to be made.
2. While the 2018 draft STIP also was completed and technically in lock-down, changes continued to projects the 2015 STIP. Several 2018 STIP projects were advanced into the 2015 STIP and 2015 MTIP. Funding and scope changes also continued to occur to the 2015 STIP projects that had been carried over into the 2018 STIP and MTIP.
3. This has resulted in a disconnected 2018 STIP and 2018 MTIP. All projects do not match as originally submitted.
4. With approval of the 2018 MTIP and 2018 STIP, multiple correction amendments to the 2018 MTIP will begin to reconcile the noted project discrepancies to ensure both the approved 2018 STIP and MTIP completely match-up as federal regulations require.
5. The following projects included in the September 2017 Formal Amendment represent the first group of projects requiring corrections, or are new projects being added to the 2018 MTIP.

Beginning List of 2018 MTIP Project Clean-up Amendment Actions			
ODOT Key	Lead Agency	Project Name	Required Changes
#15 TBD NEW	Gresham	East Multnomah County Road Connections ITS Project	Add new ITS project for the city of Gresham to the 2018 MTIP. Approved TSMO project from the 12016-18 RFFA program
#16 16986	Gresham	Division Street Corridor Improvements (Gresham)	Re-add to 2018 MTIP with prior obligated PE funding and new \$100k for additional PE activities
#17 TBD NEW	ODOT	I-5 Columbia River (Interstate) Bridges	Add this new bridge pre-trunnion replacement maintenance project to the 2018 MTIP
#18 19794	Portland	SE 122nd Ave: Johnson Cree Bridge Replacement	The amendment deletes the ROW phase, adds a UR phase, and increases the construction phase
#19 18022	Portland	Foster Rd Streetscape: SE 50th – 92nd Ave	Re-add to 2018 MTIP to add construction phase to 2018 enabling the phase to obligate the funds before the end of 2017 and be ready to go to bid during January 2018.
#20 19300	Portland	North Rivergate Freight Project	Re-add to 2018 MTIP. Construction phase slipped to 2019.
#21 13502	Portland	NE Columbia Blvd at MLK Jr. Blvd	Re-add project to 2018 MTIP slipping the construction phase to 2018.
#22 20815	Tualatin	SW Herman Rd: SW 124th Ave - SW Cheyenne Way	Shift project out of PE and back into the Planning Phase. Will become a UPWP Regionally Significant project

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



**PROJECT #1** EXISTING MTIP PROGRAMMING - None **New Project**

**PROJECT #1 PROPOSED AMENDED CHANGES**

ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
TBD NEW	TBD	ODOT	I-205 Paving Project					Highway	\$ 5,000,000
Project Description:			The project will provide various non-capacity paving and rehab improvements within the I-205 CBOS and ATMS project limits (HB2017 awarded project, \$5,000,000 original award).						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Other (Utility Relocation)	Construction	Total
ADVCON	ACPO	Federal	2019					\$ 4,611,000	\$ 4,611,000
State	Match	State	2019					\$ 389,000	\$ 389,000
Total:			\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. ADVCON = Advance Construction federal fund type. ADVCON is used in place of the HB2017 State funds to identify that federal funds will be committed to the project at a later date. Once known, the federal funds will replace the Advance Construction (ADVCON) fund type. 3. State = ODOT state funds added to the project phase as their required match to the federal fund type ADVCON.								

**Amendment Summary**

This formal amendment adds one of several HB2017 awarded projects to the 2018 MTIP. HB2017 is Oregon's new long-term transportation program.

This project is the non-capacity enhancing scope component to the larger I-205 CBOS/ATMS project noted in the first project. The project will provide various paving and rehab improvements within the I-205 CBOS and ATMS project limits.

ODOT determined this scope of work was significant enough to justify it as a separate and stand alone project in the MTIP and STIP. Only the construction phase needs to be programmed in the MTIP. Added Note: The project name and description added to the MTIP may be adjusted or slightly different from the notification table depending upon ODOT's final naming convention and description review of the authorized scope elements.

The fund type code used to the HB2017 award is the federal fund type code of Advanced Construction (ADVCON) with also requires a State match

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #2 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19763	70858	ODOT	I-84: Graham Road Bridge Replacements					Highway	\$ 15,394,714
Project Description:			Improvements to Graham Road at the intersection with I-84 in City of Troutdale - Replace bridges #07046 & 07046A						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
JTA	B4A0	State	2016		\$ 400,000				\$ 400,000
NHPP-FAST	Z001	Federal	2016		\$ 2,766,600				\$ 2,766,600
State	Match	State	2016		\$ 233,400				\$ 233,400
JTA	NB4A0	State	2018				\$ 3,494,714		\$ 3,494,714
NHPP-FAST	Z001	Federal	2018				\$ 7,838,700		\$ 7,838,700
State	Match	State	2018				\$ 661,300		\$ 661,300
Total:			\$ -	\$ 3,400,000	\$ -	\$ 11,994,714	\$ -	\$ 15,394,714	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP								
	3. JTA = State HB2001B Bond funds originating from the Oregon Jobs and Transportation Act (JTA) of 2009.								
	4. NHPP-FAST = National Highway Performance Program funds originating from the FAST Act.								
	5. State = ODOT state funds added to the project phase as their required match to the federal fund type NHPP.								

**Amendment Summary**

Proposed amended changes are stated on the next page



PROJECT #2 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19763	70859	ODOT	I-84: Graham Road Bridge Replacements					Highway	\$ 18,394,714
Project Description:			Improvements to Graham Road at the intersection with I-84 in City of Troutdale - Replace bridges #07046 & 07046A, (HB2017 awarded project, \$3,000,000 original award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
JTA	B4A0	State	2016		\$ 400,000				\$ 400,000
NHPP-FAST	Z001	Federal	2016		\$ 2,766,600				\$ 2,766,600
State	Match	State	2016		\$ 233,400				\$ 233,400
JTA	NB4A0	State	2018				\$ 3,494,714		\$ 3,494,714
NHPP-FAST	Z001	Federal	2018				\$ 7,838,700		\$ 7,838,700
State	Match	State	2018				\$ 661,300		\$ 661,300
ADVCON	ACP0	Federal	2018				\$ 2,766,600		\$ 2,766,600
State	Match	State	2018				\$ 233,400		\$ 233,400
Total:				\$ -	\$ 3,400,000	\$ -	\$ 14,994,714	\$ -	\$ 18,394,714
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Prior Year: The 2018-21 MTIP's active years are 2018 through 2021. Project funds obligated before 2018 are referred to as "prior year obligations" and occurred during the last MTIP cycle. They are included to ensure the total project cost is represented in the MTIP.								
	3. JTA = State HB2001B Bond funds originating from the Oregon Jobs and Transportation Act (JTA) of 2009.								
	4. NHPP-FAST = National Highway Performance Program funds originating from the FAST Act.								
	5. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 92.22% with the required match set at 7.78%								
	6. State = ODOT state funds added to the project phase as their required match to the federal fund type ADVCON.								

<p align="center"><b><u>Amendment Summary</u></b></p> <p align="center">HB2017 awarded an additional \$3,000,000 to the project.</p> <p align="center">The fund type code used to reflect this is the federal fund type code of Advanced Construction (ADVCON) with also requires a State match</p>	
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Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



**PROJECT #3** EXISTING MTIP PROGRAMMING - None **New Project**

PROJECT #3 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
TBD NEW	TBD	ODOT	<del>Powell Blvd Jurisdiction Transfer (Phase I, II, &amp; III)</del> Powell Blvd: I-205 to 176th Multi-Modal Improvements					Highway	\$ 110,000,000
Project Description:			Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave. (HB2017 awarded project, \$110,000,000 original award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	(Other) Utility Relocation	Construction	Total
ADVCON	ACPO	Federal	2018		\$ 11,664,900				\$ 11,664,900
State	Match	State	2018		\$ 1,335,100				\$ 1,335,100
ADVCON	ACPO	Federal	2020			\$ 25,124,400			\$ 25,124,400
State	Match	State	2020			\$ 2,875,600			\$ 2,875,600
ADVCON	ACPO	Federal	2021				\$ 2,691,900		\$ 2,691,900
State	Match	State	2021				\$ 308,100		\$ 308,100
ADVCON	ACPO	Federal	2022					\$ 59,221,800	\$ 59,221,800
State	S070	State	2022					\$ 6,778,200	\$ 6,778,200
Total:			\$ -	\$ 13,000,000	\$ 28,000,000	\$ 3,000,000	\$ 66,000,000	\$ 110,000,000	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89,72%% with the required match set at 10.27%. 3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27% 4. The year 2022 is outside the 2018-21 MTIP defined years. The 2022 construction year is included for informational purposes. Programming for the 2022 year will have to wait until the development and approval of the 2021 to 2024 MTIP.								

**Amendment Summary**

This formal amendment adds a HB2017 awarded project to the 2018 MTIP. HB2017 is Oregon's new long-term transportation program. The funding for this project includes a funding year outside the MTIP's active years of 2018-2021. The construction phase in 2020 will not be included in the 2018 MTIP.

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



**PROJECT #4** EXISTING MTIP PROGRAMMING - None **New Project**

PROJECT #4 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
TBD NEW	TBD	ODOT	OR217: SW 72nd Ave – SW Scholl's Ferry Rd (OR210) NB Auxiliary Lane					Highway	\$ 54,000,000
Project Description:		ON OR217 from about 72nd Ave to SWE Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments (HB2017 awarded Project, \$54,000,000 original award)							
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	(Other) Utility Relocation	Construction	Total
ADVCON	ACPO	Federal	2018		\$ 8,434,620				\$ 8,434,620
State	Match	State	2018		\$ 965,380				\$ 965,380
ADVCON	ACPO	Federal	2020			\$ 1,794,600			\$ 1,794,600
State	Match	State	2020			\$ 205,400			\$ 205,400
ADVCON	ACPO	Federal	2023					\$ 38,334,980	\$ 38,334,980
State	Match	State	2023					\$ 4,265,020	\$ 4,265,020
Total:			\$ -	\$ 9,400,000	\$ 2,000,000	\$ -	\$ 42,600,000	\$ 54,000,000	
Notes:	<div>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</div> <div>2. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72%% with the required match set at 10.27%.</div> <div>3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%</div> <div>4. Only the Preliminary Engineering is being programmed at this time. Remaining phases and funding listed above are for informational purposes which is shaded in grey above</div>								

**Amendment Summary**

This is a HB2017 awarded project.

Only the PE phase will be added to the 2018-21 MTIP as the project is not currently listed in the constrained 2014 RTP. The project has been submitted for inclusion in the 2018 RTP. The full project can be added to the MTIP after the 2018 RTP is approved. The PE (non-implementation) phase may be added without issue .

**Exhibit A to Resolution 17-4844**

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment**

**Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects**



PROJECT #5 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18772	70761	ODOT	OR212: SE RICHEY RD - US26					Roadway & Bridge	\$ 2,666,000
Project Description:			Multi-lift paving of the highway in conjunction with targeted deeper pavement						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHPP	Z001	Federal	2015		\$ 241,374				\$ 241,374
State	Match	State	2015		\$ 27,626				\$ 27,626
NHPP	Z001	Federal	2017			\$ 143,568			\$ 143,568
State	Match	State	2017			\$ 16,432			\$ 16,432
NHPP	Z001	Federal	2018				\$ 2,007,260		\$ 2,007,260
State	Match	State	2018				\$ 229,740		\$ 229,740
Total:				\$ -	\$ 269,000	\$ 160,000	\$ 2,237,000	\$ -	\$ 2,666,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP								
	3. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								

**Amendment Summary:**

Changes stated on the next page

This is an existing 2015 STIP and MTIP project carried over into the 2018 MTIP with cost increases and schedule changes.

The project is a named HB2017 named project awarded funding

PROJECT #5 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18772	70761	ODOT	OR212: SE RICHEY RD - US26					Highway	\$ 4,747,591
Project Description:		Multi-lift paving of the highway in conjunction with targeted deeper pavement (HB2017 awarded project, \$700,000 original award)							
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP	Z001	Federal	2015		\$ 459,051				\$ 459,051
State	Match	State	2015		\$ 52,540				\$ 52,540
HB2017	S070	State	2015		\$ 700,000				\$ 700,000
State STP-FLEX	M240	Federal	2015		\$ 241,374				\$ 241,374
State	Match	State	2015		\$ 27,626				\$ 27,626
NHPP	Z001	Federal	2018			\$ 206,379			\$ 206,379
State	Match	State	2018			\$ 23,621			\$ 23,621
NHPP	Z001	Federal	2019				\$ 2,069,174		\$ 2,069,174
State	Match	State	2019				\$ 236,826		\$ 236,826
State STP-FLEX	M240	Federal	2019				\$ 655,926		\$ 655,926
State	Match	State	2019				\$ 75,074		\$ 75,074
Total:			\$ -	\$ 1,480,591	\$ 230,000	\$ 3,037,000	\$ -	\$ 4,747,591	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP								
	3. Additional funds for PE will obligate as a subsequent follow-on obligation to the original PE obligation that occurred in 2015. The funds will actually obligate during FFY 2018 and will be counted against the FY 2018 financial constraint year								
	4. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	5. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								
	6. State STP-FLEX = Federal Surface Transportation Program funds allocated to ODOT								
	7. State STP-FLEX funds are being transferred from Key 18764, OR212: N Deep Creek Culvert also included in this amendment								
Amendment Summary									
The HB2017 awarded funding is intended to support the PE phase cost increase. \$1 million total (\$897,300 of State STP-FLEX + \$102,700) also is being transferred from Key 18764 supporting the PE, ROW and construction phases									

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #6 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18764		ODOT	OR212: N Deep Creek Culvert						\$ 1,000,000
Project Description:			CULVERT REPLACEMENT						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
State STP-FLEX	M240	Federal	2018				\$ 897,300		\$ 897,300
State	Match	State	2018				\$ 102,700		\$ 102,700
Total:			\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. State STP-FLEX = Federal Surface Transportation Program funds allocated to ODOT								
	3. The State STP-FLEX are being transferred and combined into Key 18872								
	4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								

PROJECT #6 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18764		ODOT	OR212: N Deep Creek Culvert					Highway	\$ -
Project Description:			CULVERT REPLACEMENT						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
State STP-FLEX	M240	Federal	2018				<del>\$ 897,300</del>		\$ -
State	Match	State	2018				<del>\$ 102,700</del>		\$ -
Total:			\$ -	\$ -	\$ -	<del>\$ 1,000,000</del>	\$ -	\$ -	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Key 18764 is canceled from the 2018 MTIP as all funding is being transferred to Key 18772 also in this amendment								
Amendment Summary This project is being canceled from the 2018 MTIP as the existing funding is being transferred and combined into Key 18772									

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #7 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19355	70807	ODOT	OR212: ROCK CREEK - RICHEY RD					Roads and Bridges	\$ 392,686
Project Description:			Repave roadway and upgrade ADA to current standards						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHS	L050	Federal	2016		\$ 448,650				\$ 448,650
State	Match	State	2016		\$ 51,350				\$ 51,350
NHPP	Z001	Federal	2016		\$ 392,686				\$ 392,686
State	Match	State	2016		\$ 44,945				\$ 44,945
NHPP	Z001	Federal	2018			\$ 26,787			\$ 26,787
State	Match	State	2018			\$ 3,066			\$ 3,066
NHPP	Z001	Federal	2019				\$ 3,926,859		\$ 3,926,859
State	Match	State	2019				\$ 449,447		\$ 449,447
Total:				\$ -	\$ 937,631	\$ 29,853	\$ 4,376,306	\$ -	\$ 5,343,790
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP								
	3. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								

Amendment Summary:

Amended changes to the project are shown on the next page

Awarded HB2017 funding is intended to support ROW and construction phases. The PE phase has experienced a cost increase and additional funds were added to the PE after the phase obligation. Overall, the project cost has increased from \$5,343,790 to \$6,729,082

PROJECT #7 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19355	70807	ODOT	OR212: ROCK CREEK - RICHEY RD					Highway	\$ 6,729,082
Project Description:			Repave roadway and upgrade ADA to current standards (HB2017 Awarded Project, \$1,210,451 Original Award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHS	L050	Federal	2016		\$ 448,650				\$ 448,650
State	Match	State	2016		\$ 51,350				\$ 51,350
NHPP	Z001	Federal	2016		\$ 280,858				\$ 280,858
State	Match	State	2016		\$ 32,145				\$ 32,145
HB2017	S070	State	2016		\$ 551,792				\$ 551,792
NHPP	Z001	Federal	2018			\$ 26,919			\$ 26,919
State	Match	State	2018			\$ 3,081			\$ 3,081
ADVCON	ACPO	Federal	2019				\$ 591,015		\$ 591,015
State	Match	State	2019				\$ 67,644		\$ 67,644
NHPP	Z001	Federal	2019				\$ 4,195,485		\$ 4,195,485
State	Match	State	2019				\$ 480,143		\$ 480,143
Total:				\$ -	\$ 1,364,795	\$ 30,000	\$ 5,334,287	\$ -	\$ 6,729,082
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								
	4. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to								

#### Amendment Summary

The amendment adds awarded HB2017 to address phase funding shortfalls.  
The total project cost increases from \$5,343,790 to \$6,729,082



Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #8 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19356	70808	ODOT	OR212: UPRR STRUCTURE - ROCK CREEK					Highway	\$ 5,260,817
Project Description:		Repave roadway (1R) and upgrade ADA to current standards. Three inch inlay between fog lines (six inches beyond).							
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP	L050	Federal	2016		\$ 672,975				\$ 672,975
State	Match	State	2016		\$ 77,025				\$ 77,025
NHPP	Z001	Federal	2016		\$ 362,278				\$ 362,278
State	Match	State	2016		\$ 41,464				\$ 41,464
NHPP	L050	Federal	2018			\$ 62,502			\$ 62,502
State	Match	State	2018			\$ 7,154			\$ 7,154
NHPP	Z001	Federal	2019				\$ 3,622,776		\$ 3,622,776
State	Match	State	2019				\$ 414,643		\$ 414,643
Total:				\$ -	\$ 1,153,742	\$ 69,656	\$ 4,037,419	\$ -	\$ 5,260,817
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Prior Year = Funds committed and programmed to the project in years before the 2018-2021 MTIP (2017 and earlier) grey shaded cells								
	3. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								

<p>Amendment Summary</p> <p>Changes made through this amendment are stated on the next page</p>									
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PROJECT #8 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19356	70808	ODOT	OR212: UPRR STRUCTURE - ROCK CREEK					Highway	\$ 5,651,457
Project Description:			Repave roadway (1R) and upgrade ADA to current standards. Three inch inlay between fog lines (six inches beyond). (HB2017 awarded project, \$657,473 original award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP	L050	Federal	2016		\$ 672,975				\$ 672,975
State	Match	State	2016		\$ 77,025				\$ 77,025
NHPP	Z001	Federal	2016		\$ 122,930				\$ 122,930
State	Match	State	2016		\$ 14,070				\$ 14,070
HB2017	S070	Federal	2016		\$ 433,610				\$ 433,610
NHPP	L050	Federal	2018			\$ 62,421			\$ 62,421
State	Match	State	2018			\$ 7,144			\$ 7,144
ADVCON	ACPO	Federal	2019				\$ 205,359		\$ 205,359
State	Match	State	2019				\$ 23,504		\$ 23,504
NHPP	Z001	Federal	2019				\$ 3,618,290		\$ 3,618,290
State	Match	State	2019				\$ 414,129		\$ 414,129
Total:				\$ -	\$ 1,320,610	\$ 69,565	\$ 4,261,282	\$ -	\$ 5,651,457
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Prior Year = Funds committed and programmed to the project in years before the 2018-2021 MTIP (2017 and earlier) grey shaded cells								
	3. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								
	5. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72%% with the required match set at 10.27%.								

