



600 NE Grand Ave.
Portland, OR 97232-2736

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, October 19, 2017

7:30 AM

Metro Regional Center, Council chamber

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

2. Citizen Communication on JPACT Items (7:35 AM)

3. Update from the Chair & Committee Members (7:40 AM)

- 2018 RTP Call for Projects Update
- Air Quality Attainment Status

4. Consent Agenda (7:45 AM)

4.1 Resolution No. 14-4844, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program (MTIP) to Add and Amend Multiple New HB2017 Awarded Projects Plus to Add or Amend 2018 MTIP Projects that Require Implementation Corrections

[COM](#)
[17-0059](#)

Attachments: [Resolution No. 17-4844](#)
[Exhibit A to Resolution No. 17-4844](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)
[Attachment 2 to Staff Report](#)

4.2 2021-2024 State Transportation Improvement Program (STIP) - MPO Comment Letter on ODOT Administered Funds and Program Funding Levels

[COM](#)
[17-0050](#)

Attachments: [Memo](#)
[Draft ODOT STIP Comment Letter](#)

4.3 Consideration of September 21, 2017 Minutes

[17-4910](#)

Attachments: [September 21, 2017 Minutes](#)

5. Information/Discussion Items

- 5.1 Regional Travel Options (RTO) Strategy Update (7:50 AM) [COM](#)
[17-0060](#)

Presenter(s): Daniel Kaempff, Metro

Attachments: [Memo](#)

- 5.2 Regional Transportation Technology Strategy (8:00 AM) [COM](#)
[17-0061](#)

Presenter(s): Eliot Rose, Metro

Attachments: [Memo](#)

6. Action Items

- 6.1 Resolution No. 17-4848, 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 (8:30 AM) [COM](#)
[17-0047](#)

Presenter(s): Ted Leybold, Metro

Attachments: [Memo](#)

[Draft Resolution No. 17-4848](#)

[Exhibit A to Resolution No. 17-4848](#)

[Staff Report](#)

[IGA Amendment 1](#)

7. Adjourn (9:00 AM)

Upcoming JPACT Meetings:

- Thursday, November 16, 2017
- Thursday, December 21, 2017
- Thursday, January 18, 2018

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro의 不歧视公告

尊重人權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullanka dadweynaha, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metro의 差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要望に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសម្រាប់សេវាសេវាសេវា www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលការបកប្រែលោកអ្នក ។

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

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. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntawv txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.



2017/2018 JPACT Work Program
As of 10/12/17

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

October 19, 2017

- Chair comments TBD (5+ min)
 - 2018 RTP Call for Projects Update
 - Air Quality Attainment Status
- **Resolution No. 17-4844**, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program (MTIP) to Add and Amend Multiple New HB2017 Awarded Projects Plus to Add or Amend 2018 MTIP Projects that Require Implementation Corrections (SP17-02-SEP) (Ken Lobeck, Metro; TBD) – Recommendation to Metro Council (**consent**)
- 2021-2024 State Transportation Improvement Program (STIP) - MPO Comment Letter on ODOT Administered Funds and Program Funding Levels (**consent**)
- Regional Travel Options (RTO) Strategy Update – Information/Discussion (Kaempff, Metro; 10 min)
- Regional Transportation Technology Strategy (Eliot Rose, Metro; 30 min)
- **Resolution No. 17-4848**, 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 (Ted Leybold, Metro; 30 min)

November 16, 2017

- Chair comments TBD (5+ min)
 - MTIP Project Delivery Update
- Region-wide Programs and MPO Review – Information/Discussion (Ted Leybold, Metro; 20 min)
- ODOT Congestion Pricing – Information/Discussion (TBD; 20 min)
- Burnside Project Information – Information/Discussion (TBD; 10 min)
- MTIP Formal Amendment – Recommendation to Metro Council (Ken Lobeck, Metro; 5 min)

November 14 – 17: Association of Oregon Counties Annual Conference, Eugene, OR

<p><u>December 21, 2017</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) <ul style="list-style-type: none"> ○ Volkswagen Settlement Update • 2018 RTP: Project Update – Information/Discussion (Kim Ellis, Metro; 40 min) • MTIP Formal Amendment – Recommendation to the Metro Council (Ken Lobeck, Metro; 5 min) • TransPort By-Laws – Recommendation to the Metro Council (Caleb Winter; 20 min) 	<p><u>January 18, 2018</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Regional Travel Options Strategy Public Comment Draft – Information/Discussion (Dan Kaempff, Metro; 20 min) • Draft RTP Findings and Policy Update – Information/Discussion (Kim Ellis, Metro; 25 min) • Regional Transit Strategy (Jamie Snook, Metro; 25 min) • MTIP Formal Amendment – Recommendation to the Metro Council (Ken Lobeck, Metro; 5 min)
<p><u>February 15, 2018</u></p>	<p><u>March 15, 2018</u></p> <p><u>March 14 – 16: PBA Trip to Washington D.C.</u></p>
<p><u>April 19, 2018</u></p> <ul style="list-style-type: none"> • Regional Travel Options Strategy Draft for Adoption – Action (Dan Kaempff; 30 min) 	<p><u>May 17, 2018</u></p>

RTP Regional Leadership Forums:

- **April 2016:** RTP Regional Leadership Forum #1 (Exploring Big Ideas for Our Transportation Future)
- **September 2016:** RTP Regional Leadership Forum #2 (Building the Future We Want)
- **December 2016:** RTP Regional Leadership Forum #3 (Connecting Our Priorities to Our Vision)
- **February 2018:** RTP Regional Leadership Forum #4 (Finalizing Our Shared Plan for the Region)

Parking Lot:

- | | |
|---|--|
| <ul style="list-style-type: none"> • Southwest Corridor Plan • Land use & transportation connections • Prioritization of projects/programs • Westside Freight Study/ITS improvements • All Roads Safety Program (ODOT) | <ul style="list-style-type: none"> • Air Quality program status update • Washington County Transportation Futures Study (TBD) • Transportation Resiliency |
|---|--|

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.

Tom Hughes, Council President

Approved as to Form:

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: FORMAL, SP17-02-SEP			
Total Number of Projects: 22			
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	Powell Jurisdiction Transfer (Phase I, II, & III) 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 add only the PE phase totaling \$9.4 million . 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

End of HB2017 Projects included in the September 2017 Formal Amendment to the 2018 MTIP
Total number of HB2017 awarded projects included: 15

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 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.

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	ACPO	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:	<p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>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.</p> <p>3. JTA = State HB2001B Bond funds originating from the Oregon Jobs and Transportation Act (JTA) of 2009.</p> <p>4. NHPP-FAST = National Highway Performance Program funds originating from the FAST Act.</p> <p>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%</p> <p>6. State = ODOT state funds added to the project phase as their required match to the federal fund type ADVCON.</p>								

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	Powell Blvd Jurisdiction Transfer (Phase I, II, & III) 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:
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. 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

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				\$ 897,300		\$ -	
State	Match	State	2018				\$ 102,700		\$ -	
Total:				\$ -	\$ -	\$ -	\$ 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. 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 Way	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%								

Amendment Summary
Changes made through this amendment are stated on the next page

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 Way	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%									

Amendment Summary

Project existing programming reflects as entered in the draft 2018 STIP and MTIP

Project amendment details are stated on the next page

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 Way	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 Way	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	ACPO	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	ACPO	Federal	2019		\$ 1,256,220				\$ 1,256,220
State	Match	State	2019		\$ 143,780				\$ 143,780
ADVCON	ACPO	Federal	2020			\$ 89,730			\$ 89,730
State	Match	State	2020			\$ 10,270			\$ 10,270
ADVCON	ACPO	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%										

Amendment Summary
Project amended changes are stated on the next page

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	ACPO	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	ACPO	Federal	2021				\$ 399,490		\$ 399,490
State	Match	State	2021				\$ 45,723		\$ 45,723
Total:				\$ -	\$ 791,088	\$ -	\$ 5,273,926	\$ -	\$ 6,065,014
Notes:	<p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>2. Prior Year = Funds committed and programmed to the project in years before the 2018-2021 MTIP (2017 and earlier)</p> <p>3. NHPP = Federal National Highway Performance Program funds, state managed federal funds</p> <p>4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%</p> <p>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>								

Amendment Summary

HB2017 total award of \$994,864 is split between PE and construction phases (shown as ADVCON and 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 #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	+5 BROADWAY/WEIDLER INTERCHANGE IMPROVEMENTS I-5 ROSE QUARTER IMPROVEMENT PROJECT	Roadway and Bridge	\$ 20,391,998
Project Description:			Develop solutions for congestion, freight mobility, safety and seismic upgrades-- 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 & Conditioned project to add \$16,265,452 of NHFP funds)		

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

Amendment Summary:
 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

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	AC00	Federal	2017			\$ 17,946			\$ 17,946
Local	Match	Local	2017			\$ 2,054			\$ 2,054
ADVCON	AC00	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:	<p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>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.</p> <p>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</p> <p>4. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to</p>								

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	ACPO	Federal	2018					\$ 132,845	\$ 132,845
Local	Match	Match	2018					\$ 15,205	\$ 15,205
ADVCON	ACPO	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:	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. 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. Local = Local agency funds provided as the required match to the federal funds 5. 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 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 Way	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:	<p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>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.</p> <p>3. STP>200K = Federal Surface Transportation Program funds allocated to projects in urban areas with a population greater than 200,000.</p> <p>4. Local = Local agency funds provided as the required match to the federal funds</p> <p>5. Other = Additional local funds committed to the project beyond the required local match to the federal funds.</p>								

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 Way	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 Way	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 Way	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:			<p>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.</p> <p>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)</p>		

Amended MTIP Fund Programming by Phase

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	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

Amendment Summary:

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.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, October 6, 2017
 To: JPACT 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

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 nd 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
End of HB2017 Awarded or Directed Projects				

Beginning of 2018 MTIP Project Clean-up or New Project Amendment Actions				
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 nd 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 th – 92 nd 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

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.

Previous Notification and Approvals: TPAC approval on September 29, 2017.

