



600 NE Grand Ave.  
Portland, OR 97232-2736

# Joint Policy Advisory Committee on Transportation (JPACT) agenda

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Thursday, November 16, 2017

7:30 AM

Metro Regional Center, Council chamber

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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)**
  - *JPACT Finance Subcommittee Recap*
  - *RTP Regional Leadership Forum #4*
4. **Consent Agenda (7:55 AM)**
  - 4.1 Consideration of October 19, 2017 Minutes [17-4925](#)

Attachments: [October 19, 2017 Minutes](#)
  - 4.2 Resolution No. 17-4853, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program to Add and Amend the Remaining New HB2017 Awarded Projects, Plus to Add or Amend 2018 MTIP Projects that Require Implementation Corrections (OC18-03-OCT) [COM](#)  
[17-0070](#)

Attachments: [Resolution No. 17-4853](#)  
[Staff Report](#)  
[Exhibit A to Resolution No. 17-4853](#)
5. **Information/Discussion Items**
  - 5.1 Oregon Department of Transportation (ODOT) Value Pricing (8:00 AM) [COM](#)  
[17-0072](#)

Presenter(s): Mandy Putney, ODOT
6. **Action Items**

- 6.1 2021-2024 State Transportation Improvement Program  
(STIP) - MPO Comment Letter on ODOT Administered  
Funds and Program Funding Letters (8:30 AM)

[COM](#)  
[17-0071](#)

Presenter(s): Ted Leybold, Metro

Attachments: [Memo](#)  
[Draft MPO Comment Letter](#)

7. Adjourn (9:00 AM)

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានការបណ្តឹងរើសអើងសម្រាប់សេវាសេវាសេវា [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំស្នើសុំអាចឲ្យគេសម្រួលការបណ្តឹងរបស់លោកអ្នក ។

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**2017/2018 JPACT Work Program**  
*As of 11/09/17*

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

<p><b><u>November 16, 2017</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)             <ul style="list-style-type: none"> <li>○ RTP Leadership Forum #4</li> <li>○ JPACT Finance Subcommittee Recap</li> </ul> </li> <li>• <b>Resolution No. 17-4853</b>, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program to Add and Amend the Remaining New HB2017 Awarded Projects, Plus to Add or Amend 2018 MTIP Projects that Require Implementation Corrections (OC18-03-OCT) (<b>consent</b>)</li> <li>• ODOT Value Pricing – Information/Discussion (Mandy Putney, ODOT; 30 min)</li> <li>• 2021-2024 State Transportation Improvement Program (STIP) – MPO Comment Letter on ODOT Administered Funds and Program Funding Letters (Ted Leybold, Metro; 30 min)</li> </ul> <p><u>November 13</u>: JPACT Finance Subcommittee</p> <p><u>November 14 – 17</u>: Association of Oregon Counties Annual Conference, Eugene, OR</p>	<p><b><u>December 21, 2017</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)             <ul style="list-style-type: none"> <li>○ Volkswagen Settlement Update</li> </ul> </li> <li>• MTIP Formal Amendment – Recommendation to the Metro Council (Ken Lobeck, Metro; 5 min)</li> <li>• 2018 RTP: Project Update – Information/Discussion (Tom Kloster, Metro; 20 min)</li> <li>• Red Line Extension – Information/Discussion (Malu Wilkinson, Metro; 40 min)</li> </ul>
<p><b><u>January 18, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• Regional Travel Options Strategy Public Comment Draft – Information/Discussion (Dan Kaempff, Metro; 20 min)</li> <li>• Draft RTP Findings and Policy Update – Information/Discussion (Kim Ellis, Metro; 25 min)</li> <li>• 2018 RTP Engagement and Regional Leadership Forum #4 – Information/Discussion (Cliff Higgins, Metro; 15 min)</li> <li>• MTIP Formal Amendment – Recommendation to the Metro Council (Ken Lobeck, Metro; 5 min)</li> </ul>	<p><b><u>February 15, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• Draft RTP Policies – Information/Discussion (Kim Ellis, Metro; 20 min)</li> <li>• Draft RTX Policies and Strategies – Information/Discussion (Eliot Rose, Metro; 20 min)</li> <li>• Regional Transit Strategy – Information/Discussion (Jamie Snook, Metro; 20 min)</li> <li>• Region-wide Programs and MPO Review – Information/Discussion (Ted Leybold, Metro; 20 min)</li> </ul> <p><u>March 2</u>: RTP Regional Leadership Forum #4</p>

<p><b><u>March 15, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• Burnside Project Information – Information/Discussion (TBD; 15 min)</li> <li>• Draft Freight Strategy – Information/Discussion (Tim Collins, Metro; 20 min)</li> <li>• Draft Safety Strategy – Information/Discussion (Lake McTighe, Metro; 20 min)</li> </ul> <p><u>March 14 – 16: PBA Trip to Washington D.C.</u></p>	<p><b><u>April 19, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• TransPort By-Laws – Recommendation to the Metro Council (<b>consent</b>)</li> <li>• Regional Travel Options Strategy Draft for Adoption – Action (Dan Kaempff; 30 min)</li> </ul>
<p><b><u>May 17, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> <li>• Draft RTX – Information/Discussion (Eliot Rose, Metro; 20 min)</li> </ul>	<p><b><u>June 21, 2017</u></b></p> <ul style="list-style-type: none"> <li>• Chair comments TBD (5+ min)</li> </ul>

**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)
- **March 2018:** RTP Regional Leadership Forum #4 (Finalizing Our Shared Plan for the Region)

**Parking Lot:**

- Southwest Corridor Plan
- Land use & transportation connections
- Prioritization of projects/programs
- Westside Freight Study/ITS improvements
- All Roads Safety Program (ODOT)
- Air Quality program status update
- Washington County Transportation Futures Study (TBD)
- Transportation Resiliency



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)  
Meeting Minutes  
October 19, 2017  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman  
Shirley Craddick (*Vice Chair*)  
Denny Doyle  
Tim Knapp  
Nina DeConcini  
Neil McFarlane  
Roy Rogers  
Paul Savas  
Kris Strickler  
Jessica Vega Pederson

AFFILIATION

City of Vancouver  
Metro Council  
City of Beaverton, Cities of Washington County  
City of Wilsonville, Cities of Clackamas County  
Oregon Department of Environmental Quality (ODEQ)  
TriMet  
Washington County  
Clackamas County  
Washington State Department of Transportation  
Multnomah County

MEMBERS EXCUSED

Craig Dirksen (*Chair*)  
Dan Saltzman

AFFILIATION

Metro Council  
Multnomah County

ALTERNATES PRESENT

Emerald Bogue  
Kelly Brooks  
Sam Chase  
Tim Clark  
Mark Gamba  
Anne McEnerny-Ogle  
Leah Treat

AFFILIATION

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

OTHERS PRESENT: Jaimie Lorenzini Huff, Zoe Monahan, Dwight Brashear, Nicole Hendrix, Chris Fick, Mark Graf, Jeff Gudman, Brenda Perry, Andrew Singelakis

STAFF: Nellie Papsdorf, Miranda Mishan, Alison Kean, Elissa Gertler, Ted Leybold, Ken Lobeck, Dan Kaempff, Cliff Higgins, Ernest Hayes, Kim Ellis, Eliot Rose, Lake McTighe, Jamie Snook, Jes Larson, Randy Tucker, Malu Wilkinson, Lisa Hunrichs

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

JPACT Vice Chair Shirley Craddick called the meeting to order and declared a quorum at 7:34am.

**2. CITIZEN COMMUNICATION ON JPACT ITEMS**

*There were none.*

**3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS**

Vice Chair Craddick announced that there would be a lunchtime forum for committee members who participated in the Denver best practices trip. She reminded the committee about the upcoming racial equity trainings at the Metro Regional Center.

Vice Chair Craddick highlighted the Regional Transportation Plan call for projects update, and explained that technical evaluation and modeling was underway for all projects.

Ms. Nina Deconcini announced that the region had reached a significant air quality milestone and reached full attainment status. She explained that while this was a big achievement, their work wasn't done, and for the last two years, the average vehicle miles travelled per person in the region had increased.

Commissioner Paul Savas acknowledged the state of Oregon and industry employees who made this milestone possible.

Mr. Neil McFarlane noted that one important part of the transition was transitioning to electric technology which was aimed at carbon emissions. He explained that a lot of evaluations were underway and that progress was being made.

Vice Chair Craddick discussed the meeting of the JPACT finance subcommittee and community task force. She reminded the committee that the committee would be meeting three times this fall with the goal of making a recommendation to the TriMet Board of Directors on whether to proceed with a regional funding package in 2018.

Mr. McFarlane announced that he intended to retire by February 2018. He highlighted his appreciation for JPACT and regional cooperation he had seen over the years.

Councilor Stacey expressed his appreciation for Mr. McFarlane, and added that he would be missed.

#### **4. CONSENT AGENDA**

MOTION: Mayor Denny Doyle moved and Commissioner Jessica Vega Pederson seconded to pass the consent agenda.

ACTION: With all in favor, the motion passed.

#### **5. INFORMATION/DISCUSSION ITEMS**

##### **A. Regional Transportation Options Strategy Update**

Vice Chair Craddick introduced Dan Kaempff, from Metro.

*Key elements of the presentation included:*

- Mr. Kaempff explained the Regional Transit Options Strategy was being updated to include goals and objectives. He discussed RTO strategy themes, and explained that they

were updating in coordination with the RTP, and were hoping to build on a successful program.

- Mr. Kaempff noted that one area of focus was bringing more partners into the process. He added that incorporating technology was also a priority.
- Mr. Kaempff discussed the RTO process, and explained that the next step was to incorporate feedback as well as information from previous evaluations. He added that they were evaluating the effectiveness of their investments, and this information would be in a draft document that would be released by the end of November with a public comment period in January.
- Mr. Kaempff asked for specific feedback on the presentation, including responses to the questions, “Are we getting the right stakeholders?” and “Are there any other policy questions we should consider?”.

*Member discussion included:*

Commissioner Savas shared that he thought something a lot of constituents have trouble understanding is how decisions were made and where money comes from. He explained that if they were going to appeal to voters they would need to simplify that information.

Mayor Tim Knapp shared that he didn’t feel like the strategy was clearly laid out in the draft strategy document. Mr. Kaempff explained that it would become clearer, and that the idea was that they were trying to coordinate efforts on a regional scale and decide on Metro’s role in the process.

## **B. Regional Technology Strategy Update**

Vice Chair Craddick introduced Eliot Rose, from Metro’s planning department.

*Key elements of the presentation included:*

- Mr. Rose explained that the presentation was a high level introduction to the technology strategy and it’s development. He requested feedback and questions from JPACT members.
- Mr. Rose defined emerging technologies and discussed some of the different types of emerging technologies. He provided some specific examples of how these technologies were operating around the Metro region.
- Mr. Rose explained why technology was a part of Metro’s RTP, noting that it was necessary to plan for a future that focused on technology because of the rate at which technology was developing. He discussed some statistics regarding technology and transportation in Portland and around the region. Mr. Rose highlighted some pros and cons of new technology transportation options.
- Mr. Rose discussed the equity implications of transportation technology. He highlighted the lack of accessibility of transportation applications because of the lack of affordability of smart phones. Mr. Rose also explained that many geographical areas in the region are not served by certain transportation technologies. He emphasized that this was an obstacle in having a region-wide conversation about technology.
- Mr. Rose recounted the progress that had been made on technology in the RTP. He expressed that part of what he was attempting was to look at other cities and regions

and learn from their example. Mr. Rose emphasized that technology didn't change our values but changed how we would get there. He added that it was important to be honest about what we didn't know.

- Mr. Rose highlighted some of the challenges faced by the RTX and recounted the proposed RTX development process. He explained that he was incorporating feedback and working on policies. Mr. Rose noted he would return to JPACT once he started planning policies.

*Member discussion included:*

Ms. Leah Treat highlighted the potential impact of technology on labor markets, and explained that a lot of the technological innovations covered by Mr. Rose would have significant implications for jobs. Mr. Rose noted that a big component of his outreach was talking to companies and considering the labor market. He thanked Ms. Treat for the reminder.

Mr. McFarlane shared that he appreciated this work being undertaken. He explained the importance of extending collaboration with companies and building connections between the public and private sector.

Commissioner Jack Burkman expressed appreciation for Mr. Rose's work. He encouraged Mr. Rose to start involving unions when working on how technology impacts job markets.

Commissioner Savas reminded Mr. Rose to be mindful of the effects of developing technology on low income communities and displacement.

Commissioner Vega Pederson conveyed that she thought the potential positive outcomes of technology were significant. She shared that she looked forward to having more conversations around technology, and that she thought this could add to the conversation around the regional bond measure.

Mayor Knapp raised concerns that there was no discussion about the job base. He reminded Mr. Rose that it was important to talk about freight and industry and how the job base will change in response to technological developments.

## **6. ACTION ITEMS**

- A. 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**

Vice Chair Craddick introduced Mr. Ted Leybold from Metro's planning department.

*Key elements of the presentation included:*

- Mr. Leybold explained that they were asking for final action on the regional flexible fund policy that was approved in 2016. He listed the approved bond payments from the RFFA, and noted that they wanted to do a phase one allocation so that some of the funds could be released but they also wanted to protect themselves from the potential to receive less CMAQ funding.
- Mr. Leybold noted that they now had direction from OTC on the CMAQ formula and how much money would be distributed throughout the state. He added that they had a stabilized forecast and a full implementation of the bond payment schedule.
- Mr. Leybold shared that they were asking for approval of the original 2016 policy and that the payment amounts that would be allowed were summarized in the meeting packet. He explained what those funding streams would provide for, and added that the resolution gave Metro the authority to enter the agreement.

*Member discussion included:*

MOTION: Councilor Bob Stacey moved and Mr. McFarlane seconded to approve Resolution 17-4848.

Councilor Stacey acknowledged that this resolution was allowing the region to carry out the intended programs.

Mayor Knapp shared that the most significant change was the loss of \$25 million dollars from the SW Corridor project. He explained that the preliminary projections were that \$85 million was the absolute minimum, but since it dropped he had not heard exactly what will be missing from the project following the loss of funds.

Mr. McFarlane expressed his support for the resolution and explained that even though some elements of project development would have to be postponed, he believed that this would be enough funding to get the projects into the development phases.

Mayor Knapp remarked that deferring right of way acquisition might make it more expensive in the future, and that they needed to be considering that. He added that it was important to be confident that their preparation for federal application was not compromised.

Mr. McFarlane explained that those are the priorities but there would still be things that couldn't be completed and that would be moved to the next phase. He added that there might be some extra costs and they were aware of the risks but were willing to take them in order to maximize the predevelopment stage. Mr. McFarlane noted that they would maximize the benefits as much as possible.

Councilor Stacey recognized Councilor Craig Dirksen for working on this resolution.

ACTION: With Ms. Deconcini abstaining, the motion passed.

**ADJOURN**

JPACT Vice Chair Craddick called for comments regarding the Denver best practices trip in September.

Commissioner Vega Pederson shared that she enjoyed the opportunity and heard a lot of in depth perspectives on the transit project that Denver was able to accomplish. She noted that she heard a lot of discussion around the intersection of housing and transportation developments and expressed that this was important for JPACT to think about moving forward.

Councilor Stacey recounted the significant role of the Denver Regional Chamber of Commerce in the legislature. He explained that they needed to incorporate business voices and engage with the private sector more to ensure their voices were heard.

JPACT Vice Chair Craddick adjourned the meeting at 8:52 AM.

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 OCTOBER 19, 2017**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
<b>3.0</b>	Handout	10/2017	Metro's October Hotsheet	101917j-01
<b>3.0</b>	Handout	10/2017	RTP Call for Projects Update	101917j-02
<b>3.0</b>	Handout	10/2017	RTP Project Map	101917j-03
<b>5.1</b>	Presentation	10/19/17	RTO Strategy Update PowerPoint	101917j-04
<b>5.2</b>	Presentation	10/19/17	Metro's strategy for emerging technologies PowerPoint	101917j-05
<b>6.1</b>	Presentation	10/19/17	Resolution No. 17-4848 PowerPoint	101917j-06

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR AMENDING ) RESOLUTION NO. 17-4853  
EXISTING PROJECTS TO THE 2018-21 )  
METROPOLITAN TRANSPORTATION ) Introduced by: “Chief Operating Officer  
IMPROVEMENT PROGRAM TO ADD AND ) Martha Bennett in concurrence with  
AMEND THE REMAINING NEW HB2017 ) Council President Tom Hughes”  
AWARDED PROJECTS, PLUS TO ADD OR )  
AMEND 2018 MTIP PROJECTS THAT REQUIRE )  
IMPLEMENTATION CORRECTIONS (OC18-03- )  
OCT) )

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, six HB2017 awarded project still remain to be programmed and amended into the 2018 MTIP; 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, the 2018-2021 Metro funded Transit Oriented Development (TOD) annual fund exchange projects with TriMet are included as part of this amendment; and

WHEREAS, the October 2017 Formal Amendment to the 2018 MTIP also corrects, combines, and streamlines the 2019-2021 High Capacity Transit (HCT) bond payment projects with TriMet in accordance with Resolution 17-4848; and

WHEREAS, one included project is SMART's new FTA discretionary grant award to purchase low or no emission replacement buses; and

WHEREAS, all amended projects were evaluated against six revised 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, inclusion in the Metro transportation regional models, determination of Regional Significance, 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 October 2017 Formal MTIP Amendment; and

WHEREAS, all projects included in the October 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 October 27, 2017 and approved the amendment recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on November 16, 2017 to formally amend the 2018-21 MTIP to include the October 2017 Formal Amendment bundle consisting of fourteen HB2017 related projects, TOD fund exchange projects, HCT Bond payment projects, SMART's new replacement bus purchase, and required MTIP correction amendments.

