

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, Jan. 11, 2019
Time: 9:30 a.m. – 12 p.m.
Place: Metro Regional Center, Council Chamber

-
- | | | | |
|-----------------|-------------|---|--|
| 9:30 am | 1. | Call To Order, Declaration Of A Quorum And Introductions | Tom Kloster, Chair |
| 9:35 am | 2. * | Comments From The Chair And Committee Members <ul style="list-style-type: none">• Announcement of TPAC Community Member Appointments (Chair Kloster)• STIP Update (Jon Makler)• Mid-Year Funded Slip Amendment (Ken Lobeck)• Special Transportation Fund Allocation Update (Jeff Owen, TriMet)• Unified Planning Work Program (UPWP) Process (John Mermin) | Tom, Kloster, Chair |
| 10:05 am | 3. | Public Communications On Agenda Items | |
| 10:10 am | 4. * | Consideration of TPAC Minutes of Nov. 2, 2018 | Tom Kloster, Chair |
| 10:15 am | 5. * | MTIP Formal Amendment Resolution 19-4961 <p>Purpose: For the purpose of adding or amending existing projects to the 2018-21 Metropolitan Transportation Improvement Program involving eleven projects impacting ODOT, Oregon City, and TriMet (JA19-05-JAN)</p> <ul style="list-style-type: none">• <u>Recommendation to JPACT</u> | Ken Lobeck, Metro |
| 10:30 am | 6. * | 2019 TPAC Work Program Review <p>Purpose: To review TPAC work program agenda items/topics, scheduled meetings, and proposed combined TPAC/MTAC workshops for 2019.</p> <ul style="list-style-type: none">• <u>Information/Discussion</u> | Tom Kloster, Chair |
| 11:00 am | 7. * | Metropolitan Transportation Improvement Program (MTIP) Policy Update <p>Purpose: Provide TPAC an overview on the policy direction and the work plan for the 2021-2024 Metropolitan Transportation Improvement Program (MTIP). This overview is in preparation to request TPAC recommendation to JPACT approve and adopt the 2021-2024 MTIP policy direction in February 2019.</p> <ul style="list-style-type: none">• <u>Information/Discussion</u> | Ted Leybold, Metro
Grace Cho, Metro |
| 12:00 pm | 8. | Adjourn | Tom Kloster, Chair |

Next TPAC Meeting: Friday, February 1, 2019

* Material will be emailed with meeting notice

To check on closure or cancellation during inclement weather call 503-797-1700.

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-813-7514. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1890 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1890 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1890（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullam dadweyne, wac 503-797-1890 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1890를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるよう、公開会議の5営業日前までに503-797-1890（平日午前8時～午後5時）までお電話ください。

ការម Metro
ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro
ឬដើម្បីទទួលបានក្បួនបណ្តឹង រើសអើងសូមចូលទស្សនាគេហទំព័រ
www.oregonmetro.gov/civilrights
បើលោកអ្នកត្រូវការអនុបកប្រែភាសានៅពេលអង្គ
បុណ្យសាធារណៈ សូមទូរស័ព្ទលេខ 503-797-1890 (ម៉ោង 8 រឺក្នុងម៉ោង 5 ល្ងាច
ថ្ងៃអាទិត្យ) ប្រាំពីរថ្ងៃ
ថ្ងៃមុន មុនថ្ងៃបុណ្យសាធារណៈឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក

إشعار بحقوق مدني من Metro

تحتزم Metro الحقوق والمدنية للمزيد من المعلومات حول برنامج Metro لحقوق والمدنية أو لإبداء شكوى خذات مديري رجي زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، ي ج ب ع ل ي ك الاتصال مقدم ب ر ق ل ه ا ت ف 503-797-1890 من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة قبل خمسة () أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1890 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan. Notificación de no discriminación de Metro.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1890 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1890 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1890 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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



Date: January 3, 2019
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Comments from the Chair:
Mid-Year RFFA Projects Funding Schedule Changes Amendment

INTRODUCTION

The focus of this memo is to describe the Metropolitan Transportation Improvement Program (MTIP) semi-annual project schedule and funding review process. These reviews evaluate whether projects are proceeding on schedule to obligate funds (put under contract with the USDOT to reimburse project expenses) and how that compares to the most current knowledge of funding availability. The review typically will result in MTIP amendments to “slip” project phases to match the most current project schedule and balance project costs with available funding.

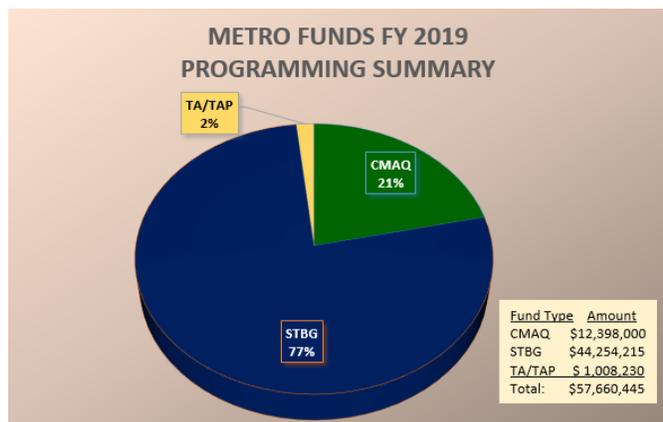
SEMI-ANNUAL RFFA PROJECTS FUNDING SCHEDULE CHANGES AMENDMENT

Each year Metro and ODOT LAL staff are required to review all federally funded projects and determine if the federal funding programmed within the project phase (Planning (PL), Preliminary Engineering (PE), Right-of-Way (ROW), Utility Relocation (UR), or Construction), will obligate before the end of the federal fiscal year. If the phase will not obligate in time, ODOT Region 1 and Metro have to complete a “Slip Amendment” to the MTIP and STIP. The Slip Amendment moves the phase and funding from the current year to a future federal fiscal year. The project phase slip also requires a detailed explanation why the project phase was not obligated in the original programming year and now requires a slip to a different year.

With the adoption of the 2018 MTIP and STIP, ODOT and the MPOs implemented a twice-annual project phase slip review to attempt reduce the overall number of end-of year project phase slips. The first phase slip review will occur during the first quarter of the federal fiscal year (November/December timeframe) and will include both ODOT funded projects and Metro funded projects. The ODOT funded project reviews and required phase slips occurred in December 2018. The Metro funded projects slip review is now in progress and should be completed by the end of January. The purpose of the first slip amendment is to determine which projects have a realistic chance to obligate their funds before the end of federal fiscal year.

FY 2019 RFFA FUNDED PROJECTS AND PROGRAMMING STATUS

The first step in the review process is to determine the year’s starting programming. At the end of Federal Fiscal Year (FFY) 2018, projects with phases that did not obligate by the end of September 2018 were slipped to FFY 2019. Along with existing FFY 2019 programming, the total starting CMAQ, STBG, and TA/TAP MTIP/STIP programming totaled \$57,660,445, with the majority being STBG as shown at right.



The complete list of FFY CMAQ, STBG, and TA/TAP project programming has been sent to the ODOT Region 1 Local Agency Liaisons (LAL) and the transit agency point of contacts (for Transit projects awarded RFFA funds) to review and assess the status of their assigned projects. The format being used is shown below:

ODOT Key	MTIP ID	Lead Agency	Project Name	Phase	Fund Type Code	Year	STP Amount or Other Fed Amount	Match/ Other Funds	Total	Phase Obligated Y/N	Target Obligation Date	EA Number	Actual Obligation Date	Federal Obligation Amount	Known Expended	Project Status Code	First Year Programmed	Years Active Entering FFY 2019	ODOT LAL or Contact	Project Manager	SLIP Phase Yes or No	
18832	70774	Metro Parks	Willamette Greenway Trail: Columbia Blvd Bridge	PE	STP-U (M23E)	2016	\$ 191,235	\$ 21,887	\$ 213,122					\$ 191,235	\$ -	3	2016	4	Ken Lobeck		Obligated	
				PE	TAP-U (M3E1)	2016	\$ 257,415	\$ 29,463	\$ 286,878	YES	9/1/2016	PE002725	9/15/2016	\$ 257,415	\$ -							
				Total PE				\$ 448,650	\$ 51,350	\$ 500,000					\$ 448,650							\$ -
				ROW	Other	2019 2020	\$ -	\$ 20,000	\$ 20,000	No	8/1/202			\$ -	\$ -							
				Cons	State STP- FEA (M24C)	2020 2021	\$ 1,131,861	\$ 960,520	\$ 2,092,381	No	8/1/2021			\$ -	\$ -							
Construct a bicycle and pedestrian bridge							Totals	\$ 1,580,511	\$ 1,031,870	\$ 2,612,381	2018 RTP ID: 11741 (Portland?) North Portland Greenway Trail: Columbia Blvd Bridge - Construct a pedestrian/bicycle bridge over Columbia Blvd and adjacent connections. Connects North Portland Greenway Trail segments 1 and 2. Two prior amendments. Reason for Slip: LAL review determined ROW and Cons need to slip to 2020 and 2021 respectively. Phase slips completed as part of the December 2018 Admin Mod 1 - ODOT Mid- Year Phase Slip Review. Funding issues to resolve?											

The project entry includes basic summary details (name description, and ID numbers), existing project programming by phase, year, fund code and amounts, obligation history, and a current project status summary. In the above example, the LAL already reviewed the project and determined the ROW and Construction phases would need to be slipped to 2020 and 2021 respectively. Because this project is funded with ODOT State STP, the project review was accomplished with other ODOT funded projects. The phase slip administrative modification (minor amendment) was completed during December 2018 with other ODOT projects.

The above programming report also serves as a shortened project milestone report and contains an obligation history and current project status update. Over the next year, Metro will be working with ODOT to also collect the current known expenditures for the project to help monitor phase progression and project close-out actions.

The project status update includes the first programming year, how many years the project has been active, a status for the project, LAL or contact person, and project manager if known. The status code is based on where the project is in the federal project delivery system. The codes are based the project type: A standard capital/road-way type, transit, or planning project.

The status for these categories are shown at below.

Year	Federal Obligation Amount	Known Expended	Project Status Code	First Year Programmed	Years Active Entering FFY 2019	ODOT LAL or Contact	Project Manager	SLIP Phase Yes or No
2016	\$ 191,235	\$ -	3	2016	4	Ken Lobeck		Obligated
	\$ 257,415	\$ -						
	\$ 448,650	\$ -						
	\$ -	\$ -						
	\$ -	\$ -						
nd Greenway Trail: Columbia Blvd Bridge - Construct a pedestrian/bicycle bridge over connects North Portland Greenway Trail segments 1 and 2. Two prior amendments. Mid- Year Phase Slip Review. Funding issues to resolve?								

Capital and Implementation Project Status Codes	
Status Codes:	
0	= No activity.
1	= Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).
2	= Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
3	= (PE) Preliminary Engineering (NEPA) activities initiated
4	= (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).
5	= (RW) Right-of Way activities initiated including RW acquisition and/or utilities relocation.
6	= Pre-construction activities (pre-bid, construction management oversight, etc.).
7	= Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.
8	= Post construction activities occurring (e.g. final rehab work, ITS system test and evaluation actions, etc.)
9	= Construction complete, facility open for use - no further obligations.
10	= Project close-out (final billings, de-obligations, etc.) in progress.
11	= Project completed, reimbursements finished.

Transit Implementation Project Status Codes

(for transit projects that follow the regular highway delivery process)

Status Codes:

- 0 = No activity.
- T21 = Identified in Transit Plan and approved by Board. Moving forward to program in MTIP
- T22 = Programming actions in progress or programmed in current MTIP
- T23 = Flex Transfer in progress
- T24 = TrAMS grant application submitted.
- T25 = Flex Transfer to FTA completed - funds considered obligated.
- T26 = TrAMS grant approved - funds considered obligated now.
- T27 = Fund expenditures in progress-project implementation in progress.
- T28 = Project funding expended, no further supporting TrAMS applications to occur
- T29 = Project close-out (final billings, de-obligations, etc.) in progress.
- T30 = Project completed, reimbursements closed.