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

1. Project: I-205 Paving Project	
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)

2. Project: I-84: Graham Road Bridge Replacements	
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)

3. Project: Powell Blvd Jurisdiction Transfer (Phase I, II, & III) <-- as stated in HB2017 Powell Blvd: I-205 to 176th Multi-Modal Improvements	
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

4. Project: OR217: SW 72nd Ave – SW Scholl’s Ferry Rd (OR210) NB Auxiliary Lane	
Lead Agency:	ODOT
ODOT Key Number:	New project
Project Description:	The project will construct a new NB auxiliary lane on OR212 from 72 nd 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

5. Project: OR212: SE Richey Rd - US26	
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

6. Project: OR212: N Deep Culvert	
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:	

7. Project: OR212: Rock Creek - Richey Rd	
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

8. Project: OR212: UPRR Structure - Rock Creek	
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

9. Project: OR213: Foster - Lindy	
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

10. Project: US26: Sylvan - OR217	
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

11. Project: OR99W: I-5 - McDonald St	
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

12. Project: OR99W: McDonald - Fisher Rd	
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	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally

amendment?	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

13. Project: OR99W: McDonald – Fisher Rd	
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

14. Project: I-5 Broadway/Weidler Interchange Improvements I-5 Rose Quarter Improvement Project	
Lead Agency:	ODOT
ODOT Key Number:	19701
Project Description:	Develop solutions for congestion, freight mobility, safety and seismic upgrades. 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

15. Project:	East Multnomah County Road Connections ITS Project
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 budge 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

16. Project:	Division Street Corridor Improvements (Gresham)
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.

17. Project:	I-5 Columbia River (Interstate) Bridges
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

18. Project: SE 122nd Ave: Johnson Creek Bridge Replacement	
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.

19. Project: Foster Rd Streetscape: SE 50th – 92nd Ave	
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.

20. Project: North Rivergate Freight Project	
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:	

21. Project: NE Columbia Blvd at MLK Blvd	
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 complete 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:	

22. Project: SW Herman Rd: SW 124th Ave - SW Cheyenne Way	
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 September 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 approval.....	September 29, 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:

TPAC recommends the approval of Resolution 17-4844.

Attachments:

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


Attachment 1					 Metro	
* DRAFT * Preview of Metro Boundary Area HB2017 Awarded Projects						
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	\$30,000,000	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	\$9,222,000 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	\$5,000,000	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	\$3,000,000	19763	79858
5	ODOT	Columbia Blvd Pedestrian Safety Improvements	Working on the appropriate project description	\$1,500,000	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)	\$44,000,000	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)	110,000,000	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	54,000,000	TBD New	TBD New
9	ODOT	OR212: SE RICHEY RD - US26	Multi-lift paving of the highway in conjunction with targeted deeper pavement	\$700,000	18772	70761
10	ODOT	OR212: ROCK CREEK - RICHEY RD	Repave roadway and upgrade ADA to current standards	\$1,210,451	19355	70807
11	ODOT	OR213: FOSTER - LINDY	None yet- Assumed non capacity enhancing project, conformity exempt.	\$9,200,000	TBD New	TBD New
12	ODOT	US26: SYLVAN - OR217	Repave mainline of roadway to improve pavement condition and extend service life.	\$624,212	20299	70940
13	ODOT	OR99W: MCDONALD - FISCHER RD	Repave/rehab roadway, upgrade ADA ramps, and address drainage as needed	\$8,100,000	TBD New	TBD New
14	ODOT	US26: OR217 - CORNELL RD	Repave mainline of roadway to improve pavement condition and extend service life.	\$994,864	20300	70941
15	ODOT	OR8: SE 73rd - Minter Bridge	None yet. Assumed non capacity enhancing as a preservation project	\$1,500,000	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	\$5,000,000	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.	\$1,000,000	20298	70939

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

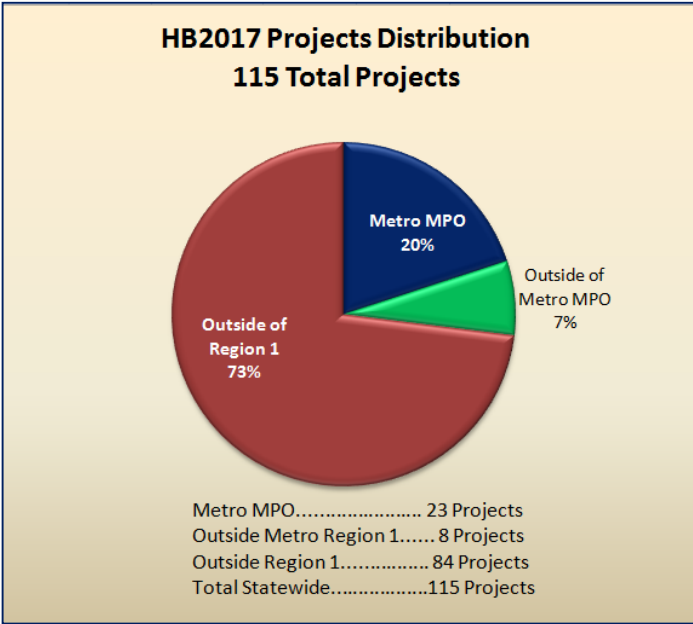
18	ODOT	<u>STIP/MTIP Current</u> I-5 Broadway/Weidler Interchange Improvements <u>HB2017</u> I-5 Rose Quarter Congestion Relief project	This project continues prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan, which identified transportation 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)	Federal NHFP+ Match \$16,265,452	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).	\$657,473	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.	\$1,000,000	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.	\$3,600,000	20410	70967
22	ODOT	US30: SANDY RIVER (TROUTDALE) BRIDGE (BR#02019)	Design shelf ready plans to paint bridge; replace sidewalk and repair foundation.	\$5,750,000	20703	71007
23	ODOT	OR99W: TUALATIN RIVER NB BRIDGE	Design shelf ready plans to replace the current structural overlay.	\$1,202,900	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%
Total HB2017 Inside MPO Funding:		\$ 312,961,899	92.9%		
Total Projects (8) Outside MPO:		\$ 24,045,013	7.1%		
Total ALL Region 1 HB2017 Projects:		\$ 337,006,912			

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
Total Cost:			\$633,761,156





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 Averbeck

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
TOTAL		\$ 30,700,000

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		\$ -
TOTAL		\$ 23,552,258

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		\$ -
TOTAL		\$ 4,915,500

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		\$ -
TOTAL		\$ 750,000

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		\$ -
TOTAL		\$ 750,000

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		\$ -
TOTAL		\$ 3,000,000

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		\$ -
TOTAL		\$ 42,848,000

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		\$ -
TOTAL		\$ 35,000,000

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		\$ -
TOTAL		\$ 22,000,000

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		\$ -
TOTAL		\$ 47,502,832

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		\$ -
TOTAL		\$ 20,000,000

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		\$ -
TOTAL		\$ 25,000,000

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		\$ -
TOTAL		\$ 20,000,000

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		\$ -
TOTAL		\$ 13,544,100

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		\$ -
TOTAL		\$ 2,280,000

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		\$ -
TOTAL		\$ 44,000,000

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		\$ -
TOTAL		\$ 11,400,000

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		\$ -
TOTAL		\$ 7,200,000

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		\$ -
TOTAL		\$ 13,000,000

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
TOTAL		\$ 2,780,000

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		\$ -
TOTAL		\$ 5,000,000

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
TOTAL		\$ 5,000,000

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
TOTAL		\$ 5,000,000

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		\$ -
TOTAL		\$ 3,000,000

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		\$ -
TOTAL		\$ 2,000,000

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
TOTAL		\$ 5,774,000

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		\$ -
TOTAL		\$ 750,000

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		\$ -
TOTAL		\$ 1,500,000

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		\$ -
TOTAL		\$ 593,000

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		\$ -
TOTAL		\$ 400,000

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		\$ -
TOTAL		\$ 3,000,000

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		\$ -
TOTAL		\$ 1,097,000

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		\$ -
TOTAL		\$ 3,000,000

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		\$ -
TOTAL		\$ 3,000,000

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		\$ -
TOTAL		\$ 1,400,000

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		\$ -
TOTAL		\$ 1,500,000

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		\$ -
TOTAL		\$ 3,000,000

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

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
TOTAL		\$ 1,504,000

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		\$ -
TOTAL		\$ 3,000,000

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
TOTAL		\$ 4,000,000

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		\$ -
TOTAL		\$ 3,659,320

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		\$ -
TOTAL		\$ 2,946,018

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		\$ -
TOTAL		\$ 308,035

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		\$ -
TOTAL		\$ 2,669,500

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		\$ -
TOTAL		\$ 400,000

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		\$ -
TOTAL		\$ 10,400,000

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

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		\$ -
TOTAL		\$ 2,300,000

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		\$ -
TOTAL		\$ 3,001,000

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		\$ -
TOTAL		\$ 2,625,000

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		\$ -
TOTAL		\$ 1,850,000

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		\$ -
TOTAL		\$ 2,772,640

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		\$ -
TOTAL		\$ 2,182,080

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		\$ -
TOTAL		\$ 4,234,245

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		\$ -
TOTAL		\$ 5,000,000

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		\$ -
TOTAL		\$ 6,315,000

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		\$ -
TOTAL		\$ 1,391,400

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		\$ -
TOTAL		\$ 13,899,545

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

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		\$ -
TOTAL		\$ 1,667,280

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		\$ -
TOTAL		\$ 1,081,040

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		\$ -
TOTAL		\$ 20,623,600

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		\$ -
TOTAL		\$ 69,000,000

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		\$ -
TOTAL		\$ 38,360,000

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		\$ -
TOTAL		\$ 1,920,000

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		\$ -
TOTAL		\$ 737,000

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		\$ -
TOTAL		\$ 3,270,100

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		\$ -
TOTAL		\$ 3,276,050

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		\$ -
TOTAL		\$ 3,388,750

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		\$ -
TOTAL		\$ 5,451,024

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		\$ -
TOTAL		\$ 1,016,578

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		\$ -
TOTAL		\$ 1,512,500

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		\$ -
TOTAL		\$ 2,850,000

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		\$ -
TOTAL		\$ 6,700,000

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		\$ -
TOTAL		\$ 10,000,000

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			\$	-	
TOTAL			\$	6,107,555	

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			\$	-	
TOTAL			\$	8,100,000	

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			\$	-	
TOTAL			\$	9,200,000	

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			\$	-	
TOTAL			\$	4,748,373	

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			\$	-	
TOTAL			\$	6,729,082	

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			\$	-	
TOTAL			\$	5,660,548	

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			\$	-	
TOTAL			\$	3,786,224	

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			\$	-	
TOTAL			\$	6,065,013	

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			\$	-	
TOTAL			\$	11,397,299	

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			\$	-	
TOTAL			\$	1,500,000	

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			\$	-	
TOTAL			\$	3,600,000	

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			\$	-	
TOTAL			\$	3,800,000	

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		\$ -
TOTAL		\$ 10,600,000

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

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		\$ -
TOTAL		\$ 500,000

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		\$ -
TOTAL		\$ 6,000,000

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		\$ -
TOTAL		\$ 7,300,000

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

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		\$ -
TOTAL		\$ 19,000,000

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		\$ -
TOTAL		\$ 2,700,000

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		\$ -
TOTAL		\$ 500,000

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		\$ -
TOTAL		\$ 500,000

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		\$ -
TOTAL		\$ 300,000

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		\$ -
TOTAL		\$ 3,250,000

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		\$ -
TOTAL		\$ 12,568,800

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		\$ -
TOTAL		\$ 12,520,000

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		\$ -
TOTAL		\$ 400,000

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		\$ -
TOTAL		\$ 14,200,000

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		\$ -
TOTAL		\$ 1,000,000

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		\$ -
TOTAL		\$ 1,885,782

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		\$ -
TOTAL		\$ 31,700,000

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		\$ -
TOTAL		\$ 8,100,000

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		\$ -
TOTAL		\$ 600,000

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

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		\$ -
TOTAL		\$ 20,391,997

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		\$ -
TOTAL		\$ 18,033,285

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		\$ -
TOTAL		\$ 12,500,000

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday, October 19, 2017
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Grace Cho, Associate Transportation Planner
Ted Leybold, Resource Development Manager
Subject: 2021-2024 STIP – MPO Comment Letter on ODOT Administered Funds and Program Funding Levels

Purpose

Continue the discussion of the 2021-2024 STIP. Discuss proposals for funding levels for ODOT administered programs and implications for the Portland Metro region. Request JPACT approval to submit a comment letter to the Oregon Transportation Commission (OTC) regarding the funding levels for the ODOT administered funds.