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

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney

Date: Tuesday, October 31 2017  
 To: JPACT and Interested Parties  
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
 Subject: October 2017 MTIP Formal Amendment plus Approval Request of Resolution 17-4853

**STAFF REPORT**

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO ADD AND AMEND THE REMAINING NEW HB2017 AWARDED PROJECTS, PLUS TO ADD OR AMEND 2018 MTIP PROJECTS THAT REQUIRE IMPLEMENTATION CORRECTIONS (OC18-03-OCT)

**BACKGROUND**

**What this is:**

The September 2017 Formal MTIP Amendment bundle contains required changes and updates for three categories of projects: (1) The remaining newly awarded HB2017 projects not submitted in August or September, (2) needed 2018 MTIP Project corrections or additions, and (3) updates/corrections to the Metro Transit Oriented Development (TOD) annual fund exchange and High Capacity Transit (HCT) bond payment projects. The summary of the projects within the three categories in this amendment include the following:

October 2017 Formal Amendment to the 2018 MTIP – Project Composition				
Num	Lead Agency	ODOT Key Number	Project Name	Amendment Action
<b>HB2917 Awarded Projects</b>				
1	ODOT	New	OR8: SE 73 <sup>rd</sup> – Minter Bridge	Add \$1.5 million of awarded HB2017 funds to the PE phase (using the federal Advance Construction fund code)
2	ODOT	20703	US30: Sandy River (Troutdale) Bridge (BR#02019)	Adding HB2017 awarded funding to the construction phase in 2019
3	ODOT	20471	OR99W: Tualatin River NB Bridge	Adding HB2017 awarded funding to the construction phase in 2019
4	ODOT	New	I-5 Over NE Hassalo St and NE Holiday St (BR# 08583)	Adds the full HB2017 awarded project to the 2018 MTIP
5	ODOT	20410	I-84: East Portland Fwy - NE 181st Ave	Adding HB2017 awarded ROW and construction phase funding to the project. ROW in 2019 and construction in 2020. Project is now fully programmed.
6	ODOT	20298	I-84: Fairview - Marine Drive & Tooth Rock Tunnel	Adds a \$1 million HB2017 funding award to the project as follows: \$350k total to increase PE phase in 2019 and increases construction phase with \$650k of HB2017 fund to address phase funding shortfalls
<b>HB2017 Projects Not Included as part of the 2017 October Formal Amendment</b>				
1	<del>ODOT</del> Portland	New	Columbia Blvd Pedestrian Safety Improvements	HB2017 award: \$1,500,000 Project funding will be transferred directly to Portland per ODOT-Salem. If required, project will be added to 2018 MTIP once scope and limits are known.
<b>HB2017 Awarded Projects to be Added to the 2018 MTIP Upon Approval of the new Regional Transportation Plan</b>				
1	ODOT	18841	OR217: OR10 - 99W SB AUXILIARY LANE	Aux lane not identified in the current RTP. Must wait to add ROW and Construction phases until new RTP is approved that will include the aux lane project

Notes: Two HB2017 funded projects are not being added at this time. They include:

1. Per ODOT-Salem direction, the funding for “Columbia Blvd Pedestrian Safety Improvements” project (awarded \$1,500,000 of HB2017) will be directly transferred to the city of Portland. Portland will develop the project scope, limits, and funding breakdown. If determined to be a regionally significant project, or needs to be a federalized project, or will include any federal approvals, then it will be added to the 2018 MTIP.
2. Key 18841. The project has been awarded \$44,000,000 for the construction phase. However, the project is not identified in the fiscally constrained 2014 RTP or included in the Metro transportation roadway modeling network. ODOT has submitted the project for inclusion in the constrained new RTP. Upon approval of the new RTP (estimated around December 2018), The project implementation phases of ROW and the construction phase can be added to the 2018 MTIP with ROW in 2019 and construction (with the 44,000,000 of HB2017 funds) in 2020.

Num	Lead Agency	ODOT Key Number	Project Name	Amendment Action
<b>Remaining 2018 MTIP October 2017 Formal Amendment Projects</b>				
<b>Note: Projects #7 through #14 involve the Metro-TriMet TOD fund exchange</b>				
7	Metro	19286	Transit Oriented Development Program - 2018	Swaps the federal STP-Urban funds for TriMet Local funds. The STP goes to TriMet's new Preventive Maintenance project in 2018 included in this amendment.
8	TriMet	New	TriMet Preventive Maintenance (TOD) 2018	Adds a new project which is the federal STP from Metro's 2018 TOD program for TriMet's Preventive Maintenance program in 2018
9	Metro	20881	Transit Oriented Development Program - 2019	Swaps the federal STP-Urban funds for TriMet Local funds. The STP goes to TriMet's new Preventive Maintenance project in 2019 included in this amendment.
10	TriMet	New	TriMet Preventive Maintenance (TOD) 2019	Adds a new project which is the federal STP from Metro's 2019 TOD program for TriMet's Preventive Maintenance program in 2019
11	Metro	20882	Transit Oriented Development Program - 2020	Swaps the federal STP-Urban funds for TriMet Local funds. The STP goes to TriMet's new Preventive Maintenance project in 2020 included in this amendment.
12	TriMet	New	TriMet Preventive Maintenance (TOD) 2020	Adds a new project which is the federal STP from Metro's 2020 TOD program for TriMet's Preventive Maintenance program in 2020
13	Metro	20883	Transit Oriented Development Program - 2021	Swaps the federal STP-Urban funds for TriMet Local funds. The STP goes to TriMet's new Preventive Maintenance project in 2021 included in this amendment.
14	TriMet	New	TriMet Preventive Maintenance (TOD) 2020	Adds a new project which is the federal STP from Metro's 2021 TOD program for TriMet's Preventive Maintenance program in 2021
<b>Note: Additional 2018 MTIP Clean-up Projects in #15 &amp; 16 below</b>				
15	ODOT	20483	I-205 Division St – Killingsworth St	Canceled project: Key 20483 was carried over into the 2018 draft MTIP. Then, key 20483 was combined into Key 18804 in the 2015-18 MTIP and canceled. This occurred after the 2018 MTIP had been locked-down. Funds have been obligated. Key 20483 can be canceled from the 2018 MTIP
16	ODOT	20498	I-5: Tigard Interchange – I-205 Interchange	Canceled project: Key 20498 was carried over into the 2018 draft MTIP. Then, key 20483 was combined into Key 18836 in the 2015-18 MTIP and canceled. This occurred after the 2018 MTIP had been locked-down. Funds have been obligated. Key 20498 can be canceled from the 2018 MTIP

Projects #17-#25 are required project corrections to the 2019-2021 HCT Bond Payment Projects				
17	TriMet	20830	2019 Regional High Capacity Transit Bond Payment	Adding required additional STBG funding (and match) to required 2019 commitment levels by combining STBG from Keys 20890 and 20893 into Key 20830. As a result Keys 20890 and 20893 are canceled.
18	Metro	<b>20890</b>	<b>High Capacity Transit Bond Commitment (New) 2019</b>	STBG funds are transferred and combined into Key 20830. As a result, Key 20890 is canceled from the 2018 MTIP.
19	Metro	<b>20893</b>	<b>Project Development Bond Commitment 2019</b>	STBG funds are transferred and combined into Key 20830. As a result, Key 20893 is canceled from the 2018 MTIP.
20	TriMet	20832	2020 Regional High Capacity Transit Bond Payment	Adding required additional STBG funding (and match) to required 2020 commitment levels by combining STBG from Keys 20891 and 20894 into Key 20832. As a result Keys 20891 and 20894 are canceled.
21	Metro	<b>20891</b>	<b>High Capacity Transit Bond Commitment (New) 2020</b>	STBG funds are transferred and combined into Key 20832. As a result, Key 20891 is canceled from the 2018 MTIP.
22	Metro	<b>20894</b>	<b>Project Development Bond Commitment 2020</b>	STBG funds are transferred and combined into Key 20832. As a result, Key 20894 is canceled from the 2018 MTIP.
23	TriMet	20834	2021 Regional High Capacity Transit Bond Payment	Adding required additional STBG funding (and match) to required 2020 commitment levels by combining STBG from Keys 20892 and 20895 into Key 20834. As a result Keys 20892 and 20895 are canceled.
24	Metro	<b>20892</b>	<b>High-Capacity Transit Bond Commitment (New) 2021</b>	STBG funds are transferred and combined into Key 20834. As a result, Key 20892 is canceled from the 2018 MTIP.
25	Metro	<b>20895</b>	<b>Project Development Bond Commitment 2021</b>	STBG funds are transferred and combined into Key 20834. As a result, Key 20895 is canceled from the 2018 MTIP.
Project #26 is a new project for SMART being added to the 2018 MTIP				
26	SMART	<b>New</b>	Low or No-Emission (Low-No) Bus Program – FY 17	New project being added to the 2018 MTIP based on a new discretionary grant award for SMART to purchase replacement electric buses

## 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. A total of 31 projects are identified in Region 1. Twenty-three projects are identified in the Metro MPO boundary area and are in the process of being programmed in the 2018 MTIP

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

Completing HB2017 required programming actions in the 2018 MTIP for the 23 projects has been spread over three amendments. By spreading the programming effort across multiple amendments, additional time was provided to work through programming issues for several projects (e.g. projects and required description, verification of scope of work, project funding verification, delivery timing, etc. The October 2017 Formal MTIP amendment includes the remaining HB2017 awarded Metro MPO projects. The amendment processing of the HB2017 began with the August

2017 Formal Amendment and continued with the September 2017 Formal Amendment. A summary of the previously submitted HB2017 projects in those two amendments includes the following:

Num	Key Number	Lead Agency	Project Name	Description	HB2017 Total Award
<b>Submitted as part of the August 2017 Formal MTIP Amendment</b>					
1	NEW	ODOT	I-205: Johnson Creek - Glenn Jackson Bridge (CBOS ATM) (AKA Corridor Bottleneck)	NB Aux lane segments + ATMS improvements NB & SB	\$30,700,000
2	19786	ODOT	I-205: Stafford Rd - 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	Directed funding to add \$10,000,000 of NHFP
<b>Submitted as part of the September 2017 Formal Amendment</b>					
3	New	ODOT	I-205 Paving Project	Non-capacity paving and rehab activities as part of the clean-up to the I-205 CBOS-ATMS project	\$5,000,000
4	19763	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
5	New	ODOT	Powell Blvd: I-205 to 176th Multi-Modal Improvements	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.	\$110,000,000
6	New	ODOT	OR217: SW 72nd Ave – SW Scholl's Ferry Rd (OR210) NB Auxiliary Lane	On OR217 from about 72nd Ave to SWE Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments - Adding only PE phase at this time	\$54,000,000
7	18772	ODOT	OR212: SE RICHEY RD - US26	Multi-lift paving of the highway in conjunction with targeted deeper pavement	\$700,000
8	19355	ODOT	OR212: ROCK CREEK - RICHEY RD	Repave roadway and upgrade ADA to current standards	\$1,210,451
9	19356	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
10	New	ODOT	OR213: FOSTER - LINDY	Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed	\$9,200,000
11	20299	ODOT	US26: SYLVAN - OR217	Repave mainline of roadway to improve pavement condition and extend service life.	\$624,212
12	20435	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
13	New	ODOT	OR99W: MCDONALD - FISCHER RD	Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed (HB2017 awarded project, \$8,100,000 original award)	\$8,100,000
14	20300	ODOT	US26: OR217 - CORNELL RD	Repave mainline of roadway to improve pavement condition and extend service life.	\$994,894
15	19071	ODOT	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	Directed funding to add \$14,265,452 of NHFP funding for a total \$20,391,998 in the Preliminary Engineering phase

				Relocation, New Bike and Ped Crossing, and improved Bike and Ped Facilities.
Note: NHFP = federal National Highway Freight Program funding				

**Other 2018 MTIP Project Corrections and/or New Project Submissions (non HB2017)**

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. With permission from FHWA, phase slip corrections to eighteen projects were allowed to be processed as administrative modifications during October 2017. Clean-up amendment actions will continue over the next couple of monthly bundled amendments either as formal corrections or administrative modifications to the 2018 MTIP.

A third part of the October 2017 Formal MTIP Amendment includes needed corrections or updates to projects supporting the 2019-2021 Metro-TriMet TOD fund exchange and the High Capacity Transit Bond Payment projects. Upon review of the HCT Bond Payment projects, the project projects are being combined together based on their total annual payment amount rather than being programmed against their specific resolution amount. This will eliminate having multiple HCT bond payment projects programmed each year. Using the updated bond payment schedule as identified as part of Resolution 17-4848, the total amount among Resolutions 08-3942, 10-4185, 17-4800, and 17-4848 is being programmed annually as a single project. The funding from other existing annual bond payments is being combined into the following projects:

<u>Key</u>	<u>Year</u>	<u>Lead</u>	<u>Project Name</u>
20830	2019	TriMet	2019 Regional High Capacity Transit Bond Payment
20832	2020	TriMet	2020 Regional High Capacity Transit Bond Payment
20834	2021	TriMet	2021 Regional High Capacity Transit Bond Payment

**What is the requested action?**

**Staff is requesting a JPACT approval recommendation of resolution 17-4853 to Metro Council enabling the new HB2017, TOD fund exchange projects, HCT bond payment projects and needed corrections 2018 MTIP projects to occur allowing final approval to then occur from USDOT.**

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

<b>1. Project: OR8: SE 73<sup>rd</sup> -Minter Bridge</b>	
Lead Agency:	ODOT
ODOT Key Number:	New TBD. The Key number has not yet been assigned to the project
Project Description:	This project is a major non-capacity, preservation category, rehab type scope element that will repave roadway, upgrade ADA ramps to current standards, and address drainage as needed
What is changing?	This is a new project being added to the 2018 MTIP with funding awarded from HB2017. The federal fund code of Advance Construction (ADVCON) will be used to

	program the awarded funding.
Additional Details:	This is a new HB2017 awarded project for Region 1. Only the Preliminary Engineering phase is being programmed at this time. RIW (if required) and the Construction phase will be added in 2019 or 2020.
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 \$1,500,000 in funding for the project.
Added Notes:	OTC approval was required for this project. Approval occurred during their September 22, 2017 meeting.

<b>2. Project: US30: Sandy River (Troutdale) Bridge (BR#0219)</b>	
Lead Agency:	ODOT
ODOT Key Number:	19763
Project Description:	Design shelf ready plans to paint bridge; replace sidewalk, and repair foundation
What is Changing?	Adding the construction phase and funding (HB2017 awarded funding) to the project through this amendment.
Additional Details:	Non capacity enhancing bridge rehabilitation project. The construction phase is planned to occur in 2019
Why a Formal amendment?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, cost changes that exceed 20% for \$1 million or greater projects require a formal MTIP amendment
Total Programmed Amount:	Adding the construction phases increases the total project programming from \$565,000 to \$6,315,000. The fund code Advanced Construction (ADVCON) will be used for programming purposes in place of the HB2017 fund type code.
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting.