Planning Project Status Codes

Implementation Status Codes:

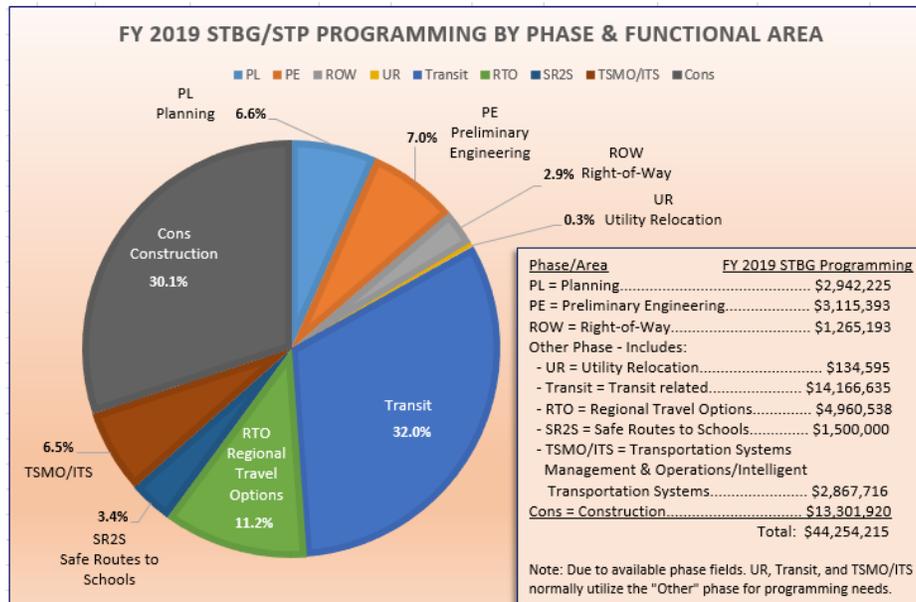
- 0 = No activity.
- A = In approved MTIP, moving forward to obligate funds
- B = IGA completed, funds obligated.
- C = Ramp-up, pre-implementation activities/NTP received.
- D = Project implementation in progress.
- E = Completion of tasks and deliverables nearly finished.
- F = Project complete (tasks and deliverables completed).
- G = Project close-out (final billings, reimbursements, etc.).

Once updated, a final project list by fund code will be developed as shown below:

ODOT Key	MTIP ID	Lead Agency	Project Name	Phase	Fund Type Code	Year	STP Amount or Other Fed Amount	Match/ Other Funds	Total	Phase Obligated Y/N	Target Obligation Date	EA Number	Actual Obligation Date	Federal Obligation Amount	Known Expended	Project Status Code	First Year Programmed	Years Active Entering FFY 2019	ODOT LAL or Contact	Project Manager	SLIP Phase Yes or No
FY 2019 STP/STBG Summary																					
21121	71018	Beaverton	OR210-SW Scholls Ferry Rd to SW Hall ITS	Other	STP-U	2019	\$ 310,466	\$ 35,534	\$ 346,000	No	6/1/2019	0	1/0/1900	\$ -	\$ -	1	2018	2	Justin Shoemaker	Tina Nguyen	0
				PE	STP-U	2019	\$ 134,595	\$ 15,405	\$ 150,000	No	8/1/2019	0	1/0/1900	\$ -	\$ -						
19276	70674	Clackamas County	Jennings Ave. OR 99E to Oatfield Rd	ROW	STP-U	2019	\$ 403,785	\$ 46,215	\$ 450,000	No	8/1/2019	0	0	\$ -	\$ -	3	2017	3	Mahasti Hastings	0	0
21195	71015	Gresham	East Multnomah County Road Connection ITS	PE	STP-U	2019	\$ 134,595	\$ 15,405	\$ 150,000	No	8/1/2019	0	0	\$ -	\$ -	2	2018	2	Reem Khaki	Jim Gellar	0
20808	70878	Gresham	NE Cleveland Ave. SE Stark St-NE Burnside	PE	STBG-U	2019	\$ 451,491	\$ 51,675	\$ 503,166	Yes	12/1/2018	PE003058	12/11/2018	\$ 451,491	\$ -	3	2019	1	Reem Khaki	Dave Daly	3125(061)
19279	70684	Gresham	Sandy Blvd. NE 181st Ave to E Gresham City Limit.	Cons	STP-U	2019	\$ 2,389,350	\$ 273,471	\$ 2,662,821	No	8/1/2019	0	0	\$ -	\$ -	5	2015	4	Reem Khaki	Dave Daly	0
18004	70497	Hillsboro	Oak and Baseline: SW Adams - SE 10th	PL	STP-U	2019	\$ 500,000	\$ 57,227	\$ 557,227	No	6/1/2019	0	1/0/1900	\$ -	\$ -	A	2015	5	Ken Lobeck	Don Odemott	0
20887	70871	Metro	Corridor and Systems Planning (2019)	PL	STBG-U	2019	\$ 536,391	\$ 61,392	\$ 597,783	No	7/1/2019	0	1/0/1900	\$ -	\$ -	1	2019	1	Ken Lobeck	Sherrie Blackledge	0
20875	70872	Metro	Regional MPO Planning (2019)	PL	STBG-U	2019	\$ 1,280,834	\$ 146,597	\$ 1,427,431	No	7/1/2019	0		\$ -	\$ -	A	2019	1	Ken Lobeck	Sherrie Blackledge	0
20896	70892	Metro	Regional Safe Routes to Schools Program	Other	STBG-U	2019	\$ 1,500,000	\$ 171,682	\$ 1,671,682	No	8/1/2019	0		\$ -	\$ -	1	2019	1	Ken Lobeck	Dan Kaempff	0
19292	70672	Metro	Regional Travel Options (2018)	Other	STP-U	2019	\$ 1,786,808	\$ 204,508	\$ 1,991,316	No	7/1/2019	0		\$ -	\$ -	1	2018	2	Ken Lobeck	Dan Kaempff	0
20878	70873	Metro	Regional Travel Options (2019)	Other	STBG-U	2019	\$ 2,518,911	\$ 288,301	\$ 2,807,212	No	8/1/2019	0		\$ -	\$ -	1	2019	1	Ken Lobeck	Dan Kaempff	2019 RFF/ Step 1
21038	71010	Metro	Regional TSMO Program (2017)	Other	STP-U	2019	\$ 65,454	\$ 7,492	\$ 72,946	No	7/1/2019	0	1/0/1900	\$ -	\$ -	A	2017	2	Ken Lobeck	Caleb Winter	UPWP obligator delay
21041	71012	Metro	Regional TSMO Program 2018	Other	STP-U	2019	\$ 65,564	\$ 7,504	\$ 73,068	No	7/1/2019	0		\$ -	\$ -	A	2018	2	Ken Lobeck	Caleb Winter	UPWP obligator delay

This will be used to compare and manage expected project obligations to available funding, by each federal funding type. For this example, STBG total programming for FFY 2019 funded projects is \$44,254,215.

As an example of how this information can further be utilized for administrative or informational purposes, the composition of the STBG programming by project phase (or project type for region-wide programs and transit projects) is shown below.



MTIP ADMINISTRATIVE TOOLS AND POTENTIAL CHANGES

The Semi-Annual Project Schedule and Funding Review Amendment process is one tool used to administer the Metropolitan and Statewide Transportation Improvement Program (MTIP/STIP). It helps our region obligate available funding in a timely manner to maximize its purchasing power and help Oregon become eligible for additional spending authority.

ODOT has recently announced its intention to institute changes to the local project delivery process for local transportation projects funded through Federal Highway Administration sources to further facilitate the on-time, on-budget delivery of local projects. This is particularly important to ODOT to ensure Oregon obligates all of its federal transportation spending authority so that none is re-appropriated to other states and that Oregon is eligible to receive spending authority from other states that do not obligate all of their spending authority.

One new tool that ODOT has been discussing instituting with the large Metropolitan Planning Organizations (MPOs) in Oregon is the concept of obligation targets. Currently, ODOT ensures Oregon obligates all of its transportation funding authority and facilitates the ability of MPO's to "carry over" unobligated funding authority for federal funds that MPOs allocate to projects (STBG, TA, CMAQ) by programming unobligated funding authority for these funds on other projects and then allowing that funding authority to slip forward to future years for use by the MPO selected projects. However, as these amounts have grown over recent years, it has become more difficult for ODOT to ensure it can still obligate all transportation funding in a given year. They therefore intend, in cooperation with the MPOs, to institute a system of obligation target amounts to be met by the

large MPOs each year. The proposal is expected to include financial incentives and penalties. ODOT currently intends to share the proposal more broadly and in more detail in February.

Metro has been updating and instituting new administrative tools, such as this Semi-Annual Project Schedule and Funding Review process, to help prepare our region to more successfully manage the obligation of federal transportation funds and maximize their use and benefit. We will continue to work with ODOT and all of the agencies eligible to utilize these funds, ensure we have the tools necessary to administer them effectively, and provide the opportunity for affected agencies to provide input how this is accomplished.

After providing input to ODOT on this proposal, there will be further discussions and information on how we can most successfully implement the proposal within the region.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: January 4, 2019
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Senior Regional Planner
Subject: Comments from Chair: 2019-20 Unified Planning Work Program (UPWP) Process
[NOTE – THE UPWP IS NOT INCLUDED IN THE ELECTRONIC MEETING PACKET BUT HARD COPIES WILL BE PROVIDED AT THE JANUARY 11 TPAC MEETING IF POSSIBLE, OR MAILED TO TPAC SHORTLY THEREAFTER.]

Purpose

Provide a process update to TPAC of the 2019-2020 UPWP submitted for federal and state review in advance of the January 29 consultation with federal and state partners. Note –TPAC members are also welcome to attend the consultation (9am – noon at the Metro Regional Center, in room 370A/B).

Background

What the UPWP is

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are descriptions of the transportation planning activities, the relationships between them, and budget summaries displaying the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA. It helps ensure efficient use of federal planning funds

What the UPWP is Not

The UPWP is not a regional policy making document and does not make any funding allocations. It does not include construction, design or preliminary engineering projects. It only includes planning projects that will be receiving federal funds for the upcoming fiscal year.

Next Steps

Staff will return to TPAC on February 1 and will provide a recap of the federal and state consultation discussion. In the interim, TPAC members have the opportunity to review the document and identify opportunities to better coordinate projects, add clarity to narratives, and provide missing information and/or missing projects. On March 1, TPAC will be asked to take action to recommend the Draft UPWP to JPACT. JPACT will discuss the Draft UPWP at its March 21 meeting and will be asked to take action at its April 18 meeting. The Metro Council is scheduled to take final action at its April 25th meeting. Staff will transmit the adopted UPWP to Federal & State partners the week of April 29.



Meeting minutes

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

Date/time: Friday, Nov. 2, 2018 | 9:30 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

Members Attending

Tom Kloster, Chair
Karen Buehrig
Chris Deffebach
Lynda David
Nancy Kraushaar
Katherine Kelly
Don Odermott
Jeff Owen
Mandy Putney
Phil Healy
Rachael Tupica
Tyler Bullen
Glenn Koehrsen
Emily Lai
Beverly Drottar

Affiliate

Metro
Clackamas County
Washington County
SW Washington Regional Transportation Council
City of Wilsonville and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
TriMet
Oregon Department of Transportation
Port of Portland
Federal Highway Administration
Community Representative
Community Representative
Community Representative
Community Representative

Alternates Attending

Jessica Berry
Eric Hesse
Dayna Webb
Jon Makler
Jason Gibbens

Affiliate

Multnomah County
City of Portland
City of Oregon City and Cities of Clackamas County
Oregon Department of Transportation
Washington State Department of Transportation

Members Excused

Joanna Valencia
Mark Lear
Cory Ann Wind
Carley Francis
Alfred McQuarters
Maria Hernandez

Affiliate

Multnomah County
City of Portland
Oregon Department of Environmental Quality
Washington State Department of Transportation
Community Representative
Community Representative

Guests Attending

Ranfis Giannettino Villatoro
Kate Freitg

Affiliate

BlueGreen Alliance
Oregon Department of Transportation

Metro Staff Attending

Ted Leybold, Project & Resource Dev. Manager Kim Ellis, Principal Transportation Planner
Jamie Snook, Principal Transportation Planner Ken Lobeck, Funding Programs Lead

Tim Collins, Senior Transportation Planner Eliot Rose, Senior Technology Planner
Grace Cho, Associate Transportation Planner Caleb Winter, Senior Transportation Planner
Daniel Kaempff, Principal Transportation Planner Marie Miller, TPAC Recorder

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

Chairman Tom Kloster called the meeting to order at 9:30 a.m. A quorum was called and introductions were made.