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 is a coordination process and the schedule of expenditures (i.e., spending) of federal transportation funds as well as significant state and local funds in the Portland metropolitan region. 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 the responsibility of overseeing the MTIP. Since any transportation project using federal funds, seeking a federal action, or on a regionally identified 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 funds administered by different agencies (e.g. ODOT, TriMet, SMART).

2021-2024 STIP Development – Assigning Revenues to ODOT Administered Funding Programs

At the September meeting of JPACT, the region submitted a comment letter requesting the Oregon Transportation Commission (OTC) consider three different actions as they provide direction to ODOT staff on the development of the 2021-2024 STIP. These actions include: 1) developing a secondary federal revenue assumption scenario aligned to historical trends; 2) develop a process for which new or unexpected revenue gets allocated which involves stakeholders and provides greater transparency; and 3) engage with the MPOs in the development of the 2021-2024 STIP.

Since the submission of the comment letter, the OTC has invited the chair of the Oregon Metropolitan Planning Organization Consortium (OMPOC) to the October OTC meeting with the ACT chairs, Regional Solutions Groups, and others to engage on the development of the 2021-2024 STIP. At this time, it is unknown whether the OTC will consider the other two requests made by the region.

With stakeholder feedback being provided, the development of the 2021-2024 STIP continues to move forward. 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?
 - a. More specifically, how much of available discretionary funding be applied to the Enhance – Highway program, in light of funding form HB2017?
3. How should the Enhance – Highway program be administered?
 - a. Should the Enhance – Highway program be administered similarly to the 2018-2021 cycle, where the funding was used as a leverage program to place highway enhancements on Fix-it and Safety projects?
 - b. Should the Enhance – Highway program be administered similarly to the 2015-2018 cycle, where the funding was competitively allocated and the ACTs played a role in recommending and selecting projects?

The OTC will engage stakeholders at its October meeting around these questions and will then take action on assigning funding levels at the December meeting. The winter 2017 decision will establish the funding levels to the allocation programs for federal fiscal years 2022-2024. The OTC's direction on the questions can significantly impact the ability to consider strategic tradeoffs between funding programs and provide local input to the various ODOT funding programs.

Recommendation & Comment Letter

As discussed at September JPACT, the Portland metropolitan region should continue to engage in the STIP discussions not only as 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 and mixed with federal funding, 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. This is also an opportunity for the region to make ODOT leadership aware of the unique transportation challenges the region faces as they consider how to shape the funding programs.

In anticipation of the OTC discussions around the ODOT funding programs, Metro staff held discussions with jurisdictional staff and at the September TPAC meeting to gather initial input to make up a comment letter to help inform and engage in the OTC discussion. From the two discussions, Metro staff developed a draft comment letter centered around five themes, which are aimed at desired outcomes the region wants to see from the ODOT funding programs. These themes (in no particular order) are:

1. Invest comprehensively and adequately in urban arterials.
2. Invest in project development and the Transportation and Growth Management (TGM) program to allow future transportation investments to emerge successfully.
3. Have all ODOT funding programs create a “shelf-ready” list of priorities for consideration when unexpected revenue emerges.
4. For funding dedicated to addressing transportation safety, allocate these funds to where they will be the most effective at reducing serious injuries and fatalities.

5. Further invest in the transportation strategies which are the most effective in reducing greenhouse gas emissions.

Further detail about each of the themes is provided as part of the comment letter. The comment letter was distributed to members of TPAC in early October via email. In the early October communication, Metro staff asked for TPAC direction on two specific comments which staff interpreted the input to be mixed and there was not consensus. These comments related to: 1) requesting that new safety funding from HB2017 be allocated in a “jurisdictionally-blind” manner; and 2) allow for project development funding be eligible for facilities beyond the state system. Based on the feedback received by TPAC members, the “jurisdictionally-blind” comment was generally supported by all TPAC members, but the eligibility of facilities beyond the state system came in mixed and without consensus. As a result, the jurisdictionally-blind feedback has been reflected, but the eligibility of project development beyond the state system is not reflected in the letter. The revised comment letter is (attached) and reflects other input and direction provided by TPAC. The draft comment letter seeks JPACT approval for submission to the OTC.

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

Activity	Timeframe
Region 1 ACT meeting of 2021-2024 STIP and program funding levels	September 11, 2017
Continued Discussion of 2021-2024 STIP and Comment Letter for JPACT Approval <ul style="list-style-type: none"> • Electronically submitted comment letter to OTC 	September 21, 2017
Initial brainstorming discussion with jurisdiction staff on ODOT administered funding programs	September 21, 2017
TPAC discussion over brainstormed ideas on the ODOT administered funding programs and initial draft comment letter	September 29, 2017
Stakeholder Input at OTC Retreat	October 19, 2017
Region 1 ACT meeting and further discussion of the 2021-2024 STIP	November 6, 2017
Additional discussion at OTC on 2021-2024 STIP and Program Funding Levels	November 17, 2017
Approval of 2021-2024 STIP funding scenario and program funding –levels	December 15, 2017

October 19, 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).

We appreciate your consideration of our communication last month concerning the addition of a second forecast option utilizing existing federal funding levels and for more direct engagement with statewide MPO leadership in the development of the statewide and metropolitan TIPs. The invitation of the Chair of the Oregon Metropolitan Planning Organizations Consortium (OMPOC) to engage with you on behalf of the MPOs at your October meeting is a good first step in this direction.

The Portland metropolitan region, wants to continue to convey our region's recommendations regarding the ODOT funding programs and funding levels being considered for the 2021-2024 STIP. As the largest population and employment center in Oregon, the region has some unique transportation challenges which frame our comments around how we desire to see federal and state transportation dollars expended.

The MPO understands the OTC will take action on assigning funding levels to different ODOT administered programs at the December meeting. Recognizing the OTC is gathering stakeholder input, the region wishes to express the outcomes we desire to see from ODOT's investment in the region's transportation system and we urge the OTC consider the following requests related to the 2021-2024 STIP funding categories and programs:

1. Invest comprehensively and adequately in urban arterials.

The Portland metropolitan region has a number of state-owned arterials which have seen tremendous change. As the Portland metropolitan region has grown rapidly in population and employment, these former rural highways or frontage roads are now busy urban corridors serving as the spine to transit routes and have more people walking and bicycling. These are also the same facilities seeing increasing number of crashes resulting in serious injuries or fatalities. While in previous cycles, ODOT programs funded various improvements on these urban arterials, often these investments were piecemeal in addressing the growing demand and needs. These urban arterials need a comprehensive set of multimodal improvements to make the facilities safe and functional for all users while also accommodating greater demand. We desire to see the Enhance, Non-Highway, Leverage, and other programs prioritize and adequately invest in a comprehensive approach to upgrading urban arterials.

2. Invest in project development and the Transportation and Growth Management program to allow future transportation investments to emerge successfully.

While transportation funding is scarce and limited, funding that is eligible to support the necessary planning work to get transportation projects into early design and engineering is more challenging to find. The lack of funding for project development has created a barrier to developing a pipeline of projects ready to seek other sources of revenue to complete the remainder of the project. In the past, ODOT funded a program focusing on project development called the Development, or D-STIP. In supporting a multimodal transportation system, the region desires to see a project development funding program where all different types of transportation projects (e.g. bicycle and pedestrian, roadway, trails) would be eligible. Additionally, the region supports increasing funding to the TGM program to provide those vital dollars to conduct planning work which lead to transportation plans and subsequently projects to address transportation needs and deficiencies.

3. Have all ODOT funding programs create a “shelf-ready” list of priorities for consideration when unexpected revenue emerges.

As previously mentioned in our September comment letter, the Portland metropolitan region desires to see comprehensive deliberation of where to apply new or unexpected revenue when it emerges. Currently, ODOT has certain maintenance programs, mainly under the Fix-It program, which has developed a list of “shelf-ready” projects prepared to receive funding if new or unexpected funding emerges. While the region supports maintaining this system, other parts of the region’s transportation system have significant needs, which warrant consideration for new revenue. The region suggests the OTC consider having the different funding programs, such as Non-Highway Enhance or Transportation Options, create a “shelf-ready” list of projects and programs, similar to the Fix-It funding programs, which would allow for a meaningful discussion as to how to expend unexpected revenue when it emerges.

4. For funding dedicated to addressing transportation safety, allocate these funds to where they will be the most effective at reducing serious injuries and fatalities.

Crashes which result in serious injuries and fatalities pose significant societal costs. With smart, focused, and strategic investments, crashes which result in death or significant bodily harm can be reduced dramatically. As the state is prepared to receive a significant source of new investment from HB2017 dedicated towards transportation safety, the region wants to express support as to how the All-Roads-Transportation-Safety (ARTS) program, which is primarily federally funded, has used a data driven, jurisdictionally-blind approach to determine the highest crash locations most in need of funding. As the OTC considers how to expend the new infusion of funding for transportation safety projects, the region wants to express that the ARTS approach is a thoughtful strategic approach to apply to this new funding.