<b>3. Project: OR99W: Tualatin River NB Bridge</b>	
Lead Agency:	ODOT
ODOT Key Number:	20471
Project Description:	Design shelf ready plans to replace the current structural overlay
What is Changing?	Through this amendment, the construction phase funding is being added to the project.
Additional Details:	
Why a Formal amendment?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, cost changes that exceed 50% for project costs under \$500,000 require a formal MTIP amendment
Total Programmed Amount:	Total HB2017 funding award is \$110,000,000. The fund code Advanced Construction (ADVCON) will be used for programming purposes in place of the HB2017 fund type code
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting

<b>4. Project: I-5 Over NE Hassalo St and NE Holiday St (BR# 08583)</b>	
Lead Agency:	ODOT
ODOT Key Number:	New project
Project Description:	Design shelf ready plans to replace the current structural overlay
What is Changing?	Adding a new HB2017 awarded project to the 2018 MTIP
Additional Details:	100% HB2017 funded project. The federal fund code Advance Construction (ADVCON) is being used in place of the State fund code HB2017 for programming purposes.
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 \$1,000,000 with Construction at \$4,000,000. The total project cost estimate is \$5,000,000.
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting

<b>5. Project:</b>	<b>I-84: East Portland Fwy - NE 181st Ave</b>
Lead Agency:	ODOT
ODOT Key Number:	20410
Project Description:	Repave a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave
What is Changing?	The amendment replaces PE phase NHPP funding with HB2017 awarded funding (using the Advance Construction fund type code) and adds the construction phase to the 2018 MTIP
Additional Details:	100% HB2017 funded project. The federal fund code Advance Construction (ADVCON) is being used in place of the State fund code HB2017 for programming purposes.
Why a Formal amendment?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, cost changes that exceed 50% for project costs under \$500,000 require a formal MTIP amendment
Total Programmed Amount:	The PE phase programming total is \$500,000 with Construction at \$3,100,000. The total project cost estimate is \$3,600,000.
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting

<b>6. Project:</b>	<b>I-84: Fairview - Marine Drive &amp; Tooth Rock Tunnel</b>
Lead Agency:	ODOT
ODOT Key Number:	20298
Project Description:	Repave a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave
What is Changing?	Awarded HB2017 funding is being added to the PE and Construction phases to address a funding shortfall in both phases based on the latest cost estimates for the project
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.
Total Programmed Amount:	The total project programming increases from \$4,792,148 to \$5,792,148. Total HB2017 funding award is 1,000,000. 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

**End HB2017 Project List as part of the Amendment**

<b>Begin 2018 MTIP Project Corrections or Additions Requiring a Formal Amendment</b>	
<b>7. Project:</b>	<b>Transit Oriented Development Program - 2018</b>
Lead Agency:	Metro
ODOT Key Number:	19286
Project Description:	Local fund portion Metro receives to the annual Metro-TriMet Transit Oriented Development (TOD) STP and Local funds exchange. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.
What is Changing?	Transfers the federal STP funds to TriMet as part of the TOD fund exchange
Additional Details:	Existing project in the 2018 MTIP
Why a Formal amendment?	Because this project is paired together with TriMet's new 2018 Preventive Maintenance (TOD) project that receives the federal STP, it is required to be

	processed as a formal MTIP amendment.
Total Programmed Amount:	MTIP programming for Key 19286 replace federal STP with local TriMet funds supporting 2018 TOD activities. Total programmed amount remains unchanged at \$3,461,176.
Other and Notes:	2018 annual Metro-TriMet TOD fund exchange

<b>8. Project: TriMet Preventive Maintenance (TOD) 2018</b>	
Lead Agency:	TriMet
ODOT Key Number:	New
Project Description:	Bus and rail preventive maintenance funding support
What is Changing?	Through the annual TOD fund exchange, TriMet receives federal STP for preventive maintenance needs during 2018 from Key 19286 above.
Additional Details:	Local funds transferred to Key 19286
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 remains unchanged at \$3,461,176
Other and Notes:	2018 annual Metro-TriMet fund exchange

<b>9. Project: Transit Oriented Development Program - 2019</b>	
Lead Agency:	Metro
ODOT Key Number:	20881
Project Description:	Local fund portion Metro receives to the annual Metro-TriMet Transit Oriented Development (TOD) STP and Local funds exchange. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.
What is Changing?	Transfers the federal STBG funds to TriMet as part of the TOD fund exchange
Additional Details:	Existing project in the 2018 MTIP
Why a Formal amendment?	Because this project is paired together with TriMet's new 2019 Preventive Maintenance (TOD) project that receives the federal STP, it is required to be processed as a formal MTIP amendment.
Total Programmed Amount:	MTIP programming for Key 20881 replaces federal STBG with local TriMet funds supporting 2019 TOD activities. Total programmed amount remains unchanged at \$3,555,298.
Other and Notes:	2019 annual Metro-TriMet TOD fund exchange

<b>10. Project: TriMet Preventive Maintenance (TOD) 2019</b>	
Lead Agency:	TriMet
ODOT Key Number:	New
Project Description:	Bus and rail preventive maintenance funding support
What is Changing?	Through the annual TOD fund exchange, TriMet receives federal STP for preventive maintenance needs during 2019 from Key 20881 above.
Additional Details:	Local funds transferred to Key 20881
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 remains unchanged at \$3,555,298
Other and Notes:	2019 annual Metro-TriMet TOD fund exchange

<b>11. Project: Transit Oriented Development Program - 2020</b>	
Lead Agency:	Metro
ODOT Key Number:	20882
Project Description:	Local fund portion Metro receives to the annual Metro-TriMet Transit Oriented Development (TOD) STP and Local funds exchange. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.
What is Changing?	Transfers the federal STBG funds to TriMet as part of the TOD fund exchange
Additional Details:	Existing project in the 2018 MTIP
Why a Formal amendment?	Because this project is paired together with TriMet's new 2020 Preventive Maintenance (TOD) project that receives the federal STBG, it is required to be processed as a formal MTIP amendment.
Total Programmed Amount:	MTIP programming for Key 20882 replaces federal STBG with local TriMet funds supporting 2020 TOD activities. Total programmed amount remains unchanged at \$3,662,242.
Other and Notes:	2020 annual Metro-TriMet TOD fund exchange

<b>12. Project: TriMet Preventive Maintenance (TOD) 2020</b>	
Lead Agency:	TriMet
ODOT Key Number:	New
Project Description:	Bus and rail preventive maintenance funding support
What is Changing?	Through the annual TOD fund exchange, TriMet receives federal STBG for preventive maintenance needs during 2020 from Key 20882 above.
Additional Details:	Local funds transferred to Key 20882
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 remains unchanged at \$3,662,248
Other and Notes:	2020 annual Metro-TriMet TOD fund exchange

<b>13. Project: Transit Oriented Development Program - 2021</b>	
Lead Agency:	Metro
ODOT Key Number:	20883
Project Description:	Local fund portion Metro receives to the annual Metro-TriMet Transit Oriented Development (TOD) STP and Local funds exchange. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.
What is Changing?	Transfers the federal STBG funds to TriMet as part of the TOD fund exchange
Additional Details:	Existing project in the 2018 MTIP
Why a Formal amendment?	Because this project is paired together with TriMet's new 2021 Preventive Maintenance (TOD) project that receives the federal STBG, it is required to be processed as a formal MTIP amendment.
Total Programmed Amount:	MTIP programming for Key 20883 replaces federal STBG with local TriMet funds supporting 2021 TOD activities. Total programmed amount remains unchanged at \$3,782,120.
Other and Notes:	2021 annual Metro-TriMet TOD fund exchange

<b>14. Project: TriMet Preventive Maintenance (TOD) 2021</b>	
Lead Agency:	TriMet
ODOT Key Number:	New
Project Description:	Bus and rail preventive maintenance funding support
What is Changing?	Through the annual TOD fund exchange, TriMet receives federal STP for preventive maintenance needs during 2021 from Key 20883 above.
Additional Details:	Local funds transferred to Key 20883
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 remains unchanged at \$3,782,120
Other and Notes:	2021 annual Metro-TriMet TOD fund exchange

<b>15. Project: I-205 Division St – Killingsworth St [to be deleted]</b>	
Lead Agency:	ODOT
ODOT Key Number:	20483
Project Description:	Construct a NB Auxiliary lane on I-205 from the I-84 EB to I-205 NB off ramp at Killingsworth St and a SB Auxiliary lane on I-205 from I-84 EB to I-205 SB on ramp to the existing Auxiliary lane at Division / Powell St
What is Changing?	Key 20483 was carried-over into the 2018-21 MTIP. Subsequent to the 2018 MTIP lockdown, Key 20483 was combined into Key 18804 in the 2015 MTIP. The amendment was completed in the 2015 MTIP and was approved by OTC as well on 2/16/17. This is a technical clean-up action to now remove Key 20483 from the 2018 MTIP.
Additional Details:	Existing project previously combined into another project and canceled in the 2015 MTIP
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:	Total project programming decreases from \$14,800,000 to \$0. Project is canceled in the 2018 MTIP
Other and Notes:	Original OTC approval during their February 2017 meeting and their federal funds were obligated through the 2015-18 STIP & MTIP

<b>16. Project: I-5: Tigard Interchange – I-205 Interchange [to be deleted]</b>	
Lead Agency:	ODOT
ODOT Key Number:	20498
Project Description:	Remove and replace asphalt surface to repair rutted pavement.
What is Changing?	Key 20498 was carried-over into the 2018-21 MTIP. Subsequent to the 2018 MTIP lockdown, Key 20498 was combined into Key 18836 in the 2015 MTIP. The amendment was completed in the 2015 MTIP and was approved by OTC as well on 2/16/17. This is a technical clean-up action to now remove Key 20483 from the 2018 MTIP.
Additional Details:	Existing project
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:	Total project programming decreases from \$8,000,000 to \$0. Project is canceled in the 2018 MTIP.
Other and Notes:	Original OTC approval during their February 2017 meeting and their federal funds were obligated through the 2015-18 STIP & MTIP

<b>17. Project: 2019 Regional High Capacity Transit Bond Payment</b>	
Lead Agency:	TriMet
ODOT Key Number:	20830
Project Description:	Funding to meet the existing commitment to pay off bonded debt that made a regional contribution to the Portland-Milwaukie Light Rail project the Portland-Lake Oswego Transit Project and costs of acquiring transit buses.
What is Changing?	Increasing the annual bond debt payment to the required 2019 amount per Resolution 08-3942, Resolution 10-4185, Resolution 17-4800, and Resolution 17-4848
Additional Details:	Reflects grand total of bond payment funds identified in the four resolutions
Why a Formal amendment?	The cost increase for \$1 million or greater project costs exceeds the 20% threshold for administrative modifications
Total Programmed Amount:	Total programming adds STBG and match and increases from \$17,831,271 to \$22,712,581
Other and Notes:	Per new resolution 17-4848 and payment schedule

<b>18. Project: High Capacity Transit Bond Commitment (New) 2019 [to be deleted]</b>	
Lead Agency:	Metro
ODOT Key Number:	20890
Project Description:	Bond for an additional amount of flexible funds to continue investing in the Region's high-capacity transit (HCT) network.
What is Changing?	Key 20830 now combines the bond funding identified in the four resolutions which include funds from this project: Resolution 08-3942, Resolution 10-4185, Resolution 17-4800, and Resolution 17-4848. The funds are combined into Key 20830 to meet the FY 2019 total bond payment requirement. As a result, the programming in key 20890 decreases to zero and is canceled from the 2018 MTIP.
Additional Details:	All 2019 bond payments will be combined into one project in the MTIP: Key 20830
Why a Formal amendment?	Adding or <u>cancelling</u> a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
Total Programmed Amount:	Total programming decreases from \$5,728,296 to \$0. Project is canceled.
Other and Notes:	Combining into one FY2019 project (Key 20830) also avoids any possible double programming issues.

<b>19. Project: Project Development Bond Commitment 2019 [to be deleted]</b>	
Lead Agency:	Metro
ODOT Key Number:	20893
Project Description:	Funding for the regions arterial and other related improvement on bottlenecks.
What is Changing?	Key 20830 now combines the bond funding identified in the four resolutions which include these funds: Resolution 08-3942, Resolution 10-4185, Resolution 17-4800, and Resolution 17-4848. The funds are combined into Key 20830 to meet the FY 2019 total bond payment requirement. As a result, the programming in key 20890 decreases to zero and is canceled from the 2018 MTIP.
Additional Details:	All 2019 bond payments will be combined into one project in the MTIP: Key 20830
Why a Formal amendment?	Adding or <u>cancelling</u> a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
Total Programmed Amount:	Total programming decreases from \$1,404,213 to \$0. Project is canceled.
Other and Notes:	Combining into one FY2019 project (Key 20830) also avoids any possible double programming issues.

<b>20. Project: 2020 Regional High Capacity Transit Bond Payment</b>	
Lead Agency:	TriMet
ODOT Key Number:	20832
Project Description:	Funding to meet the existing commitment to pay off bonded debt that made a regional contribution to the Portland-Milwaukie Light Rail project the Portland-Lake Oswego Transit Project and costs of acquiring transit buses.
What is Changing?	Increasing the annual bond debt payment to the required 2020 amount per Resolution 08-3942, Resolution 10-4185, Resolution 17-4800, and Resolution 17-4848
Additional Details:	Reflects grand total of bond payment funds identified in the four resolutions
Why a Formal amendment?	The cost increase for \$1 million or greater project costs exceeds the 20% threshold for administrative modifications
Total Programmed Amount:	Total programming adds STBG and match and increases from \$17,831,271 to \$23,838,180
Other and Notes:	Per new resolution 17-4848 and payment schedule

<b>21. Project: High Capacity Transit Bond Commitment (New) 2020 [to be deleted]</b>	
Lead Agency:	Metro
ODOT Key Number:	20891
Project Description:	Bond for an additional amount of flexible funds to continue investing in the Region's high-capacity transit (HCT) network.
What is Changing?	Key 20832 now combines the bond funding identified in the four resolutions which include funds from this project: Resolution 08-3942, Resolution 10-4185, Resolution 17-4800, and Resolution 17-4848. The funds are combined into Key 20830 to meet the FY 2019 total bond payment requirement. As a result, the programming in key 20891 decreases to zero and is canceled from the 2018 MTIP.
Additional Details:	All 2020 bond payments will be combined into one project in the MTIP: Key 20832
Why a Formal amendment?	Adding or <u>cancelling</u> a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
Total Programmed Amount:	Total programming decreases from \$5,728,296 to \$0. Project is canceled.
Other and Notes:	Combining into one FY2020 project (Key 20832) also avoids any possible double programming issues.

<b>22. Project: Project Development Bond Commitment 2020 [to be deleted]</b>	
Lead Agency:	Metro
ODOT Key Number:	20894
Project Description:	Bond for an additional amount of flexible funds to continue investing in the Region's high-capacity transit (HCT) network.
What is Changing?	Key 20832 now combines the bond funding identified in the four resolutions which include funds from this project: Resolution 08-3942, Resolution 10-4185, Resolution 17-4800, and Resolution 17-4848. The funds are combined into Key 20830 to meet the FY 2019 total bond payment requirement. As a result, the programming in key 20891 decreases to zero and is canceled from the 2018 MTIP.
Additional Details:	All 2020 bond payments will be combined into one project in the MTIP: Key 20832
Why a Formal amendment?	Adding or <u>cancelling</u> a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
Total Programmed Amount:	Total programming decreases from \$1,404,213 to \$0. Project is canceled.
Other and Notes:	Combining into one FY2020 project (Key 20832) also avoids any possible double programming issues.

<b>23. Project: 2021 Regional High Capacity Transit Bond Payment</b>	
Lead Agency:	TriMet
ODOT Key Number:	20834
Project Description:	Funding to meet the existing commitment to pay off bonded debt that made a regional contribution to the Portland-Milwaukie Light Rail project the Portland-Lake Oswego Transit Project and costs of acquiring transit buses.
What is Changing?	Increasing the annual bond debt payment to the required 2020 amount per Resolution 08-3942, Resolution 10-4185, Resolution 17-4800, and Resolution 17-4848
Additional Details:	Reflects grand total of bond payment funds identified in the four resolutions
Why a Formal amendment?	The cost increase for \$1 million or greater project costs exceeds the 20% threshold for administrative modifications
Total Programmed Amount:	Total programming adds STBG and match and increases from \$17,831,271 to \$23,838,180
Other and Notes:	Per new resolution 17-4848 and payment schedule

<b>24. Project: High Capacity Transit Bond Commitment (New) 2021 [to be deleted]</b>	
Lead Agency:	Metro
ODOT Key Number:	20892
Project Description:	Bond for an additional amount of flexible funds to continue investing in the Region's high-capacity transit (HCT) network.
What is Changing?	Key 20834 now combines the bond funding identified in the four resolutions which include funds from this project: Resolution 08-3942, Resolution 10-4185, Resolution 17-4800, and Resolution 17-4848. The funds are combined into Key 20830 to meet the FY 2019 total bond payment requirement. As a result, the programming in key 20891 decreases to zero and is canceled from the 2018 MTIP.
Additional Details:	All 2021 bond payments will be combined into one project in the MTIP: Key 20834
Why a Formal amendment?	Adding or <u>cancelling</u> a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
Total Programmed Amount:	Total programming decreases from \$5,728,296 to \$0. Project is canceled.
Other and Notes:	Combining into one FY2020 project (Key 20834) also avoids any possible double programming issues.