2. Comments From the Chair and Committee Members

- **State Transportation Improvement Program (STIP) Update** (Jon Makler)

Mr. Makler reported on project scoping taking place with the 150% list. All cost estimates are estimated to be completed by January 1, 2019. Meetings with senior managers and programmers are scheduled during January to work on bringing the list to 100% by the end of January. Appreciation was given to local jurisdictions for their help with project scoping. Asked if the remainder of the project scoping scheduled could be provided to staff and TPAC, Mr. Makler agreed and would forward this out.

Mr. Makler announced the recruitment position held by Lidwein Rahman at ODOT was now posted. Ms. Rahman is retiring Feb. 1, 2019, but will remain as part-time personnel. Applications for this position will be accepted until Dec. 3, 2018. Encouragement was given to forward this information.

- Eric Hesse announced that the City of Portland was among 20 recipients of the American Cities Climate Challenge by Blumberg Philanthropies. As a Climate Challenge winner, Portland will be accepted into a two-year acceleration program with powerful new resources and access to cutting-edge support to help them meet – or beat – their near-term carbon reduction goals. Portland plans to use support from the Climate Challenge to reduce climate pollution in transportation and promote renewable energy use throughout the city, working to manage congestion by eliminating any growth in single-occupant vehicle trips in the Central City and expanding incentives that make it easier for all Portlanders to walk, bike or take public transport instead of drive. In working with Bloomberg Philanthropies and partners, Portland will additionally establish two community-based renewable energy projects.
- **MAP-21/FAST Act Performance Targets Update** (Kim Ellis)
Ms. Ellis provided an update on the MAP-21 FAST Act performance targets. Safety targets outlined in the spring have been ruled compliant, CMAQ targets meet ODOT requirements, system reliability safety measures with Freight are being worked on with ODOT, and C-Tran and SMART are currently being worked on for estimated targets. Data reviews to refine targets in 2019 will provide baseline targets for Metro and the region toward adoption per Federal requirement. When questioned about the work program timeline, Ms. Ellis reported that estimated start for performance targets listed in Chapter 8 of the RTP would begin in spring 2019. Further reports on progress would be provided to TPAC during the year.
- **Regional Transportation Options (RTO) Update** (Dan Kaempff)
Mr. Kaempff announced that upcoming RTO grant allocations are being prepared with application materials and a handbook. There are six funding categories, including Safe Routes to School, identified in the Travel Options Strategy for a variety of projects and programs.

Information on the grant process and new handbook will be available Nov. 13 and placed on the website. This grant 2019-21 cycle includes \$6.6 million funding available to agencies, jurisdictions and nonprofits. Questions on the program and grant process can be directed to Mr. Kaempff.

- Chairman Kloster recognized the retirement of Nancy Kraushaar from the City of Wilsonville at the end of this year. Ms. Kraushaar thanked the members of TPAC and staff. While she'll miss working and relationships developed with colleagues, she looks forward to creating a bucket list of fun things to do, and then making a 5-year plan for them, financially constrained debatable. TPAC members spoke of Ms. Kraushaar's technical details, dedication to service, and helpfulness on coordination with projects and positive attitude. Her service to this region will be missed.

3. Public Communications on Agenda Items - none

4. Consideration of TPAC Minutes from October 5, 2018

MOTION: To approve the minutes from October 5, 2018 as presented.

Moved: Jon Makler

Seconded: Nancy Kraushaar

ACTION: Motion passed unanimously.

5. MTIP Formal Amendment Resolution 18-4943

Ken Lobeck provided an overview of MTIP formal amendment resolution 18-4943, for the purpose of adding or amending existing projects to the 2018-21 Metropolitan Transportation Improvement Program involving 14 projects impacting Metro, ODOT, Portland, SMART, and TriMet.

Project #1 **19289** Metro Transportation System Management & Operations (TSMO) Program 2018

SPLIT PROJECT:

This Project Grouping bucket contains approved TSMO/ITS projects from Metro's RFFA allocations which are conceptual and require scoping, costing, and delivery development. Once fully budgeted and scoped, the approved project is split off from the TSMO bucket and programmed as a stand-alone project. Through this formal amendment, the new 2020 TSMO Strategy planning effort is being split off from Key 19289 as a stand-alone project in the MTIP and STIP.

Project #2 Key # TBD **NEW** Metro **2020 TSMO Strategy Planning Update**

ADD NEW SPLIT PROJECT:

This formal amendment splits the scoped and budgeted approved 2020 TSMO Strategy Update off from the existing TSMO Project Grouping in Key 19289 to be a stand-alone project in the MTIP. The TSMO Strategy Update will support the development of required TSMO/ITS strategies, financial needs, and priorities to prioritize and implement future TSMO/ITS projects in the region.

Project #3 **19283** Metro Regional MPO Planning (2018)

CANCELED PROJECT:

Project is a duplicate to Key 21271. Key 21271 became the official approved project for all Metro SFY 2019 planning funds (STP, PL, and 5303). Key 19283 was not deleted from the MTIP when 21271 was added to the MTIP. This a correction to MTIP. The project has been deleted from the STIP.

Project #4 **19786** ODOT I-205: Stafford Rd to OR99E **I-205: I-5 to OR213**

LIMITS/SCOPE CHANGE:

The project limits are adjusted to reflect the Cost-to-Complete Report to be I-5 to OR213 now. Package C planned improvements focusing on Active Transportation Management (ATM) are added to the Construction phase. A Utility Relocation phase and specialized Phase are also added through this amendment. Remaining construction phase improvements identified in Packages A & B will be added later when funding is secured as separate construction phase projects.

Project #5 **19918** ODOT OR217/OR224: Bridge Rail Retrofit **Region 1: Bridge Screening and Rail Retrofit**

COMBINED/SCOPE:

Key 21019 (also this amendment bundle) and Key 19918 share overlapping locations and scope of work activities. As a result, Key 21019 is being combined into Key 19918 allowing better fund leveraging and to produce a single construction contract. Additional bridges are added to the scope of work as well resulting in both a combined project with a scope change.

Project #6 **21019** ODOT Region 1: Bridge Screening Project

COMBINED PROJECT:

The construction phase funding is combined into Key 19918 as described above in Key 19918.

Project #7 **20824** TriMet Community Job Connectors (2019)

COMBINED/CANCELED PROJECT:

The approval of HB2017 provides state funds for the implementation of TriMet's future Community Job Connector Shuttles. As a result, their original plan of using federal FTA 5307 funds is no longer required. The federal funds and match are being combined back into their original Preventative Maintenance source where they were split off to support the Community Job Connector projects. Rather than establish placeholder annual projects, future Community Job Connector projects will be added to the MTIP and STIP when the funding is confirmed secured and the project is ready to be implemented.

Project #8 **20821** TriMet TriMet Bus and Rail Preventive Maintenance (2019)

COMBINED PROJECT:

\$887,400 in federal FTA Section 5307 and applicable required local matching funds are transferred from Key 20824 and added to this project in support of TriMet annual preventative maintenance needs.

Project #9 **20825** TriMet Community Job Connectors (2020)

COMBINED/CANCELED PROJECT:

The federal FTA Section 5307 funds committed to this project as with the FY 2019 Community Job Connector project is being deprogrammed and transferred back to its parent project in Key 20822. Approved HB2017 funds will now be used to support the Community Job Connector projects. Rather than use a placeholder, the projects will be programmed in the MTIP and STIP once funding is secured and the project is ready to be implemented.

Project #10 **20822** TriMet Bus and Rail Preventive Maintenance (2020)

COMBINED PROJECT:

\$1,160,148 in federal FTA Section 5307 & applicable required local matching funds are transferred from Key 20825 and added to this project in support of TriMet annual preventative maintenance needs.

Project #11 **20826** TriMet Community Job Connectors (2021)

COMBINED/CANCELED PROJECT:

The federal FTA Section 5307 funds committed to this project as with the FY 2020 Community Job Connector project is being deprogrammed and transferred back to its parent project in Key 20823. Approved HB2017 funds will now be used to support the Community Job Connector projects. Rather than use a placeholder, the project will be programmed in the MTIP and STIP once funding is secured and the project is ready to be implemented.

Project #12 **20823** TriMet TriMet Bus and Rail Preventive Maintenance (2021)

COMBINED PROJECT:

\$1,438,351 in federal FTA Section 5307 and applicable required local matching funds are transferred from Key 20826 and added to this project in support of TriMet annual preventative maintenance needs.

Project #13 **18316** ODOT **Portland** Regional ITS Communications Infrastructure (ODOT)

SW Barbur Blvd: SW Caruthers St – SW Capitol Hwy

LEAD & SCOPE CHANGE:

Refinement of the project scope has been completed with Portland now being the lead agency. The updated scope and lead agency changes are now shown in the project through this amendment. This project will provide preliminary, advanced and final PS&E for the Installation of two (2) CCTV cameras, moving one (1) CCTV camera to a different location, and Installing 288 count Fiber Optic cable along Barbur Boulevard.

Project #14 **18316 SW Barbur Blvd: SW Caruthers St – SW Capitol Hwy**

Scope and Lead Agency Change:

ODOT original lead agency to implement various ITS communication improvements. Project experienced problems in developing an adequate scope of activities. Portland refined and completed the proposed scope of work. Scope changes are significant and require a formal amendment to complete the lead agency and scope change. No change in funding.

Staff Modified Recommendation for TPAC:

1. Approve the modification of the I-205 project, Key 19786, to now include a new split project, Key 21400, consisting of the Utility Relocation and Construction phases for Package C – ATM improvement as part of the November 2018 Formal MTIP Amendment in Resolution 18-4943
2. Approve the addition of Key 18316, SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy as part of the November 2018 Formal MTIP Amendment in Resolution 18-4943
3. Provide approval recommendation of Resolution 18-4943 to JPACT which includes 14 projects for Metro, ODOT, Portland, SMART and TriMet
4. Direct staff to make all necessary corrections to:
 - Draft Resolution 18-4943
 - Exhibit A to 18-4943
 - Public Notification Tables
 - Staff Report
 - Attachment 1 to the Staff Report

Comments from the committee:

- Chris Deffebach asked for clarification on the community job connector projects as correct with TriMet as lead agency and where 2019 funding for the projects would be covered. TriMet agreed to check on funding sources confirmed for 2019 prior to the JPACT presentation and motion. Included with the clarification on funding from TriMet is contingency from OTC approval. This was asked to be included in the motion by Chairman Kloster. A request to check tables with the third year of funding listed correctly for 2021.
- Karen Buehrig asked about possible project name change on Project #4: ODOT I-205: Stafford Rd to OR99E I-205: I-5 to OR213. Would changes be required to the notifications? Mr. Lobeck reported this was not necessary. The added extension to the project will keep the current programming intact.

MOTION: To approve Resolution 18-4943, as modified with 14 projects identified impacting Metro, ODOT, Portland, SMART and TriMet as a formal amendment to the 2018 MTIP. Included with this motion is TriMet confirmation on funding with modifications made, if needed, prior to JPACT approval. Staff will make all necessary corrections to materials to reflect approved changes.

Moved: Chris Deffebach

Seconded: Don Odermott

ACTION: Motion passed unanimously.

6. Regional Transportation System Management & Operations (TSMO) Data Communications Infrastructure Needs

Kate Freitag, TransPort Chair and Caleb Winter, Metro Transportation System Management & Operations (TSMO) Program Manager provided an overview of the TSMO Data Communications Infrastructure Needs with a planned fiber network build out to over 80 miles costing \$24 million. Collaboration with regional partners will be needed to achieve this goal. Data communications purposes were to share camera feed with operation centers, share software and hardware to manage signalized intersections, partner with C-Tran to use Hop Fastpass regionally, archive data for calibrating models and expand use for sensors.

The committee was provided with the Communications Plan for the Portland Metro Region that identifies regional and local priorities. Since the report was presented in 2016, additional data plans that often build on needs and sometimes overlap arterials have been identified. Examples of this multi-modal integrated corridors and regional enhanced transit corridors. What data communications means to ETC is that it will enable the next generation transit signal priority, a major tool in the toolbox for restoring reliability for transit riders.