**Amendment Summary:**

The amendment purpose is to add the awarded HB2017 funds into the project (represented by the use of the generic federal fund code ADVCON, or Advance Construction) to address PE and construction phase cost increases.  
Overall, the project increases from \$5,260,818 to \$5,661,457

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



**PROJECT #9** EXISTING MTIP PROGRAMMING - None **New Project**

**PROJECT #9** PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
<b>TBD NEW</b>	TBD	ODOT	<b>OR213: Foster - Lindy</b>	Highway	\$ 9,200,000

Project Description: Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed (HB2017 Named Project, \$9,200,000 HB2017 award)

**Amended MTIP Fund Programming by Phase**

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	(Other) Utility Relocation	Construction	Total
<b>ADVCON</b>	ACPO	Federal	2018		\$ 1,076,760				\$ 1,076,760
<b>State</b>	Match	State	2018		\$ 123,240				\$ 123,240
<b>ADVCON</b>	ACPO	Federal	2019			\$ 1,983,033			\$ 1,983,033
<b>State</b>	Match	State	2019			\$ 226,967			\$ 226,967
<b>ADVCON</b>	ACPO	Federal	2019				\$ 80,757		\$ 80,757
<b>State</b>	Match	State	2019				\$ 9,243		\$ 9,243
<b>ADVCON</b>	ACPO	Federal	2020					\$ 5,114,610	\$ 5,114,610
<b>State</b>	Match	State	2020					\$ 585,390	\$ 585,390
<b>Total:</b>				\$ -	\$ 1,200,000	\$ 2,210,000	\$ 90,000	\$ 5,700,000	\$ 9,200,000

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
  2. Prior Year = Funds committed and programmed to the project in years before the 2018-2021 MTIP (2017 and earlier)
  3. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72% with the required match set at 10.27%.
  4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #10 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20299	70940	ODOT	US26: SYLVAN - OR217					Highway	\$ 3,162,012
Project Description:		Repave mainline of roadway to improve pavement condition and extend service life.							
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP	Z001	Federal	2018		\$ 135,108				\$ 135,108
State	Match	State	2018		\$ 15,464				\$ 15,464
NHPP	Z001	Federal	2020				\$ 2,702,165		\$ 2,702,165
State	Match	State	2020				\$ 309,275		\$ 309,275
Total:				\$ -	\$ 150,572	\$ -	\$ 3,011,440	\$ -	\$ 3,162,012
Notes:									
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.									
2. Prior Year = Funds committed and programmed to the project in years before the 2018-2021 MTIP (2017 and earlier)									
3. NHPP = Federal National Highway Performance Program funds, state managed federal funds									
4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%									

<p>Amendment Summary</p> <p>Project existing programming reflects as entered in the draft 2018 STIP and MTIP</p> <p>Project amendment details are stated on the next page</p>									
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PROJECT #10 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20299	70940	ODOT	US26: SYLVAN - OR217					Highway	\$ 3,786,224
Project Description:		Repave mainline of roadway to improve pavement condition and extend service life. (HB2017 awarded project, \$624,212 original award)							
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP	Z001	Federal	2018		\$ 135,108				\$ 135,108
State	Match	State	2018		\$ 15,464				\$ 15,464
ADVCON	ACPO	Federal	2018		\$ 308,028				\$ 308,028
State	Match	Federal	2018		\$ 35,255				\$ 35,255
NHPP	Z001	Federal	2020				\$ 2,702,165		\$ 2,702,165
State	Match	State	2020				\$ 309,275		\$ 309,275
ADVCON	ACPO	Federal	2020				\$ 252,078		\$ 252,078
State	Match	State	2020				\$ 28,851		\$ 28,851
Total:				\$ -	\$ 493,855	\$ -	\$ 3,292,369	\$ -	\$ 3,786,224
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								
	4. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72%% with the required match set at 10.27%.								

Amendment Summary	
HB2017 award is being added to PE and construction phases based on the updated engineer's cost estimate for the project	

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #11 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20435	70988	ODOT	OR99W: I-5 - MCDONALD ST					Highway	\$ 10,397,299
Project Description:			Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed. Includes full signal upgrade at Johnson/Main.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP	Z001	Federal	2018		\$ 1,494,572				\$ 1,494,572
State	Match	State	2018		\$ 171,060				\$ 171,060
State STBG	Z240	Federal	2018		\$ 230,864				\$ 230,864
State	Match	State	2018		\$ 26,423				\$ 26,423
NHPP	Z001	Federal	2019			\$ 937,539			\$ 937,539
State	Match	State	2019			\$ 107,306			\$ 107,306
State STBG	Z240	Federal	2019			\$ 49,109			\$ 49,109
State	Match	State	2019			\$ 5,621			\$ 5,621
NHPP	Z001	Federal	2020				\$ 5,957,799		\$ 5,957,799
State	Match	State	2020				\$ 681,897		\$ 681,897
State STBG	Z240	Federal	2020				\$ 659,613		\$ 659,613
State	Match	State	2020				\$ 75,496		\$ 75,496
Total:				\$ -	\$ 1,922,919	\$ 1,099,575	\$ 7,374,805	\$ -	\$ 10,397,299
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								
	4. State STBG = Federal Surface Transportation Block Grant (STBG) allocated directly to the State DOT								

Amendment Summary	
Project amended changes are stated on the next page	

PROJECT #11 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20435	70988	ODOT	OR99W: I-5 - MCDONALD ST					Highway	\$ 11,397,299
Project Description:			Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed. Includes full signal upgrade at Johnson/Main. (HB2017 awarded project, \$1,000,000 original award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP	Z001	Federal	2018		\$ 1,725,435				\$ 1,725,435
State	Match	State	2018		\$ 197,484				\$ 197,484
State-STBG	Z240	Federal	2018		\$ -				\$ -
State	Match	State	2018		\$ -				\$ -
NHPP	Z001	Federal	2019			\$ 986,649			\$ 986,649
State	Match	State	2019			\$ 112,926			\$ 112,926
State-STBG	Z240	Federal	2019			\$ -			\$ -
State	Match	State	2019			\$ -			\$ -
NHPP	Z001	Federal	2020				\$ 6,617,413		\$ 6,617,413
State	Match	State	2020				\$ 757,392		\$ 757,392
State-STBG	Z240	Federal	2020				\$ -		\$ -
State	Match	State	2020				\$ -		\$ -
ADVCON	ACP0	Federal	2020				\$ 897,300		\$ 897,300
State	Match	State	2020				\$ 102,700		\$ 102,700
Total:				\$ -	\$ 1,922,919	\$ 1,099,575	\$ 8,374,805	\$ -	\$ 11,397,299
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								
	4. State STBG = Federal Surface Transportation Block Grant (STBG) allocated directly to the State DOT								
	5. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72%% with the required match set at 10.27%.								
Amendment Summary									
HB2017 awarded funds of \$1,000,000 are being added to the construction phase									
The State STBG funds initially programmed to the project were removed. NHPP and state matching funds were increase as a result.									

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #12 EXISTING MTIP PROGRAMMING - None New Project

PROJECT #12 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
TBD NEW	TBD	ODOT	OR99W: McDonald - Fischer Rd	Highway	\$ 8,100,000

Project Description: Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed HB2017 awarded project, \$8,100,000 original award)

Amended MTIP Fund Programming by Phase

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	(Other) Utility Relocation	Construction	Total
ADVCON	ACP0	Federal	2019		\$ 1,256,220				\$ 1,256,220
State	Match	State	2019		\$ 143,780				\$ 143,780
ADVCON	ACP0	Federal	2020			\$ 89,730			\$ 89,730
State	Match	State	2020			\$ 10,270			\$ 10,270
ADVCON	ACP0	Federal	2021				\$ 5,922,180		\$ 5,922,180
State	Match	State	20201				\$ 677,820		\$ 677,820
Total:				\$ -	\$ 1,400,000	\$ 100,000	\$ 6,600,000	\$ -	\$ 8,100,000

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
  2. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72%% with the required match set at 10.27%.
  3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%

Amendment Summary

New HB2017 awarded project being added to the 2018 MTIP.



Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #13 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20300	7091	ODOT	US26: OR217 - CORNELL RD					Highway	\$ 5,070,150
Project Description:		Repave mainline of roadway to improve pavement condition and extend service life.							
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP	Z001	Federal	2019		\$ 216,641				\$ 216,641
State	Match	State	2019		\$ 24,796				\$ 24,796
NHPP	Z001	Federal	2020				\$ 4,332,804		\$ 4,332,804
State	Match	State	2020				\$ 495,909		\$ 495,909
Total:				\$ -	\$ 241,437	\$ -	\$ 4,828,713	\$ -	\$ 5,070,150
Notes:									
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.									
2. NHPP = Federal National Highway Performance Program funds, state managed federal funds									
3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%									

<p>Amendment Summary</p> <p>Project amended changes are stated on the next page</p>									
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PROJECT #13 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
ODOT Key	7091	ODOT	US26: OR217 - CORNELL RD					Highway	\$ 6,065,014
Project Description:			Repave mainline of roadway to improve pavement condition and extend service life. (HB2017 awarded project, \$994,864 original award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHPP	Z001	Federal	2019		\$ 216,641				\$ 216,641
State	Match	State	2019		\$ 24,796				\$ 24,796
ADVCON	ACP0	Federal	2019		\$ 493,202				\$ 493,202
State	Match	State	2019		\$ 56,449				\$ 56,449
NHPP	Z001	Federal	2021				\$ 4,332,804		\$ 4,332,804
State	Match	State	2021				\$ 495,909		\$ 495,909
ADVCON	ACP0	Federal	2021				\$ 399,490		\$ 399,490
State	Match	State	2021				\$ 45,723		\$ 45,723
Total:				\$ -	\$ 791,088	\$ -	\$ 5,273,926	\$ -	\$ 6,065,014
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Prior Year = Funds committed and programmed to the project in years before the 2018-2021 MTIP (2017 and earlier)								
	3. NHPP = Federal National Highway Performance Program funds, state managed federal funds								
	4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								
	5. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.72%% with the required match set at 10.27%.								

<p align="center"><u>Amendment Summary</u></p> <p align="center">HB2017 total award of \$994,864 is split between PE and construction phases (shown as ADVCON and match)</p>									
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Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #14 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19071	70784	ODOT	I-5 BROADWAY/WEIDLER INTERCHANGE IMPROVEMENTS					Roadway and Bridge	\$ 4,126,546
Project Description:		Develop solutions for congestion, freight mobility, safety and seismic upgrades.							
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHPP-EX	M0E2	Federal	2016		\$ 2,331,145				\$ 2,331,145
State	Match	State	2016		\$ 196,664				\$ 196,664
NHPP-EX	M002	Federal	2016		\$ 1,474,355				\$ 1,474,355
State	Match	State	2016		\$ 124,382				\$ 124,382
Total:			\$ -	\$ 4,126,546	\$ -	\$ -	\$ -	\$ -	\$ 4,126,546
Notes:									
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.									
2. NHPP = Federal National Highway Performance Program funds, state managed federal funds									
3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%									
4. Programming years prior to 2018 represent prior obligated years in the 2018 MTIP									
5. Project is identified in HB2017 as "I-5 Rose Quarter Congestion Relief project"									

Amendment Summary

Amended changes to the project are stated on the next page which include name, description and funding.

PROJECT #14 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19071	70784	ODOT	<del>+I-5 BROADWAY/WEIDLER INTERCHANGE IMPROVEMENTS</del> <b>I-5 ROSE QUARTER IMPROVEMENT PROJECT</b>					Roadway and Bridge	\$ 20,391,998
		Project Description:	<del>Develop solutions for congestion, freight mobility, safety and seismic upgrades.</del> <b>This project continues prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan, which identified transportation investments that would result in improved safety and operations and support economic growth. Proposed multi-modal improvements include: Ramp-to-Ramp (Auxiliary) Lanes, Highway Shoulders, Highway Covers, New Overcrossing, I-5 Southbound Ramp Relocation, New Bike and Ped Crossing, and improved Bike and Ped Facilities. (HB2017 Named &amp; Conditioned project to add \$16,265,452 of NHFP funds)</b>						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP-EX	M0E2	Federal	2016		\$ 2,331,145				\$ 2,331,145
State	Match	State	2016		\$ 196,664				\$ 196,664
NHPP-EX	M002	Federal	2016		\$ 1,474,355				\$ 1,474,355
State	Match	State	2016		\$ 124,382				\$ 124,382
NHFP	Z460	Federal	2018		\$ 14,594,990				\$ 14,594,990
State	Match	State	2018		\$ 1,670,462				\$ 1,670,462
Total:			\$ -	\$ 20,391,998	\$ -	\$ -	\$ -	\$ -	\$ 20,391,998
Notes:									
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.									
2. NHPP = Federal National Highway Performance Program funds, state managed federal funds									
3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%									
4. Programming years prior to 2018 represent prior obligated years in the 2018 MTIP									
5. Project is identified in HB2017 as "I-5 Rose Quarter Congestion Relief project"									
6. NHFP = Federal National Highway Freight Program funds set at 89.73% federal and 10.27% match									

<p align="center"><u>Amendment Summary:</u></p> <p>HB2017 conditioned project for ODOT to commit additional PE funding (National Highway Freight Program (NHFP) funds). The name and description are also being updated through this amendment</p>	
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END OF HB2017 PROJECTS

# Beginning of 2018 MTIP Project Clean-up or New Project Amendment Actions

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



## PROJECT #15 EXISTING MTIP PROGRAMMING - None New Project

### PROJECT #15 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
TBD	71015	Gresham	East Multnomah County Road Connections ITS Project	Other	\$ 688,000
Project Description:			In eastern Multnomah County and in Gresham, install various ITS improvements including a VMS sign on WB US26 new SE 267th, and install Bluetooth readers at multiple intersections in eastern Multnomah County to help improve the use of existing transportation facility capacity. (Approved Metro TSMO ITS, Source: 2016-18 RFFA)		

### Amended MTIP Fund Programming by Phase

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (ConOps)	Construction	Total
STBG-URBAN		Federal	2018				\$ 98,703		\$ 98,703
Local	Match	Local	2018				\$ 11,297		\$ 11,297
STBG-URBAN		Federal	2019		\$ 134,595				\$ 134,595
Local	Match	Local	2019		\$ 15,405				\$ 15,405
STBG-URBAN		Federal	2021					\$ 384,044	\$ 384,044
Local	Match	Local	2021					\$ 43,956	\$ 43,956
Total:				\$ -	\$ 150,000	\$ -	\$ 110,000	\$ 428,000	\$ 688,000

Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
	2. STBG-URBAN = Federal Surface Transportation Block Grant funds annual allocated to Metro. The fund code tag of "URBAN" is used to differentiate it from ODOT's annual STBG allocation.
	3. Local = local agency funds provided as the required match to the awarded federal funds., For this project, the required local share to the STBG funds is 10.27%
	4. Metro funded ITS projects with a ConOps phase and a PE phase will be programmed using a standard timing of 1 year for ConOps and 2 years for PE

### Amendment Summary

The amendment adds this approved Transportation Systems Management & Operations (TSMO) project for the city of Gresham

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #16 EXISTING MTIP PROGRAMMING - None New Project

PROJECT #16 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
16986	70542	Gresham	Division Street Corridor Improvements (Gresham)					Trail	\$ 280,000
Project Description:		In the city of Gresham on Division Street between Gresham/Fairview Trail (GFT) and NW Wallula Ave, construct sidewalks and bicycle lanes on each side of Division Street							
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Other Prior OB PE	Construction	Total
TCSP	L680	Federal	2013				\$ 161,514		\$ 161,514
Local	Match	Local	2013				\$ 18,486		\$ 18,486
Local	Over Match	Local	2018		\$ 100,000				\$ 100,000
Total:			\$ -	\$ 100,000	\$ -	\$ 180,000	\$ -	\$ 280,000	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. TCSP = federal Transportation Community & System Preservation grant funds previously awarded to the project								
	3. Local = local agency funds provided as the required match to the awarded federal funds., For this project, the required local share to the STBG								
	4. The other phase is being used to identify the prior obligate funding for PE phase activities.								
	5. Programming years prior to 2018 represent prior obligated years in the 2018 MTIP								

Amendment Summary

The Division Street Corridor Improvement project is being re-added top the 2018 MTIP with \$100k of local funds to continue prior obligated PE activities

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #17 EXISTING MTIP PROGRAMMING - None New Project

PROJECT #17 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
TBD	TBD	ODOT	I-5 Columbia River (Interstate) Bridges	Roadway and Bridge	\$ 1,463,500

Project Description: On I-5 at the Columbia River Bridges in north Portland, perform necessary pre-trunnion replacement bridge work to include restoring the clearances and alignment of gears and bearings that are part of the system to raise and lower the lift-span for efficient operation.

Amended MTIP Fund Programming by Phase

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	(Other) Utility Relocation	Construction	Total
NHPP	M001	Federal	2018		\$ 207,495				\$ 207,495
State	Match	State	2018		\$ 17,505				\$ 17,505
NHPP	M001	Federal	2019					\$ 1,142,145	\$ 1,142,145
State	Match	State	2019					\$ 96,355	\$ 96,355
Total:				\$ -	\$ 225,000	\$ -	\$ -	\$ 1,238,500	\$ 1,463,500

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
  2. NHPP: Federal National Highway Performance Funds shifted to this project from canceled project Key 19656
  3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%
  4. Federal match requirement set at 92,22% federal and 7.78% match requirement

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #18 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19794	70851	Portland	SE 122ND AVE: JOHNSON CREEK BRIDGE REPLACEMENT					Roadway and Bridge	\$ 2,800,000
Project Description:			Emergency replacement of bridge #51C20. Region						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
State STBG	Z233	Federal	2016		\$ 538,380				\$ 538,380
Local	Match	Local	2016		\$ 61,620				\$ 61,620
ADVCON	ACO0	Federal	2017			\$ 17,946			\$ 17,946
Local	Match	Local	2017			\$ 2,054			\$ 2,054
ADVCON	ACO0	Federal	2018				\$ 1,956,114		\$ 1,956,114
Local	Match	Federal	2018				\$ 223,886		\$ 223,886
Total:				\$ -	\$ 600,000	\$ 20,000	\$ 2,180,000	\$ -	\$ 2,800,000
Notes:									
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.									
2. Fund programming in years before 2018 are considered "prior obligated" and outside of the active years of the 2018-2021 MTIP. The funds programmed before 2018 will show up in the 2018 MTIP summed together in a Prior Obligated row.									
3. State STBG = Federal Surface Transportation Block Grant funds allocated to ODOT. The fund code of Z233 originates from the STBG sub funding pot of Off-System Bridge (STBG-OSB) funds									
4. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to									

Amendment Summary

Project changes are stated on the next page



PROJECT #18 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19794	70851	Portland	SE 122ND AVE: JOHNSON CREEK BRIDGE REPLACEMENT					Roadway and Bridge	\$ 3,811,431
Project Description:			Emergency replacement of bridge #51C20. Region						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other (UR)	Total
State STBG	Z233	Federal	2016		\$ 538,380				\$ 538,380
Local	Match	Local	2016		\$ 61,620				\$ 61,620
ADVCON	AC00	Federal	2017			\$ -			\$ -
Local	Match	Local	2017			\$ -			\$ -
ADVCON	ACP0	Federal	2018					\$ 132,845	\$ 132,845
Local	Match	Match	2018					\$ 15,205	\$ 15,205
ADVCON	ACP0	Federal	2018				\$ 2,848,882		\$ 2,848,882
Local	Match	Federal	2018				\$ 214,499		\$ 214,499
Total:				\$ -	\$ 600,000	\$ -	\$ 3,063,381	\$ 148,050	\$ 3,811,431
Notes:	<div>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</div> <div>2. Programming years prior to 2018 represent prior obligated years in the 2018 MTIP</div> <div>3. State STBG = Federal Surface Transportation Block Grant funds allocated to ODOT. The fund code of Z233 originates from the STBG sub funding pot of Off-System Bridge (STBG-OSB) funds</div> <div>4. Local = Local agency funds provided as the required match to the federal funds</div> <div>5. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to</div>								

Amendment Summary	
The amendment deletes the ROW phase, adds a required Utility Relocation phase, and increases construction based on cost estimates at the 60% design stage of the project	

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



Project #19 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18022	70482	Portland	FOSTER RD STREESCAPE: SE 50TH – 92ND AVE					Local Road	\$ 4,471,001
Project Description:			Reallocate roadway space to create 1 motor vehicle lane and 1 bike lane in each direction with a center turn lane. Construction of curb extensions, sidewalk infill, pedestrian lighting, street trees, rapid flash beacons and traffic signal upgrades						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
STP>200K	Z230	Federal	2016		\$ 1,204,177				\$ 1,204,177
Local	Match	Local	2016		\$ 137,823				\$ 137,823
STP>200K	M230	Federal	2017			\$ 67,298			\$ 67,298
Local	Match	Local	2017			\$ 7,703			\$ 7,703
STP>200K	M230	Federal	2017				\$ 2,041,927		\$ 2,041,927
Local	Match	Local	2017				\$ 233,708		\$ 233,708
Other	Over Match	Local	2017				\$ 778,365		\$ 778,365
Total:			\$ -	\$ 1,342,000	\$ 75,001	\$ 3,054,000	\$ -	\$ 4,471,001	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Fund programming in years before 2018 are considered "prior obligated" and outside of the active years of the 2018-2021 MTIP. The funds programmed before 2018 will show up in the 2018 MTIP summed together in a Prior Obligated row. 3. STP>200K = Federal Surface Transportation Program funds allocated to projects in urban areas with a population greater than 200,000. 4. Local = Local agency funds provided as the required match to the federal funds 5. Other = Additional local funds committed to the project beyond the required local match to the federal funds.								