<b>25. Project: Project Development Bond Commitment 2021 [to be deleted]</b>	
Lead Agency:	Metro
ODOT Key Number:	20895
Project Description:	Bond for an additional amount of flexible funds to continue investing in the Region's high-capacity transit (HCT) network.
What is Changing?	Key 20834 now combines the bond funding identified in the four resolutions which include funds from this project: Resolution 08-3942, Resolution 10-4185, Resolution 17-4800, and Resolution 17-4848. The funds are combined into Key 20830 to meet the FY 2019 total bond payment requirement. As a result, the programming in key 20891 decreases to zero and is canceled from the 2018 MTIP.
Additional Details:	All 2021 bond payments will be combined into one project in the MTIP: Key 20832
Why a Formal amendment?	Adding or <u>cancelling</u> a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
Total Programmed Amount:	Total programming decreases from \$1,404,213 to \$0. Project is canceled.
Other and Notes:	Combining into one FY2021 project (Key 20834) also avoids any possible double programming issues.

<b>26. Project: Low or No-Emission (Low-No) Bus Program – FY 17</b>	
Lead Agency:	SMART
ODOT Key Number:	New – TBD
Project Description:	In southern Clackamas County, purchase replacement battery electric buses for fixed routes servicing the city of Wilsonville (FTA FY2017 Low-No Grant Award).
What is Changing?	Adding a new discretionary FTA 5339c funding award from FTA’s Low or No-Emission (Low-No) Bus FY 2017
Additional Details:	Funding award is for replacement electric buses
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:	FTA section 5339c funds awarded of \$1,450,000 plus a required local match of 15% or \$255,882 for a project programming total of \$1,705,882
Other and Notes:	FTA Award notification – September 15, 2017

### **METRO REQUIRED PROJECT AMENDMENT REVIEWS**

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
  - Awarded federal funds
  - Regionally significant project
  - Identified on and impacts Metro transportation modeling networks
  - Requires any sort of federal approvals
- Passes fiscal constraint verification:
  - Project eligibility for the use of the funds
  - Proof and verification of funding commitment
  - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes RTP consistency review:
  - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
  - RTP project cost consistent with requested programming amount in the MTIP
  - If a capacity enhancing projects – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
  - Supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix
  - Provides conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP
  - Guidance: Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized.
  - Special programming exceptions periodically negotiated with USDOT as well.

- MPO responsibilities completion:
  - Completion of the required 30 day Public Notification period:
  - Project monitoring and expenditure of allocated funds
  - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

**APPROVAL STEPS AND TIMING**

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

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	October 24, 2017
• TPAC notification and approval recommendation.....	October 27, 2017
• <b>JPACT approval and recommendation to Council.....</b>	<b>November 16, 2017</b>
• Completion of public notification process.....	November 22, 2017
• Metro Council approval.....	November 30, 2017

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package .....	December 1, 2017
• Amendment bundle submission to ODOT and USDOT.....	December 4, 2017
• ODOT clarification and approval.....	January, 2018
• USDOT clarification and final amendment approval.....	January, 2018

**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. **Metro Budget Impacts:** None to Metro

**RECOMMENDED ACTION:**

TPAC recommends the approval of Resolution 17-4853 (recommendation approval October 24, 2017)

**Metro is in receipt of the 2018-2021 MTIP October 2017 Formal Amendment  
Formal Amendment Number OC18-03-OCT**

**2018-2021 Metropolitan Transportation Improvement Program  
Exhibit A to Resolution 17-4853**



**Proposed October 2017 Formal Amendment Bundle  
Special Formal MTIP Amendment in Support of the new HB2017 Approved Projects & Required Clean-up Project Changes  
Amendment Type: FORMAL, OC18-03-OCT  
Total Number of Projects: 26**

ODOT Key	Lead Agency	Project Name	Required Changes
<b>List of HB2017 Named Projects being added or amended to the 2018 MTIP</b> Note: The below list of HB2017 projects represent the remaining HB2017 awarded projects not already submitted as part of the August 2017 and September 2017 formal MTIP amendments to the 2018 MTIP			
#1 <b>New</b>	ODOT	OR8: SE 73rd - Minter Bridge (HB2017 Awarded Project)	Add new project to the MTIP with \$1.5 million of awarded HB2017 funding to the PE phase. Only PE is being added currently
#2 20703	ODOT	US30: Sandy River (Troutdale) Bridge (BR#02019)	Add \$5,750,000 of awarded HB2017 funding (As Advance Construction) to the construction phase
#3 20471	ODOT	OR99W Tualatin River NB Bridge	Adds awarded HB2017 funding (using the Advance Construction fund code) to the construction phase
#4 <b>New</b>	ODOT	I-5 Over NE Hassalo St and NE Holiday St (BR# 08583)	Adds full programming for a new 2018 MTIP project awarded with HB2017 funding.
#5 20410	ODOT	I-84: East Portland Fwy - NE 181st Ave	Replaces NHPP funding committed for the PE phase with awarded HB2017 funding and adds the construction phase to fully program the project
#6 20298	ODOT	I-84: Fairview - Marine Drive & Tooth Rock Tunnel	Adds awarded HB2017 funding to the PE and construction phases to address and eliminate existing phase funding shortfalls

**End of HB2017 Projects included in the September 2017 Formal Amendment to the 2018 MTIP  
Total number of HB2017 awarded projects included: 6**

Beginning List of 2018 MTIP Project Clean-up Amendment Actions			
ODOT Key	Lead Agency	Project Name	Required Changes
#7 19286	Metro	Transit Oriented Development Program - 2018	Through this amendment, the committed and programmed federal Surface Transportation Program (STP) funds are being swapped out with Local funds from TriMet. The Transit Oriented Development (TOD) fund exchange occurs annually and allows TriMet to apply the federal funding to their Preventative Maintenance Program while Metro can apply the local funds with greater flexibility to the Regional TOD program. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.
#8 <b>New</b>	TriMet	<a href="#">TriMet Preventive Maintenance (TOD) 2018</a>	This amendment completes the 2018 TOD federal fund transfer to TriMet
#9 20881	Metro	Transit Oriented Development Program - 2019	This amendment swaps out the federal funds for the 2019 TOD program for local funds in the same fashion that the 2018 TOD fund swap was accomplished
#10 <b>New</b>	TriMet	<a href="#">TriMet Preventive Maintenance (TOD) 2019</a>	This amendment completes the 2019 TOD federal fund transfer to TriMet
#11 20882	Metro	Transit Oriented Development Program - 2020	This amendment swaps out the federal funds for the 2020 TOD program for local funds in the same fashion that the 2018 TOD fund swap was accomplished
#12 <b>New</b>	TriMet	<a href="#">TriMet Preventive Maintenance (TOD) 2020</a>	This amendment completes the 2020 TOD federal fund transfer to TriMet
#13 20883	Metro	Transit Oriented Development Program - 2021	This amendment swaps out the federal funds for the 2021 TOD program for local funds in the same fashion that the 2018 TOD fund swap was accomplished
#14 <b>New</b>	TriMet	<a href="#">TriMet Preventive Maintenance (TOD) 2021</a>	This amendment completes the 2021 TOD federal fund transfer to TriMet
#15 <b>20483</b>	ODOT	<b>I-205: Division St - Killingsworth St</b>	The amendment cancels the project from the 2018 MTIP as it was already combined in Key 18804 and the funds obligated at the end of 2017. It can be removed from the 2018 MTIP.
#16 <b>20498</b>	ODOT	<b>I-5: Tigard Interchange – I-205 Interchange</b>	Canceled project: Key 20498 was carried over into the 2018 draft MTIP. Then, key 20483 was combined into Key 18836 in the 2015-18 MTIP and canceled. This occurred after the 2018 MTIP had been locked-down. Funds have been obligated. Key 20498 can be canceled from the 2018 MTIP

#17 20830	TriMet	2019 Regional High Capacity Transit Bond Payment	Adding required additional STBG funding (and match) to required 2019 commitment levels by combining STBG from Keys 20890 and 20893 into Key 20830. As a result Keys 20890 and 20893 are canceled.
#18 20890	Metro	High Capacity Transit Bond Commitment (New) 2019	STBG funds are transferred and combined into Key 20830. As a result, Key 20890 is canceled from the 2018 MTIP.
#19 20893	Metro	Project Development Bond Commitment 2019	STBG funds are transferred and combined into Key 20830. As a result, Key 20893 is canceled from the 2018 MTIP.
#20 20832	TriMet	2020 Regional High Capacity Transit Bond Payment	Adding required additional STBG funding (and match) to required 2020 commitment levels by combining STBG from Keys 20891 and 20894 into Key 20832. As a result Keys 20891 and 20894 are canceled.
#21 20891	Metro	High Capacity Transit Bond Commitment (New) 2020	STBG funds are transferred and combined into Key 20832. As a result, Key 20891 is canceled from the 2018 MTIP.
#22 20894	Metro	Project Development Bond Commitment 2020	STBG funds are transferred and combined into Key 20832. As a result, Key 20894 is canceled from the 2018 MTIP.
#23 20834	TriMet	2021 Regional High Capacity Transit Bond Payment	Adding required additional STBG funding (and match) to required 2020 commitment levels by combining STBG from Keys 20892 and 20895 into Key 20834. As a result Keys 20892 and 20895 are canceled.
#24 20892	Metro	High-Capacity Transit Bond Commitment (New) 2021	STBG funds are transferred and combined into Key 20834. As a result, Key 20892 is canceled from the 2018 MTIP.
#25 20895	Metro	Project Development Bond Commitment 2021	STBG funding is being combined into Key 20834 resulting in this project being canceled from the 2018 MTIP
#26 New	SMART	Low or No-Emission (Low-No) Bus Program - FY 17	This amendment adds a new project for SMART that will purchase replacement battery electric buses for fixed routes servicing the city of Wilsonville

Exhibit A to Resolution 17-4853

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

<b>PROJECT #1 PROPOSED AMENDED CHANGES</b>									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
<b>TBD NEW</b>	TBD	ODOT	<b>OR8: SE 73rd - Minter Bridge</b>				Highway	\$ 1,500,000	
Project Description:			Repave roadway, upgrade ADA ramps to current standards, and address drainage as needed (HB2017 Awarded Project, \$1,500,000 Original Award)						
<b>Amended MTIP Fund Programming by Phase</b>									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>ADVCON</b>	ACPO	Federal	2019		\$ 1,345,950				\$ 1,345,950
<b>State</b>	Match	State	2019		\$ 154,050				\$ 154,050
<b>Total:</b>				\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ 1,500,000
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 amendment adds the PE phase only to the 2018 MTIP at this time. ROW (if needed) and the construction phase will be added to the MTIP later in 2019 or 2020.

Exhibit A to Resolution 17-4853

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
20703	71007	ODOT	US30: Sandy River (Troutdale) Bridge (BR#02019)					Roadway and Bridge	\$ 565,000
Project Description:			Design shelf ready plans to paint bridge; replace sidewalk, and repair foundation.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
State STBG	Z231	Federal	2017		\$ 506,975				\$ 506,975
State	Match	State	2017		\$ 58,025				\$ 58,025
<b>Total:</b>				\$ -	\$ 565,000	\$ -	\$ -	\$ -	\$ 565,000
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. They are shown above in their programming years in the shaded fields. 3. State STBG = Federal Surface Transportation Block Grant funding allocated directly to ODOT. 4. State = ODOT state funds added to the project phase as their required match to the federal fund type STBG								

**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	
20703	71007	ODOT	US30: Sandy River (Troutdale) Bridge (BR#02019)				Roadway and Bridge	\$ 6,315,000	
Project Description:			Design shelf ready plans to paint bridge; replace sidewalk, and repair foundation (HB2017 Awarded Project, \$5,750,000 Original Award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
State STBG	Z231	Federal	2017		\$ 506,975				\$ 506,975
State	Match	State	2017		\$ 58,025				\$ 58,025
ADVCON	ACPO	Federal	2019				\$ 5,159,475		\$ 5,159,475
State	Match	State	2019				\$ 590,525		\$ 590,525
<b>Total:</b>				\$ -	\$ 565,000	\$ -	\$ 5,750,000	\$ -	\$ 6,315,000
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. 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. They are shown above in their programming years in the shaded fields.</p> <p>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 = 89.73% with the required match set at 10.27%</p> <p>4. 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 \$5,750,000 to the project.

Through this amendment, the HB2017 funding award enables the construction phase to be added to the project.

Exhibit A to Resolution 17-4853

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 #3 EXISTING MTIP PROGRAMMING										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20471	70999	ODOT	OR99W: Tualatin River NB Bridge					Roadway and Bridge	\$ 188,500	
Project Description:			Design shelf ready plans to replace the current structural overlay.							
Existing MTIP Project Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total	
NHPP-FAST	Z001	Federal	2018		\$ 169,141				\$ 169,141	
State	Match	State	2018		\$ 19,359				\$ 19,359	
<b>Total:</b>			\$ -	\$ 188,500	\$ -	\$ -	\$ -	\$ -	\$ 188,500	

PROJECT #3 PROPOSED AMENDED CHANGES										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20471	70999	ODOT	OR99W: Tualatin River NB Bridge					Roadway and Bridge	\$ 1,391,400	
Project Description:			Design shelf ready plans to replace the current structural overlay. (HB2017 Awarded Project, \$1,202,900 Original Award)							
Amended MTIP Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total	
NHPP-FAST	Z001	Federal	2018		\$ 169,141				\$ 169,141	
State	Match	State	2018		\$ 19,359				\$ 19,359	
ADVCON	ACPO	Federal	2019				\$ 1,079,362		\$ 1,079,362	
State	Match	State	2019				\$ 123,538		\$ 123,538	
<b>Total:</b>			\$ -	\$ 188,500	\$ -	\$ 1,202,900	\$ -	\$ -	\$ 1,391,400	
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 = 89.73% with the required match set at 10.27%									
<b>Amendment Summary:</b> Through this amendment, the construction phase funding is being added to the project										

Exhibit A to Resolution 17-4853

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

**PROJECT #4** PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
New	New	ODOT	<b>I-5 Over NE Hassalo St and NE Holiday St (BR# 08583)</b>					Highway	\$ 5,000,000
Project Description:			Design shelf ready plans to replace the current structural overlay (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	2018		\$ 922,200				\$ 922,200
State	Match	State	2018		\$ 77,800				\$ 77,800
ADVCON	ACPO	Federal	2021					\$ 3,688,800	\$ 3,688,800
State	Match	State	2021					\$ 311,200	\$ 311,200
<b>Total:</b>				\$ -	\$ 1,000,000	\$ -	\$ -	\$ 4,000,000	\$ 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. 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%.
  3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%

**Amendment Summary**

Through this amendment, the full project is being added to the 2018 MTIP based on the HB2017 award to the project

Exhibit A to Resolution 17-4853

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
20410	70967	ODOT	I-84: East Portland Fwy - NE 181st Ave					Highway	\$ 500,000
Project Description:			Repave a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHPP-FAST	Z001	Federal	2018		\$ 448,650				\$ 448,650
State	Match	State	2018		\$ 51,350				\$ 51,350
<b>Total:</b>				\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ 500,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. 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 changes shown on the next page

PROJECT #5 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
20410	70967	ODOT	I-84: East Portland Fwy - NE 181st Ave				Highway	\$ 3,600,000	
Project Description:			Repave a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave (HB2017 Awarded Project, \$3,600,000 Original Award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
<del>NHPP-FAST</del>	<del>Z001</del>	<del>Federal</del>	<del>2018</del>		<del>\$ -</del>				\$ -
<del>State</del>	<del>Match</del>	<del>State</del>	<del>2018</del>		<del>\$ -</del>				\$ -
ADVCON	ACPO	Federal	2019		\$ 448,650				\$ 448,650
State	Match	State	2019		\$ 51,350				\$ 51,350
ADVCON	ACPO	Federal	2020				\$ 2,858,820		\$ 2,858,820
State	Match	State	2020				\$ 241,180		\$ 241,180
<b>Total:</b>				\$ -	\$ 500,000	\$ -	\$ 3,100,000	\$ -	\$ 3,600,000
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. NHPP = Federal National Highway Performance Program funds, state managed federal funds</p> <p>3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%</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 the project. Federal share = 92.22% with the required match set at 7.78%</p>								

**Amendment Summary**

Through this amendment, HB2017 awarded funding replaces previously programmed NHPP, the full project programming is being added to the project, and the PE phase is shifted out to 2019 with the construction phase programmed for 2020.