5. Further invest in the transportation strategies which are the most effective in reducing greenhouse gas emissions.

In 2014, the region adopted the Climate Smart Strategy as its action plan to meet state-mandated reductions in greenhouse gas emissions from light-duty vehicles. Other areas of the state have or will also be developing plans to reduce vehicle emissions. The region’s Climate Smart Strategy focuses on a number of different actions including increasing transit service, building out the regional active transportation network, providing transportation options, and getting the most of the transportation system through system and demand management activities. While the region developed a strategy to get to the target, the price tag to implement the strategy remains greater than resources available. In

partnership with the transit agencies and local jurisdictions, the region continues to chip away implementing the strategies with limited funds. In 2017, the region saw reduction in funding to reducing vehicle emissions, through the CMAQ program redesign and the lost cycle of Connect Oregon, which funded regional off-street bicycle and trails. The considerations listed above support achieving the state and region's transportation goals, including reductions to greenhouse gas emissions. To specifically target vehicle emission reduction goals in a comprehensive manner, however, the region also requests state funding beyond required minimum contributions to the Safety category and to programs in the Non-highway category, such as:

- Active transportation, including off-road pedestrian and bicycle;
- State Travel Options program; and
- Non-Highway Enhance.

The Portland metropolitan region wants to thank the OTC for considering our comments and providing the opportunity to work together on our metropolitan and statewide TIP. We want to continue this collaboration to achieve our mutual goals. The region urges the OTC to continue to engage stakeholders throughout the development of the 2021-2024 STIP and allow the time needed for stakeholders to thoroughly deliberate the options and opportunities to move forward together.

Sincerely,

Tom Hughes
Metro Council President

Craig Dirksen
JPACT Chair
Metro Council District 3

CC: Region 1 Area Commission on Transportation



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Meeting Minutes
September 21, 2017
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (*Vice Chair*)
Nina DeConcini
Neil McFarlane
Roy Rogers
Paul Savas
Kris Strickler

AFFILIATION

Metro Council
Oregon Department of Environmental Quality (ODEQ)
TriMet
Washington County
Clackamas County
Washington State Department of Transportation

MEMBERS EXCUSED

Craig Dirksen (*Chair*)
Dan Saltzman
Bob Stacey

AFFILIATION

Metro Council
Multnomah County
Metro Council

ALTERNATES PRESENT

Kelly Brooks
Sam Chase
Mark Gamba
Anne McEnery-Ogle
Lori Stegmann
Leah Treat
Kathryn Williams

AFFILIATION

Oregon Department of Transportation (ODOT)
Metro Council
City of Milwaukie, Cities of Clackamas County
City of Vancouver
Multnomah County
City of Portland
Port of Portland

OTHERS PRESENT: Jaimie Lorenzini Huff, Zoe Monahan, Dwight Brashear

STAFF: Nellie Papsdorf, Miranda Mishan, Ted Leybold, Michelle Bellia, Lisa Hunrichs, Grace Cho, Jamie Snook, Kim Ellis

1. CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS

JPACT Vice Chair Shirley Craddick called the meeting to order and declared a quorum at 7:30 a.m.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Mr. Neil McFarlane provided an update on the Powell Garage grant. Mr. McFarlane recounted that the price was \$75 million and that TriMet was applying for a grant for \$9 million. Mr. Ted

Leybold added that Metro was working to make people aware of federal funding opportunities that were available.

Mayor Mark Gamba asked if TriMet was planning on putting in infrastructure to allow for the buying of electric buses. Mr. McFarlane said yes.

Ms. Nina DeConcini announced that the cleaner air rules would be in public comment soon, and would be in public comment during the next JPACT meeting.

Commissioner Paul Savas asked about the number of diesel buses used by TriMet, and asked if there was a plan for conversion to electric. Mr. McFarlane explained that there was a longer conversation to be had but that TriMet was underway with a study looking at the Division Transit Line to see if it could be electric, and a broader study was underway examining the types of routes that would work with electric transit. He noted that there was not a capital plan, and he felt it was important to develop a plan that allowed for a smooth transition.

Commissioner Savas remarked that Los Angeles used all electric transit. Mr. McFarlane noted that LA was experimenting and making progress with electric transit. Commissioner Savas expressed concern about fuel efficiency, and gave the example of the trucks that carry solid waste from Metro facilities and their lack of fuel efficiency. He emphasized that there was a lot of technology out there, and highlighted his surprise that Metro wasn't looking into this technology. Vice Chair Craddick noted that fuel efficiency was a significant part of the solid waste road map.

Vice Chair Craddick reminded members that the TIGER program and INFRA were accepting grant applications. She added that Metro would like to know if any local jurisdictions would be submitting applications.

Vice Chair Craddick announced the JPACT subcommittee on regional funding and extended an invitation to JPACT members. Commissioner Savas asked if the subcommittee was based on TriMet boundaries rather than Metro boundaries, and asked for a confirmation of the distinction between the two.

Vice Chair Craddick extended an invitation to a Leading with Racial Equity Training workshop on November 1 at Metro. She encouraged all committee members to attend.

4. CONSENT AGENDA

MOTION: Mr. Neil McFarlane moved and there was no second.

ACTION: With all in favor, the motion passed.

Please note: per Robert's Rules of Order, once an action has been taken on an item, a lack of second is immaterial.

5. INFORMATION/DISCUSSION ITEMS

A. Regional Transportation Strategy Vision

Vice Chair Craddick introduced Ms. Jamie Snook from Metro, Ms. April Bertelson from City of Portland, and Mr. Eric Hesse from TriMet.

Key elements of the presentation included:

- Ms. Snook provided a brief overview of the regional transit vision. She explained that there had been a lot of hard work in many different areas in which there was a lot of transit. Ms Snook noted that in order to get more riders in the system, it was necessary to make sure it worked for people clearly and that they can get where they need to go on time and efficiently. She highlighted the importance of coordinating efforts around the region.
- Ms. Bertelson explained the definition of enhanced transit. She conveyed the main goals of enhanced transit as increasing the reliability and speed of transit. Ms. Bertelson discussed some potential approaches to enhanced transit, including some of the tools that were developed for enhanced transit, such as dedicated bus lanes. She explained why they chose enhanced transit, saying that the speed of buses had declined, and efficiency was low.
- Ms. Bertelson thanked ODOT and TriMet for working on this project, and conveyed hope that the presentation could be a start of a longer conversation about enhanced transit. She discussed the initial evaluation of the region's enhanced transit needs.
- Mr. Eric Hesse explained that there were a number of challenges in the region and they were working to define the concept and fit it into the policy framework. He highlighted the importance of knowing where and how to apply these tools. Mr. Hesse noted that they were working with partners to understand where the problems were and what tools could be used to address them. He recounted the different types and levels of enhanced transit.
- Mr. Hesse shared the next steps on enhanced transit in the region, and explained that these methods were being shared across the region to look at the best approach. He added that there was a lot of progress made with equity, and they were moving forward with transit programs, a big part of which was regional enhanced transit. Mr. Hesse conveyed the importance of working together to define the policy process and figuring out which projects would be local and which would be regional.

Member discussion included:

Commissioner Savas asked if there had been an air quality analysis on the enhanced transit plan. Mr. Hesse said there were greenhouse gas benefits. Commissioner Savas emphasized that ideally enhanced transit would have no detriment to air quality.

Mr. McFarlane explained that TriMet served a large amount of people who needed better transit, as shown by trends of decreased reliability. He added that he felt this was an important project, but that there would be challenges and many difficult conversations.

Mayor Gamba highlighted concern that the necessary efficiency wouldn't be achieved because of precedents set by projects like Powell-Division. Mr. Hesse explained that one of the key focuses of enhanced transit was cost effective investments for travel time. He assured the committee that these conversations would be had.

Commissioner Roy Rogers inquired about how TriMet's vision had changed and what that meant to local jurisdictions. Mr. McFarlane expressed that the goal of enhanced transit would be to create a series of improvements over time, and add to a broader toolbox and use it in a way that would build a stable and reliable transit system. He added that they hoped to see the bus system have the impact that the rail system had. Commissioner Rogers raised concerns about local responsibility and how that factored into enhanced transit. Mr. McFarlane explained that there would be case-specific response to that. He added that one idea in the toolbox was consolidating stops, and that would only work if there was good infrastructure.

Commissioner Savas expressed concern about commerce transit and highlighted that enhanced transit should not cause detriment to commerce. Mr. Hesse shared that commerce remained a concern for TriMet.

Vice Chair Craddick asked what would change about the High Capacity Transit (HCT) map. Ms. Snook explained that the HCT map would be included to create one coordinated vision. She added that the enhanced transit framework would be incorporated into the policy framework of different types of transit around the region, and this could update the map.

6. ACTION ITEMS

A. Resolution No. 17-4380, For the Purpose of Amending the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) to Add a New HB2017 Awarded Project, the I-205 Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and ATMS Project Plus Amend a Second Existing Project with HB2017 Conditioned Funding, the I-205 Stafford Rd to OR99E Affecting ODOT Which Compromise the August 2017 Formal MTIP Amendment (AG17-01-AUG)

Vice Chair Craddick introduced Mr. Ted Leybold and Mr. Ken Lobeck from Metro.

Key elements of the presentation included:

- Mr. Leybold explained that HB 2017 had a plethora of directions and that it provided a lot of new project funding. He added that the first part of the funding was for the Metropolitan Transportation Improvement Program (MTIP). Mr. Leybold listed the named projects and recalled that there was a lot of pressure on ODOT to complete them. Ms. Kelly Brooks shared that the gas tax increase was dependent on two projects being included in the MTIP.
- Mr. Leybold noted that one of the handouts showed a list of other House Bill 2017 projects that were being proposed for ODOT. He explained that these projects would need to be incorporated.
- Mr. Ken Lobeck emphasized that this bill was complicated and it was still being understood as it was being implemented. He explained that JPACT's approval was needed on the resolution which would enable two projects to be amended in the new 2018-2021 MTIP and allowing final approval to occur from the U.S. Department of Transportation. He noted that the two projects were I-205: Stafford Rd to OR99E and I-205 Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck CBOS and ATMS Project.

- Mr. Lobeck discussed some of the conditioned projects and projects in the metro area, and gave a summary of state projects. He explained that the two projects affected by this MTIP amendment would be the I-205 CBOS ATMS and I-205 Stafford Road to 99E.
- Mr. Lobeck explained next steps and the approval timeline. He discussed which projects would be brought to JPACT for approval and when.

Member discussion included:

MOTION: Commissioner Roy Rogers moved and Mayor Gamba seconded to approve Resolution 17-4380.

Councilor Jeanne Stewart expressed concern about the list of congestion pricing. She explained that she was opposed to adding the projects to the MTIP based on conditional funding and tolls. Commissioner Stewart acknowledged the importance of these projects but added that this was not the best way.