Project #19 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
18022	70482	Portland	FOSTER RD STREESCAPE: SE 50TH – 92ND AVE					Local Road	\$ 8,853,456
Project Description:			Reallocate roadway space to create 1 motor vehicle lane and 1 bike lane in each direction with a center turn lane. Construction of curb extensions, sidewalk infill, pedestrian lighting, street trees, rapid flash beacons and traffic signal upgrades. Project also includes required storm water mitigation improvements.						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
STP>200K	Z230	Federal	2016		\$ 1,204,177				\$ 1,204,177
Local	Match	Local	2016		\$ 137,823				\$ 137,823
Other	Over Match	Local	2016		\$ 112,400				\$ 112,400
STP>200K	M230	Federal	2017			\$ -			\$ -
Local	Match	Local	2017			\$ -			\$ -
Other	Over Match	Local	2017			\$ 200,000			\$ 200,000
STP>200K	M230	Federal	2018				\$ 2,109,225		\$ 2,109,225
Local	Match	Local	2018				\$ 241,410		\$ 241,410
Other	Over Match	Local	2018				\$ 4,848,421		\$ 4,848,421
Total:				\$ -	\$ 1,454,400	\$ 200,000	\$ 7,199,056	\$ -	\$ 8,853,456
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. Programming years prior to 2018 represent prior obligated years in the 2018 MTIP								
	3. STP>200K = Federal Surface Transportation Program funds allocated to projects in urban areas with a population greater than 200,000.								
	4. Local = Local agency funds provided as the required match to the federal funds								
	5. Project is identified in HB2017 as "I-5 Rose Quarter Congestion Relief project"								
	6. Other = Local agency funds committed to the project above the required match level of funds.								

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #20 EXISTING MTIP PROGRAMMING - None New Project

PROJECT #20 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19300	70678	Portland	North Rivergate Freight Project					Roadway and Bridge	\$ 22,266,019
Project Description:			The North Rivergate Freight Project will construct a two-lane overcrossing at the UPRR crossing to improve mobility and safety. The project will remove the rail-traffic conflict by constructing an overpass that will grade separate the roadway from the existing rail in. The project will also modify the existing intersection at Rivergate Blvd and Lombard St. to accommodate trucks.						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Other Utility Relocation	Construction	Total
Other	OTH0	Local	2017		\$ 3,000,000				\$ 3,000,000
STP>200K	M230	Federal	2018			\$ 300,000			\$ 300,000
Local	Match	Local	2018			\$ 34,336			\$ 34,336
STP>200K	M230	Federal	2018				\$ 1,000,000		\$ 1,000,000
Local	Match	Local	2018				\$ 114,454		\$ 114,454
TIGER VIII	BTDG	Federal	2019					\$ 7,329,000	\$ 7,329,000
Local	Match	Local	2019					\$ 1,832,250	\$ 1,832,250
STP>200K	M230	Federal	2019					\$ 1,922,000	\$ 1,922,000
Local	Match	Local	2019					\$ 219,982	\$ 219,982
State STP-FLEX	M240	Federal	2019					\$ 987,030	\$ 987,030
Local	Match	Local	2019					\$ 112,970	\$ 112,970
Other	OTH0	Local	2019					\$ 5,413,997	\$ 5,413,997
Total:				\$ -	\$ 3,000,000	\$ 334,336	\$ 1,114,454	\$ 17,817,229	\$ 22,266,019
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. STP>200K = Federal Surface Transportation Program funds allocated to Metro and awarded to the project								
	3. State STP-FLEX = Federal Surface Transportation Program funds allocated to ODOT and awarded to the project								
	4. TIGER VIII = Federal Tiger grant which is a discretionary transportation funding program which the Port of Portland obtained for this project								
	5. Other = Local additional funds the agency provides to the project beyond the required match to the federal funds								

#### Amendment Summary

The project is being re-added back to the 2018 MTIP. The construction year also is being pushed out to its correct 2019 obligation year.

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #21 EXISTING MTIP PROGRAMMING - None New Project

PROJECT #21 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
13502	70110	Portland	NE COLUMBIA BLVD AT MLK JR BLVD	Roads and Bridges	\$ 3,559,259

Project Description: Construct right turn lane, sidewalk, ADA ramps and planting strip on Columbia including additional sidewalk work on MLK

Amended MTIP Fund Programming by Phase

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Other Utility Relocation	Construction	Total
STP-U	L230	Federal	2007	\$ 255,047					\$ 255,047
Local	Match	Local	2007	\$ 29,191					\$ 29,191
STP-U	L23E	Federal	2012		\$ 973,276				\$ 973,276
Local	Match	Local	2012		\$ 111,396				\$ 111,396
STP-U	L23E	Federal	2015			\$ 919,732			\$ 919,732
Local	Match	Local	2015			\$ 105,268			\$ 105,268
STP-U	L230	Federal	2017				\$ 44,865		\$ 44,865
Local	Match	Match	2017				\$ 5,135		\$ 5,135
STP-U	L230	Federal	2018					\$ 821,343	\$ 821,343
Local	Match	Local	2018					\$ 94,006	\$ 94,006
State STP-FLEX	M240	Federal	2018					\$ 179,460	\$ 179,460
Local	Match	Local	2018					\$ 20,540	\$ 20,540
Total:				\$ 284,238	\$ 1,084,672	\$ 1,025,000	\$ 50,000	\$ 1,115,349	\$ 3,559,259

Notes:

1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
2. STP-U = Federal Surface Transportation Program funds allocated to Metro and awarded to this project through the RFFA process
3. Local = Local agency funds committed to the project as part of the required match to the federal funds
4. State STP-FLEX = Federal Surface Transportation Program funds allocated to ODOT and awarded to this project
5. Funding in years before 2018 are considered "prior obligated" funding years in the 2018 MTIP.

Amendment Summary

The project is re-added to the 2018 MTIP as the construction phase was not ready to obligate before the end of FFY 2017. The construction phase has been slipped to 2018 based on the updated project schedule.

Exhibit A to Resolution 17-4844

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT 22 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20815	70881	Tualatin	SW Herman Rd: SW 124th Ave - SW Cheyenne Way					Roadway and Bridge	\$ 725,000
		Project Description:	The project will provide bike lanes and sidewalks along a half-mile stretch of Herman Road where currently pedestrian and bicycle commuters must walk or ride on the roadway with cars and trucks.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
STBG-URBAN	Z230	Federal	2019		\$ 625,000				\$ 625,000
Local	Match	Local	2019		\$ 71,534				\$ 71,534
Other	OTH0	Local	2019		\$ 28,466				\$ 28,466
Total:			\$ -	\$ 725,000	\$ -	\$ -	\$ -	\$ -	\$ 725,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. STBG-URBAN: Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to this project through the RFFA project call.								
	3. Local = Local agency funds committed to the project as part of the required match to the federal funds								
	4. Other: Additional local agency funds committed to the project beyond the local match requirement								

PROJECT #22 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20815	70881	Tualatin	SW Herman Rd: SW 124th Ave - SW Cheyenne Way					Roadway and Bridge	\$ 725,000
		Project Description:	<div>The project will provide bike lanes and sidewalks along a half-mile stretch of Herman Road where currently pedestrian and bicycle commuters must walk or ride on the roadway with cars and trucks.</div> <div>In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road where currently pedestrian and bicycle commuters must walk or ride on the roadway with cars and trucks. (2019-21 RFFA Awarded Project) (UPWP Regionally Significant Project)</div>						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other (UR)	Total
STBG-URBAN	Z230	Federal	2019	\$ 625,000					\$ 625,000
Local	Match	Local	2019	\$ 71,534					\$ 71,534
Other	OTH0	Local	2019	\$ 28,466					\$ 28,466
Total:				\$ 725,000	\$ -	\$ -	\$ -	\$ -	\$ 725,000
Notes:		<div>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</div> <div>2. STBG-URBAN: Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to this project through the RFFA project call.</div> <div>3. Local = Local agency funds committed to the project as part of the required match to the federal funds</div> <div>4. Other: Additional local agency funds committed to the project beyond the local match requirement</div>							

<p align="center"><b><u>Amendment Summary:</u></b></p> <p>The amendment shifts the PE phase and funding back to the Planning phase to complete required project development activities on in order for it to be ready for the PE later.</p>									
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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING AN  
INCREASED MULTI-YEAR COMMITMENT OF  
REGIONAL FLEXIBLE FUNDS FOR THE  
YEARS 2019-34, FUNDING THE DIVISION  
TRANSIT PROJECT, THE SOUTHWEST  
CORRIDOR TRANSIT PROJECT, ARTERIAL  
BOTTLENECK PROJECTS, ACTIVE  
TRANSPORTATION PROJECTS, AND  
ENHANCED TRANSIT PROJECTS, AND  
AUTHORIZING EXECUTION OF AN  
AMENDMENT TO INTERGOVERNMENTAL  
AGREEMENT AMENDMENT WITH TRIMET  
REGARDING THE INCREASED MULTI-YEAR  
COMMITMENT OF REGIONAL FLEXIBLE  
FUNDS

RESOLUTION NO. 17-XXXX

Introduced by Chief Operating Officer Martha  
Bennett in concurrence with Council  
President Tom Hughes

WHEREAS, Metro is the Metropolitan Planning Organization (MPO) for the Portland metropolitan region, authorized by the U.S. Department of Transportation to program federal transportation funds in the Portland region through the Metropolitan Transportation Improvement Program (MTIP);

WHEREAS, Metro is authorized by the Federal Highway Administration (FHWA) to allocate and program Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) funds and by the Oregon Department of Transportation (ODOT) to sub-allocate and program federal Congestion Mitigation/Air Quality (CMAQ) funds in the MTIP that are allocated to the Portland metropolitan region by ODOT;

WHEREAS, TriMet is the authorized public transportation provider for the Portland region and is an eligible recipient of federal transportation funds through the MTIP;

WHEREAS, on June 16, 2016, as recommended by JPACT, the Metro Council adopted Resolution No. 16-4702, "For the Purpose of Adopting the 2018-2021 Metropolitan Transportation Improvement Program and 2019-2021 Regional Flexible Funds Allocation Policy Statement for the Portland Metropolitan Area," which resolution and policy statement sets forth how the region will identify and select transportation projects to receive federal transportation funds, including CMAQ funds as a portion of the regional flexible funds (the "RFFA Policy Statement");

WHEREAS, the RFFA Policy Statement supports committing federal transportation funds over years 2019-21 for the following purposes: (a) high-capacity transit regional bond commitments for the Division Street Project and the Southwest Corridor Project, (b) bond commitments for developing projects to address regional congestion bottlenecks and active transportation/Safe Routes to Schools projects, (c) region-wide programs, such as transit oriented development and corridor and systems planning, and (d) regional freight investments and active transportation/complete streets;

WHEREAS, JPACT has also requested a proposal for its consideration to provide funding for an "Enhanced Transit" program of on-street capital improvements to facilitate better bus service;

WHEREAS, pending resolution of how ODOT would resolve sub-allocation of CMAQ funds throughout the eligible areas of the state with two additional eligible areas established in 2016, a first phase allocation of funds was allowed to proceed through Metro Resolution 17-4800;

WHEREAS, ODOT has agreed to a new sub-allocation formula approach that stabilizes CMAQ funding levels for 2019 and beyond but reduces the amount of funding to the Portland metropolitan region from levels forecast during the original RFFA policy deliberations;

WHEREAS, the payment of RFFA revenues in Table 1 of Exhibit A to this resolution will accommodate the reduced amount of funding from the new CMAQ sub-allocation while providing bond proceeds for the purposes and amounts shown in Table 2 of Exhibit A;

WHEREAS, JPACT approved the revised payment schedule and amounts set forth in Table 1 and Table 2 of Exhibit A to this resolution on [INSERT DATE]; and

WHEREAS, TriMet anticipates issuing revenue bonds secured by the commitment of federal transportation funds set forth on Exhibit A, and an amended agreement between Metro and TriMet regarding these funds will facilitate borrowing by TriMet that pledge these increased funds; now therefore

BE IT RESOLVED that the Metro Council hereby:

- Approves the revised commitment of federal transportation funds recommended by JPACT and shown in Table 1 of Exhibit A; and
- Authorizes the execution of an amendment to intergovernmental agreement between Metro and TriMet, in a form approved by the Office of Metro Attorney and consistent with this Resolution, that incorporates the increased multi-year commitment of regional flexible funds shown in Table 1 of Exhibit A for the uses and amounts set forth in Table 2 of Exhibit A.

ADOPTED by the Metro Council this \_\_\_th day of October, 2017.

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney

**FIRST AMENDMENT TO  
INTERGOVERNMENTAL AGREEMENT NO. 934681**

This **FIRST AMENDMENT TO INTERGOVERNMENTAL AGREEMENT TO PROVIDE REGIONAL FLEXIBLE FUNDS FOR THE DIVISION TRANSIT PROJECT, THE SOUTHWEST CORRIDOR, HIGHWAY/ARTERIAL PROJECT DEVELOPMENT AND ACTIVE TRANSPORTATION/SAFE ROUTES PROJECTS** ("Amendment") is made and entered into by and between Metro and the Tri-County Metropolitan Transportation District of Oregon ("TriMet"). This Amendment is effective as of the last date of signature below (the "Effective Date").

**RECITALS**

1. Metro and TriMet are parties to an *Intergovernmental Agreement to Provide Regional Flexible Funds for the Division Transit Project, the Southwest Corridor, Highway/Arterial Project Development and Active Transportation/Safe Routes Projects* (the "June 2017 IGA"), pursuant to which Metro agreed to provide TriMet with funds to support regional transportation priorities, on the terms and conditions of the June 2017 IGA.
2. The parties entered into the June 2017 IGA intending to revisit and amend the June 2017 IGA following ODOT's decision regarding the statewide allocation of CMAQ funds, in order to potentially increase the amount of Net Project Funding to the Southwest Corridor Project and Active Transportation/Safe Routes Projects, and to fund Enhanced Transit.
3. On July 10, 2017, the Oregon Transportation Commission approved a redesigned CMAQ program for Oregon for fiscal year 2019 and beyond.
4. On \_\_\_\_\_, 2017, JPACT [***if not on same day, reference the dates of each body's action***] and the Metro Council approved an increased commitment of Regional Flexible Funds as set forth in this Amendment, and the Metro Council, as recommended by JPACT, adopted Resolution No. \_\_\_\_\_, "*For the Purpose of Approving an Increased Multi-Year Commitment of Regional Flexible Funds for the Years 2019-34, Funding the Division Transit Project, the Southwest Corridor Transit Project, Arterial Bottleneck Projects, Active Transportation Projects, and Enhanced Transit Projects, and Authorizing Execution of an Amendment to Intergovernmental Agreement with TriMet Regarding the Increased Multi-Year Commitment of Regional Flexible Funds.*"
5. Capitalized terms used but not defined in this Amendment shall have the meaning given to them in the June 2017 IGA.

**NOW THEREFORE**, in consideration of the foregoing and the parties' promises set forth in this Agreement, the parties agree as follows:

## TERMS OF AGREEMENT

1. **Table 1.** Table 1 and Table 2 attached as Exhibit A to the June 2017 IGA, are hereby deleted in their entirety and replaced with Table 1 and Table 2 attached as Exhibit 1 to this Amendment. Exhibit A to the June 2017 IGA is of no further force and effect. Each reference in the June 2017 IGA to: (a) "Table 1" or its columns shall be deemed reference to Table 1 on Exhibit 1 to this Amendment, (b) "Table 2" shall be deemed reference to Table 2 on Exhibit 1 to this Amendment, and (c) "Exhibit A" shall be deemed reference to Exhibit 1 attached to this Amendment.
2. **Enhanced Transit.** TriMet and Metro shall cooperatively prepare and execute an intergovernmental agreement to provide the Net Project Funding for Enhanced Transit to Metro, as the lead agency to distribute project development funds for enhanced transit projects, in accordance with the terms of the intergovernmental agreement. The intergovernmental agreement shall define the scope of work and budget for activities to be jointly undertaken by TriMet and Metro with regard to defining, assessing, sorting and investing in enhanced transit corridors. The intergovernmental agreement shall provide that the Net Project Funding for Enhanced Transit, and all earnings on those funds while they are held by Metro, shall be used only for project development of capital improvements. The parties acknowledge and agree that the Net Project Funding for Enhanced Transit Projects shall not include any required matching funds, and that Metro will be responsible for collecting and providing to TriMet any matching funds required for these projects.
3. **General Provisions**
  - 3.1. Successors. This Amendment shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, legal representatives, successors and permitted assigns, but subject in all cases to all provisions of the June 2017 IGA governing assignments and other transfers.
  - 3.2. Ratification. The June 2017 IGA, as modified by this Amendment, remains in full force and effect and the parties hereto hereby ratify the same.

*[Signatures follow on next page; remainder of page left blank.]*

IN WITNESS WHEREOF, the parties hereby acknowledge that they have the authority granted by their respective governing body to execute this Amendment and hereto have set their hands and affixed their seals as of the Effective Date.

**APPROVED BY METRO**

By \_\_\_\_\_  
Martha J. Bennett, Chief Operating Officer

Date \_\_\_\_\_

**APPROVED BY TRIMET**

By \_\_\_\_\_  
Neil McFarlane, General Manager

Date \_\_\_\_\_

**APPROVED AS TO FORM BY METRO**

By \_\_\_\_\_  
Hope S. Whitney  
Senior Assistant Metro Attorney

Date \_\_\_\_\_

**APPROVED AS TO FORM BY TRIMET**

By \_\_\_\_\_  
Shelly Devine, TriMet General Counsel

Date \_\_\_\_\_

Table 1: Multi-Year Commitment of MTIP Funds and Regional Flexible Funds to TriMet

Column:	A	B	C
Federal Fiscal Year	Sub-Total of MTIP Funds Committed under Res. Nos. 08-3942 and 10-4185	Sub-Total of Regional Flexible Funds Committed under Res. No. 17-4800 & Res. No. 17-xxx	Grand Total of MTIP Funds and Regional Flexible Funds Committed to TriMet under Res. Nos. 08-3942, 10-4185, 17-4800 & Res. No. 17-xxx
2016	\$16,000,000		\$16,000,000
2017	\$16,000,000		\$16,000,000
2018	\$16,000,000		\$16,000,000
2019	\$16,000,000	\$4,380,000	\$20,380,000
2020	\$16,000,000	\$5,390,000	\$21,390,000
2021	\$16,000,000	\$5,390,000	\$21,390,000
2022	\$16,000,000	\$5,840,000	\$21,840,000
2023	\$16,000,000	\$5,830,000	\$21,830,000
2024	\$16,000,000	\$5,800,000	\$21,800,000
2025	\$16,000,000	\$5,780,000	\$21,780,000
2026	\$16,000,000	\$5,760,000	\$21,760,000
2027	\$16,000,000	\$5,740,000	\$21,740,000
2028		\$17,280,000	\$17,280,000
2029		\$17,260,000	\$17,260,000
2030		\$17,240,000	\$17,240,000
2031		\$17,220,000	\$17,220,000
2032		\$17,190,000	\$17,190,000
2033		\$17,170,000	\$17,170,000
2034		\$17,150,000	\$17,150,000

(1) The rights and obligations of Metro and TriMet regarding the multi-year commitment of MTIP Funds shown in Column A are set forth in the 2011 RFF IGA. This Amendment sets forth the rights and obligations of Metro and TriMet regarding the Phase 1 multi-year commitment of Regional Flexible Funds shown in Column B, which represents the sub-total of the commitments made in Res. No. 17-4800 & Res. No. 17-xxx. Column C shows the sum of Columns A and B, which represents the grand total amount of MTIP Funds and Regional Flexible Funds to be programmed each year by Metro and allocated to TriMet based on both the 2011 RFF IGA and this Amendment.