Exhibit A to Resolution 17-4853

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
20298	70939	ODOT	<b>I-84: Fairview - Marine Drive &amp; Tooth Rock Tunnel</b>					Highway	\$ 4,792,148
Project Description:		Repave a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave							
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHPP-FAST	Z001	Federal	2019		\$ 256,583				\$ 256,583
State	Match	State	2019		\$ 29,367				\$ 29,367
NHPP	M001	Federal	2019		\$ 104,069				\$ 104,069
State	Match	State	2019		\$ 11,911				\$ 11,911
NHPP-FAST	Z001	Federal	2020			\$ 2,232			\$ 2,232
State	Match	State	2020			\$ 256			\$ 256
NHPP-FAST	Z001	Federal	2021				\$ 3,676,936		\$ 3,676,936
State	Match	State	2021				\$ 420,842		\$ 420,842
NHPP	M001	Federal	2021				\$ 260,174		\$ 260,174
State	Match	State	2021				\$ 29,778		\$ 29,778
<b>Total:</b>				\$ -	\$ 401,930	\$ 2,488	\$ 4,387,730	\$ -	\$ 4,792,148
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-FAST = Federal National Highway Performance Program funds, state managed federal funds originating from the current federal transportation FAST Act 3. NHPP = Federal National Highway Performance Program funds, state managed federal funds originating from previous federal transportation acts - not FAST Act 4. State = Generic state funds provided as the required match to the federal funds								

**Amendment Summary**  
Project changes shown on the next page

PROJECT #6 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20298	70939	ODOT	I-84: Fairview - Marine Drive & Tooth Rock Tunnel					Highway	\$ 5,792,148
Project Description:			Repave a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave (HB2017 Awarded Project, \$1,00,000 Original Award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHPP-FAST	Z001	Federal	2019		\$ 256,583				\$ 256,583
State	Match	State	2019		\$ 29,367				\$ 29,367
NHPP	M001	Federal	2019		\$ 104,069				\$ 104,069
State	Match	State	2019		\$ 11,911				\$ 11,911
ADVCON	ACPO	Federal	2019		\$ 322,770				\$ 322,770
State	Match	State	2019		\$ 27,230				\$ 27,230
NHPP-FAST	Z001	Federal	2020			\$ 2,232			\$ 2,232
State	Match	State	2020			\$ 256			\$ 256
NHPP-FAST	Z001	Federal	2021				\$ 3,676,936		\$ 3,676,936
State	Match	State	2021				\$ 420,842		\$ 420,842
NHPP	M001	Federal	2021				\$ 260,174		\$ 260,174
State	Match	State	2021				\$ 29,778		\$ 29,778
ADVCON	ACPO	Federal	2021				\$ 599,430		\$ 599,430
State	Match	State	2021				\$ 50,570		\$ 50,570
<b>Total:</b>				\$ -	\$ 751,930	\$ 2,488	\$ 5,037,730	\$ -	\$ 5,792,148
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. NHPP-FAST = Federal National Highway Performance Program funds, state managed federal funds originating from the current federal transportation FAST Act</p> <p>3. NHPP = Federal National Highway Performance Program funds, state managed federal funds originating from previous federal transportation acts - not FAST Act</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 = 92.22% with the required match set at 7.78%</p>								
<b>Amendment Summary</b>									
Through this amendment, HB2017 awarded funding using the Advance Construction fund code is added to the project to address a funding shortfall in the PE and construction phase based on updated cost estimates for the project									
<b>End of HB2017 Projects</b>									

Exhibit A to Resolution 17-4853

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
19286	70670	Metro	Transit Oriented Development Program - 2018					Transit	\$ 3,461,176
Project Description:		The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.							
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STP-URBAN	M230	Federal	2018					\$ 3,105,713	\$ 3,105,713
Local	Match	Local	2018					\$ 355,463	\$ 355,463
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ 3,461,176	\$ 3,461,176	

PROJECT #7 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19286	70670	Metro	Transit Oriented Development Program - 2018					Transit	\$ 3,461,176
Project Description:		Local fund portion Metro receives to the annual Metro-TriMet Transit Oriented Development (TOD) STP and Local funds exchange. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.							
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STP-URBAN	M230	Federal	2018					\$ -	\$ -
Local	Match	Local	2018					\$ -	\$ -
TriMet GF		Local	2018					\$ 3,461,176	\$ 3,461,176
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ 3,461,176	\$ 3,461,176	

- 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-Urban = Federal Surface Transportation designated for urban areas and allocated to Metro
  3. Local = Local agency funds committed to the project as the required match to the federal funds.
  4. TriMet GF = General local funds belonging specifically to TriMet

**Amendment Summary**  
 Through this amendment, Metro and TriMet will complete the annual fund exchange of federal STP for local funds in support of the TOD program

Exhibit A to Resolution 17-4853

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 - None **New Project**

**PROJECT #8** PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
<b>NEW</b>	NEW	TriMet	<b>TriMet Preventive Maintenance (TOD) 2018</b>	Transit	\$ <b>3,461,176</b>

Project Description: Bus and rail preventive maintenance.

**Amended MTIP Fund Programming by Phase**

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>STP-Urban</b>	M230	Federal	2018					\$ <b>3,105,713</b>	\$ 3,105,713
<b>TriMet GF</b>	Match	Local	2018					\$ <b>355,463</b>	\$ 355,463
<b>Total:</b>				\$ -	\$ -	\$ -	\$ -	\$ <b>3,461,176</b>	\$ <b>3,461,176</b>

Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
	2. STP-Urban = Federal Surface Transportation designated for urban areas and allocated to Metro
	3. TriMet GF = General local funds belonging specifically to TriMet and used as the required match to the federal funds.

**Amendment Summary**

This amendment is the 2018 TOD fund exchange where Metro is providing TriMet STP funds from Key 19286 for local funds support of Transit Oriented Development needs during FY 2018

Exhibit A to Resolution 17-4853

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 #9 EXISTING MTIP PROGRAMMING										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20881	70874	Metro	Transit Oriented Development Program - 2019					Transit	\$ 3,555,298	
Project Description:			The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.							
Existing MTIP Project Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total	
STBG-Urban	Z230	Federal	2019					\$ 3,190,169	\$ 3,190,169	
Local	Match	Local	2019					\$ 365,129	\$ 365,129	
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ 3,555,298	\$ 3,555,298		

PROJECT #9 PROPOSED AMENDED CHANGES										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20881	70874	Metro	Transit Oriented Development Program - 2019					Transit	\$ 3,555,298	
Project Description:			Local fund portion Metro receives to the annual Metro-TriMet Transit Oriented Development (TOD) STP and Local funds exchange. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.							
Amended MTIP Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total	
STBG-URBAN	Z230	Federal	2019					\$ -	\$ -	
Local	Match	Local	2019					\$ -	\$ -	
TriMet GF		Local	2019					\$ 3,555,298	\$ 3,555,298	
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ 3,555,298	\$ 3,555,298		
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-Urban = Federal Surface Transportation designated for urban areas and allocated to Metro 3. Local = Local agency funds committed to the project as the required match to the federal funds. 4. TriMet GF = General local funds belonging specifically to TriMet									

**Amendment Summary**

Through this amendment, Metro and TriMet will complete the annual fund exchange of federal STP for local funds in support of the TOD program

Exhibit A to Resolution 17-4853

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 - None New Project**

**PROJECT #10 PROPOSED AMENDED CHANGES**

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
NEW	NEW	TriMet	TriMet Preventive Maintenance (TOD) 2019	Transit	\$ 3,555,298

Project Description: Bus and rail preventive maintenance.

**Amended MTIP Fund Programming by Phase**

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2019					\$ 3,190,169	\$ 3,190,169
TriMet GF	Match	Local	2019					\$ 365,129	\$ 365,129
<b>Total:</b>				\$ -	\$ -	\$ -	\$ -	\$ 3,555,298	\$ 3,555,298

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-Urban = Federal Surface Transportation designated for urban areas and allocated to Metro
	3. TriMet GF = General local funds belonging specifically to TriMet and used as the required match to the federal funds.

**Amendment Summary**  
 This amendment is the 2019 TOD fund exchange where Metro is providing TriMet STP funds from Key 20881 for local funds support of Transit Oriented Development needs during FY 2019

Exhibit A to Resolution 17-4853

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
20882	70874	Metro	Transit Oriented Development Program - 2020					Transit	\$ 3,662,248
Project Description:		The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.							
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2020					\$ 3,286,135	\$ 3,286,135
Local	Match	Local	2020					\$ 376,113	\$ 376,113
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ 3,662,248	\$ 3,662,248	

PROJECT #11 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20882	70874	Metro	Transit Oriented Development Program - 2020					Transit	\$ 3,662,248
Project Description:		Local fund portion Metro receives to the annual Metro-TriMet Transit Oriented Development (TOD) STP and Local funds exchange. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.							
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-URBAN	Z230	Federal	2020					\$ -	\$ -
Local	Match	Local	2020					\$ -	\$ -
TriMet GF		Local	2020					\$ 3,662,248	\$ 3,662,248
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ 3,662,248	\$ 3,662,248	
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-Urban = Federal Surface Transportation designated for urban areas and allocated to Metro 3. Local = Local agency funds committed to the project as the required match to the federal funds. 4. TriMet GF = General local funds belonging specifically to TriMet								

**Amendment Summary**

Through this amendment, Metro and TriMet will complete the annual fund exchange of federal STP for local funds in support of the TOD program

Exhibit A to Resolution 17-4853

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 #12 EXISTING MTIP PROGRAMMING - None New Project**

**PROJECT #12 PROPOSED AMENDED CHANGES**

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
NEW	NEW	TriMet	TriMet Preventive Maintenance (TOD) 2020	Transit	\$ 3,662,248

Project Description: Bus and rail preventive maintenance.

**Amended MTIP Fund Programming by Phase**

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2020					\$ 3,286,135	\$ 3,286,135
TriMet GF	Match	Local	2020					\$ 376,113	\$ 376,113
<b>Total:</b>				\$ -	\$ -	\$ -	\$ -	\$ 3,662,248	\$ 3,662,248

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-Urban = Federal Surface Transportation designated for urban areas and allocated to Metro
	3. TriMet GF = General local funds belonging specifically to TriMet and used as the required match to the federal funds.

**Amendment Summary**  
 This amendment is the 2020 TOD fund exchange where Metro is providing TriMet STP funds from Key 20882 for local funds support of Transit Oriented Development needs during FY 2020

Exhibit A to Resolution 17-4853

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	
20883	70874	Metro	Transit Oriented Development Program - 2021					Transit	\$ 3,782,120	
Project Description:			The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.							
Existing MTIP Project Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other (Transit)	Total	
STBG-Urban	Z230	Federal	2021					\$ 3,393,696	\$ 3,393,696	
Local	Match	Local	2021					\$ 388,424	\$ 388,424	
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ 3,782,120	\$ 3,782,120		

PROJECT #13 PROPOSED AMENDED CHANGES										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20883	70874	Metro	Transit Oriented Development Program - 2021					Transit	\$ 3,782,120	
Project Description:			<b>Local fund portion Metro receives to the annual Metro-TriMet Transit Oriented Development (TOD) STP and Local funds exchange.</b> The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.							
Amended MTIP Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other (Transit)	Total	
<b>STBG-URBAN</b>	<b>Z230</b>	<b>Federal</b>	<b>2021</b>					\$ -	\$ -	
<b>Local</b>	<b>Match</b>	<b>Local</b>	<b>2021</b>					\$ -	\$ -	
<b>TriMet GF</b>		Local	2021					\$ 3,782,120	\$ 3,782,120	
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ 3,782,120	\$ 3,782,120		
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-Urban = Federal Surface Transportation designated for urban areas and allocated to Metro 3. Local = Local agency funds committed to the project as the required match to the federal funds. 4. TriMet GF = General local funds belonging specifically to TriMet									

**Amendment Summary**

Through this amendment, Metro and TriMet will complete the annual fund exchange of federal STP for local funds in support of the TOD program

Exhibit A to Resolution 17-4853

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 - None New Project**

**PROJECT #14 PROPOSED AMENDED CHANGES**

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
NEW	NEW	TriMet	TriMet Preventive Maintenance (TOD) 2020	Transit	\$ 3,782,120

Project Description: Bus and rail preventive maintenance.

**Amended MTIP Fund Programming by Phase**

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2021					\$ 3,393,696	\$ 3,393,696
TriMet GF	Match	Local	2021					\$ 388,424	\$ 388,424
<b>Total:</b>				\$ -	\$ -	\$ -	\$ -	\$ 3,782,120	\$ 3,782,120

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-Urban = Federal Surface Transportation designated for urban areas and allocated to Metro
	3. TriMet GF = General local funds belonging specifically to TriMet and used as the required match to the federal funds.

**Amendment Summary**  
 This amendment is the 2021 TOD fund exchange where Metro is providing TriMet STP funds from Key 20883 for local funds support of Transit Oriented Development needs during FY 2021

Exhibit A to Resolution 17-4853

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 #15 EXISTING MTIP PROGRAMMING										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20483	70975	ODOT	I-205: Division St - Killingsworth St					Roadway and Bridge	\$ 14,800,000	
Project Description:			Construct a NB Auxiliary lane on I-205 from the I-84 EB to I-205 NB off ramp at Killingsworth St and a SB Auxiliary lane on I-205 from I-84 EB to I-205 SB on ramp to the existing Auxiliary lane at Division / Powell St							
Existing MTIP Project Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total	
NHPP-FAST	Z001	Federal	2018				\$ 13,648,560		\$ 13,648,560	
State	Match	State	2018				\$ 1,151,440		\$ 1,151,440	
<b>Total:</b>			\$ -	\$ -	\$ -	\$ 14,800,000	\$ -	\$ 14,800,000		

PROJECT #15 PROPOSED AMENDED CHANGES										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20483	70975	ODOT	<del>I-205: Division St - Killingsworth St</del>					Roadway and Bridge	\$ -	
Project Description:			Construct a NB Auxiliary lane on I-205 from the I-84 EB to I-205 NB off ramp at Killingsworth St and a SB Auxiliary lane on I-205 from I-84 EB to I-205 SB on ramp to the existing Auxiliary lane at Division / Powell St							
Amended MTIP Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total	
<del>NHPP-FAST</del>	<del>Z001</del>	<del>Federal</del>	<del>2018</del>				\$ -		\$ -	
<del>State</del>	<del>Match</del>	<del>State</del>	<del>2018</del>				\$ -		\$ -	
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 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%									

Amendment Summary  
 CANCELED PROJECT  
 Project was combined into Key 18804 in the 2015-18 MTIP. Funds have been obligated. Project does not need to remain in the 2018 MTIP and is being canceled

Exhibit A to Resolution 17-4853

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 #16 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20498	70980	ODOT	I-5: Tigard Interchange- I-205 Interchange					Roadway and Bridge	\$ 8,000,000
Project Description:			Remove and replace asphalt surface to repair rutted pavement.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP-FAST	Z001	Federal	2018		\$ 649,893				\$ 649,893
State	Match	State	2018		\$ 74,383				\$ 74,383
NHPP-FAST	Z001	Federal	2018			\$ 29,676			\$ 29,676
State	Match	State	2018			\$ 3,397			\$ 3,397
NHPP-FAST	Z001	Federal	2018				\$ 6,498,831		\$ 6,498,831
State	Match	State	2018				\$ 743,820		\$ 743,820
<b>Total:</b>				\$ -	\$ 724,276	\$ 33,073	\$ 7,242,651	\$ -	\$ 8,000,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. NHPP-FAST = Federal National Highway Performance Program (FAST Act) funds allocated to ODOT 3. State = Generic state funds provided as the required match to the federal funds								

**Amendment Summary**  
Project changes stated on the next page

**PROJECT #16 PROPOSED AMENDED CHANGES**

ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20498	70980	ODOT	<del>I-5: Tigard Interchange</del> <del>I-205 Interchange</del>					Highway	\$ -
Project Description: Remove and replace asphalt surface to repair rutted pavement.									
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
<del>NHPP-FAST</del>	<del>Z001</del>	<del>Federal</del>	<del>2018</del>		\$ -				\$ -
<del>State</del>	<del>Match</del>	<del>State</del>	<del>2018</del>		\$ -				\$ -
<del>NHPP-FAST</del>	<del>Z001</del>	<del>Federal</del>	<del>2018</del>			\$ -			\$ -
<del>State</del>	<del>Match</del>	<del>State</del>	<del>2018</del>			\$ -			\$ -
<del>NHPP-FAST</del>	<del>Z001</del>	<del>Federal</del>	<del>2018</del>				\$ -		\$ -
<del>State</del>	<del>Match</del>	<del>State</del>	<del>2018</del>				\$ -		\$ -
<b>Total:</b>				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. NHPP-FAST = Federal National Highway Performance Program (FAST Act) funds allocated to ODOT 3. State = Generic state funds provided as the required match to the federal funds								

Amendment Summary  
 CANCELED PROJECT

Key 20498 was carried over into the 2018 MTIP. While in lock-down and under review, Key 20498 was combined into Key 18836 in the 2015-18 MTIP. Key 20498 does not need to remain in the 2018 MTIP and is being canceled.