Ms. Brooks explained that funding was generated from a variety of sources, and while the state transportation package provided funding for a value pricing study and that option was being explored, there was no value pricing or revenue to be spent from value pricing in the bill.

Councilor Stewart asked if the plan was to continue the project even if tolling was not included. Ms. Brooks conveyed that none of the projects would be funded by tolling, but some projects that did not have funding allocated for construction could be funded using tolling revenue if it were to be implemented in the region in the future.

Mayor Gamba asked that a conversation regarding conditioned pricing be brought to JPACT in the context of Washington jurisdictions in the region.

ACTION: With Councilor Stewart opposed and Ms. Deconcini abstaining, the motion passed.

B. 2021 – 2024 STIP Development Overview, Financial Assumptions and Draft MPO Comment Letter

Vice Chair Craddick introduced Mr. Ted Leybold and Ms. Grace Cho, from Metro.

Key elements of the presentation included:

- Mr. Leybold gave an overview of the STIP and MTIP and discussed the differences in oversight throughout the processes. He explained some of the details of the MTIP/STIP processes, and discussed the draft letter. Mr. Leybold explained what was requested of the OTC in the letter, including requests that the OTC request ODOT staff develop a federal funding growth scenario for consideration by the OTC, provide direction to ODOT staff to develop a process for allocating additional funds to the different ODOT programs, and invite MPO leadership to engage with the OTC.
- Mr. Leybold discussed the funding processes and the variety of funding sources and regulations on how these sources might be used.
- Mr. Leybold conveyed the role of Metro and how the agency would carry out the responsibilities of MTIP. He explained that it was necessary to adopt policy objectives and provide comments or direction to the other allocation processes with partners. Mr.

Leybold added that there would be an evaluation period to demonstrate compliance with federal requirements.

Member discussion included:

Ms. Kathryn Williams expressed that the funding options were pragmatic. She asked if they were trying to solve the problem of not being hurried when additional funding comes in, or make sure that funding could be spent on all types of projects. Mr. Leybold said that the letter was requesting both options.

Ms. Leah Treat voiced support for the letter and encouraged people to bring tradeoffs to the forefront of the conversation.

Ms Brooks gave background information on the 10% reduction. She explained that it was erring on the side of caution, so they could add projects instead of cut them.

Commissioner Rogers expressed concern that Metro was attempting to direct the OTC which was outside of their purview.

Commissioner Savas raised concerns that there had been no coordination with the Region 1 ACT. He noted that STIP was the only source of funding for some areas. Commissioner Savas expressed that many people felt that this would act as a circumvention of the ACT and excluded many areas. Mr. Leybold explained that the letter to the OTC acknowledged other areas and committed to working with the ACT and other jurisdictions. He explained that the purpose of the letter was to encourage communication between all parties.

Commissioner Rogers restated that the issue was that the OTC had already declined the opportunity for MPO's to be a part of the discussion. He added that this was putting a lot of people in a difficult position.

Please note: Councilor Anne McEnerney-Ogle and Ms. Nina DeConcini had left before the vote on this item was taken. Ms. Leah Treat was sitting in for Commissioner Saltzman and as an unofficial alternate, does not vote. As acting Char, Vice Chair Shirley Craddick only voted in case of a tie.

MOTION: Commissioner Savas moved and Commissioner Rogers seconded to table the letter.

ACTION: With four in favor (Commissioner Savas, Commissioner Rogers, Commissioner Stegmann, Councilor Stewart), four opposed (Mayor Gamba, Councilor Chase, Mr. McFarlane, Ms. Williams), and two abstentions (Ms. Brooks, Mr. Strickler), the motion failed.

MOTION: Ms. Williams moved and Mayor Gamba seconded to approve the letter.

ACTION: With four in favor (Councilor Chase, Ms. Williams, Mayor Gamba, Mr. McFarlane), two opposed (Commissioner Savas and Councilor Stewart), and four abstentions (Commissioner Rogers, Mr. Strickler, Commissioner Stegmann, Ms. Brooks), the motion failed.

MOTION: Commissioner Rogers moved and Councilor Sam Chase seconded to amend the letter.

ACTION: With six in favor (Ms. Williams, Councilor Chase, Mayor Gamba, Mr. McFarlane, Commissioner Rogers, Commissioner Stegmann), and four abstentions (Ms. Brooks, Councilor Stewart, Mr. Strickler, Commissioner Savas), the motion passed.

Please note: Commissioner Savas left before the final vote on this item.

MOTION: Mayor Gamba moved and Ms. Williams seconded to approve the amended letter.

ACTION: With seven in favor (Ms. Williams, Councilor Chase, Mayor Gamba, Mr. McFarlane, Commissioner Rogers, Commissioner Stegmann, Councilor Stewart), and two abstentions (Ms. Brooks, Mr. Strickler), the motion passed.

ADJOURN

JPACT Vice Chair Craddick adjourned the meeting at 9:15am.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Miranda Mishan", with a horizontal line extending to the right.

Miranda Mishan
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPTEMBER 21, 2017

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
N/A	Handout	9/1/2017	Metro's September Hotsheet	092117j-01
5.1	Presentation	9/21/2017	Regional Transit Strategy Enhanced Transit PowerPoint	092117j-02
6.1	Presentation	9/21/2017	HB2017 and the MTIP PowerPoint	092117j-03
6.1	Handout	9/21/2017	Preview of HB2017 Awarded Projects	092117j-04
6.2	Presentation	9/21/2017	MTIP and STIP PowerPoint	092117j-05

Memo

Date: October 10, 2017
To: JPACT and interested parties
From: Dan Kaempff, Principal Transportation Planner
Subject: Regional Travel Options Strategy Update

Purpose

Brief JPACT 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 three (of five) policy workshops
2. Schedule of activities and deliverables yet to be completed

Background

Staff provided information to TPAC and JPACT last spring 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 will serve as the transportation demand management component of the 2018 Regional Transportation Plan, and will serve as the policy foundation to guide growth and development of the RTO program and Transportation Demand Management (TDM) activities throughout the region. The Regional Transportation Plan sets the overarching vision and goals for the region's transportation system, and is implemented through nine separate regional modal and topic plans and strategies, including the RTO strategy. Development of the updated strategy is anticipated to recommend updates to transportation demand management policies in the RTP.

Stakeholder interviews

As part of the information gathering process, Alta conducted interviews of past, current and potential 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. In addition to partners, Alta also interviewed peer agencies and subject matter experts to gain additional insights useful in policy development. This input will be used to inform the goals, objectives and anticipated outcomes 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.

The first three workshops have been completed. The first workshop addressed how to increase RTO partnerships and programs in the areas of the region outside of the City of Portland. The conversation focused on the challenges and barriers relative to RTO in these areas, and discussed potential ways that Metro can provide technical support to help catalyze RTO activities in suburban communities.

The second workshop focused on technology. Specifically, the rapidly changing nature of technology, 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 access their needs without the use of 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 often the last to fully adopt technological advances. Metro can help ensure its RTO investments relative to technology consider the needs of a wider variety of residents.

The third workshop discussion centered on the topic of Safe Routes to School (SRTS). Attendees provided their thoughts on what should be components of a regional SRTS program, as well as identifying priorities for investing the \$1.5 million in Regional Flexible Funds allocated for 2019-21. Some of the ideas discussed include:

- Providing training resources at a regional level that can be shared by all schools, such as safety equipment, bicycle fleet, brochures, etc.
- Providing a forum for SRTS practitioners to learn from each other and improve the overall quality of and participation in SRTS programs.
- Continuing and refining the focus on equity in funding allocation criteria.
- Clarifying appropriate roles and levels of responsibilities for school districts, cities, counties and other partners in delivery of SRTS education and encouragement programs.

The two 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:

- 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 RTP mode share targets. This section will also further detail the role of demand management as defined in the State Transportation Options Plan and the 2018 Regional Transportation Plan (RTP).
2. Mission, 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 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
6. Implementation actions – recommend implementation actions for the RTO program to support and augment the work happening at the local and state level.

The initial draft Strategy document is scheduled to be completed at the end of November and will be discussed at TPAC and JPACT in accordance with the schedule below.

Public comment and adoption timeline and next steps

November

- 30: 1st Draft Strategy completed

December

- 15: Draft Strategy TPAC presentation

January

- RTP public comment – will include 1-2 RTO related questions
- 18: Draft Strategy JPACT presentation

February

- 5: 2nd 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

Post-adoption activities

Upon JPACT and Council action to approve and adopt the 2018 RTO Strategy, it is anticipated that additional staff work will be needed to align the program's administration with the 2018 Regional Transportation Plan and recommended direction from the new Strategy itself. Staff will work with TPAC to update and refine program performance measures and evaluation methodology, as well as developing potential refinements to the allocation methodology used to distribute funding to local partners for the 2019 RTO grant funding cycle and beyond.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: October 19, 2017
To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties
From: Eliot Rose, Senior Technology Strategist
Subject: Metro's Emerging Technologies Strategy

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 Metro's Emerging Technologies strategy overall, and specifically how it relates to the RTP, to the Joint Policy Advisory Committee on Transportation and receive initial feedback from JPACT members. The attached matrix will be used during the presentation and identifies the potential impact that emerging technologies may have on our ability to meet existing RTP goals.

Initial assessment of how emerging technologies stand to affect current RTP goals

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

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

Memo

Date: October 10, 2017
To: TPAC and Interested Parties
From: Ted Leybold, Tyler Frisbee, Malu Wilkinson, Transportation Planning Managers
Subject: Resolution 17-4848, High Capacity Transit and Project Development bond payment schedule and project funding

The attached draft Resolution No. 17-4848 and Staff Report provide for the payment schedule of regional flexible funds to the High Capacity Transit and Project Development bonds to be executed by TriMet, now that the Congestion Mitigation and Air Quality (CMAQ) funding sub-allocation policy has been set by the Oregon Transportation Commission. The new payment schedule amends the funding forecast and direction provided in Metro Resolution 16-4702, and the Phase I Intergovernmental Agreement payment schedule provided in Metro Resolution 17-4800.

Per direction by JPACT at their December 2016 meeting to develop a proposal to utilize bond proceed revenues to support the funding of an “Enhanced Transit” program, the program funding also proposes a \$5 million allocation for this purpose. As our region grows and congestion increases, the need to connect people to their jobs, homes and daily activities is becoming more and more important. The goal of the Enhanced Transit concept is to develop strong partnerships between service and capital improvements that provides increased transit capacity and reliability, yet is relatively low-cost to construct, context sensitive and could be deployed quickly.