Examples of data communications being built along with ITS projects include the Barbur ITS Fiber Installation project that will last through construction of the future SW Corridor light-rail project aiding mitigations during construction and increasing safety. Another example is the TSMO-funded ITS project on NE Columbia Blvd. This project provides for a key freight route making it safer and efficient by improving operations with traffic monitoring cameras, travel time monitoring stations, truck priority intersections, bike detection locations, and new traffic signal controllers with expanded capabilities to support Advance Traffic Signal Performance Measures.

The advantages of fiber optics over copper wiring were given. Effects on using wireless as an option was reported as having ongoing costs to public agencies to rely on these data plans with the wait period for 5G wireless. The reasons why the plan to build this fiber optics communication system is:

- Publicly owned right-of-way
- Save money
- More secure
- We make transportation operation decisions where we have data infrastructure

The committee was asked to help by keeping aware of the region's Communications Master Plan, considerations how this may fit with future projects, possible building on regional legacy of sharing through the Cooperative Telecommunications Infrastructure Committee (CTIC), working with the Intelligent Transportation Systems Network, and Investment Strategy.

In summary, the big picture is that work to future-proof our region and TSMO program investments are helping us for reliable data communications. We'll be better prepared to meet demands from smart city and smart region applications and also to work in a safer, more efficient way with connected and eventually automated vehicles. We make that investment lighter on everyone through coordination at TransPort.

Comments from the committee:

- Chairman Kloster asked what part on public safety was significantly part of the network funding. Mr. Winter confirmed that increased safety measures with the fiber optics system helped reduce redundancy to costs, but the data system is extending to schools and emergency centers as well.
- Glenn Koehrsen asked if instance exist when fiber may not be needed due to long distance coverage. Opportunities exist when fiber substitutes will handle communication needs and are looked at for the best investment and purpose of the project.
- Tyler Bullen how partners were working together with their different systems. Ms. Freitag explained that the public agencies and local jurisdictions worked together in cases of outages and usages now. They are examining the opportunities with costs involved for the best economical plan with available public funds. Some of the issues faced are better reliability with deeper density areas, but more interference from more users. The build out plan will likely involve mixed technology that depends on funding and availability of resources and needs.
- Rachael Tupica asked what considerations are made with quickly changing technologies. Mr. Winter reported that types of investments are studied that will provide long-lasting operational capabilities. The 5G options provided added abilities, but fiber connections provide public agency secure capabilities and absorb changes to planned networks.
- Don Odermott commented on public/private partnerships where development is happening. There appears to be a lack of planned conduit or access boxes installed in these areas, and while development is planned and reviewed, no feedback to incorporate fiber connections in these areas. It was suggested that a more forward-thinking outlook to develop with fiber optics be included.
- Nancy Kraushaar asked what the priority connections on the map referred to. Mr. Winter referenced the possible partnership with agencies or upgrade in this area. Ms. Freitag added the points on the map that showed road intersections that could hold potential for interconnections. Ms. Kraushaar welcomed seeing the fiber connections that originated from a Clackamas County grant reflected on the map.
- Jessica Berry commented on the map where it appeared some roads in Multnomah County were identified without fiber connections planned. Was this something that came out of CTIP? Also, on page 5, Multnomah County is not represented on CTIP. It was noted that Gresham

performs the signal connections. Ms. Berry pointed out opportunities on several road sections where fiber optics could be planned with future capital projects.

- Chris Deffebach noted that Highway 26 was also a priority but appeared not to be moving forward as the Barbur project. Ms. Freitag acknowledged the Highway 26 project was being scoped with opportunity for fiber installations, but may not have full funding at this time. Asked what the connections were between county areas outside Metro boundaries for planning and funding, Ms. Freitag reported that TransPort was Metro focused, but integrated with ODOT as Region 1 in leveraging priorities and planning.
- Eric Hesse commented on future demands on the system with data exchanged. Mr. Winter reported on the increased strands of fiber being added to communication lines. Mr. Odermott asked if this would challenge conduit size capabilities and if this was being developed into plans. Mr. Winter commented on the conversations addressing this still to be determined.
- Glenn Koehrsen asked if there was access to private fiber connections. Mr. Winter confirmed there are certain public/private partnerships available, but in other instances parallel lines are needed.
- Jessica Berry asked if this was a final plan, or how input was being sought. Mr. Winter reported that the strategy plan was provided to TPAC for thoughts on implementation, and would continue to be reported as part of their subcommittee to TPAC on these issues.

7. PILOT Grant Program Update

Eliot Rose presented an update on letters of interest received through the Partnerships and Innovative Learning Opportunities in Transportation (PILOT) program. The PILOT Basics include:

- Total funding available: \$150,000 (1-6 projects)
- Amount applicants are allowed to request: \$25,000-\$150,000
- Eligible applicants: Teams consisting of public agencies, non-profits, and/or private companies
- Grant period: Two years, from July 2019 through June 2021

The PILOT launch event had 100 attendances with 32 letters of interest received. The 32 lead agencies from letters of interest were represented by 14 private companies, 10 non-profit organizations, and 8 public agencies. Partners in each of the categories showed strong support for innovation; combining the deployment of new technologies and services, and finding new ways to advance the public interest.

The presentation showed project outcomes the program aims to achieve: Improved connections to transit, New shared/active options, Equitable access, Better travel information and incentives, Evaluation and tracking, and open-ended results. Technologies named the projects are testing include: Ridesharing, Car-share, Dock less, Trip planning, Travel data, AVs, EVs, and Micro transit.

Some take-away from the program so far:

- There's a lot of interest in this work
- Interest is evenly distributed across the public, private and non-profit sectors
- Almost half of the letters of interest were focused on information
- There is significant interest in testing new options and providing equitable access
- Improving connections to transit may require a more comprehensive approach

The program time was provided. Feedback and suggested partnerships would be given on letters of interest. Applications for grants would be open December 2, 2018, and close January 18, 2019, during which technical assistance would be offered. Grant awards would be announced March, 2019 with

project implementation beginning July 2019. For more information on the PILOT grants this is available at www.oregonmetro.gov/pilotgrants

Comments from the committee:

- Emily Lai commented on the letters of interest being straightforward in approach. Questions were raised on how the formal application ask equity progress with the project, how equity would be approached with the organization and project proposed, how equity would be advanced through the project, and if Metro's Equity Strategy and Policies be specifically called out in the process. Mr. Rose agreed there would be multiple ways to the approach including the organizations' team, the application project and grant draft review the selection committee applies to integrate equity throughout.
- Jeff Owen asked if there was a plan, when applications are due, for letter of interest submitters open to share conversation with similar project topic, to exchange ideas and form partnerships. Mr. Rose commented on directing coordination with projects in the "matchmaking" phase of the grants and is available to support coordination for partnerships.

8. TPAC Work Program Review

Chairman Kloster led a discussion on ideas for future TPAC agenda items and scheduling for 2019 meeting dates and times. It was announced that the December 7, 2018 TPAC meeting had been cancelled, but the January 11, 2019 meeting was confirmed. The committee reviewed the TPAC work program draft for 2019 and was encouraged to send additions to the "parking lot" section for further consideration. Examples are County agencies and non-profits providing updates on their activities, and the Mobility Policy issues.

Comments from the committee:

- Jon Makler commented on forwarding from Chapter 8 of the RTP to UPWP, expectations from conversations held earlier in the year would be helpful. Issues that could use more discussion time are congestion pricing, mobility policy and jurisdictional transfer. Chairman Kloster added that the UPWP certification review was scheduled in late January. TPAC would receive a draft copy for the January 11, 2019 TPAC meeting.
- Jessica Berry asked for clarification on December meeting schedules. There would be no TPAC meeting in Dec., no MTAC meeting in Dec., but the combined TPAC/MTAC workshop is scheduled for Dec. 5, 2018. It was asked for consideration moving the workshop from the first Wednesday each month to a later date in 2019, which is being arranged currently for 3rd Wednesdays.
- Kim Ellis asked the Counties share their calendars for TAC meetings in 2019 to avoid conflicts with the Metro committee schedules.
- Chris Deffebach questioned while more time early on for UPWP projects not given seeing that implications of the RTP Chapter 8. Chairman Kloster clarified Metro's role with Chapter 8 directed by Department and Council. Issues mentioned need to be addressed early in 2019 and are included in the TPAC work program. Support for UPWP project discussion and regional focus is encouraged at the certification review and TPAC meetings, with more time pledged for these conversations. Rachael Tupica encouraged discussion to clarify and define as much as possible prior to the certification review for less confusion with different versions presented as final.
- Jon Makler commented on budget decisions and gravity with three large projects (Jurisdictional Transfer, Mobility Policy and Congestion Pricing) in the UPWP that adequately answer project

implications. Chairman Kloster reported on budget capacity discussed with the UPWP drafts, but advising that Metro has final word on the budget. It is planned to have Margi Bradway included in discussions and each of the three large project topics given their own work program times through TPAC.

- Glenn Koehrsen commented on some large topics appearing to drive Metro's schedule while missing some parts of RTP Chapter 8 to move the region forward. Importance for each must be given.
- Emily Lai commented on not hearing new topics added to the parking lot work program, but reviewed for further discussion. TPAC would benefit from an equity strategy to better develop the committee as a whole. In addition, the history of community representatives at TPAC and their goals/expectations with regular communications was given for future TPAC agenda items.

Tyler Bullen and Glenn Koehrsen were congratulated on completing their 2-year terms as TPAC community representatives and have both reapplied.

9. Adjourn

There being no further business, meeting was adjourned by Chair Kloster at 12 p.m.

Respectfully submitted

Marie Miller

TPAC Recorder

Attachments to the Public Record, TPAC meeting, November 2, 2018

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	11/2/2018	11/2/2018 TPAC Agenda	110218T-01
2	TPAC Work Program	10/30/2018	2018 TPAC Work Program	110218T-02
3	Meeting Minutes	10/5/2018	Draft meeting minutes from TPAC, Oct. 5, 2018	110218T-03
4	Resolution 18-4943	11/05/2018	Resolution 18-4943: For the purpose of adding or amending existing projects to the 2018-21 Metropolitan Transportation Improvement Program involving twelve projects impacting Metro, ODOT, SMART, and TriMet	110218T-04
5	Exhibit A to Resolution 18-4943	11/05/2018	Exhibit A to Resolution 18-4943; 2018-21 MTIP	110218T-05
6	Memo: Staff Report to Resolution 18-4943	10/25/2018	TO: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead RE: November 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4943	110218T-06
7	Attachment 1 to Resolution 18-4943	10/25/2018	Attachment 1 to the November 2018 MTIP Formal Amendment Staff Report- Project Location Maps	110218T-07
8	Attachment 2 to Resolution 18-4943	9/10/2018	Attachment 2 to Resolution 18-4943. OTC Staff Report Letter, Key19786	110218T-08
9	Memo: Additional project inclusion request; 18-4943	10/30/2018	TO: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead RE: Nov. 2018 MTIP Formal Amendment/Resolution 18-4843 – Additional Project Inclusion Request	110218T-09
10	Report	December 2016	Communications Plan for the Portland Metro Region	110218T-10
11	Map Handout	N/A	Fiber Communications Infrastructure	110218T-11
12	Presentation	November 2, 2018	November 2018 Formal MTIP Amendment & Approval Request of Resolution 18-4943	110218T-12
13	Presentation	November 2, 2018	TSMO Data Communications Infrastructure Needs	110218T-13
14	Presentation	November 2, 2018	PILOT: Letter of Interest Review	110218T-14

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR) RESOLUTION NO. 19-4961
AMENDING EXISTING PROJECTS TO THE)
2018-21 METROPOLITAN TRANSPORTATION) Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING) Martha Bennett in concurrence with
ELEVEN PROJECTS IMPACTING ODOT,) Council President Lynn Peterson
OREGON CITY, AND TRIMET (JA19-05-JAN))

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, the Metro 2019-21 Regional Flexible Fund Allocation (RFFA) award to Oregon City's Molalla Ave active transportation improvement project qualified to be de-federalized via a fund exchange with TriMet and with no expected federal approvals required is being now removed from the MTIP and will be implemented and monitored outside the MTIP by an Intergovernmental Agreement between Metro and Oregon City; and

WHEREAS, ODOT's OR-8 at River Road Fix-it/Safety improvement project is combining with their OR-224 at Lake/Harmony project which will result in cost savings and allow both projects to be delivered under the same construction contract; and