2) Amounts shown do not include any adjustments pursuant to Section 4.4 and/or Section 5.4

(3) MTIP Funds received by TriMet for fiscal years prior to 2016 are not shown.

Table 2: Funded Projects and Net Project Funding

Project Activity	Amount
Southwest Corridor Project	\$60,000,000
Division Transit Project	\$25,000,000
Project Development: Highway/Arterial	\$10,000,000
Active Transportation/Safe Routes to Schools	\$2,000,000
Enhanced Transit	\$5,000,000
Total	\$102,000,000

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 17-XXXX, FOR THE PURPOSE OF APPROVING AN INCREASED MULTI-YEAR COMMITMENT OF REGIONAL FLEXIBLE FUNDS FOR THE YEARS 2019-34, FUNDING THE DIVISION TRANSIT PROJECT, THE SOUTHWEST CORRIDOR TRANSIT PROJECT, ARTERIAL BOTTLENECK PROJECTS, ACTIVE TRANSPORTATION PROJECTS, AND ENHANCED TRANSIT PROJECTS, AND AUTHORIZING EXECUTION OF AN AMENDMENT TO INTERGOVERNMENTAL AGREEMENT AMENDMENT WITH TRIMET REGARDING THE INCREASED MULTI-YEAR COMMITMENT OF REGIONAL FLEXIBLE FUNDS

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Date: October 19, 2017

Prepared by: Ted Leybold

## BACKGROUND

In 2015, the region began discussions to update the policy for the next allocation of regional flexible funds and the creation of the 2018-21 MTIP. The financial forecast at that time found that by holding funding levels for existing programs steady at past amounts (adjusting for inflation), there is \$17.43 million of additional forecasted Regional Flexible Funds for the Portland metropolitan region under the FAST Act legislation. On June 16, 2016, the Metro Council approved Resolution No. 16-4702, establishing policy direction for the allocation of regional flexible funds, including the intent to provide this additional forecasted revenue and a small portion of existing funding capacity to the Division Transit Project and project development work for the Southwest Corridor transit project, arterial bottleneck projects, and active transportation projects. Support of these projects was authorized to include a multi-year commitment of funding through 2034, to be bonded by TriMet to provide funding to these projects more immediately.

Upon adoption of the policy, Metro was informed by the Oregon Department of Transportation that one source of the regional flexible funding, Congestion Mitigation/Air Quality (CMAQ) funds, would likely be reduced due to the new eligibility of the Salem and Eugene areas to receive these funds from the share allocated to the state of Oregon. To address this uncertainty regarding any potential reduction in available federal transportation funds from the amounts assumed in the adopted RFFA Policy Statement and given the importance of TriMet's timely receipt of funds to keep project work on schedule, on May 18, 2017, the Joint Policy Advisory Committee on Transportation (JPACT) recommended approval of Resolution 17-4800, allowing initial agreement for bond funding to proceed at a reduced amount until further resolution of the CMAQ sub-allocation by ODOT.

The Oregon Transportation Commission has now provided direction on the future sub-allocation of CMAQ funding to eligible areas of the state for the years 2019 and beyond, stabilizing the forecast that the Metro region can utilize for the Regional Flexible Fund allocation. While the forecast is now less than originally forecast in 2016 for the consideration of the RFFA policy, there is forecasted more funding than was committed to in the first phase of bonding that was authorized to proceed by Resolution 17-4800, while keeping the funding to other RFFA funded programs whole.

Therefore, this resolution authorizes amending the agreement with TriMet providing the initial amount of funding, to a final amount that represents the full amount now forecast to be available for bonding given the reduction to CMAQ funding to the Portland metropolitan area, and updates the forecast of available funding utilized in developing the original policy direction provided in Resolution No 16-4702. Under

this forecast scenario, the other RFFA funded programs will continue to be funded at approximately current levels per the original policy direction provided in Resolution No. 16-4702. The bond program payments and the projects to receive funding are updated to the amounts shown in Tables 1 and 2 of Exhibit A.

This resolution updates the funding amounts from Resolution Nos. 16-4702, and 17-4800 and authorizes the Chief Operating Officer to amend the intergovernmental agreement (IGA) between TriMet and Metro that had provided the initial funding. In this amendment, Metro will provide an increased multi-year commitment of regional flexible funds consistent with the schedule provided in Table 1 of Exhibit A to this resolution. The bond proceeds will be provided to the projects consistent with Table 2 of Exhibit A to this resolution.

JPACT approved these increased funding commitments and amounts set forth in Table 1 and Table 2 of Exhibit A to the resolution on [INSERT DATE].

## ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** This Resolution would modify the policy direction provided in Resolution No. 16-4702, *“For the Purpose of Adopting the 2018-2021 Metropolitan Transportation Improvement Program and 2019-2021 Regional Flexible Funds Allocation Policy Statement for the Portland Metropolitan Area,”* June 16, 2016, and modify the previous IGA approved in Resolution No. 17-4800, *“For the Purpose of Approving a Multi-Year Commitment of Regional Flexible Funds for the Years 2019-31, Funding the Division Transit Project, Arterial Bottleneck Projects, and Active Transportation Projects, and Authorizing Execution of an Intergovernmental Agreement with TriMet Regarding the Multi-Year Commitment of Regional Flexible Funds”* to implement the modified policy direction.
3. **Anticipated Effects** This resolution would authorize an amended IGA that would provide the mechanism to formalize the transfer of regional flexible fund dollars to TriMet for the funding of transportation projects specified in the agreement.
4. **Budget Impacts** Federal or state funding allocations less than forecasted levels may affect Metro’s ability to allocate regional flexible funds for Metro planning or transportation program activities. Additionally, Metro will be responsible for providing or collecting from partner agencies matching funds of approximately \$210,000 for project development activities for Active Transportation projects.

## RECOMMENDED ACTION

Metro Council approve Resolution No. 17-xxxx.



# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Friday, September 29, 2017  
To: Transportation Policy Alternatives Committee and Interested Parties  
From: Grace Cho, Associate Transportation Planner  
Ted Leybold, Resource Development Manager  
Tyler Frisbee, Policy Innovation Manager  
Subject: 2021-2024 STIP – MPO Input on Program Funding Levels

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## **Purpose**

Continue discussions regarding the 2021-2024 STIP, including the allocation of expected 2022-24 revenues to funding categories and programs, and implications for the Portland Metro region. Metro staff will gather feedback from the TPAC discussion to develop a comment letter and which will be circulated in early October for review and comment by TPAC. Metro staff intends to request JPACT approval to submit the comment letter to the Oregon Transportation Commission (OTC) regarding the proposed program funding levels at the October meetings, due to timing constraints.

## **Introduction and Background**

As part of Metro's duties as the metropolitan planning organization (MPO) for the Portland region, Metro in partnership with ODOT, TriMet, SMART and local partners, is responsible for developing the federally mandated Metropolitan Transportation Improvement Program (MTIP). The MTIP represents the schedule of expenditures (i.e., spending) of federal transportation funds as well as significant state and local funds in the Portland metropolitan region and the process for how those expenditures were identified, prioritized, and selected. As a report, the MTIP provides the implementation schedule of federally funded transportation projects and demonstrates how the transportation projects comply with federal regulations, such as fiscal constraint, air quality impacts, and public involvement. The MTIP also and monitors the region's progress towards achieving the vision and goals set forth in the region's long-range transportation plan.

JPACT and the Metro Council have oversight responsibility of the MTIP. Since any transportation project using federal funds or seeking a federal action or on a regional facility located in the metropolitan area must be included in the MTIP for eligibility purposes, the MPO has a role to ensure these transportation projects meet federal eligibility requirements and make progress towards implementing the adopted regional transportation plan (RTP). This includes those transportation administered by different agencies (e.g. ODOT, TriMet, SMART).

## **The 2021-2024 STIP**

Since July, ODOT staff has led conversations with the Oregon Transportation Commission (OTC) on the funding allocation programs for the 2021-2024 STIP. Currently, the OTC is deliberating the following questions:

1. What level of funding should be assigned to each of the major funding categories proposed for the 2021-2024 STIP?
2. Among the different funding categories, what level of funding should be assigned to the individual programs?

The OTC will engage stakeholders at its October meeting around these two questions and will then take action on assigning funding levels at either the November or December meeting. The winter 2017 decision will establish the funding levels to the allocation programs for federal fiscal years

2022-2024. Following the November decision, the ODOT regions will receive funding allocation targets for several of the programs, or will coordinate with central ODOT program staff for initial recommendations of other Fix-It funding allocation sub-programs (such as the Bridge program). The way in which programs solicit project priorities/nominations differs from program-to-program. For example, the Enhance program typically conducts a competitive nomination process at the ODOT regions, while many of the Fix-It programs rely heavily on outputs from data management systems to identify initial priority project needs. The nomination process for the allocation of ODOT administered funds for fiscal years 2022-2024 is expected to begin in 2018.

### **Funding Categories and Individual Funding Programs Proposed for the 2021-2024 STIP**

For the 2021-2024 STIP, ODOT has proposed modifications to the funding categories which differ from previous STIP cycles. The proposed modification separates several individual funding programs which had been in a single funding category called Off-the-Top into its own funding categories and separates the Safety program, which had been a part of the Fix-It into its funding category. The main purpose of the modification and the creation of the additional funding categories for the 2021-2024 STIP is intended to provide transparency of ODOT administered funding programs. As a result, the following six funding categories have been proposed for the 2021-2024 STIP:

- Enhance
- Fix-It
- Safety
- Non-Highway
- Local Programs
- Other Functions

Each of these funding categories has several individual funding programs which comprise of the funding category. Table 1 illustrates the individual funding programs proposed for each funding category.

Table 1. Funding Programs in Funding Categories for 2021-2024 STIP

<b>Enhance</b>	<b>Fix-It</b>	<b>Safety</b>	<b>Non-Highway</b>	<b>Local Programs</b>	<b>Other Functions</b>
Highway	Bridge	ARTS	Non-Highway/AT Leverage	CMAQ	
Non-Highway*	Seismic	Hwy-Rail Crossings	Off-Road Bike and Pedestrian	MPOs***	
	Pavement Preservation	Guardrail	SRTS Education	Small Cities	
	Interstate Maintenance		Transportation Options	Local Bridge	
	Operations		Bus Replacements	Cities & Counties****	
	Culvert		ADA	TGM	
			Public Transit**	IOF	

*\*This includes the state requirement that 1% of gas tax funds be used for active transportation elements in the roadway*

*\*\*Includes FHWA funding flexed to support transit programs statewide, such as Special Needs Transportation and Bus Replacements for vehicles which ODOT holds the title*

*\*\*\*Includes both planning funding which comes to MPOs to administer the MPO functions as well as federal funds which are allocated to projects and programs*

*\*\*\*\*Includes the funding from the gas tax which goes directly to cities and counties for roadway maintenance purposes (20% cities, 30% counties)*

### **ODOT Staff Recommendations (to date) and Proposals to Funding Categories**

The passage of House Bill 2017 (HB2017) has a number of implications for the 2021-2024 STIP as it will infuse funding into several of the funding categories and the individual funding programs. Key programs which will see increases as a result of HB2017 are highlighted in Table 2.

Table 2. Funding Programs to Receive Funding from HB2017 for the 2021-2024 STIP

<b>Enhance</b>	<b>Fix-It</b>	<b>Safety</b>	<b>Non-Highway</b>	<b>Local Programs</b>	<b>Other Functions</b>
Highway*	Bridge	ARTS	Non-Highway/AT Leverage	CMAQ	
Non-Highway**	Seismic	Hwy-Rail Crossings	Off-Road Bike and Pedestrian	MPOs	
SRTS***	Pavement Preservation	Guardrail	SRTS Education	Small Cities****	
	Interstate Maintenance		Transportation Options	Local Bridge	
	Operations		Bus Replacements	Cities & Counties*****	
	Culvert		ADA	TGM	
			Public Transit	IOF	

*\*This primarily includes additional funding through named projects identified in HB2017.*

*\*\*Includes the state requirement that 1% of gas tax funds be used for active transportation elements in the roadway*

*\*\*\*New program per HB2017*

*\*\*\*\*Gas tax funds for cities with a population under 5,000*

*\*\*\*\*\*Includes the funding from the gas tax which goes directly to cities and counties for roadway maintenance purposes (20% cities, 30% counties)*

In light of the addition funding HB2017 will provide to a number of programs, ODOT staff has developed a set of initial funding proposals for OTC consideration. These proposals have been rolling out at each Commission meeting.

- In light of the significant funding to highway projects named in HB2017, ODOT staff recommends there not be a competitive highway funding program for the 2021-2024 STIP cycle;
- Because HB2017 directs funding for Safe Routes to Schools capital infrastructure projects, ODOT staff proposed combining the 1% funding dedicated for Non-Highway uses with the directed funding for Safe Routes to School to create a more robust Safe Routes to School capital program, estimated at \$60 million statewide;
- Because of oversubscription to the program, ODOT recommends increasing the funding to the TGM program;

Table 3 highlights which programs ODOT staff has put forward initial funding proposals.

Table 3. Funding Programs Proposed for Modification in the 2021-2024 STIP

Enhance	Fix-It	Safety	Non-Highway	Local Programs	Other Functions
Highway	Bridge	ARTS	Non-Highway/AT Leverage	CMAQ	
Non-Highway + SRTS^	Seismic	Hwy-Rail Crossings	Off-Road Bike and Pedestrian	MPOs	
	Pavement Preservation	Guardrail	SRTS Education	Small Cities***	
	Interstate Maintenance		Transportation Options	Local Bridge	
	Operations		Bus Replacements	Cities & Counties****	
	Culvert		ADA	TGM	
			Public Transit	IOF	

^Includes the additional funding from HB2017 SRTS infrastructure projects

### 2021-2024 STIP – Restrictions of Funding and Flexibility

Either due to federal eligibility restrictions, state legislative requirements or mandates, and/or other contractual agreements, certain programs are non-discretionary or only have limited discretion by the OTC in assigning funding levels for the specific program. In most cases, these different funding programs either receive federal dollars which eligibility restricts the use OR state mandates or contractual agreements require state transportation revenue be spent towards a dedicated use. As a result, these programs have required minimum funding levels. Table 4 illustrates which programs are non-discretionary or have limited discretion and identifies the source of restriction. For these non-discretionary or limited discretion programs, the OTC considers whether to provide additional unrestricted funding to these programs based on OTC policy direction.

Table 4. Funding Programs in the 2021-2024 STIP with Limited Discretion & Funding Minimums

Enhance	Fix-It	Safety	Non-Highway	Local Programs	Other Functions
Highway	Bridge (HBR + HB2017)	ARTS (HSIP + HB2017)	Non-Highway/AT Leverage	CMAQ	
Non-Highway (State Law)	Seismic	Hwy-Rail Crossings (EHRH)	Off-Road Bike and Pedestrian	MPOs (STBG, CMAQ, PL)	
SRTS (HB2017)	Pavement Preservation	Guardrail	SRTS Education	Small Cities	
	Interstate Maintenance (IM)		Transportation Options	Local Bridge	
	Operations		Bus Replacements	Cities & Counties (AOC/LOC)	

	Culvert		ADA	TGM	
			Public Transit	IOF	

SRTS – Safe Routes to School

HBR – Highway Bridge

HB2017 – House Bill 2017

IM – Interstate Maintenance

HSIP – Highway Safety Improvement Program

EHRH – Elimination of Hazards at Railway-Highway Crossings

CMAQ – Congestion Mitigation and Air Quality

STBG – Surface Transportation Block Grant

PL – Planning

AOC/LOC – Association of Counties/League of Oregon Cities

To date, the OTC is discussing funding scenarios which would assign a general percentage of the estimated federal and state revenue for the 2021-2024 STIP across the six different funding categories. Recognizing that certain funding program will establish the base of the funding category minimum, the main question before the OTC is to understand of the remaining discretionary funding, what additional percentage of remaining discretionary funds should be applied to the different funding categories and what percentage or amount should be assigned to the individual funding programs.

### **Input, Stakeholder Engagement, and Initial Draft MPO Comments on the 2021-2024 STIP Funding Categories and Programs**

As the OTC has been engaging in a discussion with ODOT staff in regards to the funding levels for the different funding categories and programs, ODOT staff has also been engaging the Area Commissions on Transportation, a geographically-based public engagement committee to the OTC, and other stakeholders. ODOT and the OTC have not formally engaged the MPOs in the discussion of the funding categories and programs proposed in the 2021-2024 STIP, and as a result, Metro has submitted a comment letter to the OTC for their September meeting requesting the OTC engage with the MPOs.

However, Metro staff has initiated a discussion to gather some initial input for the Portland region MPO to provide as part of the discussion of the funding categories and programs for the 2021-2024 STIP. The purpose of the TPAC discussion today is to discuss how the region wishes to see the estimated federal and state revenue for fiscal years 2021-2024 be applied across the different funding categories and/or individual funding programs. Recognizing the timeline for the OTC decision, Metro staff held a brainstorming session with jurisdiction and agency staff to formulate some key areas of input. The following are ideas from the brainstorming session up for discussion with TPAC.

### **Funding Programs Currently Not in the 2021-2024 STIP Proposal**

- Consider developing and assigning revenue to a Project Development Funding Program
  - Eligibility can be for all projects or possibly just for roadway projects
  - This project development fund could be similar to the former D-STIP program
  - Also it would help in creating a pipeline for other potential revenue raising opportunities
- Consider developing a Safe Access to Transit funding program.
- Consider providing funds to a non-highway program or another program which would support the Portland region achieve its state mandated greenhouse gas emission reduction target, by funding the implementation of transportation strategies from the Climate Smart Strategy.

### Comments Related to Specific Proposed Funding Programs

- There are concerns regarding the ODOT proposal to combine the state mandated 1% (SWIP) for bicycle and pedestrian facilities in the roadway into the HB2017 Safe Routes to Schools capital infrastructure program;
  - Expressed concern is that the HB2017 Safe Routes to Schools capital infrastructure program may be too restrictive for jurisdictions and to build safe routes on corridors with significant use by vulnerable users and crashes;
  - Possible reconsider the non-highway portion of the Enhance program to become a Safe Routes to Transit program;
- Recognizing that ADA is a component of all maintenance and enhance projects, this funding seems like it belongs in the Fix-It program and discretionary funds for Fix-It should be the source of revenue for this program rather than having it be a part of the Non-Highway program;
- Continue supporting the Local Bridge program with discretionary revenue;
- The ODOT Fix-It program shouldn't be as siloed across its programs and should try to further leverage;
- Because the Non-Highway Leverage funding program is used to leverage a Fix-It project and often times the Fix-It program prioritizes statewide high priority corridors and bridges, the Non-Highway Leverage funds does not get applied to important arterials in ODOT's portfolio of facilities. These "orphan highways" in the Portland metropolitan region are also places which have seen significant land use changes as the region's population and economy grows. The region desires to see the Non-Highway Leverage funding program to focus on ODOT arterials where other types of transportation projects may be taking place (e.g. a locally funded capital improvement, or an ARTS project).
  - Additionally, this would help prime the "orphan highway" facility for future jurisdictional transfer projects which are often the desire of both ODOT and the jurisdiction these facilities travel across.