TriMet and the City of Portland have been developing a toolbox of potential improvements that could apply to congested transit corridors throughout the region to increase capacity and reliability with moderate and quickly deployable capital and operational investments. Metro and TriMet are working with the 2018 Regional Transportation Plan Transit Work Group to develop criteria and data sources to identify potential enhanced transit corridors region wide. The Working Group, in conjunction with TPAC, will help develop and finalize criteria to identify priority investment locations for a pilot Enhanced Transit Concept.

The Enhanced Transit work program will develop a policy framework and criteria to identify enhanced transit candidate corridors, as well as identify opportunities for service improvements, capital investments and policy commitments to enhance transit service in the corridors that need it most. Metro, TriMet and the jurisdictional partners will work together to move forward towards implementation and construction.

The new bond payment schedule is included as Table 1 to the Resolution No. 17-4848. The break out of new funds committed by this resolution relative to the total funds committed is provided in the following table:

**Regional Flexible Funds Allocation
High Capacity Transit and Project Development Bond Payment Schedule**

Year	Sub-Total of Funds Committed under Res Nos. 08-3942 and 10- 4185	Sub-Total of Phase I Funds Committed under Res. No. 17- 4800	Sub-Total of New Funds Committed in Phase II under Res. No. 17-4848	Grand Total of Funds Committed under Res. Nos. 08-3942, 10- 4185, 17-4800, and 17-4848
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	\$3,250,000	\$1,130,000	\$20,380,000
2020	\$16,000,000	\$3,250,000	\$2,140,000	\$21,390,000
2021	\$16,000,000	\$3,250,000	\$2,140,000	\$21,390,000
2022	\$16,000,000	\$3,500,000	\$2,340,000	\$21,840,000
2023	\$16,000,000	\$3,500,000	\$2,330,000	\$21,830,000
2024	\$16,000,000	\$3,500,000	\$2,300,000	\$21,800,000
2025	\$16,000,000	\$3,500,000	\$2,280,000	\$21,780,000
2026	\$16,000,000	\$3,500,000	\$2,260,000	\$21,760,000
2027	\$16,000,000	\$3,500,000	\$2,240,000	\$21,740,000
2028		\$12,100,000	\$5,180,000	\$17,280,000
2029		\$12,100,000	\$5,160,000	\$17,260,000
2030		\$12,100,000	\$5,140,000	\$17,240,000
2031		\$12,100,000	\$5,120,000	\$17,220,000
2032			\$17,190,000	\$17,190,000
2033			\$17,170,000	\$17,170,000
2034			\$17,150,000	\$17,150,000

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. 17-4848
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 October 19, 2017; 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 2nd day of November, 2017.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

EXHIBIT A to Resolution 17-4848

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. 17-4848	Grand Total of MTIP Funds and Regional Flexible Funds Committed to TriMet under Res. Nos. 08-3942, 10-4185, 17-4800 & Res. No. 17-4848
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 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. 17-4848. 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 **Error! Reference source not found.** and/or Section 5.4 of the IGA.

(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. 17-4848, 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

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 October 19, 2017.

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.

RECOMMENDED ACTION

Metro Council approve Resolution No. 17-4848.

**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 October 19, 2017, JPACT and on November 2, 2017 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. 17-4848, "*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 _____

EXHIBIT 1

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. 17-4848	Grand Total of MTIP Funds and Regional Flexible Funds Committed to TriMet under Res. Nos. 08-3942, 10-4185, 17-4800 & Res. No. 17-4848
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. 17-4848. 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 **Error! Reference source not found.** and/or Section **Error! Reference source not found.**

(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

Materials following this page were distributed at the meeting.



October hotsheet

Parks and nature

Metro's parks and natural areas preserve more than 17,000 acres of our region for recreational enjoyment and environmental protection. Supported through voter-approved bond measures and a property tax levy, Metro's parks and natural areas attract more than a million visitors from around our region.

Chehalem Ridge Nature Park: The Metro Council is scheduled to hold its Oct. 19 meeting from 5 to 7 p.m. at the Forest Grove Community Auditorium, 1915 Main St., to consider the proposed access master plan for Chehalem Ridge Nature Park, a new 1,230-acre nature park 15 minutes south of Forest Grove and Cornelius. Chehalem Ridge is home to restored Douglas firs, oak and madrone habitat, as well as beavers, bobcats, and other wildlife. Contact: Karen Vitkay, 503-797-1874

Recreational policies review: Metro's parks and nature team is continuing to review and update policies on recreational uses to ensure they are compatible with modern recreational needs and conservation science. Topics have included policies on pets, hunting, drones, geocaching, alcohol consumption, and smoking in parks and natural areas. A final report summarizing the sounding board's discussion and recommendations is expected in the fall. Contact: Suzanne Piluso, 503-797-1845

Waste reduction and management

Metro manages the Portland region's garbage, recycling and compost systems, and encourages residents and businesses to make the most of what they don't want.

Regional Waste Plan: In October, culturally-specific community-based organizations are hosting events on development of the 2030 Regional Waste Plan. An event in each county will bring together local and regional elected officials, industry, and members of Metro advisory committees to hear directly from historically marginalized and underserved communities. These events follow a series of discussions and tours that resulted in more than 400 hours of direct engagement with nearly 100 community members on garbage and recycling topics. Contact: Karen Blauer, 503-797-1506.

Public comment on food scraps policy proposal: Nearly one-fifth of the garbage greater Portland currently sends to landfills is food. This fall, the Metro Council is considering a proposal to require certain types of food service businesses to keep their food scraps out of garbage, starting in 2019. Metro welcomes written comments on the proposed policy through Friday, Oct. 20. Find more information at oregonmetro.gov/foodscraps. Contact: Ken Ray, 503-797-1508.

Land use and transportation

Working together, our region can reduce traffic, improve our economy and maintain what make this region a great place. Metro works with 24 cities and 3 counties to protect local values and preserve our region's farms and forests.

The **Regional Travel Options** program is nearly done evaluating projects it funded for 2013-2015. It will present to Transportation Policy Alternatives Committee on Oct. 27 and share its finding in four reports, two of which have already been published on the program's website and two more to be released by the end of October. Contact: Dan Kaempf, 503-813-7559.

Metro's **Regional Snapshots** program will release its eighth installment in mid-October. The online content package will feature data and stories that examine how the region is responding to housing affordability challenges in the region. Contact: Ambar Espinoza, 503-813-7554.

2040 planning and development grants: A screening committee has recommended funding eight projects to receive the latest round of grants from the program, formerly known as community planning and development grants. The money, totaling \$2 million, will help communities plan for housing and job opportunities inside the urban growth boundary and in urban reserves. The Metro Council takes action and officially awards the grants on Oct. 26. Contact: Lisa Miles, 503-797-1877.

Metro is co-sponsoring the **Build Small, Live Large Summit** on November 3-5 at Portland State University. The summit will convene national experts on ADU policy, design, and development and explore how accessory dwelling units are playing a small but growing role in addressing affordability, climate change, aging in place, and more. Contact: Emily Lieb, 503-797-1921.

2018 Regional Transportation Plan Call for Projects



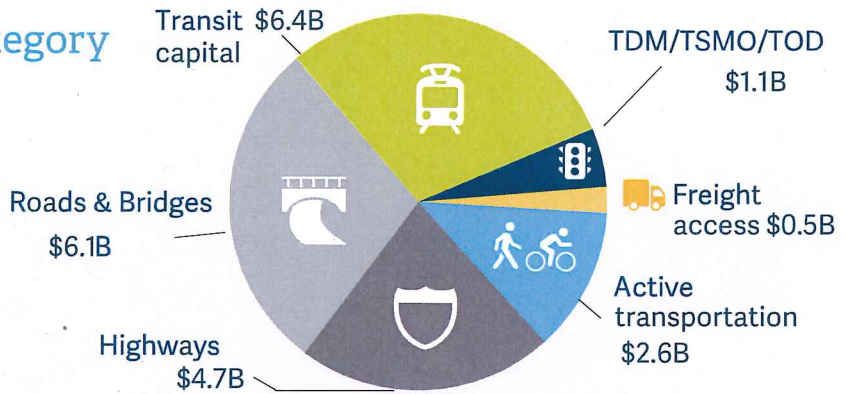
The call for projects is a step in determining the region's priority projects to achieve our vision and goals for the regional transportation system by 2040. The 1,063 projects submitted by Metro and its regional partners will undergo evaluation through fall of 2017.

Cost by investment category

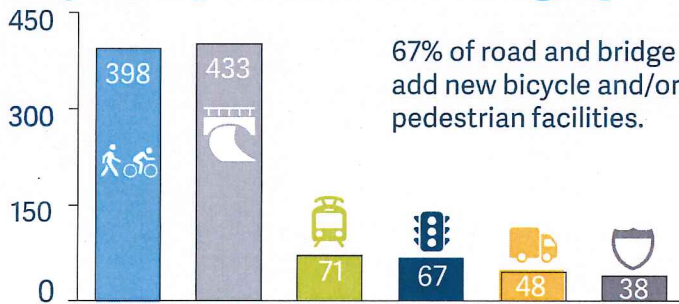
in billions, 2016 dollars

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



67% of road and bridge projects add new bicycle and/or pedestrian facilities.