WHEREAS, ODOT's OR-213 (82nd Ave) at Madison High School project will be combined into a similar project being designed by Portland Public Schools which results in ODOT still contributing \$560,000 of state funds to the project and allows the project to be de-federalized enabling PPS to lead and accelerate delivery during 2019 and results in cost savings enabling \$560,250 of federal funds to be transferred to ODOT's OR-8 River Rd & OR-224 at Lake Rd combined project to resolve a Preliminary Engineering and Construction phase funding shortfall; and

WHEREAS, ODOT's Federal Fiscal Year 2019 Statewide Rail Crossing Program will commit \$300,000 to ODOT's combined OR-8 River Rd & OR224 at Lake Rd project to support needed railroad improvements now part of the project's scope and will be included as part of the amendment to ODOT's OR-8 River Rd & OR-224 at Lake Rd project; and

WHEREAS, ODOT's design of their I-5 from Marine Drive to Fremont Bridge safety improvement project proposed to install variable speed advisory signs on north and southbound I-5 has resulted in higher project costs forcing scope adjustments and project limit reductions to keep the project

within budget, but also realizes construction phase savings to now be used to address a Preliminary Engineering phase funding shortfall; and

WHEREAS, ODOT's review of their I-405 – Fremont (Willamette River) Bridge Fix-it project involving bridge painting has determined they can transfer \$10,000,000 from the project to their Federal Fiscal Year 2019 Major Bridge Maintenance project grouping bucket increasing fund programming to \$20 million which supports efforts to strengthen Region 1 Bridges annually; and

WHEREAS, ODOT's SW Multnomah Blvd Over I-5 Fix-It/safety improvement project proposed to place a structural overlay on the deck, replace or repair leaking joints, and retrofit bridge rails to meet safety standards has seen its overall cost increase by \$656,900 resulting in a decision to transfer funding from a Region 5 canceled project in Key 20540, adjust the scope to their I-84 Fairview to Marine Drive & Tooth Rock Tunnel project to free up additional funds, and commit \$400,000 from the Statewide Bridge Funding project grouping buckets in Keys 20082 and 20083 to cover the funding shortfall; and

WHEREAS, ODOT's OR-99W SB Ramp to I-5 SB (Capitol Highway Interchange) project which will address the top layer of the concrete deck that has required patches where pieces have separated, with a structural concrete overlay also has experienced a significant cost increase to the Preliminary Engineering and Construction phases requiring an additional \$927,494 resulting in the need fund leverage funding from other available bridge and/or interchange improvement projects to address the funding shortfall; and

WHEREAS, ODOT's I-5 Barbur Blvd NB Connection Bridge Fix-It/safety improvement project which involves structure painting, pack rust removal, and rivets/bolts replacement faces a cost increase of \$828,692 impacting the Preliminary Engineering and the Construction phases will draw from available funds from a canceled Region 5 project, and scope adjustments from ODOT's Key 20298, I-84 – Fairview to Marine Drive & Tooth Rock Tunnel project and is being renamed for clarity to be the OR-99W – Barbur Blvd Northbound Connection Bridge project; and

WHEREAS, ODOT's I-84 – Fairview to Marine Drive & Tooth Rock Tunnel Highway/ Preservation project will be down-scoped to include I-84 section paving from Fairview to Marine Drive and include a full signal upgrade at NE 238th while eliminating the Tooth Rock Tunnel and McCord Creek Bridge scope elements releasing committed funding to be use on other projects including ODOT's OR-99W Barbur Blvd Northbound Connection Bridge project to address funding shortfalls; and

WHEREAS, TriMet's FY 2018 Preventative Maintenance Transit Oriented Development (TOD) fund exchange project with Metro programmed in Key 21126 has been identified as an inadvertent duplicate project to their already obligated and awarded TOD fund exchange project in Key 21262 and is now being removed from the MTIP to resolve fund programming duplication which could negatively impact Metro's fiscal constraint finding; and

WHEREAS, all amended projects were evaluated against seven 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 federal 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 January 2019 Formal MTIP Amendment; and

WHEREAS, all projects included in the January 2019 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 January 11, 2019 and approved the amendment approval recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on January 17, 2019 to formally amend the 2018-21 MTIP to include the January 2019 Formal Amendment bundle consisting of eleven projects.

ADOPTED by the Metro Council this ____ day of _____ 2019.

Lynn Peterson, Council President

Approved as to Form:

Nathan A.S. Sykes, Acting Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 19-4961



Proposed January 2019 Formal Amendment Bundle Amendment Type: FORMAL, JA19-05-JAN Total Number of Projects: 11				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 20810	Oregon City	Molalla Ave: Beaver Creek Rd to OR213	Construct bike lanes along the entire Molalla Ave: Beavercreek Rd to Highway 213 with Continuous ADA compliant sidewalks ramps; trees and ped level street lighting on west side of corridor; transit amenities along both sides of the corridor and street furnishings	REMOVED PROJECT: This Metro 2019-21 RFFA federally funded project completed a fund swap for local funds and is now a de-federalized project. No federal approvals are required to deliver and complete the project. As such, the project is not required to be programmed in the MTIP or STIP. Key 20810 is being removed from the MTIP through this amendment.
Project #2 Key 20451	ODOT	OR8 at River Road OR8 at River Rd & OR224 at Lake Rd	Full signal upgrade with illumination and ADA improvements Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro. Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd in Clackamas County.	COMBINED PROJECT: Amendment combines scope and funding from two projects: 20454 and 20507 plus adds \$300k in a new Other phase for railroad improvements. Combining Keys 20454 into 20451, adding funding from 20507 and from the ODOT railroad crossing project grouping bucket will reduce overhead costs and allow for efficiencies in delivery.
Project #3 Key 20454	ODOT	OR224 at Lake/Harmony	Replace overhead flasher with ground mounted advance flashers.	COMBINED/CANCELED PROJECT: Scope and funding totaling \$109,078 is combined onto Key 20451. As a result Key 20454 is left with \$0 funding and is being removed from the MTIP

<p>Project #4 Key 20507</p>	<p>ODOT</p>	<p>OR213 (82nd Ave) at Madison High School</p>	<p>Replace signal; rebuild and restripe existing crosswalk; add crosswalks and close a driveway.</p>	<p>FUND SWAP/DE-FEDERALIZATION: Key 20507 is being de-federalized upon review of the project and similar project in development by Portland Public Schools (PPS). ODOT will contribute \$560,250 state funds to the project (IGA in development). This amendment serves to convert the project into a locally funded and delivered project. PPS's delivery schedule is ahead of ODOT's project. The amendment for Key 20507 also advances ROW, UR and CN all to 2019. A budget shortfall has been identified on project K20451. \$560,250 Enhance funds from this project are being reallocated to K20451.</p>
<p>Project #5 Key 20430</p>	<p>ODOT</p>	<p>I-5: MP 303.27 - MP 308.63</p>	<p>Install variable speed advisory signs on I-5 northbound and southbound from the Fremont Bridge to Marine Drive</p>	<p>COST INCREASE/LIMITS & SCOPE CHANGE: Cost increases have occurred to the Preliminary Engineering phase which are being addressed. Causes include extended design period of 6-months, additional administrative/ management costs, design modifications, and added agency coordination requirements. The Amendment changes the project name to reflect the reduced scope. Project mile points are adjusted to match the engineer's plans and removing the Hayden Island location. The construction phase is reduced by \$314,000 and moved to PE . Finally, the construction phase is being advance from 2020 to 2019.</p>
<p>Project #6 Key 20481</p>	<p>ODOT</p>	<p>I-405: Fremont (Willamette River) Bridge</p>	<p>Paint bridge approaches; other section as funding allows.</p>	<p>COST DECREASE: \$10 million of construction phase funding is being transferred to Key 20077, Major Bridge Maintenance FFY 2019, the Statewide Project Grouping bucket to support strengthening of major bridges in Region 1. OTC approval was required for this action to occur.</p>
<p>Project #7 Key 20484</p>	<p>ODOT</p>	<p>SW Multnomah Blvd over I-5</p>	<p>Place a structural overlay on the deck; replace or repair leaking joints; and retrofit the bridge rails to meet safety standards.</p>	<p>COST INCREASE: PE and construction phase increase in cost by a total of \$967,800 to the project. The shortfalls in both phases are addressed through this amendment.</p>

<p>Project #8 Key 20702</p>	<p>ODOT</p>	<p>OR99W SB Ramp to I-5 SB (Capital Highway Interchange)</p>	<p>In SW Portland on OR99W at SW Capital Highway IC on SB Ramp to I-5, preserve deck with structural overlay</p>	<p>COST INCREASE: Preliminary Engineering and construction phases increase in cost due to use of external consulting for PE while construction phase added minor scope elements including cleaning and painting of the steel bearings plus the replacement of deficient ADA ramps. The project cost also was adjusted for inflation. The total project cost increases from \$408,000 to \$1,335,494.</p>
<p>Project #9 Key 20465</p>	<p>ODOT</p>	<p>I-5: Barbur Blvd NB connection bridge OR99W: Barbur Boulevard Northbound Connection Bridge</p>	<p>Paint structure; remove pack rust. Replace rivets and bolts.</p>	<p>COST INCREASE: Preliminary Engineering and construction phases increase in cost due to use of external consulting for PE while the construction phase has increased due to bid prices, plus the costs of the containment for paint removal/paint application and the disposal of hazardous waste were not included in the original project estimate. The project name is being updated to reflect that the mile points are actually for OR99W, and not I-5. There are no changes to the project location or scope. The total project cost increase is \$828,692.</p>
<p>Project #10 Key 20298</p>	<p>ODOT</p>	<p>I-84: Fairview - Marine Drive & Tooth Rock Tunnel I-84: Fairview - Marine Drive</p>	<p>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 NE238th Ave. Deck overlay and repair joints on the McCord Creek Bridge (#02193B).</p>	<p>SCOPE CHANGE: A more extensive project for Tooth Rock Tunnel is being scoped for the 21-24 STIP cycle. Through this amendment, the Tooth Rock Tunnel paving work from this project's scope to be re-added in the 21-24 STIP. Similarly, the McCord Creek Bridge is being considered for the 21-24 STIP. As such, this scope element also is removed Key 20298. The project name and description are updated as a result. The revised project scope results in a cost decrease to the project.</p>
<p>Project #11 Key 21126</p>	<p>TriMet</p>	<p>FY18 TriMet Prevent Maint (TOD Fund Exchange)</p>	<p>Enables the annual Transit Oriented Development (TOD) fund exchange to occur</p>	<p>CANCELED PROJECT: Key 21126 is a duplicate entry in the MTIP to TriMet's Key 21262 which already obligated its funds. Key 21126 is being removed from the MTIP as a corrective action.</p>

Exhibit A to Resolution 19-4961

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects**



PROJECT #1 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20810	70885	Oregon City	Molalla Ave. Beaver Creek Rd - Hwy 213					Active Transportation	\$ 7,985,379
Project Description:		Bike lanes along the entire Molalla Ave: Beaver Creek Rd to Highway 213. Continuous ADA compliant sidewalks, ramps; trees and ped level street lighting on west side of corridor; transit amenities along both sides of the corridor and street furnishings							
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
TriMet GF	Local	Local	2019		\$ 1,257,466				\$ 1,257,466
Local	Local	Local	2019		\$ 143,923				\$ 143,923
TriMet GF	Local	Local	2019			\$ 467,514			\$ 467,514
Local	Local	Local	2019			\$ 53,509			\$ 53,509
TriMet GF	Local	Local	2020					\$ 2,075,652	\$ 2,075,652
Local	Local	Local	2020					\$ 3,987,315	\$ 3,987,315
Total:			\$ -	\$ 1,401,389	\$ 521,023	\$ -	\$ 6,062,967	\$ 7,985,379	
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. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</p> <p>3. TriMet GF = TriMet local General Funds. .</p> <p>4. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.</p>								

Amendment Summary
Proposed changes are stated on the next page

PROJECT #1 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
20810	70885	Oregon City	Molalla Ave. Beaver Creek Rd - Hwy 213	Active Transportation	\$ 7,985,379
Project Description:			Bike lanes along the entire Molalla Ave. from Hwy 213 to Hwy 213. Continuous ADA compliant sidewalks, ramps; trees and pedestrian level street lighting on west side of the corridor and street furnishings along both sides of the corridor and street furnishings		

Project is being removed from the MTIP
See Amendment Summary below for details

Fund Type Code	Fund Code	Type	Year	Plan	Right of Way	Construction	Other (TSMO/ITS)	Total		
TriMet GF	Local	Local	2019		\$ 1,257,466			\$ 1,257,466		
Local	Local	Local	2019		\$ 143,923			\$ 143,923		
TriMet GF	Local	Local	2019			\$ 467,514		\$ 467,514		
Local	Local	Local	2019			\$ 53,509		\$ 53,509		
TriMet GF	Local	Local	2020				\$ 2,075,652	\$ 2,075,652		
Local	Local	Local	2020				\$ 3,987,315	\$ 3,987,315		
Total:					\$ -	\$ 1,401,389	\$ 521,023	\$ -	\$ 6,062,967	\$ 7,985,379

- Notes:
1. **Red Font** = Funding reductions made to the project phase. **Blue font** = Additions/changes made to the project as part of the amendment.
 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".
 3. STP>200K = Federal Surface Transportation Program funds allocated to Metro and must be applied in urban areas with a population greater than 200,000.
 4. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.