### Consideration for the Overall 2021-2024 STIP

- Consider having all the funding categories and programs (e.g. enhance, non-highway) have a "shelf-ready" list be available, so if additional revenues emerge, then there can be a thoughtful discussion on where that additional revenue should be applied for the transportation system
- The OTC should direct program staff to develop a schedule and timeline for the allocation of funds which gets shared to the MPOs as well as other stakeholders in order to provide clarity as to when different funding programs will be making decisions on project funding and provide opportunity for input, for the purposes of openness and transparency.

### **Discussion: 2021-2024 STIP Funding Levels Recommendation & Comment Letter**

The Portland metropolitan region should continue to proactively engage in the STIP discussions as not only a means to bring transparency to these state funding programs which implement important projects in the region, but also because of the role of the MTIP. Since these different STIP funding programs are driven by federal funding and/or effects regional transportation system across the MPO is expected to program these funds and ensure compliance with federal mandates to maintain eligibility and to encourage local input into how these allocation decisions are guided and consistent with the Regional Transportation Plan. Recognizing this responsibility and role, Metro staff proposes the metropolitan region submit a comment letter to the OTC by the October meeting date as they engage with other advisory committees on the funding categories, programs,

and funding levels for the 2021-2024 STIP. To help formulate and refine the content of the comment letter, Metro staff has the following set of discussion questions for TPAC:

1. Does TPAC agree with the list of brainstormed ideas? Are there any ideas which TPAC members would not be able to support in a comment letter?
2. Are there additional funding program considerations missing which should be included in the comment letter?
  - a. For example, are there additional comments or feedback the OTC should hear about the effectiveness of these funding programs in the Portland metropolitan region?

Due to the timeline of the OTC decision on the funding categories and programs for the 2021-2024 STIP, Metro staff will gather input at the September TPAC meeting and based on the input develop a draft comment letter (see attached). Metro staff will circulate the draft comment letter to TPAC members the week of October 2<sup>nd</sup> for review and gathering feedback prior to sending the comment letter to JPACT for discussion and seek approval at the October meeting.

### **Next Steps**

The following timeline has been provided to illustrate the next steps for the 2021-2024 STIP development.

#### *Timeline – 2021-2024 STIP Policy Discussion*

<b>Activity</b>	<b>Timeframe</b>
2021-2024 STIP Funding Categories and Funding Programs Discussion with TPAC	September 29, 2017
Develop a comment letter based on TPAC input and feedback	September 29 – October 2, 2017
Provide comment letter to TPAC for review and feedback	Week of October 2, 2017
Develop and refine a comment letter to the OTC for consideration by JPACT	October 9 – 12, 2017
Comment Letter on Funding Categories, Programs, and Funding Levels for the 2021-2024 STIP for JPACT approval and submission to the OTC	October 19, 2017
OTC Meeting <ul style="list-style-type: none"> <li>• Stakeholder Input at OTC Retreat</li> </ul>	October 19 – 20, 2017
Approval of 2021-2024 STIP Funding Scenario and Program Funding Levels	November or December 2017

October X, 2017

Dear Chair Baney and Members of the Oregon Transportation Commission:

The members of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) would like to take the opportunity to provide input on the current on-going discussion to develop the 2021-2024 State Transportation Improvement Program (STIP).

While we appreciate our communication at last month resulted in the Oregon Department of Transportation (ODOT) and the Oregon Transportation Commission (OTC) inviting the Chair of the Oregon Metropolitan Planning Organizations Consortium (OMPOC) to engage with you on behalf of the MPOs at your October meeting, the Portland metropolitan region, as the largest population and employment center in Oregon, wants to ensure that we convey what we have heard through our region's parallel discussions on the development of the 2021-2024 STIP and the thorough approach the have taken to the current STIP process.

The input you receive from the many different stakeholders today will likely lead to a discussion of tradeoffs on whether to invest greater and less in certain funding categories or specific programs and how the infusion of new funding and provisions from the House Bill 2017 balances against current funding levels and align to the OTC's investment strategy . In recognizing the transportation needs locally and statewide outweigh the amount of investment available, even with a new infusion of state funding, the region wants to continue to emphasize a strategic approach which leverages other funding opportunities.

The MPO understands the OTC will take action on a federal funding scenario for the STIP in November 2017, which will set the basis for allocating funding to the programs statewide and to the regions. Between now and the November decision date, we urge the OTC consider the following requests related to the 2021-2024 STIP funding categories and programs:

(CONTENT OF THIS SECTION TO BE FILLED IN BASED ON DISCUSSION AND DIRECTION PROVIDED AT SEPTEMBER TPAC)

Again, we appreciate the OTC taking into consideration the feedback provided, knowing the timeline for determining the allocate funds to programs for the 2021-2024 STIP is set for this autumn. Given both of our roles as stewards of federal and state funds, we want to ensure these limited resources are invested strategically according to the OTC's policy direction, and take into account local needs and priorities. We look forward to continuing the discussion with you.

Sincerely,



Tom Hughes

Metro Council President

Craig Dirksen

JPACT Chair

Metro Council District 3

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: September 26, 2017  
To: Transportation Policy Alternatives Committee (TPAC) and interested parties  
From: Eliot Rose, Senior Technology Strategist  
Subject: Metro's Emerging Technologies Strategy

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## **PURPOSE**

This memo and the accompanying presentation provides an update on the goals, content, and process for Metro's Emerging Technologies strategy and how it relates to the RTP.

## **ACTION REQUESTED**

The purpose of this presentation is to introduce approach to our regional technology strategy, and specifically how it relates to the RTP, to the Technical Policy Advisory Committee and receive feedback from TPAC members. The attached matrix will be used during the presentation and identifies the potential impact that emerging technologies may have on the region's ability to meet existing regional goals.

Goal	Key technologies	Promise	Peril
Goal 1: Foster Vibrant Communities and Efficient Urban Form	<ul style="list-style-type: none"> <li>• AVs/CVs</li> <li>• Shared mobility</li> </ul>	<ul style="list-style-type: none"> <li>• AVs minimize space needed for parking</li> </ul>	<ul style="list-style-type: none"> <li>• People move further from centers as driving becomes more convenient</li> <li>• AVs turn local streets into mini-highways bisecting communities</li> </ul>
Goal 2: Sustain Economic Competitiveness and Prosperity	<ul style="list-style-type: none"> <li>• All</li> </ul>	<ul style="list-style-type: none"> <li>• Make travel throughout the region more reliable and efficient</li> <li>• Innovative approaches attract new companies and investment</li> </ul>	<ul style="list-style-type: none"> <li>• Automation will likely eliminate jobs in the transportation sector</li> <li>• By making driving more convenient, AVs could increase demand and congestion</li> <li>• Many other regions are competing as technology innovators</li> </ul>
Goal 3: Expand Transportation Choices	<ul style="list-style-type: none"> <li>• Shared mobility</li> <li>• AVs/CVs</li> </ul>	<ul style="list-style-type: none"> <li>• New shared mobility services (bike share, scooter share) provide a greater variety of travel options</li> <li>• Autonomous vehicle technologies create opportunities to expand transit and shared mobility service</li> </ul>	<ul style="list-style-type: none"> <li>• Shared mobility, especially ridesharing, competes with transit rather than supporting it</li> <li>• Innovation focuses on improving vehicle travel, undermining other modes</li> </ul>
Goal 4: Emphasize Effective and Efficient Management of the Transportation System	<ul style="list-style-type: none"> <li>• ITS</li> <li>• Travel info AVs</li> </ul>	<ul style="list-style-type: none"> <li>• New data and systems make management easier and more effective</li> <li>• AVs manage themselves</li> </ul>	<ul style="list-style-type: none"> <li>• As negative impacts of driving are reduced, some people are willing/able to spend longer time periods in their car, leading to increased demand. These residents can work while the AV drives, but others whose work requires them to be physically present face escalating unproductive commute time</li> <li>• State, regional, and local governments could be pre-empted from managing some aspects of AV travel</li> </ul>
Goal 5: Enhance Safety and Security	<ul style="list-style-type: none"> <li>• AVs/CVs</li> <li>• ITS</li> <li>• Travel info</li> </ul>	<ul style="list-style-type: none"> <li>• AVs operate more safely than human-operated cars, reducing collisions</li> <li>• Better data is available on how people respond to emergencies, and better systems are available to coordinate responses</li> </ul>	<ul style="list-style-type: none"> <li>• People may not feel safe walking/biking next to high-speed traffic</li> </ul>
Goal 6: Promote Environmental Stewardship	<ul style="list-style-type: none"> <li>• EVs</li> <li>• AVs/CVs</li> <li>• Shared mobility</li> <li>• ITS</li> </ul>	<ul style="list-style-type: none"> <li>• EVs will continue to mature, and vehicles will produce fewer emissions per mile</li> <li>• ITS strategies help vehicles operate more efficiently</li> <li>• Shared mobility has the potential to reduce vehicle trips</li> </ul>	<ul style="list-style-type: none"> <li>• Total miles driven are likely to increase due to AVs, which means that the region may see an increase in total emissions even as cars become cleaner</li> <li>• AV-induced sprawl could increase development pressure on farmlands and natural areas</li> <li>•</li> </ul>

Goal	Key technologies	Promise	Peril
Goal 7: Enhance Human Health	<ul style="list-style-type: none"> <li>• EVs</li> <li>• AVs/CVs</li> <li>• Shared mobility</li> <li>• ITS</li> </ul>	<ul style="list-style-type: none"> <li>• AVs could support walkable communities by reducing land required for parking</li> <li>• Bike share promotes active transportation</li> <li>• Cars are likely to become cleaner</li> <li>• ITS strategies help vehicles operate more efficiently</li> </ul>	<ul style="list-style-type: none"> <li>• AVs could make communities less walkable if ped facilities are not improved</li> <li>• Total miles driven are likely to increase due to AVs, which means that the region may see an increase in total emissions even as cars become cleaner</li> <li>• AV-induced sprawl could increase development pressure on farmlands and natural areas</li> </ul>
Goal 8: Demonstrate Leadership on Reducing Greenhouse Gas Emissions	<ul style="list-style-type: none"> <li>• EVs</li> <li>• AVs/CVs</li> <li>• Shared mobility</li> <li>• ITS</li> </ul>	<ul style="list-style-type: none"> <li>• EVs will continue to mature, and vehicles will produce fewer emissions per mile</li> <li>• ITS strategies help vehicles operate more efficiently</li> <li>• Shared mobility has the potential to reduce vehicle trips</li> </ul>	<ul style="list-style-type: none"> <li>• Total miles driven are likely to increase due to AVs, which means that the region may see an increase in total emissions even as cars become cleaner</li> </ul>
Goal 9: Ensure Equity	<ul style="list-style-type: none"> <li>• All</li> </ul>	<ul style="list-style-type: none"> <li>• Shared mobility has the potential to reduce household transportation costs, particularly if it enables households to shed a vehicle</li> <li>• Some technologies may make it easier and cheaper to provide access to currently underserved areas</li> </ul>	<ul style="list-style-type: none"> <li>• Users of EVs, shared mobility, and data tools are wealthier and whiter than average</li> <li>• Access to new technologies often depends smart phones and bank accounts, which low-income people are less likely to have</li> <li>• Private shared mobility services usually focus on serving compact communities where housing is more expensive, not HMCs</li> <li>• Few shared mobility services offer accommodations for people with disabilities</li> </ul>
Goal 10: Ensure Fiscal Stewardship	<ul style="list-style-type: none"> <li>• All</li> </ul>	<ul style="list-style-type: none"> <li>• Improved data can support better performance-based decision-making</li> </ul>	<ul style="list-style-type: none"> <li>• Uncertainty about the future of transportation makes it challenging to make fiscally responsible decisions</li> <li>• AVs, EVs and shared mobility have the potential to undermine key sources of transportation revenue</li> </ul>
Goal 11: Deliver Accountability	<ul style="list-style-type: none"> <li>• All</li> </ul>	<ul style="list-style-type: none"> <li>• Technologies generate data that can be used to manage the transportation system</li> <li>• New tools create opportunities for more meaningful and widespread public involvement</li> </ul>	<ul style="list-style-type: none"> <li>• Private companies have so far been reluctant to share the data that public agencies would need to hold them accountable</li> <li>• Jurisdictions often struggle to manage their systems to obtain the data they need, and ensure that it is compatible with existing data sources</li> </ul>

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Friday, September 22, 2017  
To: TPAC and interested parties  
From: Dan Kaempff, Principal Transportation Planner  
Subject: Regional Travel Options Strategy Update

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## **Purpose**

Brief TPAC and seek their input on:

1. Progress made to date on developing the 2018 Regional Travel Options (RTO) Strategy, including information gathered from the first two (of five) policy workshops
2. Schedule of activities and deliverables yet to be completed

## **Background**

Staff briefed TPAC last March on the process and timeline for updating the RTO Strategy. Since that briefing, Metro has contracted with Alta Planning + Design to lead the process for gathering input, conducting analysis, and drafting a strategy document.

This strategy is the transportation demand management component of the 2018 Regional Transportation Plan update, and will serve as the policy document to guide growth and development of the RTO program throughout the region.

## **Stakeholder interviews**

Alta is in the process of conducting interviews of RTO program partners, to get their thoughts on how well the program is currently working, and recommendations on what measures could be taken to improve upon it. This input will be used in development of the Strategy. Alta will write a summary report of interview responses when they are completed.

## **Workshops to date**

Five workshops have been scheduled as part of the strategy update process. These workshops are aimed at discussing a series of policy issues relevant to the RTO program. Topics and dates are as follows:

- Effectively Engaging Suburban Communities: August 14, 1-5 p.m.
- How to Implement Technology: August 25, 1-5 p.m.
- Safe Routes to School: September 29, 1-5 p.m.
- Regional Marketing Coordination: October 23, 8 a.m.-noon
- Engaging New Community Partners: October 23, 1-5 p.m.

The first two workshops have been completed. The first workshop addressed the issue of the relative lack of RTO partners and programs in the areas of the region outside of the City of Portland. The conversation identified challenges and barriers related to implementing RTO programs in these areas. Attendees offered suggestions for how these challenges could be overcome such as:

- More technical assistance to help with project development, grant writing, performance measurement, etc.

- Additional marketing support, including public outreach messaging and materials, or templates to be used
- Providing additional resources for best practices and examples of successful programs in a searchable online library or database

The second workshop focused on technology. Specifically, the rapidly changing nature of it and its often disruptive nature, and the opportunities, challenges and pitfalls it presents to the RTO program. From the second workshop discussion, four themes emerged:

- Focus on local partnerships – how can Metro and local governments can work with private technology firms?
- Look for ways to be innovative – what are ways to make it easier for people to not use cars?
- Collect and share data – any technological tool will be limited by the quality and amount of data needed for it to function. How can government improve data collection and make it more readily available?
- Ensure technology doesn't leave people behind – low income communities are generally the last to full adopt technological advances. Metro can help ensure its RTO investments relative to technology consider the needs of a wider variety of residents.

Three remaining workshops will continue the process of listening to partners and discussing how the RTO program should continue to grow and mature over the next ten years:

- September 29, 1-4 p.m. – Safe Routes to School
- October 23, 9 a.m.-noon – Collaborative Marketing
- October 23, 1-4 p.m. – Partnerships

### **Draft strategy document**

Input from interviews and workshops, along with analysis of program performance evaluation reports will be used to develop the strategy document. The 2018 RTO Strategy contents will include:

1. Purpose and background – defining the RTO program's role in the region's efforts to reduce congestion, improve air quality, increase residents' access to travel options, and reach Region 2040 modal targets. This section will also further detail the role of demand management as defined in the 2018 Regional Transportation Plan (RTP)
2. Goals and objectives – a detailed list of what outcomes the program is to accomplish, and the means of how it will accomplish those outcomes
3. Public outreach process – detailing how stakeholders were engaged and included in the process of developing the strategy document, and how their input is used
4. Program structure – outlining how the program administration will adjust in response to stakeholder input as well as to regional policy direction as defined through the RTP
5. Funding principles – guidance on how future funding allocations should be structured and aligned with RTO Strategy goals and objectives

### **Timeline and next steps**

November

- 30: 1<sup>st</sup> Draft Strategy completed for TPAC/JPACT discussion

December

- 15: TPAC presentation

January

- RTP public comment – will include 1-2 RTO related questions

- 18: JPACT presentation

February

- 5: 2<sup>nd</sup> Draft Strategy, responding to TPAC/JPACT input
- Stakeholder public comment (3 wks, exact dates TBD)

March

- 19: Final Draft for adoption completed
- 30: TPAC request for recommendation to JPACT

April/May

- JPACT/Council action

Materials following this page were distributed at the meeting.



## Draft Comments on the 2021-24 ODOT STIP Process

1. In HB 2017, the legislature designated an additional \$10 million for safety projects. We believe that this allocation was intended to be consistent with the federal Highway Safety Improvement Program, which is jurisdictionally blind. We request that the state-funded portion of ARTS be added to the federal funding, and go through the same allocation and grant process.
2. We are concerned with how Fix-It funding is prioritized. In our region, the Fix-It Priority Corridors are exclusively interstates. The Fix-It Priority Corridors have not been identified through a planning process. By exclusively designating interstates for preservation funding, we are worried that this will result in the continued underinvestment in state-owned arterials. These “orphan highways” are not only our most dangerous streets but also experiencing some of the greatest physical deterioration. We request that the Fix-It program include all state highways.
3. We request that you reconsider the proposal to divide the Enhance program into separate Highway and Non-Highways funds. Our concern is that these categories have not been clearly defined and that the separation of categories could lead to project silos. Additionally, we are unclear how multimodal projects that aim to build complete roadway sections will be treated.
4. We request that the CMAQ funds that were reduced for our region due to recent changes in the funding formula necessitated by the addition of Salem and Eugene MPOs be restored and programmed to grow in recognition of the Portland region’s state mandate to reduce Greenhouse Gas emissions.
5. We request the creation of a Project Development Funding Program to help facilitate a pipeline of projects that may not be ready for construction or implementation within the four years of the STIP.
6. We strongly support ODOT’s recommendation to increase the funding allocation for the TGM program.