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
Total	1063	100

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 Click here to view interactive online 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

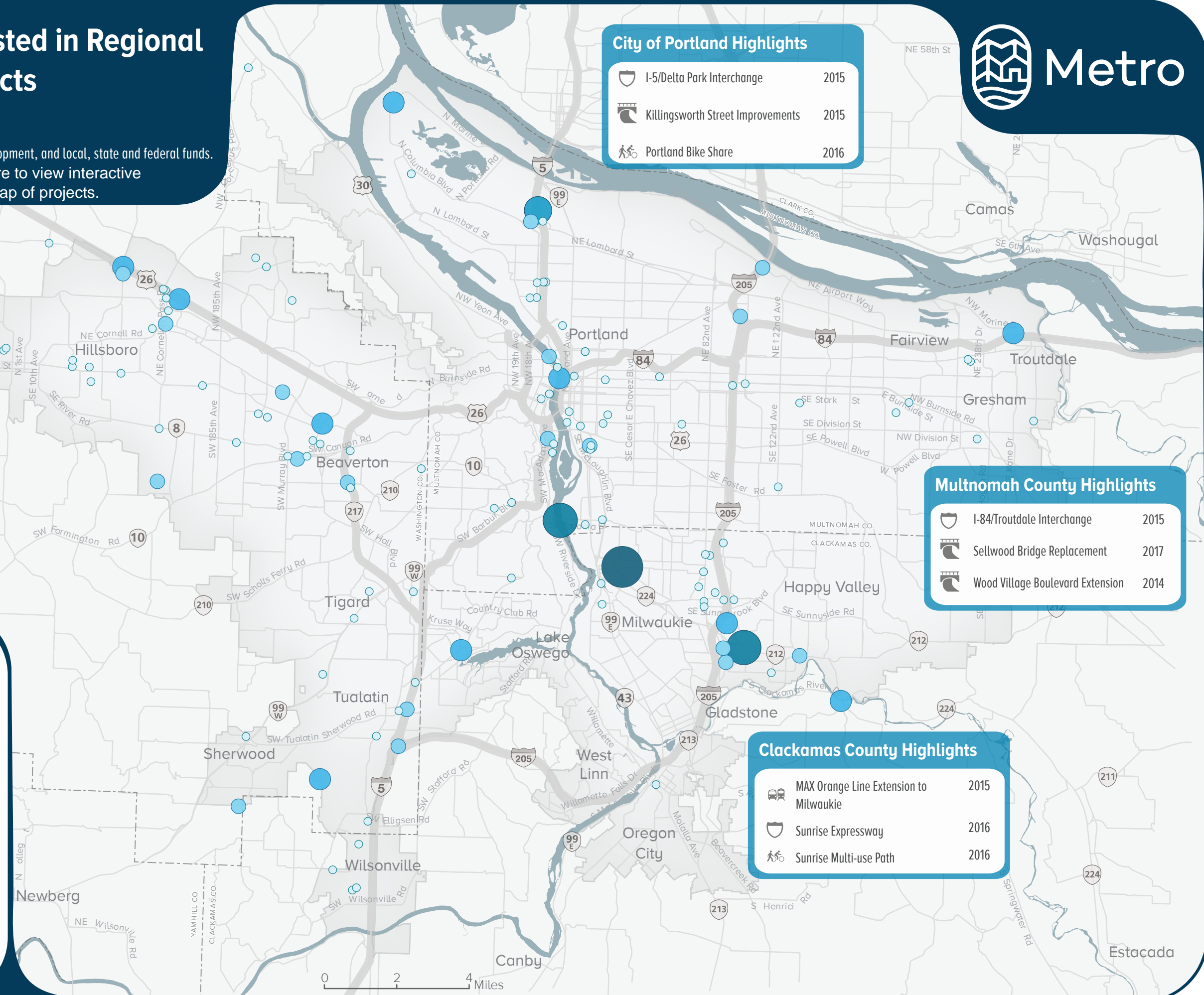
Clackamas County Highlights

	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
Total projects		132



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

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
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

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
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

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
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 <i>(Transferred to ODOT)</i>
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 <i>(Transferred to ODOT)</i>
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 <i>(Transferred to ODOT)</i>
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	lbach 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

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
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
						Total	\$3,150,601,240	



Metro

Regional Travel Options Strategy Update

Presentation to JPACT

October 19, 2017

Dan Kaempff, Metro

The RTO program:

- Supports community efforts that encourage people to increase their use of travel options
- Component of regional Transportation System Management & Operations
- Addresses RTP targets, sets specific goals/objectives, guidance for how funding is allocated

2018 RTO Strategy themes

- Build upon program successes
- Look for ways to build new partnerships, address technology impacts, better coordination
- New 19-21 RFFA funding for:
 - Safe Routes to School
 - Climate Smart Strategies

Process & next steps

- Five stakeholder workshops
- Initial draft document – November
- TPAC/JPACT input – Dec./Jan.
- Public comment – February
- Discussion/adoption – Spring 2018

Questions for JPACT discussion

- Are we talking with the right stakeholders to provide useful input?
- Are there additional policy questions we should be considering?



Metro

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

Joint Policy Advisory Committee on
Transportation, October 19, 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?

Techno-utopia or...



techno-dystopia?



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 ⁶ years.

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
- More VMT, more sprawl
- Competition with transit
- Communities get left out
- Public agencies have limited oversight and information

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.



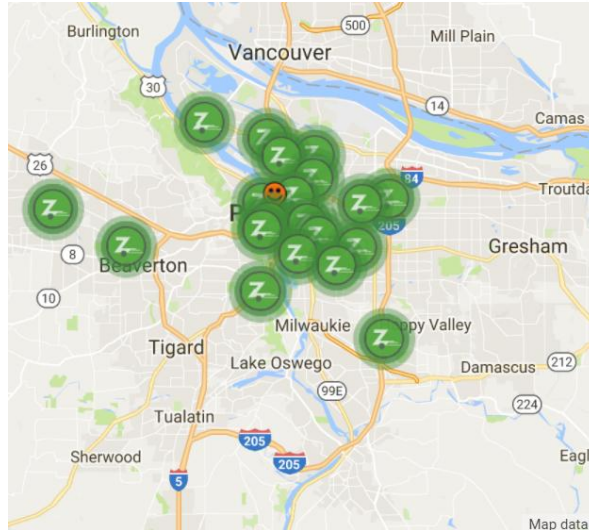
Taxis remain the mode of choice for wheelchair users, in spite of TNCs dominating the market.

Not everywhere benefits

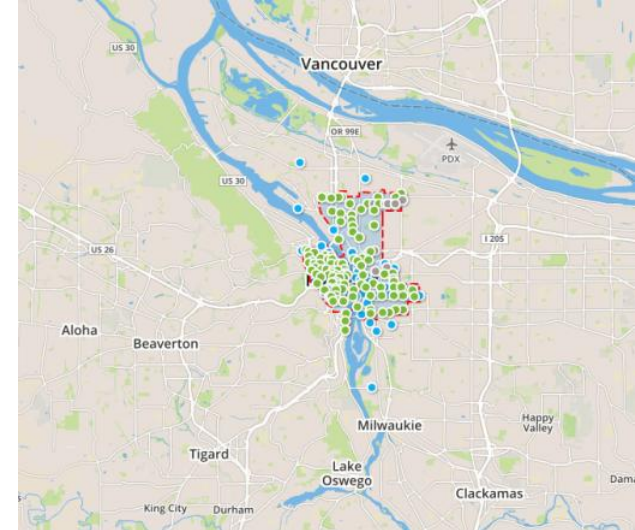
Uber



ZipCar



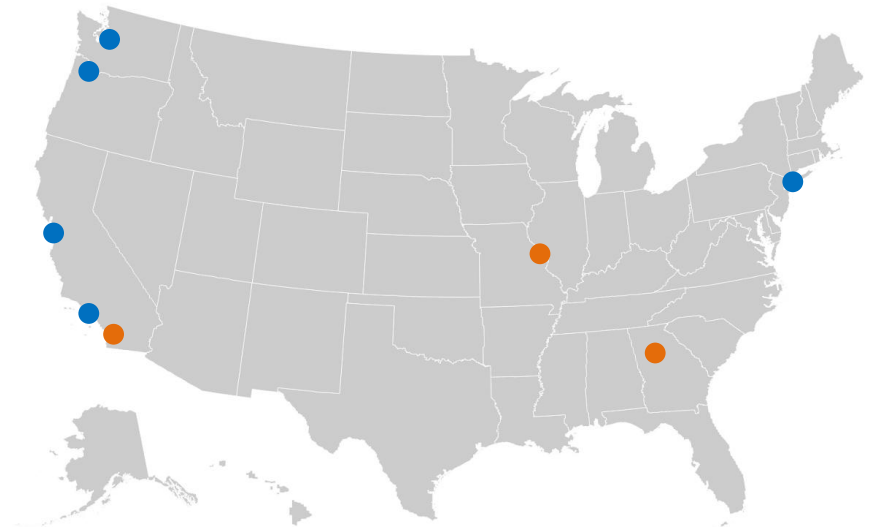
Bike share



**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.

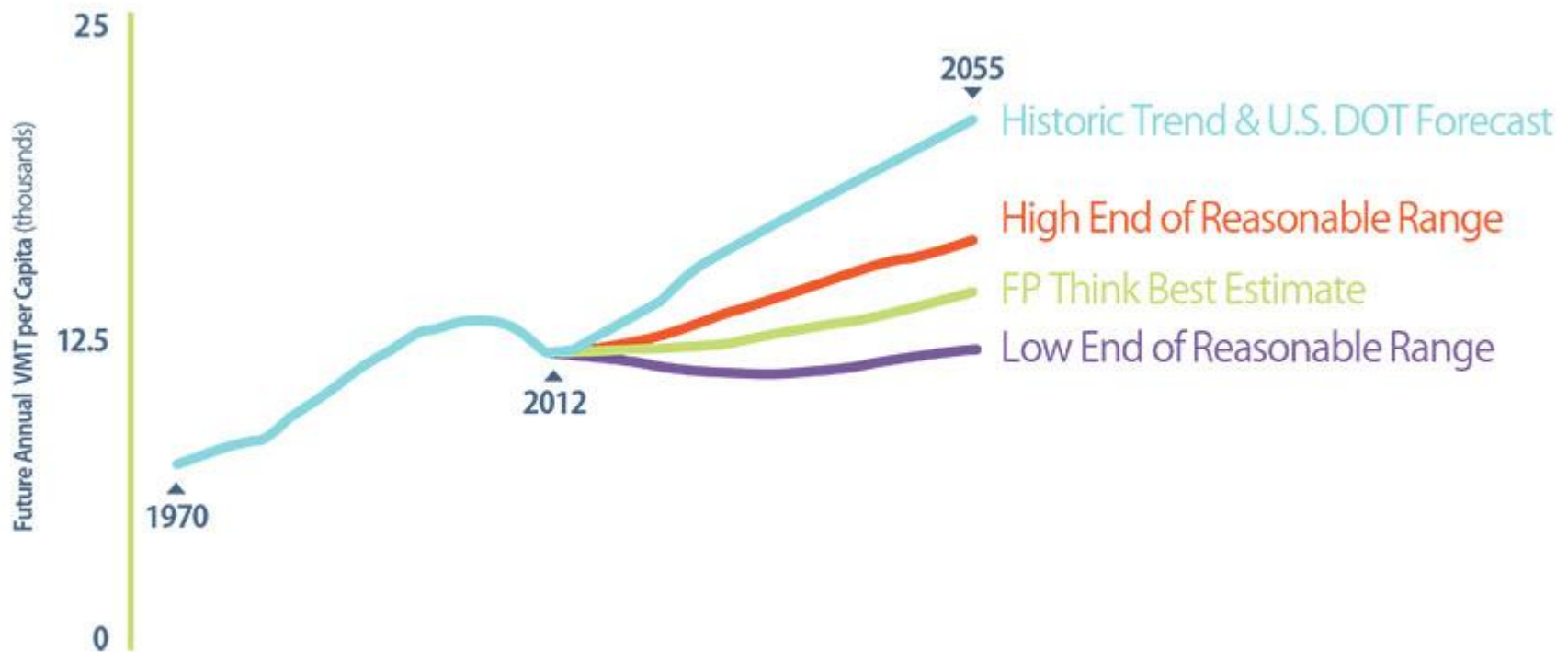
—Seattle New Mobility Playbook

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.”