Amendment Summary

Key 20810 was initially awarded \$3,800,632 of federal funds through the 2019-21 Metro Regional Flexible Fund Allocation (RFFA). Subsequent to this award, a project review indicated Key 20810 would be a good candidate for de-federalization. No federal approvals appear required allowing Oregon City to complete the project separately from the regular federal delivery process. Applicable pedestrian and bicycle scope improvements have been incorporated into the Metro Pedestrian and Bicycle modeling networks through the RFFA call.

From an air quality viewpoint, the project is exempt under 40 CFR 93.126, Table 2, "Air Quality - Bicycle and pedestrian facilities category". The project is also considered a non-capacity improvement. Local funds from TriMet were used to swap out the federal funds. TriMet will use the federal funds in support of their federal project needs.

By replacing the federal funds with local funds, Oregon City can move forward to deliver the project faster than if the project remained federalized. Without federal approvals required to deliver the project, funded by only local funds, and as an exempt project, Key 20810 is not necessary to remain in the MTIP. The project is being removed from the MTIP through this amendment.

Metro has completed a local Intergovernmental Agreement (IGA) with Oregon City and will monitor the project delivery status separate from the MTIP requirements. Local funding as shown in the funding table remains committed to deliver the project.

Exhibit A to Resolution 19-4961

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects**



PROJECT #2 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20451	70996	ODOT	OR8 at River Road					Operations	\$ 1,182,643
Project Description:		Full signal upgrade with illumination and ADA improvements							
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
State STBG-FLX	Z240	Federal	2019		\$ 253,826				\$ 253,826
State	Match	State	2019		\$ 29,052				\$ 29,052
State STBG-FLX	Z240	Federal	2020			\$ 82,146			\$ 82,146
State	Match	State	2020			\$ 9,402			\$ 9,402
State STBG-FLX	Z240	Federal	2021					\$ 725,213	\$ 725,213
State	Match	Local	2021					\$ 83,004	\$ 83,004
Total:					\$ 282,878	\$ 91,548	\$ -	\$ 808,217	\$ 1,182,643
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions/changes made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. State STBG-FLX = Federal Surface Transportation Block Grant funds allocated to ODOT for use on eligible highway improvement projects. 4. State = General state funds committed by ODOT in support of the required local match to the federal funds.								

Amendment Summary
Proposed changes are stated on the next page

PROJECT #2 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
20451	70996	ODOT	OR8 at River Road OR8 at River Rd & OR224 at Lake Rd	Operations	\$ 2,151,970
Project Description:			Full signal upgrade with illumination and ADA improvements Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro. Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd in Clackamas County.		

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Railroad Improvements)	Construction	Total
ADVCON	ACPO	Federal	2019		\$ 143,907				\$ 143,907
State	Match	State	2019		\$ 16,471				\$ 16,471
NHPP-FAST	Z001	Federal	2019		\$ 446,745				\$ 446,745
State	Match	State	2019		\$ 51,132				\$ 51,132
Rail Hwy Cross Haz	ZS40	Federal	2019				\$ 270,000		\$ 270,000
State	Match	State	2019				\$ 30,000		\$ 30,000
State STBG-FLX	Z240	Federal	2020			\$ 82,146			\$ 82,146
State	Match	State	2020			\$ 9,402			\$ 9,402
ADVCON	ACPO	Federal	2021					\$ 49,576	\$ 49,576
State	Match	State	2021					\$ 5,674	\$ 5,674
NHPP-FAST	Z001	Federal	2021					\$ 939,399	\$ 939,399
State	Match	State	2021					\$ 107,518	\$ 107,518
Total:				\$ -	\$ 658,255	\$ 91,548	\$ 300,000	\$ 1,102,167	\$ 2,151,970

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. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</p> <p>3. ADVCON = A federal fund code placeholder termed "Advance Construction". Use when Obligation Authority limitations or federal fund programming liquidity exists. Requires ODOT to use State funds to initially cover the phase's costs until the federal fund is known.</p> <p>4. NHPP-FAST = Federal National Highway Performance Program Funds allocated to ODOT from the FAST Act for various highway improvement needs.</p> <p>5. Rail Hwy Cross Haz = Federal Railroad Crossing Hazards funding allocated to ODOT supporting railroad crossing safety improvements.</p> <p>6. State STBG-FLX = Federal Surface Transportation Block Grant funds allocated to ODOT for use on eligible highway improvement projects.</p> <p>7. State = General state funds committed by ODOT in support of the required local match to the federal funds.</p>
--------	---

Amendment Summary

The decision to combine scope and funding from Keys 20454 and 20507 originates from a review that determined the three projects can be delivered under a single contract as similarities in scope activities exist among all three in the project limits. The combining action is considered a fund leveraging effort to save on costs, hold down cost increased, and provide increased efficiencies in project delivery.

The scope and funding from Keys 20454 and 20507 are being combined into Key 20451 as shown on the previous page. The changes to the project scope through the combining effort are significant enough to require a formal amendment to complete the combining effort. \$300, from ODOT's Key 20352, Statewide Rail Crossing Program FFY19, is being shifted to Key 20451. The \$300k is now shown in the Other phase in 2019 supporting required railroad crossing improvements. The project limits are adjusted to include project site locations from Key 20454 on OR224 from MP 2.4 to MP 2.5.

The project name and description are also updated based on the adjusted scope and project limits.

A total of \$109,078 is being transferred from Key 20454 and \$560,250 originates from Key 20507. Note: Adjustments to Keys 20454 and 20507 are included in this amendment bundle and follow as the next two projects in the notification table. The \$300k from for railroad improvements is from the ODOT statewide project grouping funding pot and is considered outside the MPO boundary area. Funding changes to Key 20352 are not required to be included in this amendment bundle. ODOT will make the required funding adjustments directly to the STIP.

Exhibit A to Resolution 19-4961

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



PROJECT #3 EXISTING MTIP PROGRAMMING										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20454	70997	ODOT	OR224 at Lake/Harmony					Highway	\$ 109,078	
Project Description:		Replace overhead flasher with ground mounted advance flashers.								
Existing MTIP Project Fund Programming by Phase										
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total	
State STBG-FLX	Z240	Federal	2020		\$ 49,466				\$ 49,466	
State	Match	State	2020		\$ 5,662				\$ 5,662	
State STBG-FLX	Z240	Federal	2021					\$ 48,409	\$ 48,409	
State	Match	State	2021					\$ 5,541	\$ 5,541	
Total:				\$ -	\$ 55,128	\$ -	\$ -	\$ 53,950	\$ 109,078	
PROJECT #3 PROPOSED AMENDED CHANGES										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20454	70997	ODOT	OR224 at Lake/Harmony					Highway	\$ -	
Project Description:		Replace overhead flasher with ground mounted advance flashers.								
Amended MTIP Fund Programming by Phase										
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total	
State STBG-FLX	Z240	Federal	2020		\$ -				\$ -	
State	Match	State	2020		\$ -				\$ -	
State STBG-FLX	Z240	Federal	2021					\$ -	\$ -	
State	Match	State	2021					\$ -	\$ -	
Total:				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions/changes made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. State STBG-FLX = Federal Surface Transportation Block Grant funds allocated to ODOT for use on eligible highway improvement projects. 4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.									

Amendment Summary

Key 20454's scope and funding is combined into Key 20451 to enhance project delivery efficiencies. See Amendment Summary details for Key 20451. As a result Key 20454 is zeroed programmed and will be removed from the MTIP.

Exhibit A to Resolution 19-4961

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects**



PROJECT #4 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20507	70981	ODOT	OR213 (82nd Ave) at Madison High School					Highway	\$ 1,120,502
Project Description:			Replace signal; rebuild and restripe existing crosswalk; add crosswalks and close a driveway.						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
State STBG-FLX	Z240	Federal	2019		\$ 192,920				\$ 192,920
Local	Match	Local	2019		\$ 22,081				\$ 22,081
State STBG-FLX	Z240	Federal	2020			\$ 134,146			\$ 134,146
Local	Match	Local	2020			\$ 15,354			\$ 15,354
State STBG-FLX	Z240	Federal	2020				\$ 9,870		\$ 9,870
Local	Match	Local	2020				\$ 1,130		\$ 1,130
State STBG-FLX	Z240	Federal	2021					\$ 668,489	\$ 668,489
Local	Match	Local	2021					\$ 76,512	\$ 76,512
Total:			\$ -	\$ 215,001	\$ 149,500	\$ 11,000	\$ 745,001	\$ 1,120,502	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. State STP-FLX = Federal allocated Surface Transportation Program funding which ODOT manages/ 4. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.								

Amendment Summary
Proposed changes are stated on the next page

PROJECT #4 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
20507	70981	ODOT	OR213 (82nd Ave) at Madison High School	Highway	\$ 1,120,500

Project Description: Replace signal; rebuild and restripe existing crosswalk; add crosswalks and close a driveway.

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Other	OTH0	Local	2019		\$ 215,000				\$ 215,000
Other	OTH0	Local	2019			\$ 149,500			\$ 149,500
Other	OTH0	Local	2019				\$ 11,000		\$ 11,000
Other	OTH0	Local	2019					\$ 184,750	\$ 184,750
State	S010	State	2019					\$ 560,250	\$ 560,250
Total:				\$ -	\$ 215,000	\$ 149,500	\$ 11,000	\$ 745,000	\$ 1,120,500

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".
 3. State = General state funds that in this case are added for the construction phase in place of the federal funds that are being transferred to Key 20451.
 4. Other = Local funds committed by Portland Public Schools in support of the project

Amendment Summary

Key 20507 is being de-federalized upon review of the project and similar project in development by Portland Public Schools (PPS). PPS is currently developing their own Madison High School project, and their scope is identical to that of the ODOT project. PPS is already partway through design and their delivery schedule is ahead of the ODOT project. The project review supports PPS to continue delivering the project.

ODOT will contribute \$560,250 state funds to the project (IGA in development). This amendment serves to convert the project into a locally funded and delivered project with a \$560,250 contribution from ODOT, as approved by Jeff Flowers.

PPS's delivery schedule is ahead of ODOT's project. The amendment for Key 20507 also advances ROW, UR and CN all to 2019.

A budget shortfall has been identified on project K20451. \$560,250 Enhance funds from this project are being reallocated to K20451. This project will remain programmed in the MTIP and STIP.

Exhibit A to Resolution 19-4961

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects**



PROJECT #5 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20430	70972	ODOT	I-5: MP 303.27 - MP 308.63					Bridge	\$ 7,799,500
Project Description:			Install variable speed advisory signs on I-5 northbound and southbound from the Fremont Bridge to Marine Drive						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HISP	ZS30	Federal	2017		\$ 1,386,500				\$ 1,386,500
HSIP	ZS30	Federal	2020					\$ 6,413,000	\$ 6,413,000
									\$ -
Total:				\$ -	\$ 1,386,500	\$ -	\$ -	\$ 6,413,000	\$ 7,799,500
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. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</p> <p>3. HSIP = 100% federal - no match required Highway Safety Improvement Program funding allocated to ODOT supporting needed safety improvements</p>								

Amendment Summary
Proposed changes are stated on the next page

PROJECT #5 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
20430	70972	ODOT	I-5: MP 303.27 – MP 308.63 I-5: Marine Dr - Fremont Bridge				Bridge	\$ 7,799,500	
Project Description:		Install variable speed advisory signs on I-5 northbound and southbound from the Fremont Bridge to Marine Drive							
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HSIP	ZS30	Federal	2017		\$ 1,386,500				\$ 1,386,500
ADVCON	ACPO	Federal	2017		\$ 314,000				\$ 314,000
ADVCON	ACPO	Federal	2019					\$ 6,099,000	\$ 6,099,000
Total:				\$ -	\$ 1,700,500	\$ -	\$ -	\$ 6,099,000	\$ 7,799,500
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. HSIP = 100% federal - no match required Highway Safety Improvement Program funding allocated to ODOT supporting needed safety improvements 5. ADVCON = A federal fund code placeholder termed "Advance Construction". Use when Obligation Authority limitations or federal fund programming liquidity exists. Requires ODOT to use State funds to initially cover the phase's costs until the federal fund is known.								