Exhibit A to Resolution 17-4853

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 #17 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20830	70917	TriMet	2019 Regional High Capacity Transit Bond Payment					Transit	\$ 11,000,000
Project Description:			Funding to meet the existing commitment to pay off bonded debt that made a regional contribution to the Portland-Milwaukie Light Rail project the Portland-Lake Oswego Transit Project and costs of acquiring transit buses.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2019					\$ 5,000,000	\$ 5,000,000
Local	Match	Local	2019					\$ 572,272	\$ 572,272
CMAQ-Urban	M400	Federal	2019					\$ 11,000,000	\$ 11,000,000
Local	Match	Local	2019					\$ 1,258,999	\$ 1,258,999
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ 17,831,271	\$ 17,831,271	
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 (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project								

**Amendment Summary**  
Project changes are stated on the next page

PROJECT #17 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20830	70917	TriMet	2019 Regional High Capacity Transit Bond Payment					Transit	\$ 22,712,581
Project Description:			Funding to meet the existing commitment to pay off bonded debt that made a regional contribution to the Portland-Milwaukie Light Rail project the Portland-Lake Oswego Transit Project and costs of acquiring transit buses.						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2019					\$ 9,380,000	\$ 9,380,000
Local	Match	Local	2019					\$ 1,073,582	\$ 1,073,582
CMAQ-Urban	M400	Federal	2019					\$ 11,000,000	\$ 11,000,000
Local	Match	Local	2019					\$ 1,258,999	\$ 1,258,999
<b>Total:</b>				\$ -	\$ -	\$ -	\$ -	\$ 22,712,581	\$ 22,712,581
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 (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project								

Amendment Summary

STBG Funding from Keys 20890 and 20893 are being transferred and combined into Key 20830. Rather than individually break-out the HCT bond payment funding into multiple projects against their specific resolution, the HCT bond payment funding is being combined onto a one project based on its total annual payment funding. The HCT bond payment total annual committed funds are based on Resolutions 08-3942, 10-4185, 17-4800, and 17-4848. As a result, Keys 20890 and 20893 are being canceled from the 2018 MTIP to ensure double programming does not occur.

Exhibit A to Resolution 17-4853

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
20890	70890	Metro	High Capacity Transit Bond Commitment (New) 2019					Transit	\$ 5,728,296
Project Description:		Bond for an additional amount of flexible funds to continue investing in the regions high-capacity transit (HCT) network.							
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2019					\$ 5,140,000	\$ 5,140,000
Local	Match	Local	2019					\$ 588,296	\$ 588,296
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,728,296

PROJECT #18 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20890	70890	Metro	High Capacity Transit Bond Commitment (New) 2019					Transit	\$ -
Project Description:		Bond for an additional amount of flexible funds to continue investing in the regions high-capacity transit (HCT) network.							
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
<del>STBG-Urban</del>	<del>Z230</del>	<del>Federal</del>	<del>2019</del>					\$ -	\$ -
<del>Local</del>	<del>Match</del>	<del>Local</del>	<del>2019</del>					\$ -	\$ -
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STBG-Urban = Federal Surface Transportation Block Grant funds (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project								

**Amendment Summary**

STBG funding is transferred to Key 20830 to combine bond payments identified across multiple resolutions into 1 annual total HCT bond payment funding project. As a result Key 20890 is canceled.

Exhibit A to Resolution 17-4853

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	
20893	70891	Metro	Project Development Bond Commitment 2019					Transit	\$ 1,404,213	
Project Description:			Funding for the regions arterial and other related improvement on bottlenecks.							
Existing MTIP Project Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other (Transit)	Total	
STBG-Urban	Z230	Federal	2019					\$ 1,260,000	\$ 1,260,000	
Local	Match	Local	2019					\$ 144,213	\$ 144,213	
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,404,213	

PROJECT #19 PROPOSED AMENDED CHANGES										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20893	70891	Metro	Project Development Bond Commitment 2019					Transit	\$ -	
Project Description:			Funding for the regions arterial and other related improvement on bottlenecks.							
Amended MTIP Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total	
<del>STBG-Urban</del>	<del>Z230</del>	<del>Federal</del>	<del>2019</del>					\$ -	\$ -	
<del>Local</del>	<del>Match</del>	<del>Local</del>	<del>2019</del>					\$ -	\$ -	
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STBG-Urban = Federal Surface Transportation Block Grant funds (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project									

**Amendment Summary**

STBG funding is transferred to Key 20830 to combine bond payments identified across multiple resolutions into 1 annual total HCT bond payment funding project. As a result Key 20893 is canceled.

Exhibit A to Resolution 17-4853

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 #20 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
20832	70919	TriMet	2020 Regional High Capacity Transit Bond Payment				Transit	\$ 11,000,000	
Project Description:			Funding to meet the existing commitment to pay off bonded debt that made a regional contribution to the Portland-Milwaukie Light Rail project the Portland-Lake Oswego Transit Project and costs of acquiring transit buses.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2020					\$ 5,000,000	\$ 5,000,000
Local	Match	Local	2020					\$ 572,272	\$ 572,272
CMAQ-Urban	M400	Federal	2020					\$ 11,000,000	\$ 11,000,000
Local	Match	Local	2020					\$ 1,258,999	\$ 1,258,999
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ 17,831,271	\$ 17,831,271	
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 (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project								

**Amendment Summary**  
Project changes are stated on the next page

PROJECT #20 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20832	70919	TriMet	2020 Regional High Capacity Transit Bond Payment					Transit	\$ 23,838,180
Project Description:			Funding to meet the existing commitment to pay off bonded debt that made a regional contribution to the Portland-Milwaukie Light Rail project the Portland-Lake Oswego Transit Project and costs of acquiring transit buses.						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STBG-Urban	Z230	Federal	2020					\$ 10,390,000	\$ 10,390,000
Local	Match	Local	2020					\$ 1,189,181	\$ 1,189,181
CMAQ-Urban	M400	Federal	2020					\$ 11,000,000	\$ 11,000,000
Local	Match	Local	2020					\$ 1,258,999	\$ 1,258,999
<b>Total:</b>				\$ -	\$ -	\$ -	\$ -	\$ 23,838,180	\$ 23,838,180
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 (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project								

Amendment Summary

STBG Funding from Keys 20891 and 20894 are being transferred and combined into Key 20832. Rather than individually break-out the HCT bond payment funding into multiple projects against their specific resolution, the HCT bond payment funding is being combined onto a one project based on its total annual payment funding. The HCT bond payment total annual committed funds are based on Resolutions 08-3942, 10-4185, 17-4800, and 17-4848. As a result, Keys 20891 and 20894 are being canceled from the 2018 MTIP to ensure double programming does not occur.

Exhibit A to Resolution 17-4853

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 #21 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20891	70890	Metro	High Capacity Transit Bond Commitment (New) 2020					Transit	\$ 5,728,296
Project Description:		Bond for an additional amount of flexible funds to continue investing in the regions high-capacity transit (HCT) network.							
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2020					\$ 5,140,000	\$ 5,140,000
Local	Match	Local	2020					\$ 588,296	\$ 588,296
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,728,296	

PROJECT #21 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20891	70890	Metro	High Capacity Transit Bond Commitment (New) 2020					Transit	\$ -
Project Description:		Bond for an additional amount of flexible funds to continue investing in the regions high-capacity transit (HCT) network.							
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
<del>STBG-Urban</del>	<del>Z230</del>	<del>Federal</del>	<del>2020</del>					\$ -	\$ -
<del>Local</del>	<del>Match</del>	<del>Local</del>	<del>2020</del>					\$ -	\$ -
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STBG-Urban = Federal Surface Transportation Block Grant funds (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project								

**Amendment Summary**

STBG funding is transferred to Key 20832 to combine bond payments identified across multiple resolutions into 1 annual total HCT bond payment funding project. As a result Key 20891 is canceled.

Exhibit A to Resolution 17-4853

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	
20894	70891	Metro	Project Development Bond Commitment 2020					Transit	\$ 1,404,213	
Project Description:			Funding for the regions arterial and other related improvement on bottlenecks.							
Existing MTIP Project Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other (Transit)	Total	
STBG-Urban	Z230	Federal	2020					\$ 1,260,000	\$ 1,260,000	
Local	Match	Local	2020					\$ 144,213	\$ 144,213	
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,404,213	

PROJECT #22 PROPOSED AMENDED CHANGES										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20894	70891	Metro	Project Development Bond Commitment 2020					Transit	\$ -	
Project Description:			Funding for the regions arterial and other related improvement on bottlenecks.							
Amended MTIP Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total	
<del>STBG-Urban</del>	<del>Z230</del>	<del>Federal</del>	<del>2020</del>					\$ -	\$ -	
<del>Local</del>	<del>Match</del>	<del>Local</del>	<del>2020</del>					\$ -	\$ -	
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STBG-Urban = Federal Surface Transportation Block Grant funds (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project									

**Amendment Summary**

STBG funding is transferred to Key 20832 to combine bond payments identified across multiple resolutions into 1 annual total HCT bond payment funding project. As a result Key 20894 is canceled.

Exhibit A to Resolution 17-4853

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 #23 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20834	70921	TriMet	2021 Regional High Capacity Transit Bond Payment					Transit	\$ 11,000,000
Project Description:			Funding to meet the existing commitment to pay off bonded debt that made a regional contribution to the Portland-Milwaukie Light Rail project the Portland-Lake Oswego Transit Project and costs of acquiring transit buses.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2021					\$ 5,000,000	\$ 5,000,000
Local	Match	Local	2021					\$ 572,272	\$ 572,272
CMAQ-Urban	M400	Federal	2021					\$ 11,000,000	\$ 11,000,000
Local	Match	Local	2021					\$ 1,258,999	\$ 1,258,999
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ 17,831,271	\$ 17,831,271	
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 (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project								

**Amendment Summary**  
Project changes are stated on the next page

PROJECT #23 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20834	70921	TriMet	<b>2021 Regional High Capacity Transit Bond Payment</b>					Transit	\$ 23,838,180
Project Description:			Funding to meet the existing commitment to pay off bonded debt that made a regional contribution to the Portland-						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STBG-Urban	Z230	Federal	2021					\$ 10,390,000	\$ 10,390,000
Local	Match	Local	2021					\$ 1,189,181	\$ 1,189,181
CMAQ-Urban	M400	Federal	2021					\$ 11,000,000	\$ 11,000,000
Local	Match	Local	2021					\$ 1,258,999	\$ 1,258,999
<b>Total:</b>				\$ -	\$ -	\$ -	\$ -	\$ 23,838,180	\$ 23,838,180
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 (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project								

Amendment Summary

STBG Funding from Keys 20892 and 20895 are being transferred and combined into Key 20832. Rather than individually break-out the HCT bond payment funding into multiple projects against their specific resolution, the HCT bond payment funding is being combined onto a one project based on its total annual payment funding. The HCT bond payment total annual committed funds are based on Resolutions 08-3942, 10-4185, 17-4800, and 17-4848. As a result, Keys 20892 and 20895 are being canceled from the 2018 MTIP to ensure double programming does not occur.

Exhibit A to Resolution 17-4853

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 #24 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20892	70890	Metro	High-Capacity Transit Bond Commitment (New) 2021					Transit	\$ 5,728,296
Project Description:		Bond for an additional amount of flexible funds to continue investing in the Region's high-capacity transit (HCT) network.							
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2021					\$ 5,140,000	\$ 5,140,000
Local	Match	Local	2021					\$ 588,296	\$ 588,296
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,728,296

PROJECT #24 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20892	70890	Metro	High-Capacity Transit Bond Commitment (New) 2021					Transit	\$ -
Project Description:		Bond for an additional amount of flexible funds to continue investing in the Region's high-capacity transit (HCT) network.							
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
<del>STBG-Urban</del>	<del>Z230</del>	<del>Federal</del>	<del>2021</del>					\$ -	\$ -
<del>Local</del>	<del>Match</del>	<del>Local</del>	<del>2021</del>					\$ -	\$ -
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STBG-Urban = Federal Surface Transportation Block Grant funds (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project								

**Amendment Summary**

STBG funding is transferred to Key 20834 to combine bond payments identified across multiple resolutions into 1 annual total HCT bond payment funding project. As a result Key 20892 is canceled.

Exhibit A to Resolution 17-4853

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 #25 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20895	70891	Metro	Project Development Bond Commitment 2021					Transit	\$ 1,404,213
Project Description:			Funding for the regions arterial and other related improvement on bottlenecks.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2021					\$ 1,260,000	\$ 1,260,000
Local	Match	Local	2021					\$ 144,213	\$ 144,213
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,404,213

PROJECT #25 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20895	70891	Metro	Project Development Bond Commitment 2021					Transit	\$ -
Project Description:			Funding for the regions arterial and other related improvement on bottlenecks.						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
<del>STBG-Urban</del>	<del>Z230</del>	<del>Federal</del>	<del>2021</del>					\$ -	\$ -
<del>Local</del>	<del>Match</del>	<del>Local</del>	<del>2021</del>					\$ -	\$ -
<b>Total:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STBG-Urban = Federal Surface Transportation Block Grant funds (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project								

**Amendment Summary**

STBG funding is transferred to Key 20834 to combine bond payments identified across multiple resolutions into 1 annual total HCT bond payment funding project. As a result Key 20895 is canceled.

Exhibit A to Resolution 17-4853

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 #26** EXISTING MTIP PROGRAMMING - None **New Project**

**PROJECT #26** PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
<b>TBD NEW</b>	TBD	SMART	<b>Low or No-Emission (Low-No) Bus Program - FY 17</b>	Highway	\$ 1,705,882

Project Description: In southern Clackamas County, purchase replacement battery electric buses for fixed routes servicing the city of Wilsonville (FTA FY2017 Low-No Grant Award)

**Amended MTIP Fund Programming by Phase**

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>5339c</b>	F390	Federal	2018					\$ 1,450,000	\$ 1,450,000
<b>Other</b>	Match	Local	2018					\$ 255,882	\$ 255,882
<b>Total:</b>				\$ -	\$ -	\$ -	\$ -	\$ 1,705,882	\$ 1,705,882

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
  2. 5339c = Federal FTA Section 5339c discretionary funds committed to the Low or No Emission Discretionary Grant Program
  3. Other = Local funds committed by the transit agency as part of the required match to the federal funds

**Amendment Summary**  
 Through this amendment, the SMART's federal discretionary grant award is being added to the 2018 MTIP enabling SMART the ability to obligate the funds and implement the project.

# Memo

Date: Thursday, November 16, 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 Funding Programs

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## **Purpose**

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 of the 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 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. For eligibility purposes any transportation project using federal funds, seeking a federal action, or making an investment on a regionally significant facility in the metropolitan area must be included in the MTIP. 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 October meeting of JPACT, the region submitted a comment letter requesting the OTC consider five desired outcomes the Portland metropolitan region wishes to see from the different ODOT administered funding programs. These outcomes were developed in collaboration with stakeholders and addressed the questions the OTC posed for stakeholder input. The outcomes specified in the comment letter (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” 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 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.

Since the submission of the comment letter in October, ODOT staff developed a recommendation for the ODOT administered funding programs. In summary, the staff recommendation proposes to

distribute the available discretionary funding between the Fix-It program and the Enhance Highway program. At this time, the OTC seeks input on what the discretionary funding split should be between the two programs. At the OTC workshop, various stakeholders, including all the ACTs, modal committees, and a representative from OMPOC provided feedback. At the November Region 1 ACT meeting, the ACT recommended a higher level of discretionary funding in the Enhance Highway program.

**Recommendation & Comment Letter**

Metro staff reviewed the proposal recommended by ODOT staff and looked at how the proposal advances the outcomes identified in the October comment letter submitted by the region. In addition, Metro identified key concerns from the recommendation. In light of the review and identified concerns, Metro staff recommends the region submit another comment letter to the OTC for the November meeting. Metro staff recommends the comment letter express concerns about the ODOT staff proposal, reiterate the region’s desired outcomes from the ODOT funding programs, and respond to the question the OTC seeks feedback.