Submitted for TPAC Consideration by:  
Judith Gray  
Transportation Planning Section  
Portland Bureau of Transportation  
[judith.gray@PortlandOregon.gov](mailto:judith.gray@PortlandOregon.gov)  
(503) 823-4590

# I-84 Multimodal ICM **Next up**



U.S. Department  
of Transportation



Metro



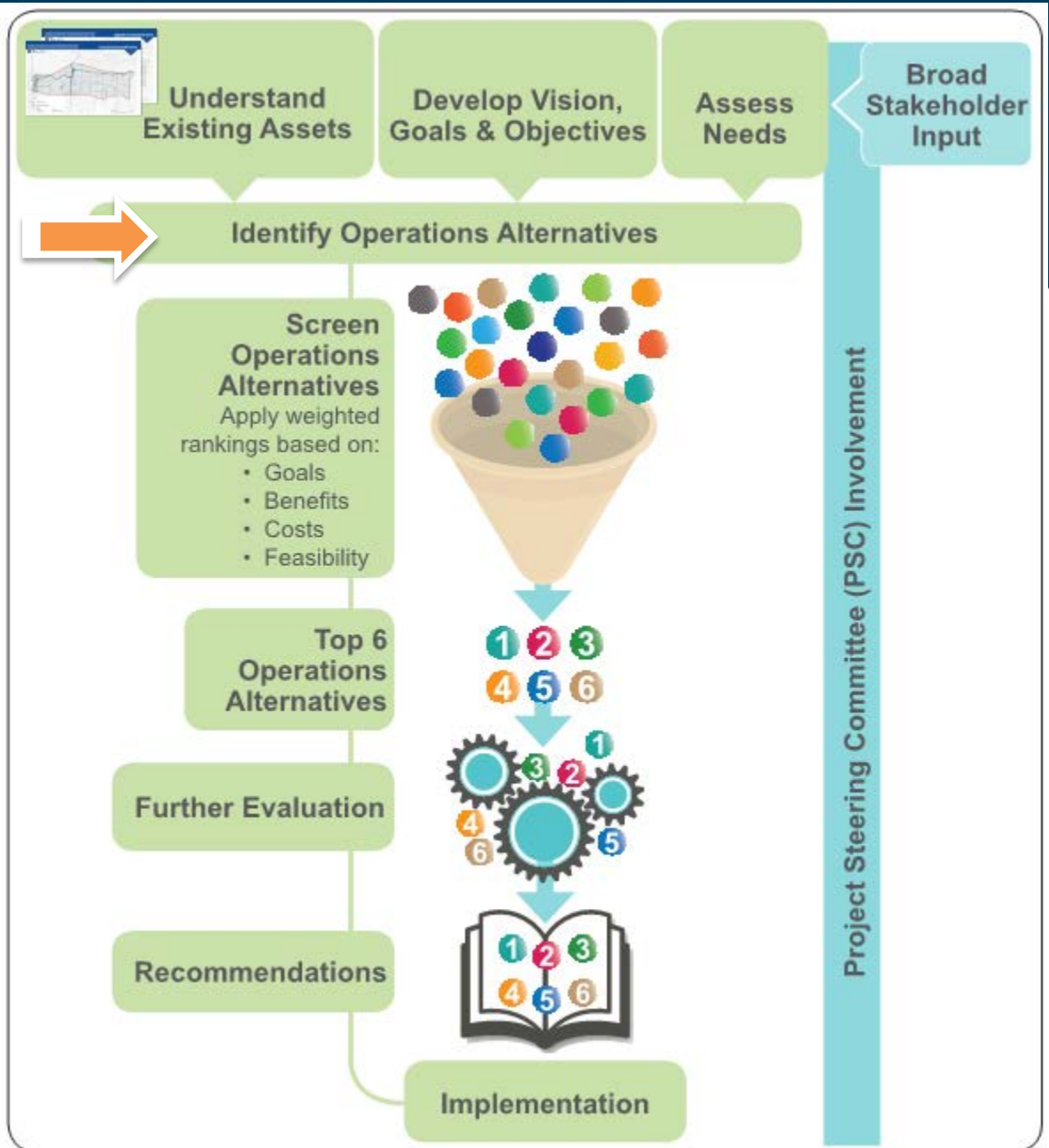
Oregon  
Department  
of Transportation



CITY OF  
GRESHAM



TREC  
*Transportation Insight for  
Vibrant Communities*





2018-2021  
Metropolitan  
Transportation  
Improvement  
Program (MTIP)



Agenda Item 5:

2018-21 METROPOLITAN TRANSPORTATION  
IMPROVEMENT PROGRAM (MTIP) AMENDMENT –  
RESOLUTION 17-4844

**September 2017 MTIP Formal  
Amendment & Approval  
Request of Resolution 17-4844**

September 29, 2017

Ken Lobeck, Funding Programs Lead

# JPACT MTIP Formal Amendment

## Approval Request

1. **Seeking a single motion approval from JPACT for:**
  - Approval of Resolution 17-4844
  - Authorize a formal amendment to the 2018 MTIP
  - Consisting of 22 total projects: 14 HB2017 related projects & 8 “clean-up” project amendments
2. 23 total HB2017 awarded projects for the Metro MPO boundary area
3. Remaining 8 planned for the October 2017 TPAC

# HB2017 Awarded Projects

## Snapshot of HB2017 Project Awards

1. ODOT has proposed 115 HB2017 allocated projects:
  - Based on OTC item Agenda F, Attachment 1 project list
  - 31 projects in Region 1 (27% of projects)
    - 23 projects in Metro MPO area (20% of projects)
    - 8 outside of the MPO boundary in Region 1 (7% of projects)
2. HB2017 directed/conditioned (2 projects) funding totals \$24,221,999 (federal portion)
  - **NOT** toll lane funding
  - Condition = timing and use of National Highway Freight Program Funds

# HB2017 Awarded Projects

## HB2017 “Conditioned” Projects Summary

### National Highway Freight Program (NHFP) funding

#### 2A. Two HB2017 Freight projects conditioned to add federal NHFP funds:

- Key 19786: \$9.222 million to I-205 Stafford Rd to OR99E
- Key 19071: \$14.999 million to I-5 Rose Quarter project

Project Name	I-205 freeway widening congestion relief project K19786	
PHASE	YEAR	COST
Planning	2016	\$ 2,500,000
Preliminary Engineering	2017	\$ 10,000,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 12,500,000</b>

NHFP + Match = Total

\$9,222,000 + \$778,000 = \$10,000,000

\$2,500,000 of NHFP already programmed

Project Name	I-5 Rose Quarter congestion relief project K19071	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2017	\$ 20,391,997
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
<b>TOTAL</b>		<b>\$ 20,391,997</b>

NHFP + Match = Total

\$14,999,999 + \$1,265,453 = \$16,265,452

\$4,126,545 of NHFP already programmed

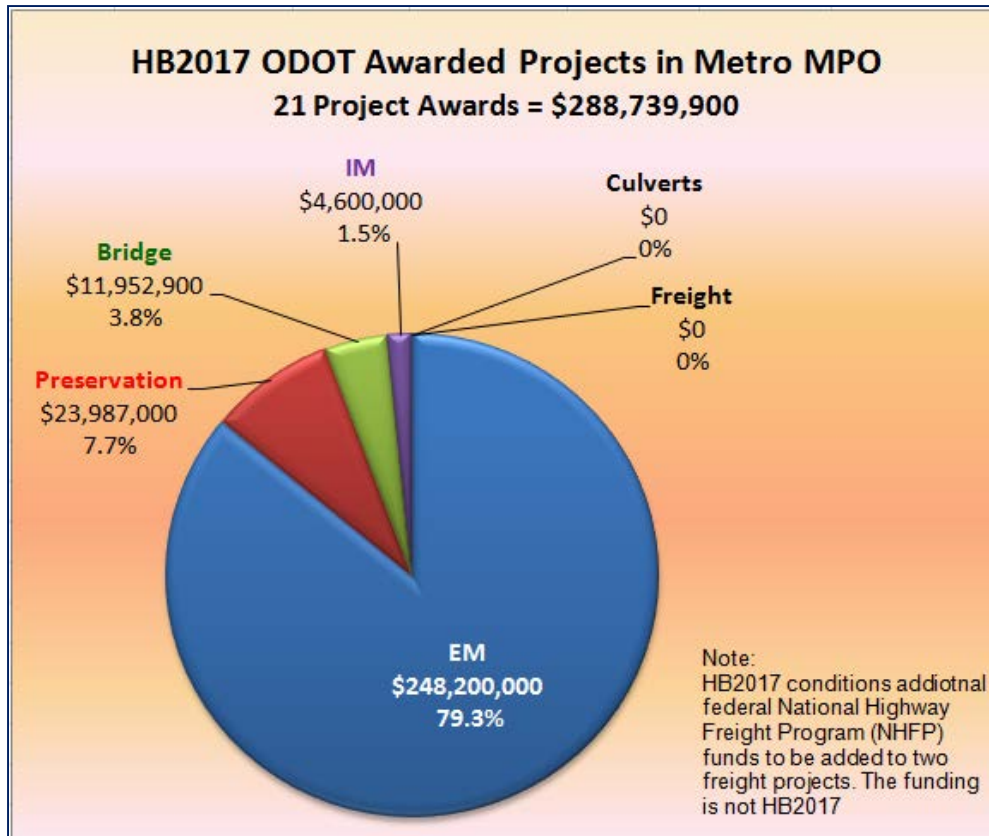
# HB2017 Awarded Projects

## Awarded Projects Summary

1. HB2017 funding awards MPO area: 21 projects totaling \$288,739,900
2. MPO projects + HB2017 conditioned = \$312,961,899
3. 8 out of MPO Region 1 projects totaling \$24,045,013
4. Total number of Region 1 projects = 31
5. Total Region 1 HB2017 funded via named, programmatic, or conditioned funded = **\$337,006,912**

# HB2017 Awarded Projects

## HB2017 Project Funding in the Metro MPO



### Notes:

- Bridge = Rehab/maint, replace
- Culverts = Reconstruct/rehab
- EM = Enhance Modernization
- IM = Interstate Maintenance
- Preservation = system O&M safety, rehab, maintenance



# HB2017 Named and Awarded Projects

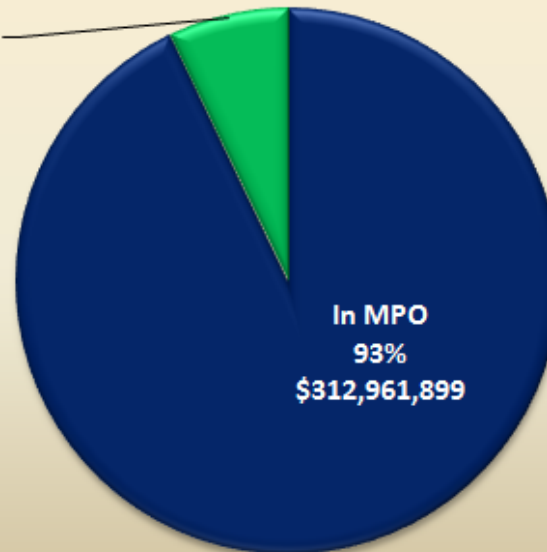
## HB2017 Funding Awards: Metro MPO & Region 1

### HB2017 + Conditioned Funds (NHFP) Split Between Inside & Outside MPO

Total Region 1: \$337,006,912

23 MPO + 8 Out of MPO Projects

Outside MPO  
7%  
\$24,045,013

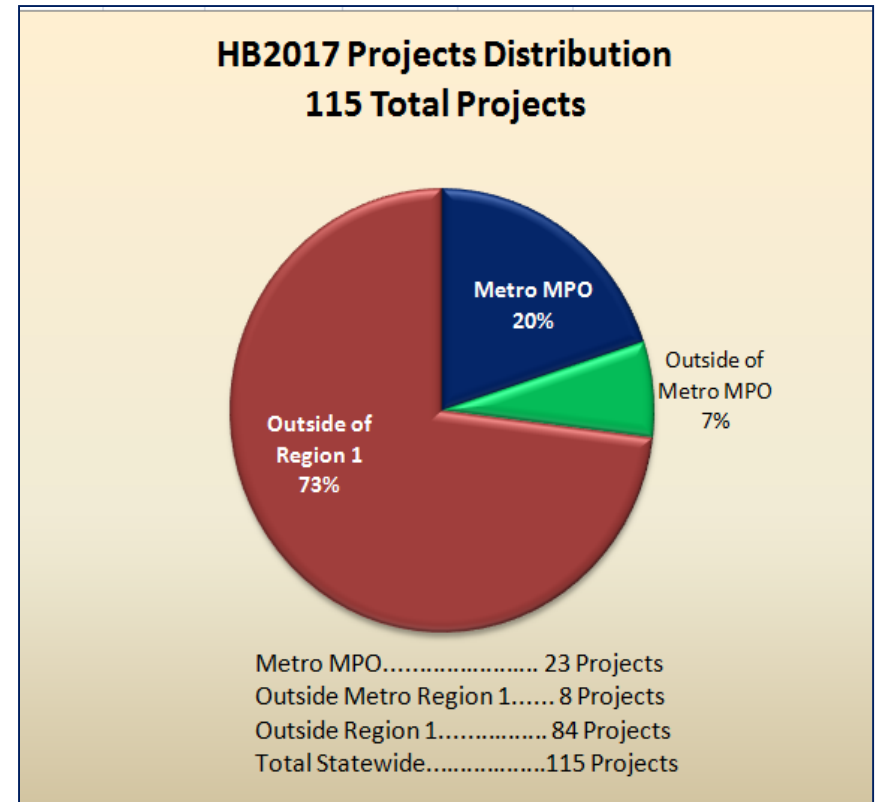


In MPO  
93%  
\$312,961,899

# HB2017 Named and Awarded Projects

## Statewide Projects Summary

- 115 HB2017 awarded projects statewide
- 31 projects in Region 1
- 84 projects outside of Region 1
- Cost total of \$663,761,156 among the 84 projects
- Approved by OTC during their 9-22-2017 meeting



# September 2017 Formal MTIP Amendment

## 1. HB2017 Portion:

- 13 awarded projects + 1 impacted fund transfer
- 14 total this amendment

Num	Lead	Project Name	HB2017 Award
1	ODOT	I-205 Paving Project	\$5,000,000
2	ODOT	I-84: GRAHAM ROAD BRIDGE REPLACEMENTS (MTIP: Replace bridges #07046 & 07046A)	\$3,000,000
3	ODOT	<del>Powell Blvd Jurisdiction Transfer (Phase I, II, &amp; III)</del> Powell Blvd: I-205 to 176th Multi-Modal Improvements	\$110,000,000
4	ODOT	OR217: SW 72nd Ave – SW Scholl's Ferry Rd (OR210) NB Auxiliary Lane	\$54,000,000
5	ODOT	OR212: SE RICHEY RD - US26	\$700,000

# September 2017 Formal MTIP Amendment

## 1. HB2017 Portion:

Num	Lead	Project Name	HB2017 Award
6	ODOT	OR212: N Deep Creek Culvert Combined into Key 18872 (OR212: SE Richey-US26)	\$0
7	ODOT	OR212: Rock Creek - Richey Rd	\$1,210,451
8	ODOT	OR212: UPRR Structure – Rock Creek	\$657,473
9	ODOT	OR213: Foster – Lindy	\$9,200,000
10	ODOT	US26: Sylvan – OR217	\$624,212
11	ODOT	OR99W: I-5 – McDonald St	\$1,000,000
12	ODOT	OR99W: McDonald – Fischer	\$8,100,000
13	ODOT	US26: OR217 – Cornell Rd	\$994,864
14	ODOT	I-5 Broadway/Weidler Interchange Improvements I-5 Rose Quarter Improvement Project	HB2017 Conditioned \$16,265,452

# HB2017 Awarded Projects

## Caution #1 - When Reading the Funding Tables...

### 1. Funding awards may not be what you think they are:

Project Name	I-84: FAIRVIEW - MARINE DRIVE & TOOTH ROCK TUNNEL2 K20298	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2019	\$ 751,930
Right of Way	2020	\$ 2,488
Utility Relocation		\$ -
Construction	2021	\$ 5,037,730
Other		\$ -
TOTAL		\$ 5,792,148

OTC HB2017 Project Funding Table

Key 20298: Existing Project

Description: Repave a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave.

\$ 1,000,000	September 2017 Formal	2019	State STBG	PE	\$ 104,069	0%	\$ 1,000,000
		2019	Match	PE	\$ 11,911		
		2019	NHPP	PE	\$ 256,583		
		2019	Match	PE	\$ 29,367		
PE	\$ 751,930	2019	HB2017	PE	\$ 350,000		
		2020	State STBG	ROW	\$ 2,232		
ROW	\$ 2,487	2020	Match	ROW	\$ 255		
		2021	State STBG	Cons	\$ 260,174		
		2021	Match	Cons	\$ 29,778		
		2021	NHPP	Cons	\$ 3,676,936		
		2021	Match	Cons	\$ 420,842		
Cons	\$ 5,037,730	2021	HB2017	Cons	\$ 650,000		
Total	\$ 5,792,147	Total: \$ 5,792,147					
Current Prog	\$ 4,792,147						

HB2017 funding award is \$1,000,000 which will be programmed for PE (\$350,000) in 2019 and Construction (\$650,000) in 2021. Increases current programming from \$4,792,147 to \$5,792,147.

# HB2017 Awarded Projects

## Caution #2 – Translation to MTIP Programming Tables May Not Be the Same...

1. The federal fund code “Advance Construction” (ADVCON) will be used for all initial MTIP HB2017 programming actions:

\$ 1,000,000	September 2017 Formal	2019	State STBG	PE	\$ 104,069
		2019	Match	PE	\$ 11,911
		2019	NHPP	PE	\$ 256,583
		2019	Match	PE	\$ 29,367
PE	\$ 751,930	2019	HB2017	PE	\$ 350,000
		2020	State STBG	ROW	\$ 2,232
ROW	\$ 2,487	2020	Match	ROW	\$ 255
		2021	State STBG	Cons	\$ 260,174
		2021	Match	Cons	\$ 29,778
		2021	NHPP	Cons	\$ 3,676,936
		2021	Match	Cons	\$ 420,842
Cons	\$ 5,037,730	2021	HB2017	Cons	\$ 650,000
Total	\$ 5,792,147	Total: \$ 5,792,147			
Current Prog	\$ 4,792,147				

\$ 1,000,000	September 2017 Formal	2019	State STBG	PE	\$ 104,069
		2019	Match	PE	\$ 11,911
		2019	NHPP	PE	\$ 256,583
		2019	Match	PE	\$ 29,367
PE	\$ 724,700	2019	ADVCON	PE	\$ 322,770
		2019	Match	PE	\$ 27,230
		2020	State STBG	ROW	\$ 2,232
ROW	\$ 2,487	2020	Match	ROW	\$ 255
		2021	State STBG	Cons	\$ 260,174
		2021	Match	Cons	\$ 29,778
		2021	NHPP	Cons	\$ 3,676,936
		2021	Match	Cons	\$ 420,842
		2021	ADVCON	Cons	\$ 599,430
Cons	\$ 5,037,730	2021	Match	Cons	\$ 50,570
Total	\$ 5,764,917	Total: \$ 5,792,147			
Current Prog	\$ 4,792,147	ADVCON: Fed Share = 92.22%, Match = 7.78%			

# September 2017 Formal MTIP Amendment

## 2. 2018 MTIP Clean-Up Portion (*just the beginning*):

Num	Lead	Project Name	Reason
15	Gresham	East Multnomah County Road Connections ITS Project	New Project
16	Gresham	Division Street Corridor Improvements (Gresham)	Re-Add with local funds in PE
17	ODOT	I-5 Columbia River (Interstate) Bridges	Add new project
18	Portland	SE 122 <sup>nd</sup> Ave Johnson Creek Bridge Replacement	Ad UR phase & cost increase
19	Portland	Foster Rd Streetscape: SE 50 <sup>th</sup> – 92 <sup>nd</sup> Ave	Re-Add to 2018 MTIP. Scope change and cost increase
20	Portland	North Rivergate Freight Project	Add to 2018 MTIP and correct construction year timing
21	Portland	NE Columbia Blvd at MLK Blvd	Re-Add to move construction obligation year to 2018
22	Tualatin	SW Herman Rd: W 124 <sup>th</sup> Ave – SW Cheyenne Way	Move PE phase back to Planning phase to complete Pre-NEPA project development activities

# MPO CFR Compliance Requirements

## 7 Review Factors

1. Eligibility and proof of funding verification
2. RTP review and verification
3. RTP goals and consistency
4. Admin vs. **Formal** amendment determination
5. Conformity review
6. Fiscal constraint verification
7. MPO responsibilities verification



# MPO CFR Compliance Requirements

## Public Notification Period

### MPO responsibilities:

- Public notification in progress: 9/25/2017 to 10/24/2017
- <http://www.oregonmetro.gov/metropolitan-transportation-improvement-program>

### Amendments

Metro occasionally receives amendments to the 2015-18 MTIP and releases them for public review before the Metro Council takes action.