Amendment Summary

The amendment shifts \$314,000 of construction phase funding to cover a PE funding shortfall. The Preliminary Engineering cost increase are due to a combination of the following factors:

- (1) The design schedule was required to be extended six months to address various project issues.
- (2) Additional efforts in traffic control plans that involved additional meetings with management and the mobility advisory committee.
- (3) Design modifications from Maintenance with security fencing
- (4) Required coordination with Washington Department of Transportation related to traffic control devices extending into the State of Washington.

The limits and scope change address the need to drop its northernmost ITS site (Hayden Island) in order to stay within overall budget. Removing this site will allow sufficient funding for the design and construction of all remaining sites. The project limits change from 303.27 -308.63 (net of 5.36) to 302.80 to 307.30 (net of 4.50) which results in an over limits change of 0.86 which is greater than the 0.25 threshold for limit changes and triggers the formal amendment.

The shift of construction phase funding is allowable as the update estimate has been reduced. The net total cost for the project remains unchanged at \$7,799,500.

Exhibit A to Resolution 19-4961

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects**



PROJECT #6 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20481	70973	ODOT	I-405: Fremont (Willamette River) Bridge					Bridge	\$ 27,794,616
Project Description:		Paint bridge approaches; other section as funding allows.							
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHPP-FAST	Z001	Federal	2019		\$ 843,783				\$ 843,783
State	Match	State	2019		\$ 96,575				\$ 96,575
NHPP-FAST	Z001	Federal	2021					\$ 24,096,326	\$ 24,096,326
State	Match	State	2021					\$ 2,757,932	\$ 2,757,932
									\$ -
Total:				\$ -	\$ 940,358	\$ -	\$ -	\$ 26,854,258	\$ 27,794,616
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. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</p> <p>3. NHPP-FAST = Federal National Highway Performance Program Funds allocated to ODOT from the FAST Act for various highway improvement needs.</p> <p>4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.</p>								

Amendment Summary
Proposed changes are stated on the next page

PROJECT #6 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
20481	70973	ODOT	I-405: Fremont (Willamette River) Bridge				Bridge	\$ 17,794,616	
Project Description:		Paint bridge approaches; other section as funding allows.							
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHPP-FAST	Z001	Federal	2019		\$ 843,783				\$ 843,783
State	Match	State	2019		\$ 96,575				\$ 96,575
NHPP-FAST	Z001	Federal	2019					\$ 15,123,326	\$ 15,123,326
State	Match	State	2019					\$ 1,730,932	\$ 1,730,932
									\$ -
Total:			\$ -	\$ 940,358	\$ -	\$ -	\$ 16,854,258	\$ 17,794,616	
Notes:	<ol style="list-style-type: none"> 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. NHPP-FAST = Federal National Highway Performance Program Funds allocated to ODOT from the FAST Act for various highway improvement needs. 4. State = General state funds committed by ODOT normally in support of the required match to the federal funds. 								

Amendment Summary

This amendment transfers \$10,000,000 from Key 20481 to Key 20077 to support Major Bridge Maintenance FFY 2019 program.

In 1990, the State of Oregon established a major bridge maintenance (MBM) program, to specifically address major and emergency bridge repairs that were not selected in the STIP or other funding sources. This type of work is generally determined to be of high enough priority that waiting for the STIP or other funding source is not an acceptable solution.

With OTC approval, the programming updates for MBM can be used to address safety, preservation, and strengthening needs for bridges statewide. The additional \$10 million is required to support the funding for strengthening identified bridges. The strengthening of these bridges will be done so that there is adequate load capacity for the vehicles that are using the bridges.

Three major bridges in Portland are undergoing load ratings and advance analysis which include: (1) Willamette River, Interstate 5 (Marquam), (2) Willamette River, U.S. 30 Bypass (St. Johns), and (3) Willamette River, Oregon 99 West (Steel)

Key 20077 is ODOT's statewide project grouping bucket supporting the FFY 2019 Major Bridge Maintenance program. Key 20077 is programmed outside of the MPO boundary area and not programmed in the MTIP. ODOT will provide the required updates to Key 20077 through the STIP.

Exhibit A to Resolution 19-4961

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects**



PROJECT #7 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20484	70976	ODOT	SW Multnomah Blvd over I-5					Bridge	\$ 1,571,000
Project Description:		Place a structural overlay on the deck; replace or repair leaking joints; and retrofit the bridge rails to meet safety standards.							
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHPP-FAST	Z001	Federal	2017		\$ 191,125				\$ 191,125
State	Match	State	2017		\$ 21,875				\$ 21,875
NHPP-FAST	Z001	Federal	2020					\$ 1,218,533	\$ 1,218,533
State	Match	State	2020					\$ 139,467	\$ 139,467
									\$ -
Total:				\$ -	\$ 213,000	\$ -	\$ -	\$ 1,358,000	\$ 1,571,000
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. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</p> <p>3. NHPP-FAST = Federal National Highway Performance Program Funds allocated to ODOT from the FAST Act for various highway improvement needs.</p> <p>4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.</p>								

Amendment Summary
Proposed changes are stated on the next page

PROJECT #7 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
20484	70976	ODOT	SW Multnomah Blvd over I-5	Bridge	\$ 2,538,800
Project Description:			Place a structural overlay on the deck; replace or repair leaking joints; and retrofit the bridge rails to meet safety standards.		

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Redistribution	ZS30	Federal	2017		\$ 191,125				\$ 191,125
State	Match	State	2017		\$ 21,875				\$ 21,875
ADVCON	ACPO	Federal	2017		\$ 278,971				\$ 278,971
State	Match	State	2017		\$ 31,929				\$ 31,929
ADVCON	ACPO	Federal	2020					\$ 1,807,970	\$ 1,807,970
State	Match	State	2020					\$ 206,930	\$ 206,930
Total:				\$ -	\$ 523,900	\$ -	\$ -	\$ 2,014,900	\$ 2,538,800

Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
	2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".
	3. Redistribution = Annual federal funds (similar to Surface Transportation Block Grant STBG) redistributed from FHWA back to the states. These are unobligated funds from other states that failed to meet their annual obligation targets. States that do meet their obligation targets receive a portion as a bonus for the year. These federal funds are referred to as "Redistribution funds" and programmed with this nomenclature/
	5. ADVCON = A federal fund code placeholder termed "Advance Construction". Use when Obligation Authority limitations or federal fund programming liquidity exists. Requires ODOT to use State funds to initially cover the phase's costs until the federal fund is known.
	6. State = General state funds committed by ODOT normally in support of the required match to the federal funds.

Amendment Summary

Trough this amendment, PE increases by \$310,900 and construction phase by \$656,900. The cost increase are primarily due to the PE phase changing from an internal driven effort to an external consultant led process. The construction phase increase results from having to include overpass protective screening and moving the delivery date to 2020.

The additional funds will be sourced from several areas which include: (1) The cancellation of K20540 (a Region 5 bridge project). (2) The removal of bridge scope/funding from K20298. And, (3) \$400K from Statewide Bridge funding buckets K20082/K20083.

The cost increase is \$967,800 which equals a 61.6% increase to the project resulting in the need for the formal amendment.

Exhibit A to Resolution 19-4961

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects**



PROJECT #8 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20702	71016	ODOT	OR99W SB Ramp to I-5 SB (Capitol Highway Interchange)					Bridge	\$ 408,000
Project Description:			In SW Portland on OR99W at SW Capitol Highway IC on SB Ramp to I-5 preserve deck with structural overlay						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
ADVCON	ACPO	Federal	2019		\$ 35,892				\$ 35,892
State	Match	State	2019		\$ 4,108				\$ 4,108
ADVCON	ACPO	Federal	2020					\$ 330,206	\$ 330,206
State	Match	State	2020					\$ 37,794	\$ 37,794
									\$ -
			Total:	\$ -	\$ 40,000	\$ -	\$ -	\$ 368,000	\$ 408,000
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. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</p> <p>3. ADVCON = A federal fund code placeholder termed "Advance Construction". Use when Obligation Authority limitations or federal fund programming liquidity exists. Requires ODOT to use State funds to initially cover the phase's costs until the federal fund is known.</p> <p>4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.</p>								

Amendment Summary
Proposed changes are stated on the next page

PROJECT #8 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
20702	71016	ODOT	OR99W SB Ramp to I-5 SB (Capitol Highway Interchange)				Bridge	\$ 1,335,494	
Project Description:		In SW Portland on OR99W at SW Capitol Highway IC on SB Ramp to I-5 preserve deck with structural overlay							
Amended MTIP Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
ADVCON	ACPO	Federal	2019		\$ 311,812				\$ 311,812
State	Match	State	2019		\$ 35,688				\$ 35,688
ADVCON	ACPO	Federal	2020					\$ 886,527	\$ 886,527
State	Match	State	2020					\$ 101,467	\$ 101,467
									\$ -
Total:			\$ -	\$ 347,500	\$ -	\$ -	\$ 987,994	\$ 1,335,494	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. ADVCON = A federal fund code placeholder termed "Advance Construction". Use when Obligation Authority limitations or federal fund programming liquidity exists. Requires ODOT to use State funds to initially cover the phase's costs until the federal fund is known. 4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.								

Amendment Summary

The amendment address a funding shortfall in the PE and construction phases. The estimate for preliminary engineering was based on the design being done internally, and did not fully account for roadway, traffic control, and project management costs. The project now will be designed by external consulting sources increasing the engineering costs.

The Construction costs have increased to account for the addition of the cleaning and painting of the steel bearings, replacement of deficient ADA ramps, and for inflation.

The summary of cost increases to the phases are as follows: PE increases by \$307,500 with construction increasing by \$619,994. The total project cost increases from \$408,00 to \$1,334,494

Funds are being sourced from a combination of the cancellation of K20540 (a Region 5 bridge project), and the removal of bridge scope/funding from ODOT's Key K20298, I-84: Fairview - Marine Drive and Tooth Rock Tunnel (also part of this amendment bundle).

Exhibit A to Resolution 19-4961

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects**



PROJECT #9 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20465	70998	ODOT	I-5: Barbur Blvd NB connection bridge					Bridge	\$ 1,669,975
Project Description:			Paint structure; remove pack rust. Replace rivets and bolts						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHPP-FAST	Z001	Federal	2019		\$ 122,033				\$ 122,033
State	Match	State	2019		\$ 13,967				\$ 13,967
NHPP-FAST	Z001	Federal	2020					\$ 1,376,436	\$ 1,376,436
State	Match	State	2020					\$ 157,539	\$ 157,539
									\$ -
Total:			\$ -	\$ 136,000	\$ -	\$ -	\$ 1,533,975	\$ 1,669,975	
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. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</p> <p>3. NHPP-FAST = Federal National Highway Performance Program Funds allocated to ODOT from the FAST Act for various highway improvement needs.</p> <p>4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.</p>								

Amendment Summary
Proposed changes are stated on the next page

PROJECT #9 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
20465	70998	ODOT	I-5: Barbur Blvd NB Connection Bridge OR99W: Barbur Boulevard Northbound Connection Bridge	Bridge	\$ 2,498,667
Project Description:			Paint structure; remove pack rust. Replace rivets and bolts		

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
ADVCON	ACPO	Federal	2019		\$ 308,420				\$ 308,420
State	Match	State	2019		\$ 35,300				\$ 35,300
ADVCON	ACPO	Federal	2020					\$ 1,933,634	\$ 1,933,634
State	Match	State	2020					\$ 221,313	\$ 221,313
Total:				\$ -	\$ 343,720	\$ -	\$ -	\$ 2,154,947	\$ 2,498,667

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. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</p> <p>3. ADVCON = A federal fund code placeholder termed "Advance Construction". Use when Obligation Authority limitations or federal fund programming liquidity exists. Requires ODOT to use State funds to initially cover the phase's costs until the federal fund is known.</p> <p>4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.</p>
--------	---

Amendment Summary

The amendment addresses a PE and construction phase funding shortfall. The initial estimate for preliminary engineering was based on the entire design being done internally. The design of the paint portion of the project will be done by ODOT's Bridge Preservation Unit. The remainder of the project will be designed by a consultant. As a result, the engineering costs have increased.