To gather input and achieve consensus, Metro staff held a discussion with jurisdictional staff in November and listened to the discussion at the November Region 1 ACT meeting. Through these venues, Metro staff developed the following key messages to convey in the OTC comment letter. Again, these messages are based on two core principles: 1) to reiterate desired outcomes the region wishes to see from the ODOT funding programs which are currently not addressed in the ODOT staff proposal; and 2) express the region’s concerns around the ODOT staff proposal. These messages (in no particular order) are:

1. Invest discretionary revenues in a moderate Enhance Highway program between the \$24 million and \$124 million options, and invest additional discretionary revenues in the ODOT Non-Highway and Safety funding programs.
2. Increase local input opportunities and the importance of enhancement priorities within the proposed leverage programs.
3. Have all ODOT funding programs create a “shelf” list of projects ready for programming in the STIP.
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.

Further detail about each message is provided as part of the comment letter (attached). The comment letter is consistent with the recommendation made by the Region 1 ACT. The draft comment letter seeks JPACT approval for submission to the OTC.

**Next Steps**

The following timeline illustrates the next steps for the 2021-2024 STIP.

*Timeline – 2021-2024 STIP Policy Discussion*

<b>Activity</b>	<b>Timeframe</b>
Stakeholder Input at OTC Retreat	October 19, 2017
Ad hoc meeting of TPAC members to discuss content for the OTC comment letter	November 6, 2017
Region 1 ACT meeting and further discussion of the 2021-2024 STIP	November 6, 2017
Request approval from JPACT to submit a comment letter to the OTC	November 16, 2017
Further 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

November 17, 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 of the proposed funding scenarios to develop the 2021-2024 State Transportation Improvement Program (STIP).

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 urban area in Oregon, the region has unique transportation challenges which frame our comments around how we desire to see federal and state transportation dollars invested. We appreciate your consideration of our communications concerning the ODOT funding programs over the course of the fall and the greater level of transparency and stakeholder engagement in the development of the 2021-2024 STIP. Based on what we understand as the ODOT staff funding recommendation being considered, the Portland metropolitan region would like to express some key concerns and reiterate outcomes we desire to see from transportation investments made in our shared transportation system.

**1. Invest discretionary revenues in a moderate Enhance Highway program between the \$24 million and \$124 million options, and invest additional discretionary revenues in the ODOT Non-Highway and Safety funding programs**

The Portland metropolitan region is unique to other urban areas of Oregon because of our region's rapid and continuing population and employment growth. The region is also keenly aware that other parts of the state see the growing traffic congestion in the Portland region a barrier to the statewide economy. Recognizing these factors, the region sees a value in having an Enhance Highway program to support the advancement of strategic capacity enhancements to the highway and freight system. The region also supports seeing project development activities be eligible use for these funds.

Rather than choose between carrying over Enhance Highway or Fix-It levels from the 2018-2021 STIP cycle, the region would support a funding level for the Enhance program between \$24 - \$124 million. However, it is the desire of the region that the difference between a middle-level of investment and the \$124 million proposed at the top end of Enhance Highway program be invested in the Non-Highway, and Safety funding categories.

The region has already expressed a desire to see further investment of discretionary funding in the transportation strategies which are the most effective in reducing greenhouse gas emissions. We see this being accomplished by investing in the existing Non-Highway programs, particularly the Non-Highway Enhance and the Transportation Options program. The increased investment would not only support achieving statewide goals and implementing the region's strategy to reduce greenhouse gas emissions from vehicles to combat climate change, but is also consistent with the Oregon Transportation Plan policies, which prioritizes and directs investments to lower-cost, efficient, and effective solutions before expanding the capacity of the highway system.

**2. Increase local input opportunities and the importance of enhancement priorities within the proposed leverage programs.**

The Portland metropolitan region supports using federal and state dollars efficiently and effectively by “leveraging” the opportunities for joint Enhance and Fix-It projects. However, we do not want to see the result of efficiency and effectiveness preclude consideration of local priorities for enhancements that also support the state transportation system. As currently proposed, the Enhance Highway, Safety, and Active Transportation leverage programs may significantly limit the opportunities to nominate local priorities and narrows the universe of opportunities for active transportation, safety, or highway enhancement investments. The region sees this as a concern and requests the OTC consider incorporating a prioritization factor reflecting local priority in the different leverage funding programs.

For example, a priority of the Portland metropolitan region is to see comprehensive investment in urban arterials. While these facilities comprise only 12% of our region’s lane miles, 73% of our region’s fatal and serious injury crashes occur on these facilities. Despite state, regional, and local policies supporting Vision Zero type goals, fatalities and serious injury crashes have recently been increasing. Often these state-owned urban arterials in the Portland region do not rise up as the priority for the next set of investments in the various asset management databases for Fix-It programs. Because the Fix-It program will serve as the basis for determining what transportation projects or facilities will be eligible for leverage funding, the region is concerned the urban arterials will continue to fall further behind. 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. The region desires to see all the leverage programs include criteria which factors in local priority. This way those urban arterials, which are often rated just outside a ranked list of priority Fix-It projects, could be emphasized and advanced for funding with a local priority factor in the leverage program. This local priority factor could be flexible and discretionary to respect the different local priorities across the state, while also supporting the efficiencies of the leverage programs.

**3. Have all ODOT funding programs create a “shelf” list of projects ready for programming in the STIP.**

As 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, with each STIP cycle, the ODOT Fix-It programs develop a list of “shelf” 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 gaps and needs, which warrant consideration for new revenue. The region continues to request the OTC consider having the funding programs beyond Fix-It, particularly the Non-Highway Enhance, Safety, and Transportation Options, create a “shelf” list of projects and programs which would allow for the OTC and stakeholders to have 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.**

The OTC is considering a proposal to create a leveraging program with the additional dedicated safety funding provided by HB2017. Again, while the region supports the efficiencies of leveraging, the use of

the dedicated state safety funds for leveraging may not fund the projects most effective in reducing crashes that result in fatal and serious injuries.

The region desires to see the new HB2017 funding further invested in the All-Roads-Transportation-Safety (ARTS) program because of its data driven, jurisdictionally-blind approach to determine the highest crash locations most in need of funding. The ARTS program provides great benefit to both rural communities and urban areas across the state because of the focus on reducing the most impactful crashes – those that result in fatalities and serious injuries.

Recognizing that the OTC has a desire to see the stakeholder committees engaged directly in the 2021-2024 STIP development while also balancing a desire to be fiscal stewards, the region requests if the safety leverage proposal moves forward, the criteria for the safety leverage program not be limited to state facilities, and rather be allocated using the ARTS approach.

Furthermore, because of the growing number of crashes resulting in serious injuries and fatalities in the Portland metropolitan region, we also request the OTC further invest in the Safety funding category, beyond the amount provided through HB2017, either through the approach suggested previously regarding the funding level for the Enhance Highway program or through another means.

In conclusion, 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 engaging stakeholders throughout the development of the 2021-2024 STIP and further engagement with the MPOs individually and through the Oregon Metropolitan Planning Organization Consortium. In representing the Portland metropolitan region, we desire to thoroughly deliberate the options which will fund many transportation projects of mutual interest. We look forward to the opportunities to move forward together.

Sincerely,

Craig Dirksen

JPACT Chair

Metro Council District 3

CC: Region 1 Area Commission on Transportation

Materials following this page were distributed at the meeting.



## November 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** could open as early as 2020 after the Metro Council approved the master plan that will guide future visitor amenities. The 1,230-acre future park 15 minutes south of Forest Grove and Cornelius will provide visitors with opportunities to enjoy picnics, take in views from the Coast Range to the Cascade Mountains, and hike, bike and ride horses on about nine miles of trails. Construction is expected to be completed in phases, with the first phase possibly starting in summer 2019. The first phase would build most of the southern portion of the site, including about three miles of trails, restrooms, a trailhead at Southwest Dixon Mill Road, a picnic area, equestrian parking area and a parking lot for 70 to 80 cars with a bus drop-off spot. A multi-purpose shelter to accommodate groups up to about 50 people is also planned. The first phase is estimated to cost in the range of \$2.5 million to \$3.9 million. Future phases would be built once additional money is identified. Money from the voter-approved natural areas bond measure in 2006 and the parks and natural areas levy in 2013 was used to acquire land, restore habitat and plan for public access. Contact: Karen Vitkay, 503-797-1874

**Connect with Nature:** Metro and community partners held a third series of workshops in October for Connect with Nature, an initiative to create a new model for parks planning that is inclusive of communities of color. Project partners Verde, the Asian Pacific American Network of Oregon, Immigrant and Refugee Community Organization, and the Native American Family and Youth and Family Center brought together community members from communities of color to participate in conversations about nature and park design. Participants have shared stories in five languages about nature and their experiences in parks and natural areas. The October workshops built on broad discussions about nature and the outdoors to focus on design and planning for new Metro parks at Gabbert Butte in Gresham and East Council Creek in Cornelius. Connect with Nature participants are helping shape planning for both future parks as well as helping Metro create a new model for more inclusive parks planning. Contact: Olena Turula, 503-813-7542

## ***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.*

**Urban and Rural Reserves:** The Oregon Land Conservation and Development Commission will consider approving the region's urban and rural reserve designations at a mid-November meeting. State staff recommend that the commission acknowledge these designations. Contact Ted Reid, 503-797-1768.

Metro's **Transit-Oriented Development Program** recently marked groundbreakings for two projects. A groundbreaking ceremony took place on Oct. 31 for The Jade, a new mixed-used project with 48 affordable units in the heart of Portland's Jade District. Metro bought this historic furniture store at the intersection of Southeast 82nd Avenue and Division Street in Portland with a vision and commitment to develop affordable apartments to rent. The groundbreaking for the Central City Concern's Eastside Campus took place Nov. 6. The six-story building includes medical facilities and 151 apartments for the homeless and medically-fragile people as well as those recovering from substance abuse. Contact Jon Williams, 503-797-1931.

Metro's **Regional Snapshots** program released its eighth installment on November 1. The online content package features data and stories that examine where we stand on housing affordability and how the region is responding to affordability challenges. Contact: Ambar Espinoza, 503-813-7554.

Metro co-sponsored the **Build Small, Live Large Summit** on November 3-5 at Portland State University. The summit convened national experts on ADU policy, design, and development and 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.

## ***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.*

In early November, Metro will release the **solid waste forecast** for the 2018-19 fiscal year. The forecast estimates the amounts and types of garbage, recycling and other materials that greater Portland is likely to discard in the coming year and is a key factor in determining solid waste fees and taxes. Numbers are informed by trends in the broader economy, such as employment, housing prices and new housing starts, which affect both consumer behavior and construction activities, and the resulting waste. A webinar will be scheduled for early November to share insights. Find more information at [oregonmetro.gov/solidwasteforecast](http://oregonmetro.gov/solidwasteforecast). Contact: Joel Sherman, 503-797-1668



# Portland Area Value Pricing Feasibility Analysis

Joint Policy Advisory Committee on Transportation

November 16, 2017



# Regional growth

**From 2014-15 the  
Portland area grew  
by 30,761 people**

**35,800 jobs were  
added**

Peak congestion periods are getting longer and encroaching into the middle of the day.

Trips are taking longer, impacting passenger vehicles, public transportation and freight movement.



# From 2013 to 2015...



WHILE THE  
POPULATION  
HAS GROWN  
BY **3.0%**,



HOURS OF  
CONGESTION  
HAVE  
INCREASED **13.6%**,

AND DAILY VEHICLE  
HOURS OF DELAY  
HAVE  
INCREASED **22.6%**.

Source: ODOT. June 2017.  
Portland Region 2016 Traffic Performance Report.



# Comprehensive Approach to Congestion Relief in HB 2017



- Bottleneck relief



- Transportation options



- Freight rail



- Value pricing

# Types of Value Pricing



Bridge/highway  
time of day tolling



Managed/priced  
lanes

# Federal Tolling Statutes

Federal law generally prohibits tolling on the Interstate with limited exemptions



Bridge reconstruction/  
replacement



New through  
lanes



HOV to HOT  
conversions

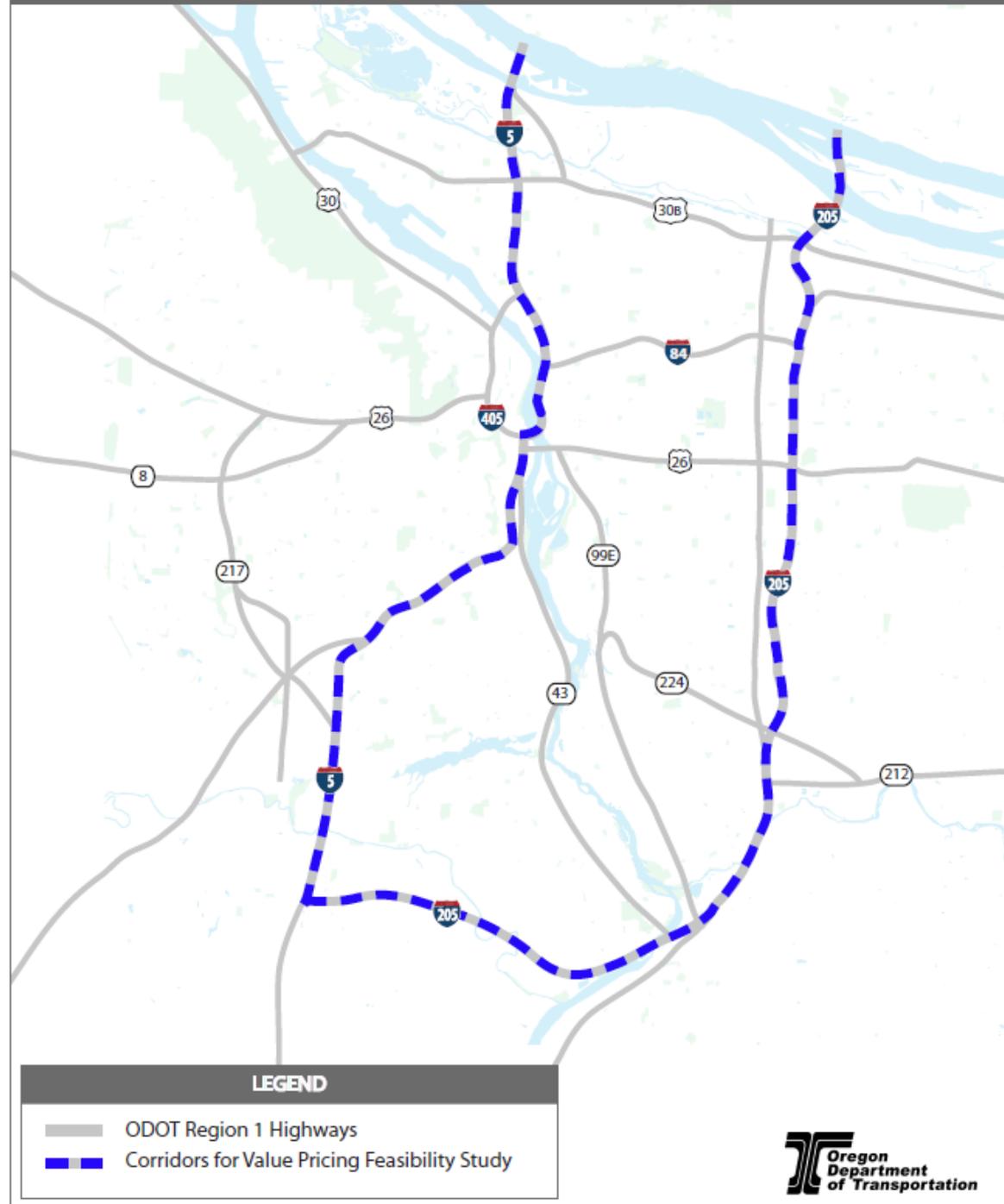
# Value Pricing – State Policy

OTC has authority to establish tollways and toll rates

Toll revenues are subject to Oregon Constitution – must be spent on roadways

Oregon does not prohibit local governments from imposing local tolls

# Value Pricing Feasibility Analysis Corridors



# Policy Advisory Committee Charge

## **The committee will advise the OTC:**

- The best location(s) to implement value pricing to reduce congestion on I-5 and I-205 in the Portland area.
- The type of value pricing to implement.
- Mitigation strategies to evaluate further.