Contact Pamela Blackhorse,  
[pamela.blackhorse@oregonmetro.gov](mailto:pamela.blackhorse@oregonmetro.gov)

 [September 2017 Formal MTIP Amendments Public Notification](#)

257.29 KB Adobe Acrobat PDF |  
Published Sep 25, 2017

# MPO CFR Compliance Requirements

## Public Notification Period

Start of HB2017 Named and Awarded Projects to be included in the September 2017 formal amendment to the 2018 MTIP (SP17-02-SEP)

Exhibit A to Resolution 17-4844

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #1 EXISTING MTIP PROGRAMMING - None New Project

PROJECT #1 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
TBD NEW	TBD	ODOT	I-205 Paving Project					Highway	\$ 5,000,000
Project Description:			The project will provide various non-capacity paving and rehab improvements within the I-205 CBOS and ATMS project limits (HB2017 awarded project, \$5,000,000 original award).						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
ADVCON	ACPO	Federal	2019					\$ 4,611,000	\$ 4,611,000
State	Match	State	2019					\$ 389,000	\$ 389,000
Total:			\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. ADVCON = Advance Construction federal fund type. ADVCON is used in place of the HB2017 State funds to identify that federal funds will be committed to the project at a later date. Once known, the federal funds will replace the Advance Construction (ADVCON) fund type.								
	3. State = ODOT state funds added to the project phase as their required match to the federal fund type ADVCON.								

# 2017 September Formal Amendment

## Estimated Approval Timing

Action	Target Date
Public Notification Period begins	September 25, 2017
TPAC notification and approval recommendation	September 29, 2017
Estimated 2018 MTIP approval date	October 2 2017
JPACT review and approval	October 19, 2017
Public Notification closes	October 24, 2017
Metro Council approval of Resolution 17-4844	November, 2 2017
Amendment bundle submission to ODOT & USDOT	November 6, 2017
ODOT & USDOT Final Approvals	Late November 2017 to early December 2017

# HB2017 & 2018 MTIP

## Next Steps...

1. October 27, 2017:
  - Bring forward remaining HB2017 funded projects as part of the October 2017 formal MTIP amendment
  - Continue and include 2017 MTIP clean-up amendments
2. Expect large formal amendment bundles through December 2017
3. Minimum of 70 projects require a various corrections:
  - Phase year obligation corrections
  - Scope and description adjustments
  - Funding changes
  - Re-add to 2018 due to inability to obligate phase in 2017

# Approval Recommendation to JPACT

1. Provide approval of Resolution 17-4844 to JPACT which includes 22 total projects:
  - 14 HB2017 related projects
  - 8 2018 MTIP clean-up projects

# **September 2017 Formal MTIP Amendment**

## **ODOT Added Remarks & Questions**

# **2021-2024 STIP – Discussion of MPO Input**

Transportation Policy  
Alternatives Committee (TPAC)  
September 29, 2017

# MTIP & STIP

The MTIP & STIP are:

- Federally directed processes for how federal transportation funding gets invested in and across transportation projects at the state, regional, and local levels
- Differences in oversight in the processes
  - MTIP Oversight – JPACT and Metro Council
  - STIP Oversight – Oregon Transportation Commission



# MTIP Responsibilities and Obligations

- Ensure a coordinated and cooperative process
- Supports planning objectives as a vehicle to implementation
- Ensure fiscal accountability and other federal obligations are met

# How Does the MPO Carry Out MTIP Responsibilities?

- Participate in statewide process to forecast revenues
  - Provide comments from Metro area
  - Adopt Metro area revenue forecast for MTIP purposes
- Adopt policy objectives for Metro RFFA funding allocation
- Provide comments and direction to other allocation processes related to MTIP/MPO responsibilities
- Perform system evaluation of cumulative funding allocations
- Demonstrates compliance with federal requirements
- Provide findings and an MTIP report for approval
- Administer project amendment process that maintains MTIP integrity

# ODOT Administered Funds vs. Metro Administered Funds (RFFA)

## ODOT Administered Funds

### Federal

- Surface Transportation Block Grant + Transportation Alternatives
- Highway Bridge
- Interstate Maintenance
- Highway Safety Improvement
- National Freight Program
- Other

### State

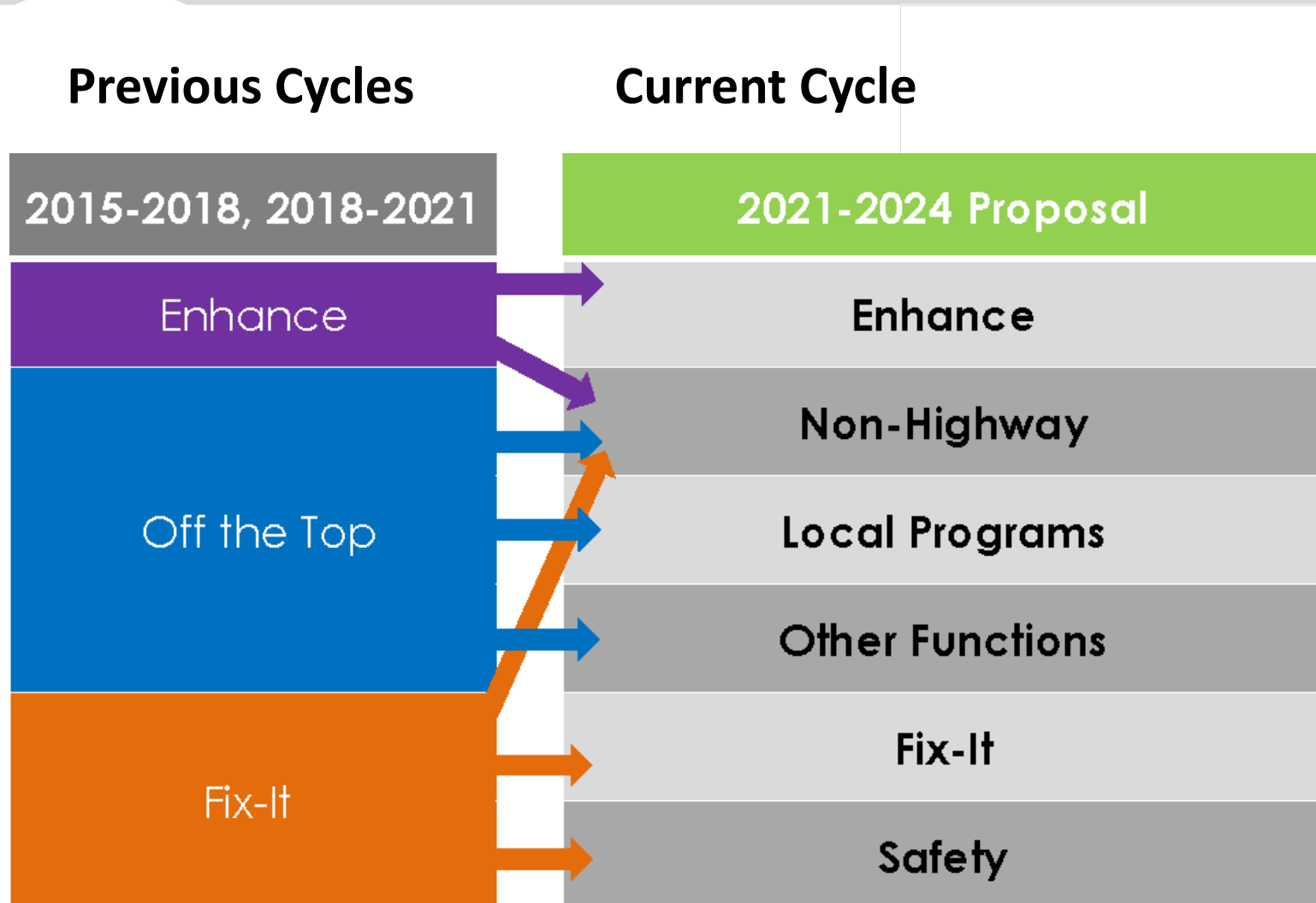
- Gas Tax
  - Vehicle Registration
  - Weight Mile Tax
- } HB2017 adds \$

## Metro Administered Funds

### Federal

- Surface Transportation Block Grant + Transportation Alternatives
- Congestion Mitigation Air Quality

# Funding Categories – ODOT Funds



# ODOT Funding Programs by Category

Enhance	Fix-It	Safety	Non-Highway	Local Programs	Other Functions
Highway	Bridge	ARTS	Non-Highway/AT Leverage	CMAQ	SPR
Non-Highway*	Seismic	Hwy-Rail Crossings	Off-Road Bike and Pedestrian	MPOs	
SRTS	Pavement Preservation	Guardrail	SRTS Education	Small Cities	
	Interstate Maintenance		Transportation Options	Local Bridge	
	Operations		Bus Replacements	Cities & Counties	
	Culvert		ADA	TGM	
			Public Transit	IOF	

\*Differs from Non-Highway funding category as the program is from revenues from the 1% state law; does not include federal transportation funding

# Funding Programs with New HB2017 \$

Enhance	Fix-It	Safety	Non-Highway	Local Programs	Other Functions
Highway*	Bridge	ARTS	Non-Highway/AT Leverage	CMAQ	SPR
Non-Highway	Seismic	Hwy-Rail Crossings	Off-Road Bike and Pedestrian	MPOs	
SRTS**	Pavement Preservation	Guardrail	SRTS Education	Small Cities	
	Interstate Maintenance		Transportation Options	Local Bridge	
	Operations		Bus Replacements	Cities & Counties	
	Culvert		ADA	TGM	
			Public Transit	IOF	

\*Funding to named projects (e.g. Rose Quarter, OR217)

\*\*New infrastructure program named in HB2017

# Statewide Estimated New HB2017 Revenue

Fix-It Program	Current Funding*	HB2017 Addition (Annual)**
Safety	\$33.5/\$35 M	\$10M
Bridge	\$93.1M	\$50M
Pavement	\$91.9M	\$30M
Seismic	\$11.7M	\$37.5M

\*Represents annual numbers from 2018-2021

\*\*Average annual funding, 2022-2024

# Statewide Estimated New HB2017 Revenue

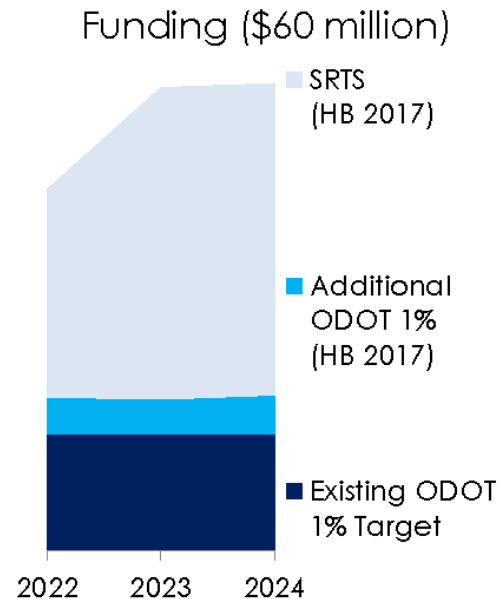
## Enhance - Highway



HB 2017 adds \$600+ million in 2018-2021/  
2021-2024 STIPs

## Non-Highway & SRTS

Program	Annual
Safe Routes to School	\$10/\$15 million
Non-Highway (Bike Bill)	\$6.6 million





# Funding Programs with Restrictions

Enhance	Fix-It	Safety	Non-Highway (Federal)	Local Programs	Other Functions
Highway	Bridge	ARTS	Non-Highway/AT Leverage	CMAQ	SPR
Non- Highway (Bike Bill)	Seismic	Hwy-Rail Crossings	Off-Road Bike and Pedestrian	MPOs	
	Pavement Preservation	Guardrail	SRTS Education	Small Cities	
	Interstate Maintenance		Transportation Options	Local Bridge	
	Operations		Bus Replacements	Cities & Counties	
	Culvert		ADA	TGM	
			Public Transit	IOF	

# What is being asked?

## How should the state allocate funds among the categories?

- How much funding should we dedicate to non-highway and local programs?
- What is the appropriate funding level for highways?
- Among highway programs, what is the appropriate split between Fix-It, Safety, and Enhance?

# Known ODOT Funding Proposals

Enhance	Fix-It	Safety	Non-Highway	Local Programs	Other Functions
Highway	Bridge	ARTS	Non-Highway/AT Leverage	CMAQ	SPR
Non-Highway	Seismic	Hwy-Rail Crossings	Off-Road Bike and Pedestrian	MPOs	
SRTS	Pavement Preservation	Guardrail	SRTS Education	Small Cities	
	Interstate Maintenance		Transportation Options	Local Bridge	
	Operations		Bus Replacements	Cities & Counties	
	Culvert		ADA	TGM	
			Public Transit	IOF	

# ODOT Funding Program Proposals

## Transportation & Growth Management

- Modest increase of funding to program
- Current funding level is \$12.8M per three years (\$4.26M annually)




# ODOT Funding Program Proposals

## Non-Highway (Federal)

- At minimum, \$51 million available for 2021-2024
  - Should more funding be added to this funding category?
  - Are these the right funding programs?
  - How should funding be spread across the programs?

## Discretionary Non-Highway Funding Recommended Categories

\$51 million for 2022-2024



<b>Non-Highway Leverage</b>
<b>Off-Road Bicycle and Pedestrian</b>
<b>Safe Routes to School Education</b>
<b>Transportation Options</b>
<b>Americans With Disabilities Act</b>
<b>Bus Replacements</b>

# ODOT Funding Program Proposals

## Enhance - Highway

- Three proposed options
  - Carryover Enhance funding levels from 2018-2021 STIP
    - Approximately \$124 million
  - Increase Enhance funding levels
    - Would be at the expense of the Fix-it Program
  - Decrease Enhance funding levels
    - Apply to what?
- Proposed options for Enhance program structure
  - Competitive discretionary pot across regions
    - Jurisdictions submit applications, regional ACTs make recommendations for 150% and 100% lists
  - Leverage program
    - e.g. Fix-it Leverage – resulted in auxiliary lane projects on I-205

# MPO Input – Initial Brainstorm

## Overall Comments

- Create and fund a project development program
- Provide funding to a new or existing program to support meeting state required GHG reduction targets
- Create a Safe Routes to Transit program
- Have all funding programs create a “shelf-ready” list
  - Help facilitate a more comprehensive conversation on where to apply funds when new or unexpected revenues emerge
- Provide a schedule of funding decisions (and the process) for each funding program
- Provide stakeholders an opportunity to give input on how the different funding programs get administered

# MPO Input – Initial Brainstorm

## Comments About Specific Programs

- Continue to support the local bridge program
- Is it necessary to have an ADA program in non-highway
- Concern about Bike bill + SRTS infrastructure
  - Possibly too restrictive in requirements
  - Desired flexibility to do Safe Routes to Transit
- Concern about Leverage programs and how they tend to work
  - When funds get leveraged on fix-it projects, are they going to the facilities which partners wish to see non-highway or enhancements
- Fix-It programs appear to operate in silos



# Timeline

- September – OTC reviews conceptual scenarios assigning revenue to categories
- October – OTC discuss with ACTs, Regional Solutions, OMPOC, etc.
- November – OTC reviews detailed scenarios
- December – OTC decision

# Discussion Questions

- Other comments and ideas for consideration?
- Are there categories or programs that should see an increase in funding?
- Are there additional funding program considerations missing?
  - Is there feedback the OTC should hear about the effectiveness or administration of these funding programs in the Portland metropolitan region?

**oregonmetro.gov**



# **Metro's strategy for emerging technologies in the RTP and beyond: an overview**

TPAC, September 29, 2017

# Goals of this presentation

- Introduce Metro's approach to the regional technology strategy
- Answer questions and receive feedback

# “Emerging technologies”



**Automated / connected vehicles (AVs/CVs)**



**Electric vehicles**



**Shared mobility** (Uber, Lyft, BIKETOWN, Car2Go, ZipCar, Getaround, etc.)



**Intelligent transportation systems**



**Traveler information and payment apps** (moovel, Transit App, TriMet OTP)



The large amount of **data** that all of these new technologies generate.

# Why are we doing this?

# The future is now, and we need to catch up.



**TNCs** now carry more people in Portland than taxis do, an estimated 7 million rides in 2017.

**Car sharing** services are operating over 1,000 vehicles within Portland.

Riders have logged over 300,000 trips on **BIKETOWN** since it was launched.

There are over 100,000 **EVs** in Oregon, with the majority located in the Portland region.

We could be seeing deployment of **AVs** in 1-5<sup>5</sup> years.





Techno-utopia or...



techno-dystopia?



# New options could bring new benefits and new challenges



- More options, easier carpooling
- Saving money on car ownership
- A safer, more efficient transportation system
- Less air pollution

- Increased vehicle trips and congestion
- Competition with transit
- Communities get left out

# Not everyone benefits



Transit costs less than other shared modes, EVs cost more than comparable cars



TNCs could be discriminating against non-white riders



One in three Americans, and half of low-income households, lack a smartphone.

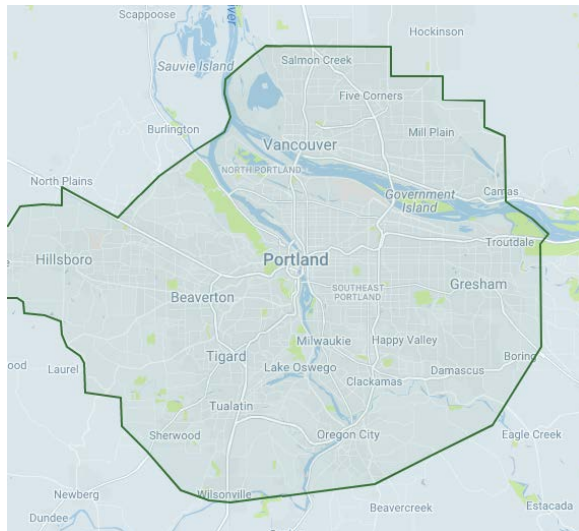


Taxis remain the mode of choice for wheelchair users, in spite of TNCs dominating the market.

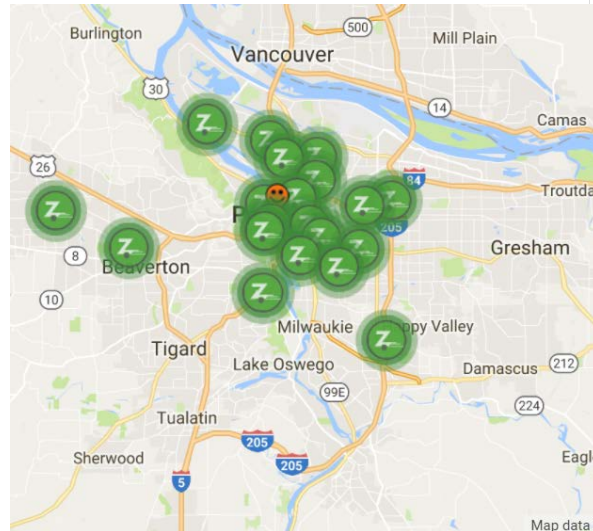


# Not everywhere benefits

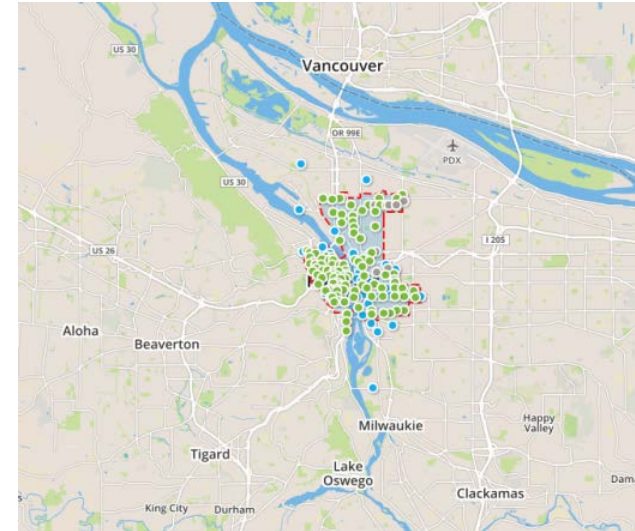
## Uber



## ZipCar



## Bike share



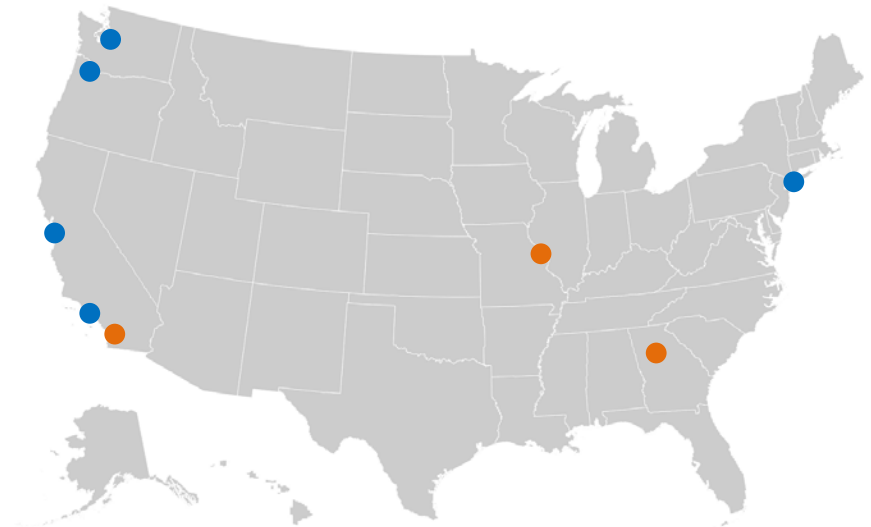
# Public agencies have had a hard time being proactive.