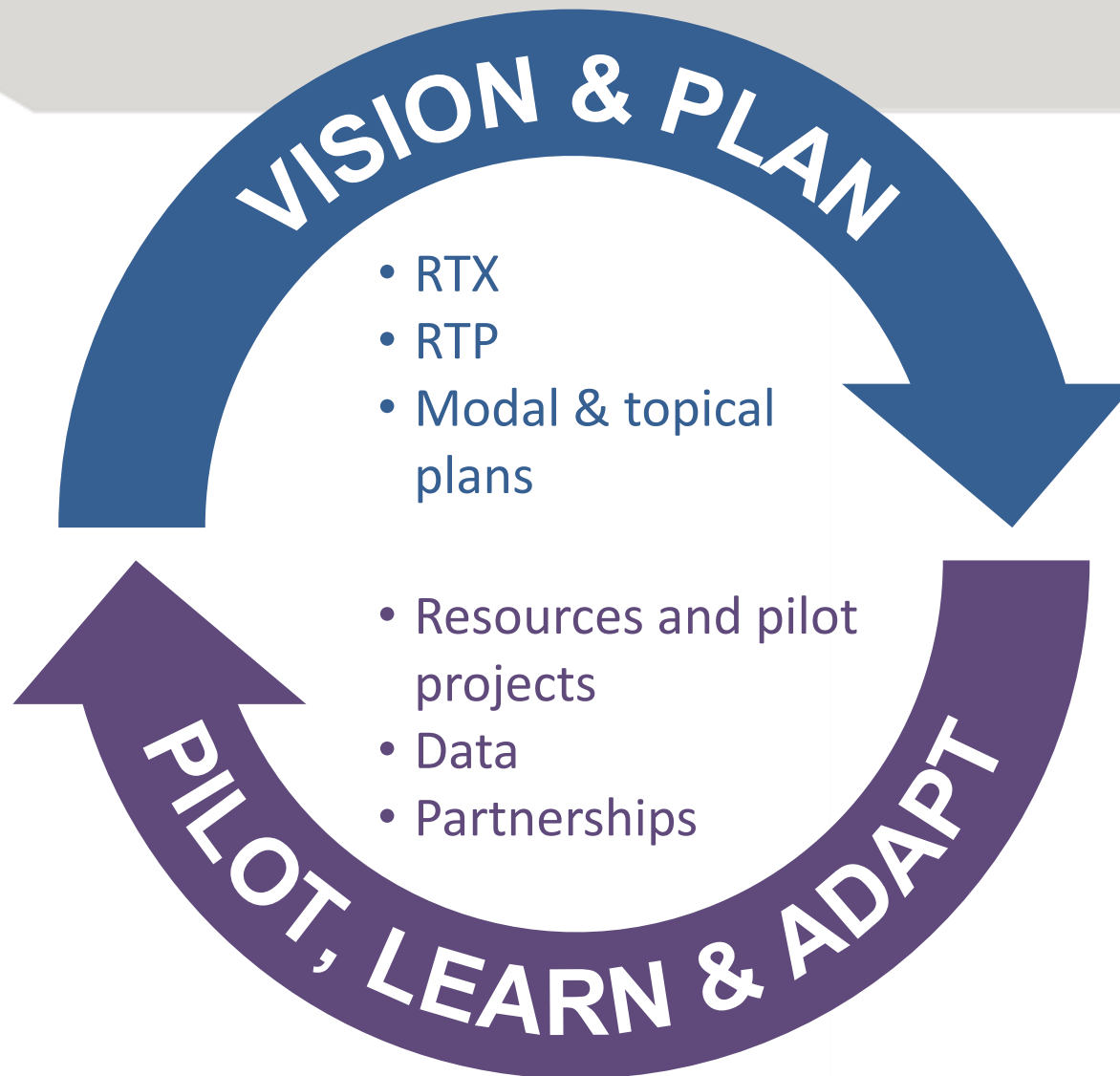
Lesson 2: We need a big-picture look *and* specific next steps.

- 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.



RTX: our proposed approach

RTX: What it is

Three components:

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

As a **standalone document** and **integrated throughout the RTP**



RTX: Challenges

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



Example: transportation choices

RTP goal	Expand Transportation Choices
Key technologies	Shared mobility, AVs/CVs, traveler information
Promise	Shared mobility increases travel options AVs create opportunities to expand the reach of transit
Peril	New modes compete with transit Innovation focuses on private vehicles
Potential policies	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)
Potential strategies	Innovate for choice: Prioritize technology pilots and projects that support transit, ridesharing, and bicycling/walking Develop marketplaces: Make it easy for all travelers to seamlessly and competitively compare and book trips

Proposed RTX development process

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

Questions and feedback

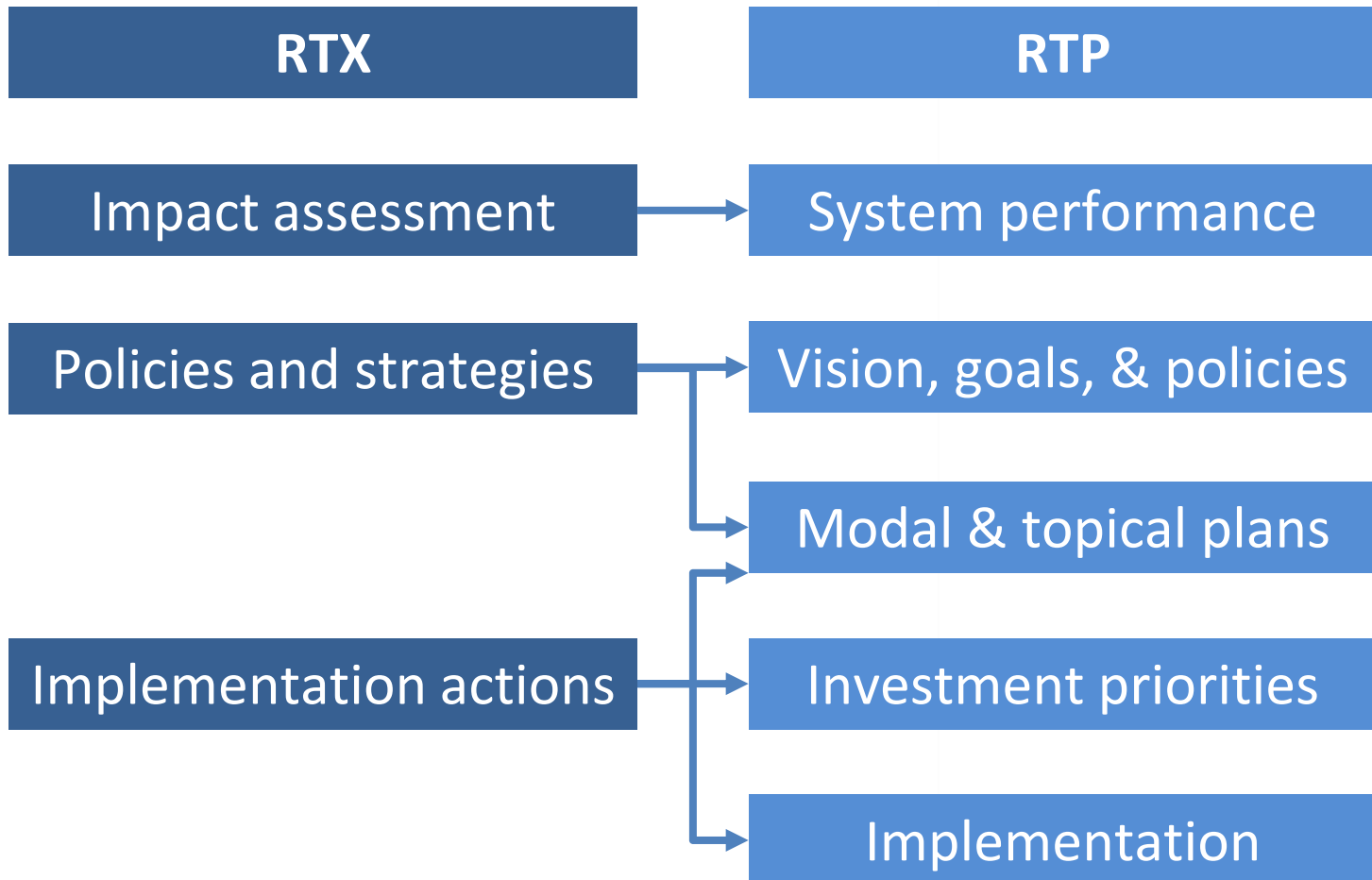
Eliot Rose

Senior Technology Strategist

eliot.rose@oregonmetro.gov

503.797.1825

How does it all fit into the RTP?



Potential implementation actions (next 2 years)

Potential actions	Data resources	Partnerships	Funding resources
Regional approach to transportation technology firms		✓	
Equity strategy for emerging technologies	✓	✓	
Create programs to fund innovation / pilot projects		✓	✓
Develop a regional data management plan	✓	✓	

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)

Resolution 17-4848

Approval of Phase II of RFFA Project Development Bond Payment
Schedule

2016 RFFA Policy

Approved bond payment schedule for:

- Division Transit Project (\$25 million)
- Southwest Corridor (\$85 million)
- Freight bottleneck projects (\$10 million)
- Active Transportation/Safe Routes to Schools (\$2 million)
- *Enhanced Transit Corridors (December direction to develop proposal)*

New CMAQ funding forecast

- 2016 Announcement of changes
- 1 year process to finalize
- Need to proceed with some work – Phase I bond allocation

Phase I allocation provided for:

- \$25 million to Division Transit Project
- \$15 million to Southwest Corridor
- \$10 million to Freight bottleneck projects
- \$1 million to Active Transportation/Safe Routes to Schools

CMAQ funding direction by OTC

- Stabilizes RFFA funding forecast
- Allows final implementation of bond payment schedule (Phase II)

Phase I & II allocation proposal will provide:

- \$25 million to Division Transit Project
- \$60 million to Southwest Corridor
- \$10 million to Freight bottleneck projects
- \$2 million to Active Transportation/Safe Routes to Schools
- \$5 million to Enhanced Transit Corridors