# Value Pricing Policy Advisory Committee

## Member Organizations

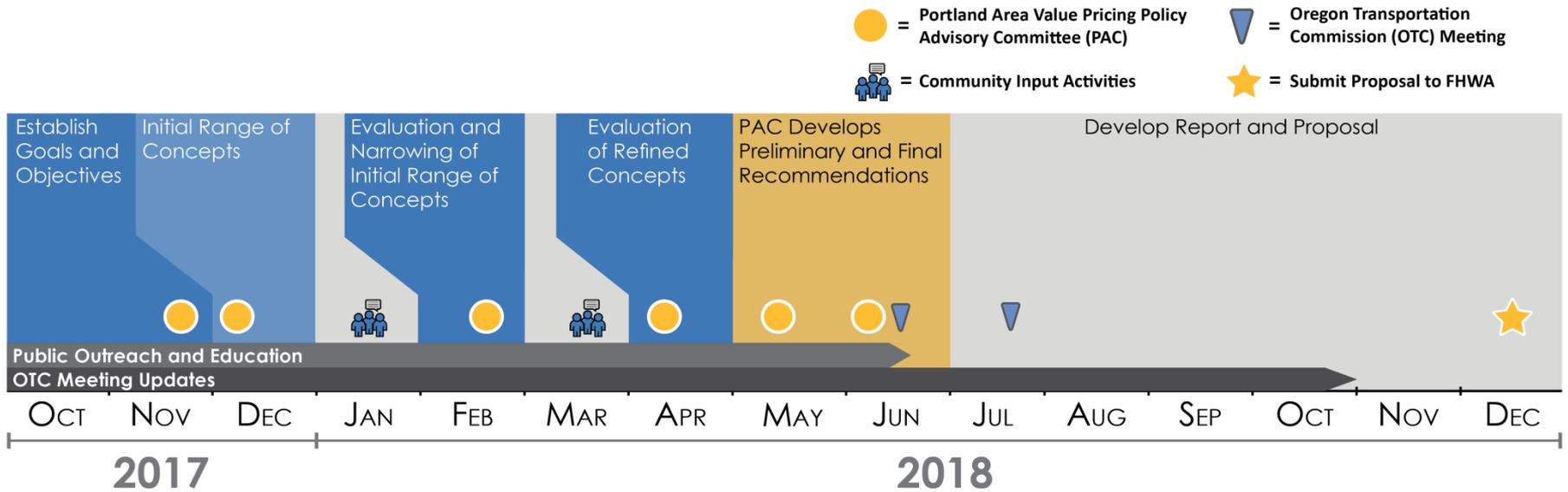
### Oregon Transportation Commission

City of Portland	Port of Portland	Metro	City of Vancouver
Clark County	Clackamas County	Washington County	Multnomah County
TriMet	Ride Connection	AAA Oregon	Oregon Trucking Associations
Portland Business Alliance	Fred Meyer	Westside Economic Alliance	The Street Trust
Oregon Environmental Council	Verde	OPAL	Community Alliance of Tenants
ODOT	WSDOT		FHWA (ex officio)

# Considerations

- Revenue and cost
- Traffic operations improvements
- Diversion of traffic
- Adequacy of transit service
- Equity impacts
- Impacts on the community, economy, and environment
- Public input
- Consistency with state law and policy
- Feasibility under federal law
- Project delivery schedules
- Others, if determined by Policy Advisory Committee

# Timeline



For more information and to sign up for updates

[oregon.gov/ODOT/Pages/Value-Pricing](https://oregon.gov/ODOT/Pages/Value-Pricing)

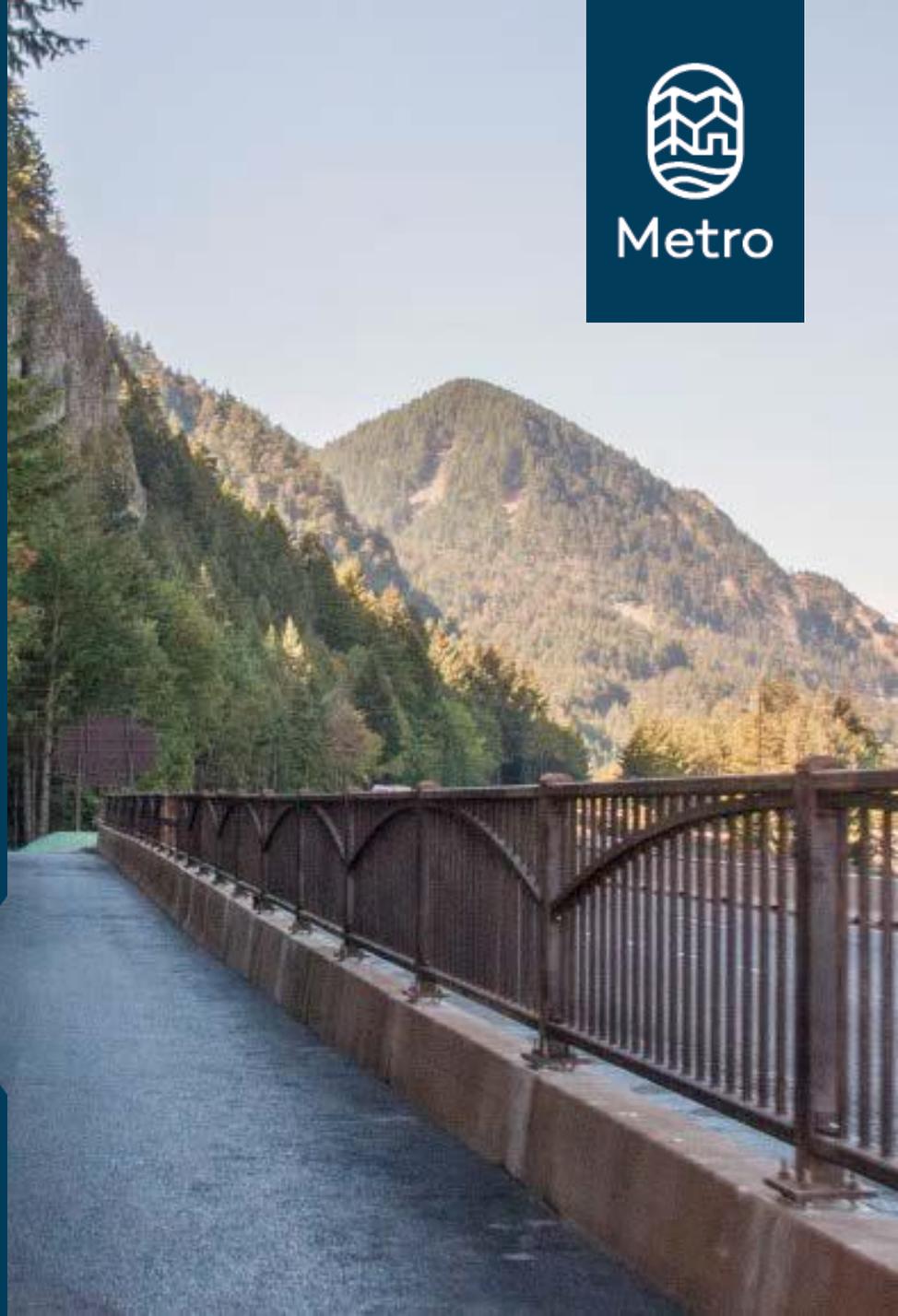




Metro

# 2021 – 2024 STIP – ODOT Funding Programs

November 16, 2017



# Refresher: STIP & MTIP

The MTIP & STIP are:

- A coordinated process for how federal transportation funding is invested in transportation projects
- Differences in direct oversight of process elements
  - Regional Flexible Funding Allocation (RFFA) – JPACT and Metro Council
  - ODOT Funding Programs Oversight – Oregon Transportation Commission

# ODOT Funding Allocation for 2022 -2024

Estimate \$2.4 billion in funding statewide

- Across six funding categories
  - Four main categories: Fix-It, Safety, Enhance – Highway, Non-Highway (aka transit, bike, ped)
  - Two “pass-through” and/or administration
- Programs within each category allocate funding for fiscal years 2022 – 2024
- Includes new HB2017 revenue

# Proposed Categories and Funding Levels

Funding Category	Proposed Funding Levels*
Fix-It	\$747.5 Million - \$847.7 Million
Enhance - Highway	\$686.8 Million - \$786.6 Million^
Safety	\$146.8 Million
Non-Highway	\$158.3 Million
Local Programs	\$406.7 Million
Other	\$158.8 Million

\*All funding levels are statewide

^Includes \$662 M earmarked funding for projects in HB2017

# Proposed Leverage Program Elements

Discretionary funds proposed to “Leverage” Fix-It projects



Active Transport

\$18 M

(\$158 M)



Safety

\$30 M

(\$147 M)



Enhance Highway

\$24 - \$124 M

(\$687 - \$787 M)

# OTC Question

What size Enhance Highway program should there be for 2021 – 2024?

- Scenario 1 - \$124 million
- Scenario 2 - \$24 million

Allocated as Enhance Leverage program to Fix-It projects

# The MPO Comments

## Main Outcomes:

- Respond to OTC feedback questions
- Reiterate positions from October comment letter not currently reflected in program proposal

## Gathered Input:

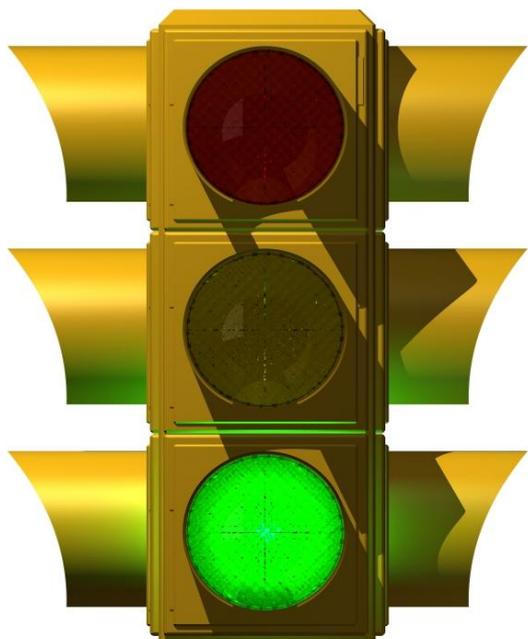
- Ad hoc meeting with TPAC members
- Region 1 ACT – November meeting comments

# MPO Comment Letter

1. Moderate Enhance Highway with difference invested into Safety & Non-Highway programs
2. For Leverage programs, ensure consideration of enhancement priorities and local input when selecting projects.
3. All programs create shelf projects
4. Use data and jurisdictionally-blind approach to invest all safety funding

# Request

JPACT approve comment letter for submission to November OTC meeting



Learn more  
[http://www.oregon.gov/ODOT/Get-Involved/Pages/OTC\\_Main.aspx](http://www.oregon.gov/ODOT/Get-Involved/Pages/OTC_Main.aspx)



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

November 17, 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 provide the following additional input on the development of the 2021-2024 State Transportation Improvement Program (STIP). These comments apply the principles and desired outcomes expressed in our prior comments to the specific state transportation funding options being considered by the Commission at your November meeting.

Please consider the following when providing direction on the development of transportation program funding as part of the 2021-24 STIP:

- 1. Invest in the Enhance Highway program at an amount between the \$24 million and \$124 million options, and invest additional discretionary revenues in the Non-Highway and Safety funding programs.**
- 2. For the proposed "Leverage" programs, ensure consideration of enhancement priorities and local input when selecting projects.**
- 3. Have all ODOT funding programs create a "shelf" list of projects ready for programming in the STIP.**
- 4. Prioritize Safety program funds to projects most effective at reducing serious injuries and fatalities.**

Attached is a more detailed explanation of why our metropolitan region supports these positions. We want to thank the commission for considering our comments and providing the opportunity to work together on our metropolitan and statewide TIP.

Sincerely,

Craig Dirksen  
JPACT Chair  
Metro Council District 3

Tom Hughes  
President  
Metro Council

CC: Region 1 Area Commission on Transportation



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

**Attachment: Detailed Responses of MPO's 2021 – 2024 STIP Comment Letter**

- 1. Invest in the Enhance Highway program at an amount between the \$24 million and \$124 million options, and invest additional discretionary revenues in the Non-Highway and Safety funding programs.**

The Portland metropolitan region is unique to other urban areas of Oregon because of our region's rapid and continuing population and employment growth. The region is keenly aware that other parts of the state see the growing traffic congestion in the Portland region as a barrier to the statewide economy. Recognizing these factors, there is value in having an Enhance Highway program to support the advancement of strategic capacity enhancements to the highway and freight system. The region also supports seeing project development activities be an eligible use for these funds.

Rather than choose between carrying over Enhance Highway or Fix-It levels from the 2018-2021 STIP cycle, the region would support a funding level for the Enhance program between \$24 - \$124 million. However, it is the desire of the region that the difference between a middle-level of investment and the \$124 million proposed at the top end of Enhance Highway program be invested in the Non-Highway, and Safety funding categories.

The region has already expressed a desire to see further investment of discretionary funding in the transportation strategies which are the most effective in reducing greenhouse gas emissions. We see this being accomplished by investing in the existing Non-Highway programs, particularly the Non-Highway Enhance and the Transportation Options program. The increased investment would not only support achieving statewide goals and implementing the region's strategy to reduce greenhouse gas emissions from vehicles to combat climate change, but is also consistent with the Oregon Transportation Plan policies, which prioritizes investments to lower-cost, efficient, and effective solutions before expanding the motor-vehicle capacity of the highway system. Increased spending within the Safety program to address multi-modal safety would also provide the co-benefits of reduced emissions and delayed need to expand motor-vehicle capacity.

- 2. For the proposed "Leverage" programs, ensure consideration of enhancement priorities and local input when selecting projects.**

The Portland metropolitan region supports using federal and state dollars efficiently and effectively by "leveraging" the opportunities for joint Enhance and Fix-It projects. However, the pursuit of construction cost efficiencies should not preclude consideration of projects that would be most effective in enhancing the transportation system. As currently proposed, the Enhance Highway, Safety, and Active Transportation leverage programs significantly narrows the universe of opportunities for active transportation, safety, or highway enhancement investments and limits the opportunities to nominate local priorities for these types of projects. The region requests the OTC consider incorporating a prioritization factor for leverage program funds reflecting local priority for the effective use of leverage funds.

For example, a priority of the Portland metropolitan region is to see comprehensive investment in urban arterials. While these facilities comprise only 12% of our region's lane miles, 66% of our region's fatal and serious injury crashes occur on these facilities. Despite state, regional, and local policies supporting Vision Zero type goals, fatalities and serious injury crashes have recently been increasing. Often the state-owned urban arterials in the Portland region do not rise up as the priority for the next set of investments in the various asset management analysis for Fix-It program funding. Because the Fix-It program will serve as the basis for determining what transportation projects or facilities will be eligible for leverage funding, the region is concerned the urban arterials will continue to fall further behind. 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. The region desires to see all the leverage programs include criteria which factors in local priority for identifying the most effective use of leverage funding. This way those urban arterials, which are often rated just outside a ranked list of priority Fix-It projects, could be emphasized and advanced for funding with a local priority factor included as a part of the leverage program. This local priority factor could be flexible and discretionary to respect the different local priorities across the state, while also supporting the efficiencies of the leverage programs.

**3. Have all ODOT funding programs create a "shelf" list of projects ready for programming in the STIP.**

As 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, with each STIP cycle, the ODOT Fix-It programs develop a list of "shelf" 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 gaps and needs, which warrant consideration for new revenue. The region continues to request the OTC consider having the funding programs beyond Fix-It, particularly the Non-Highway Enhance, Safety, and Transportation Options, create a "shelf" list of projects and programs which would allow for the OTC and stakeholders to have meaningful consideration of how to expend unexpected revenue when it emerges. Again, making Highway Enhance funding eligible for project development activities would help prepare "shelf" enhancement projects.

**4. Prioritize Safety program funds to projects most effective at reducing serious injuries and fatalities.**

The OTC is considering a proposal to create a leveraging program with the additional dedicated safety funding provided by HB2017. Again, while the region supports the efficiencies of leveraging, the use of the dedicated state safety funds for leveraging may not fund the projects most effective in reducing crashes that result in fatal and serious injuries.

The region desires to see the new HB2017 funding further invested in the All-Roads-Transportation-Safety (ARTS) program because of its data driven, jurisdictionally-blind approach to determine the highest crash locations most in need of funding. The region also believes the legislative intent for allocating these new funds was to be consistent with the federal Highway Safety Improvement Program, which is jurisdictionally blind. The ARTS program provides great benefit to both rural communities and

urban areas across the state because of the focus on reducing the most impactful crashes – those that result in fatalities and serious injuries.

Recognizing that the OTC has a desire to see the stakeholder committees engaged directly in the 2021-2024 STIP development while also balancing a desire to be fiscal stewards, the region requests if the safety leverage proposal moves forward, the criteria for the safety leverage program not be limited to state facilities, and rather be allocated using the ARTS approach.

Furthermore, because of the growing number of crashes resulting in serious injuries and fatalities in the Portland metropolitan region, we also request the OTC further invest in the Safety funding category, beyond the amount provided through HB2017, either through the approach suggested previously regarding the funding level for the Enhance Highway program or through another means.