- Private firms avoid partnership and oversight.
- We can't plan for services we don't understand.
- It's hard to know where to invest when technology is evolving so rapidly.

**What do we learn from what our  
peers and partners are doing?**

# What have we done so far?

- Reviewed technology strategies from **cities** and **MPOs** across the U.S.
- Talked with 25 regional stakeholders (public agencies, tech firms, consultants, advocates).
- Collected feedback at RTO and TSMO workshops.



# Lesson 1: Values don't change, challenges and tactics do.

## Put People and Safety First

The public right-of-way is our most valuable and most flexible public space. Our streets should prioritize access for people, amplifying the role and value of walking, biking, and transit in Seattle. We respect the desire to retain and use privately owned vehicles but will continue to manage the transportation system to move people and goods safely and efficiently. Safety is paramount, no matter how you get around Seattle. Our streets should be comfortable and intuitive for our most vulnerable travelers (people walking and biking). Shared, automated, and other new mobility models should not only advance our Vision Zero safety goals, they should also maintain consumer protections.

—Seattle New Mobility Playbook

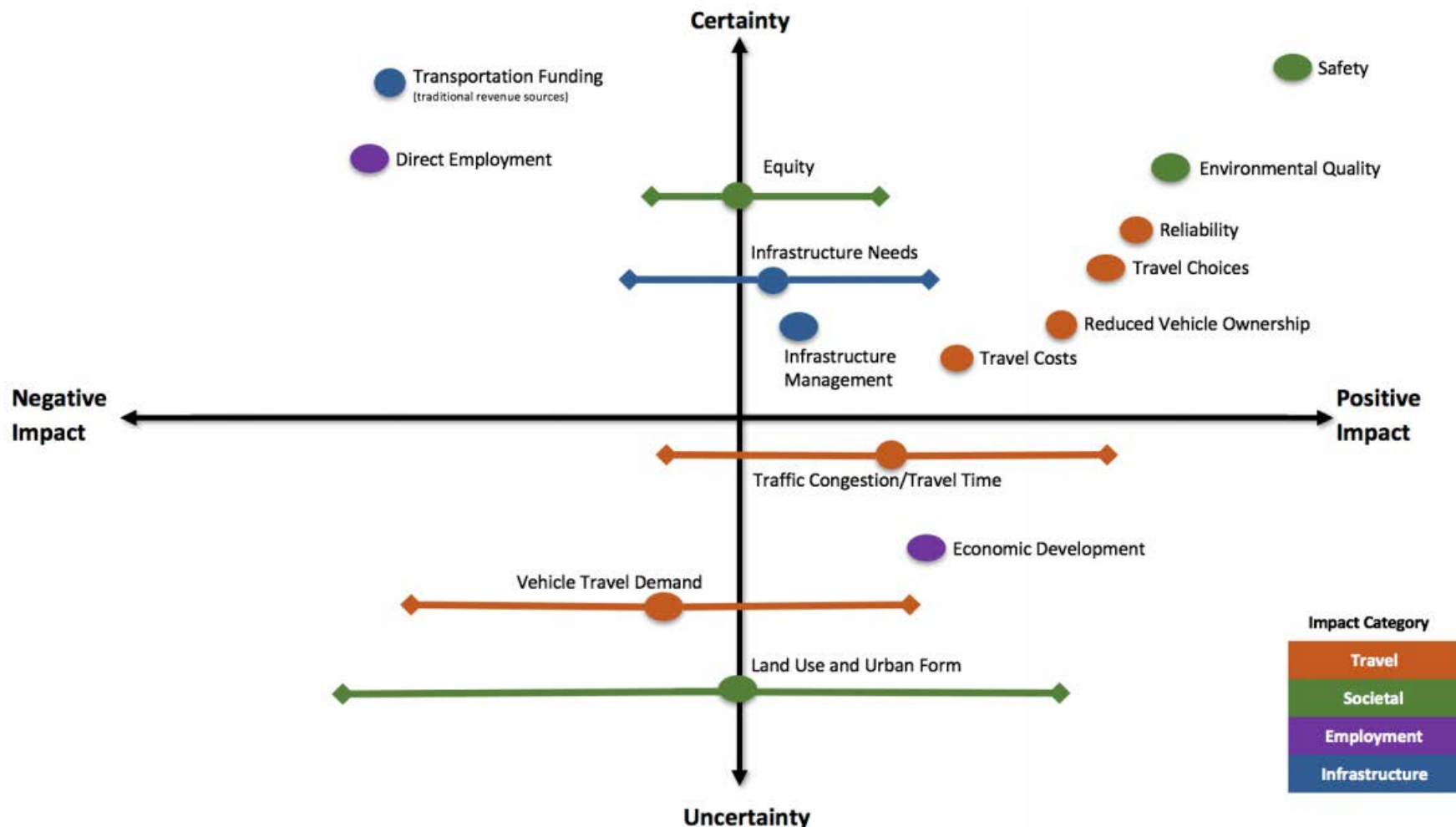
**2014 RTP:** “Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.”



## Lesson 2: We need a big-picture look *and* specific next steps.

- Regional plans tend to talk about “technology” in general
- Local plans often focus on specific technologies—shared mobility, data, etc.
- Planners focus more on broad policies
- People that build and operate the transportation system are often focused on a particular technology

# Lesson 3: Be honest about what we don't know.



# Lesson 4: Set the stage to test, learn and adapt.

Many plans have short-term action items to help catch up to the pace of technology:

- Identifying new ways to collect, manage, provide, or leverage **data**.
- Developing **partnerships** to help bring new ideas to the table.
- Developing and aligning **resources** to support innovative pilot projects.

# RTX: our proposed approach

# RTX: What it is

Three components:

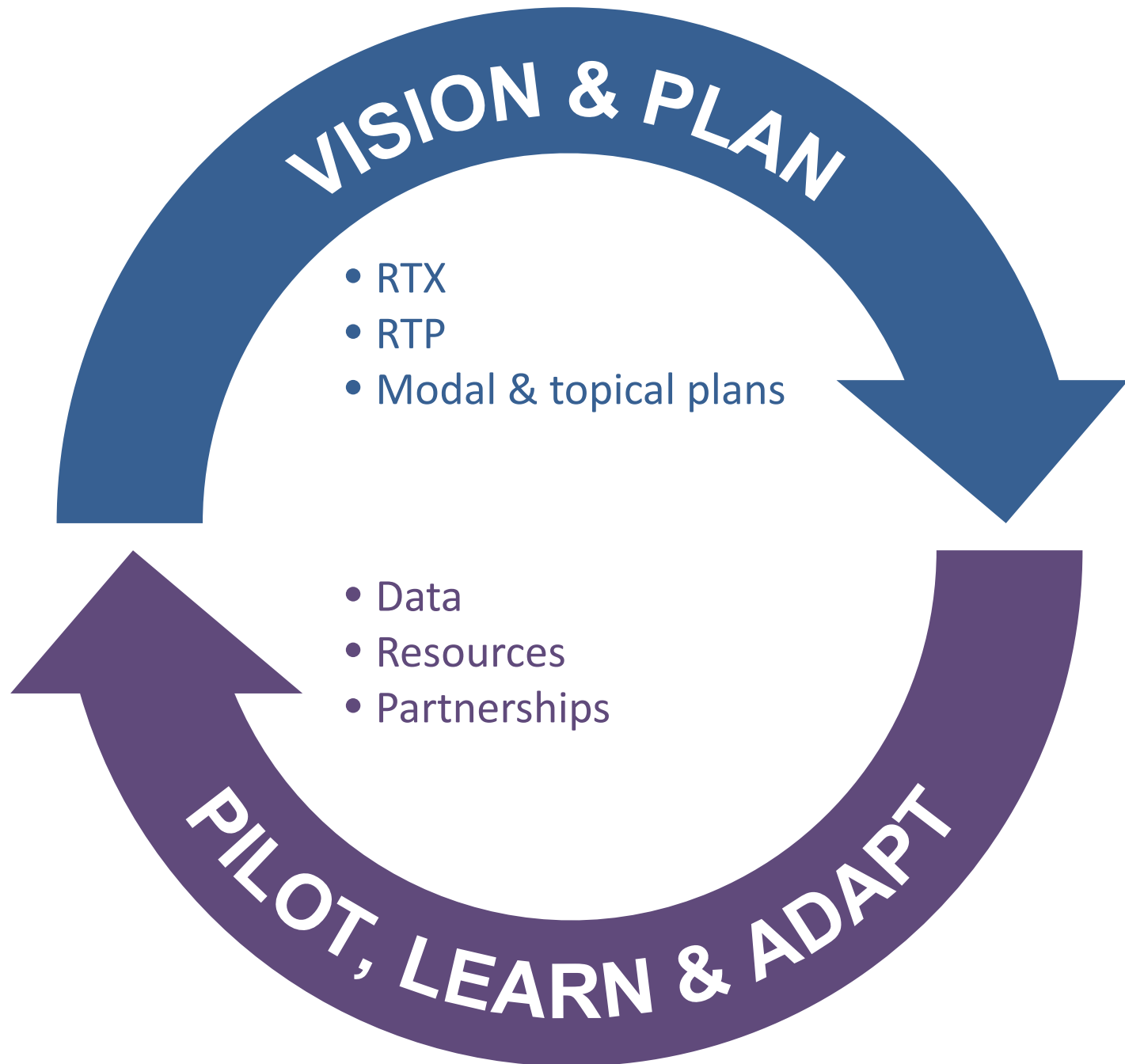
- Impact assessment
- Policies and strategies
- Next steps for implementation



# RTX: Challenges

- Varying needs and capacity across the region
- Limited capacity for analysis
- Limited time for engagement
- Need to be creative about implementation





# Impact assessment and policy development

- Organized around RTP goals
- Take a look at the promise and peril of different technologies
- Develop policies and strategies to **maximize the promise** and **minimize the peril**



# Example: transportation choices

<b>RTP goal</b>	Expand Transportation Choices
<b>Key technologies</b>	Shared mobility, AVs/CVs, traveler information
<b>Promise</b>	Shared mobility increases travel options AVs create opportunities to expand the reach of transit
<b>Peril</b>	New modes compete with transit Innovation focuses on private vehicles
<b>Potential policies</b>	Emerging technologies must support, rather than compete with public transit services, must account for the operational needs of public transit and encourage use of high occupancy modes. (SFCTA)
<b>Potential strategies</b>	<b>Innovate for choice:</b> Prioritize technology pilots and projects that support transit, ridesharing, and bicycling/walking <b>Develop marketplaces:</b> Make it easy for all travelers to seamlessly and competitively compare and book trips

# Questions and feedback

**Eliot Rose**

Senior Technology Strategist

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# Potential implementation actions (next 2 years)

Improve and share data

Develop partnerships

Develop resources

Funding processes

Understand equity needs

Build partnerships

Prioritize innovation in Metro grants and funding

Support pilot projects and local planning

Standardize and share data

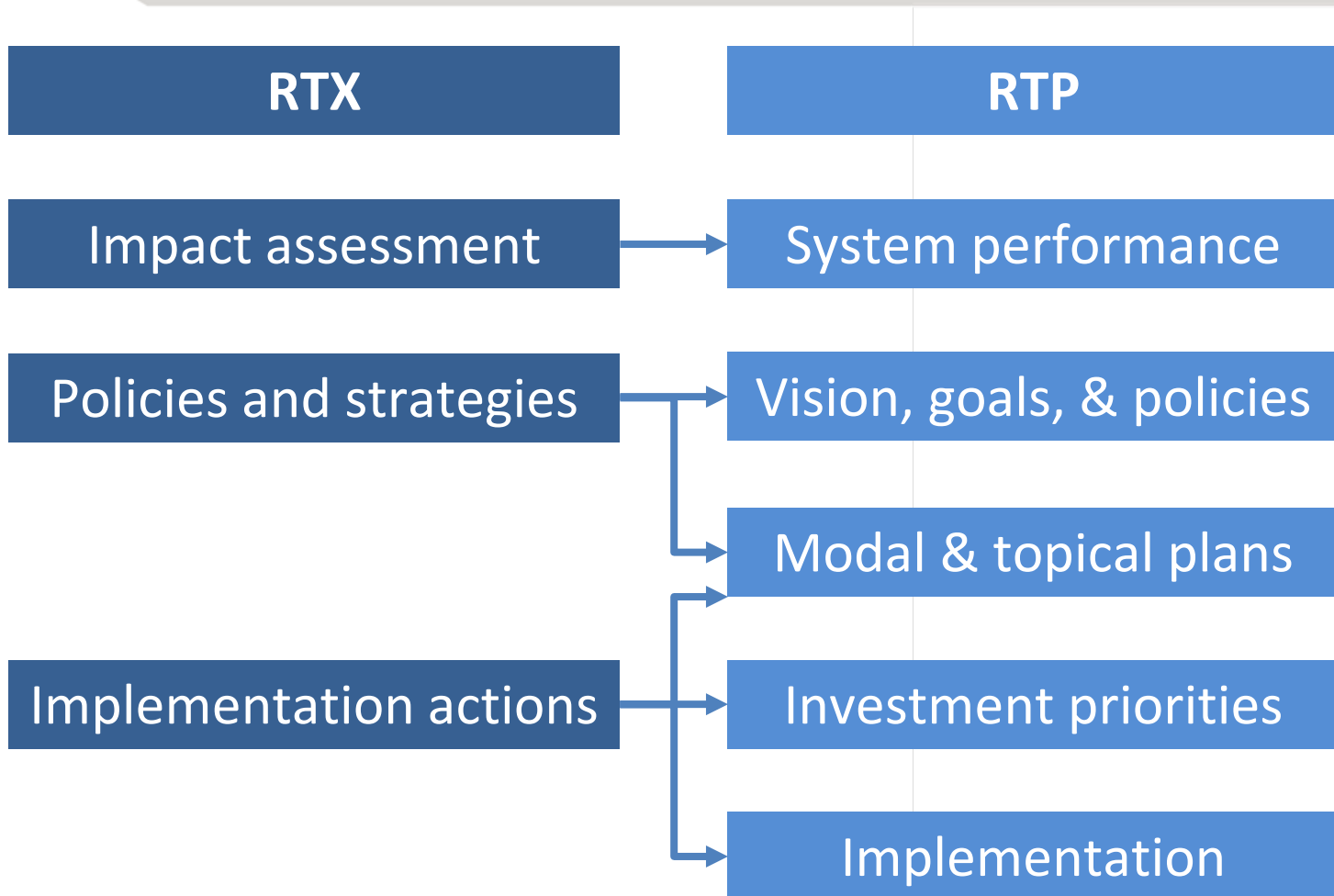
Support mobility marketplace

Create new grant program

# Implementation needs to have a strong focus on equity

- It's where we see the most pressing challenges.
- We have a sense of the barriers that marginalized communities face, but we don't really know what they need.
- It's key to making technology work for many of our other goals (transportation choices, climate, environment, compact development)

# How does it all fit into the RTP?



# Proposed RTX development process

	Aug. 2017	Sept. 2017	Oct. 2017	Nov. 2017	Dec. 2017	Jan. 2018	Feb. 2018	Mar. 2018	Apr. 2018
<b>Metro Council</b>			Direction on approach			Provide direction on RTX draft			
<b>Technical committees</b>		Feedback on approach					Provide feedback on RTX draft		
<b>Policy committees</b>			Feedback on approach					Feedback on RTX draft	
<b>Stakeholder meetings</b>	Develop approach, scope, policies, and actions								
<b>Presentations to collaboratives</b>				Feedback on draft policies					
<b>Outreach events</b>					Feedback on draft policies				

Oregon Metro

# 2018 Regional Travel Options Strategy

## Transportation Policy Alternatives Committee

# STRATEGIC PROCESS





# 2018 STRATEGY GOALS

## Craft a program that:

- Improves mode shift & outreach outcomes to new audiences
- Expands program delivery region-wide
- Builds TO & SRTS capacity/expertise throughout the region
- Increases reliable funding for successful partners
- Leverages private investment
- Engages with new technologies
- Builds regional Stakeholder agreement/buy-in
- Nurtures authentic partnerships

# CURRENT PROGRAM INPUT

## What's Working Well:

- Program is well-known
- Diversity of Projects
- Good support from Metro staff
- Helpful application support

## What Isn't:

- Overly bureaucratic
- Vague criteria
- Challenging timing
- Rural and suburban less included
- Historically-marginalized groups less aware
- Collaboration not considered as criteria

# RECOMMENDATIONS

- Grant process improvements
- Equity
- Promotion
- Technical Assistance
- RTO Expansion

# WORKSHOP 1: SUBURBAN COMMUNITIES

## Promoting travel options in the suburbs

### Challenges:

- Politics
- Funding
- Implementation
- Staffing
- Policy language
- Demographics and addressing equity

### Opportunities:

- Transit
- Marketing
- SRTS

# WORKSHOP 2: TECHNOLOGY

## Technology and RTO grantees' roles in RTO program

- Support for nontraditional partnerships
- Improve existing tools while promoting innovation through new apps
- Desire for better tools (real-time trip information)
- Need for more responsive data
- Need to reach wider audiences, potentially through CBOs

# UPCOMING WORKSHOPS

SEPTEMBER

29

## **Safe Routes to School | 1 - 4 p.m.**

How can the RTO program support school districts,' cities,' and counties' efforts to promote walking and biking, as well as traffic safety, for families throughout the region?

---

OCTOBER

23

## **Collaborative Marketing | 9 a.m. - noon**

What emerging trends, markets, and tactics help partners reach participants?

## **Potential Partnerships | 1 - 4 p.m.**

How can the RTO program engage new groups and reach new constituents around travel options?

# RTO STRATEGY UPDATE: DOCUMENT CONTENTS

- Purpose & Background
- Goals & Objectives
- Public Outreach Process
- Program Structure
- Funding Principles & Tools for implementation

# TIMELINE

## November

- 30: 1<sup>st</sup> Draft Strategy

## December

- 15: TPAC presentation

## January

- RTP public comment
- 18: JPACT presentation

## February

- 5: 2<sup>nd</sup> Draft Strategy
- Stakeholder public comment (3 wks)

## March

- 19: Final Draft
- 30: TPAC request for recommendation to JPACT

## April/May

- JPACT/Council action



# POST ADOPTION ACTIVITIES

- Work with TPAC on:
  - Performance measures/evaluation/criteria
  - Funding allocation methodology
- Develop toolkit, technical assistance
- Prepare for 2019 funding allocation

The background of the slide is a photograph of a community meeting. A man in a white t-shirt is standing behind a table, looking down at a laptop. A woman in a striped tank top and sunglasses is standing in front of him, looking at the laptop. There are stacks of papers and brochures on the table. In the background, other people are visible, and a sign for "HEIRLOOM VENDOR" is hanging. The entire image is overlaid with a semi-transparent blue filter.

**THANK YOU!**  
**HANNAH DAY-KAPELL**  
**ALTA PLANNING + DESIGN**  
**[HANNAHDAY-KAPELL@ALTAPLANNING.COM](mailto:HANNAHDAY-KAPELL@ALTAPLANNING.COM)**