Construction costs have increased due to bid prices that are higher than were accounted for when the project was initially programmed. Additionally, the costs of the containment for paint removal/paint application and the disposal of hazardous waste were not included in the original project estimate.

The project name is being updated to reflect that the mile points are actually for OR99W, and not I-5. There are no changes to the project location or scope. The cost increase to EP is \$207,720 while the construction phase increases by \$620,972. The total project cost increase is \$828,692.

The source of the additional funding originates from a combination of the canceled project Key 20540 (a Region 5 bridge project), and the removal of bridge scope/funding from Key 20298, I-84: Fairview - Marine Drive and Tooth Rock Tunnel (also part of this amendment bundle).

Exhibit A to Resolution 19-4961

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects**



PROJECT #10 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20298	70939	ODOT	I-84: Fairview - Marine Drive & Tooth Rock Tunnel					Preservation	\$ 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 NE238th Ave. Deck overlay and repair joints on the McCord Creek Bridge (#02193B).						
Existing MTIP Project Fund Programming by Phase									
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
NHPP-FAST	Z001	Federal	2019		\$ 370,660				\$ 370,660
State	Match	State	2019		\$ 31,270				\$ 31,270
ADVCON	ACPO	Federal	2019		\$ 322,770				\$ 322,770
State	Match	State	2019		\$ 27,230				\$ 27,230
NHPP-FAST	Z001	Federal	2020			\$ 2,294			\$ 2,294
State	Match	State	2020			\$ 194			\$ 194
NHPP-FAST	Z001	Federal	2021					\$ 3,937,110	\$ 3,937,110
State	Match	State	2021					\$ 450,620	\$ 450,620
ADVCON	ACPO	Federal	2021					\$ 599,430	\$ 599,430
State	Match	State	2021					\$ 50,570	\$ 50,570
Total:			\$ -	\$ 751,930	\$ 2,488	\$ -	\$ 5,037,730	\$ 5,792,148	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. NHPP-FAST = Federal National Highway Performance Program Funds allocated to ODOT from the FAST Act for various highway improvement needs. 4. ADVCON = A federal fund code placeholder termed "Advance Construction". Use when Obligation Authority limitations or federal fund programming liquidity exists. Requires ODOT to use State funds to initially cover the phase's costs until the federal fund is known. 5. State = General state funds committed by ODOT normally in support of the required match to the federal funds.								

Amendment Summary
Proposed changes are stated on the next page

PROJECT #10 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 I-84: Fairview - Marine Drive	Preservation	\$ 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 NE238th Ave. Deck overlay and repair joints on the McCord Creek Bridge (#02193B). Repave a section of I-84 between Fairview and Marine Dr and install a full signal upgrade (including ADA) at NE 238th Ave.		

Amended MTIP Fund Programming by Phase

Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Other Utility Relocation)	Construction	Total
NHPP-FAST	Z001	Federal	2019		\$ 263,703				\$ 263,703
State	Match	State	2019		\$ 22,247				\$ 22,247
NHPP	M001	Federal	2019		\$ 106,957				\$ 106,957
State	Match	State	2019		\$ 9,023				\$ 9,023
NHPP-FAST	Z001	Federal	2020			\$ 2,294			\$ 2,294
State	Match	State	2020			\$ 194			\$ 194
NHPP-FAST	Z001	Federal	2021					\$ 3,778,971	\$ 3,778,971
State	Match	State	2021					\$ 318,807	\$ 318,807
NHPP	M001	Federal	2021					\$ 267,394	\$ 267,394
State	Match	State	2021					\$ 22,558	\$ 22,558
Total:				\$ -	\$ 401,930	\$ 2,488	\$ -	\$ 4,387,730	\$ 4,792,148

Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions/changes made to the project as part of the amendment.
	2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".
	3. NHPP-FAST = Federal National Highway Performance Program Funds allocated to ODOT from the FAST Act for various highway improvement needs.
	4. NHPP = Federal National Highway Performance Program (other than FAST ACT) allocated to ODOT for highway system performance improvements
	5. ADVCON = A federal fund code placeholder termed "Advance Construction". Use when Obligation Authority limitations or federal fund programming liquidity exists. Requires ODOT to use State funds to initially cover the phase's costs until the federal fund is known.
	6. State = General state funds committed by ODOT normally in support of the required match to the federal funds.

Amendment Summary

A more extensive project for Tooth Rock Tunnel is being scoped for the 21-24 STIP cycle. Therefore, the Tooth Rock Tunnel paving work has been removed from this project's scope and it will be completed in the 2021-2024 STIP.

Similarly, the McCord Creek Bridge is being considered for the 21-24 STIP and it is the top priority bridge project for Region 1. ODOT is removing the McCord Creek Bridge work from this project's scope as well.

The \$1,000,000 HB2017 Bridge Seismic funds associated with the McCord Creek Bridge scope is being reallocated to keys 20465, 20484, and 20702.

As a result of the scope changes, the project name and description removes the "Tooth Rock Tunnel" from both. The PE phase decreases from \$751,930 to \$401,930 and the construction phase decreases from \$5,037,730 to \$4,387,730. The net change decreases the total project cost by \$1,000,000, Delivery years remain unchanged.

Exhibit A to Resolution 19-4961

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



PROJECT #11 EXISTING MTIP PROGRAMMING										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
21126	71020	TriMet	FY18 TriMet Prevent Maint (TOD) Fund Exchange)					Transit	\$ 3,461,176	
Project Description:			Enables the annual Transit Oriented Development (TOD) fund exchange to occur							
Existing MTIP Project Fund Programming by Phase										
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total	
STP>200K	Z230	Federal	2019					\$ 3,105,713	\$ 3,105,713	
Local	Match	Local	2019					\$ 355,463	\$ 355,463	
Total:			\$ -	\$ -	\$ -	\$ -	\$ 3,461,176	\$ 3,461,176		

PROJECT #11 PROPOSED AMENDED CHANGES										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
21126	71020	TriMet	FY18 TriMet Prevent Maint (TOD) Fund Exchange)					Transit	\$ -	
Project Description:			Enables the annual Transit Oriented Development (TOD) fund exchange to occur							
Amended MTIP Fund Programming by Phase										
Fund Type Code	Fund Code	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total	
STP>200K	FF90	Federal	2020					\$ -	\$ -	
Local	Match	Local	2020					\$ -	\$ -	
Total:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions/changes made to the project as part of the amendment. 2. STP>200K = Surface Transportation Program funds allocated to Metro for use in areas with a population of at least 200,000 people 3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.									

Amendment Summary

During the FFY 2018 End of Year Project Phase Slips Review, Key 21126 was identified a duplicate project to Key 21262. Key 21262 is TriMet's FY 2018 TOD Exchange project which already obligated. Canceling a project from the MTIP requires a formal amendment, but insufficient time was available to complete the amendment and delete the project from FFY 2018. The project was carried over (slipped) into FFY 2019 and now is being canceled from the MTIP as a corrective action.

Memo



Date: Thursday, January 3, 2019
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: January 2019 MTIP Formal Amendment plus Approval Request of Resolution 19-4961

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING ELEVEN PROJECTS IMPACTING ODOT, OREGON CITY, AND TRIMET (JA19-05-JAN)

BACKGROUND

What this is:

The January 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle (for FFY 2019) contains required changes and updates impacting ODOT, Oregon City and TriMet. Eleven projects comprise the amendment bundle. Most of the requested changes are for ODOT funded/managed projects.

Several projects require cost increases due to scope updates, combining efforts, and additional scope requirements being added to the projects. The USDOT/ODOT/MPO Amendment Matrix defines the parameters for formal amendments and administrative modifications. Projects that involve a major scope change require a formal amendment to demonstrate that fiscal constraint is still maintained, no impacts to air quality results, and the project still provides final deliverables that consistent with project entry in the Regional Transportation Plan (RTP), or with the original funding award. The three primary types of existing project changes that trigger the need for a formal amendment include: (1) Scope changes, (2) limit changes, and (3) cost changes.

Scope Changes:

Major scope changes usually involve the addition or deletion of a specified non capacity-work element such as having to include unforeseen storm water mitigation improvements as part of the project, or adding ADA compliance scope activities. Some scope changes result when two or more projects are combined together to be delivered under the same construction contract. The combining effort may result in significant cost savings where additional scope improvements can be added to the project which initially were thought to be beyond the project's budget. As final design progresses, the revised scope of work will be compared to the original planned improvement to determine the impact of the changes and if they are considered major or minor and how they impact the project's final environmental document. When the scope is determined to be major, then a formal/full amendment is required to the MTIP and STIP to complete the changes.

Limit Changes:

A result of a major scope change is often seen upon the project limits. The scope change may result in extending the project or shortening it depending on the type of scope element that is added to the project. For years, MTIP/STIP staff, STIP coordinators, FHWA staff, project managers, and Local Agency Liaisons (LAL) have argued of what constitutes a "significant" limit change for a project resulting in the need for a formal/full amendment. FHWA resolved the debate by establishing

that limit changes beyond 0.25 miles are considered a major change and require a formal/full amendment to complete. Therefore, if the scope change results in a change in the environmental footprint (*i.e. the project limits change*) greater than a ¼ mile, the change must be made via a formal/full amendment.

Cost Changes beyond the Amendment Matrix Threshold:

The third type of change that can trigger a formal/full amendment is a cost change (increase or decrease) that exceeds the Amendment Matrix’s Cost Change threshold. For projects with a total project cost of \$1 million or greater, the allowable cost increase or decrease that can occur via an administrative modification is up to 20%. If the total cost change to the project is 20% or greater for these types of projects (\$1 million or greater), then a formal/full amendment is required to be completed. Determining a project’s accurate total cost early before NEPA even begins is more of an art than science. How much should the project manager add contingency funding to properly address the costs and not get blindsided at the end of final design with a 30% or greater cost increase to the project? Multiple cost factors may impact the project which the project manager may or may not foresee. Unfortunately, these factors can and will contribute to significant costs above the administrative threshold, and by far are the most common reason for the formal amendment

As a result of the above three areas, the number of mid-year formal amendments increase as more accurate design costs are realized, required limit changes are inserted into the project, and scope changes emerge as projects grow closer to completing final design. The January 2019 Formal MTIP amendment involves eleven projects which nine are impacted from a combination of major scope, limit, and/or funding changes.

What is the requested action?

Staff is providing TPAC notification of the January 2019 formal amendment and requesting their approval recommendation to JPACT for resolution 19-4961 and then on to the Metro Council enabling the eleven identified projects to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT.

The summary of the eleven projects is shown in the below table:

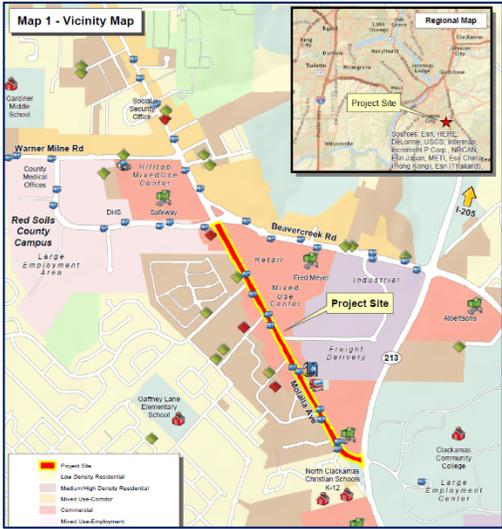
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 20810	Oregon City	Molalla Ave: Beaver Creek Rd to OR213	Construct bike lanes along the entire Molalla Ave: Beaver Creek Rd to Highway 213 with Continuous ADA compliant sidewalks ramps; trees and ped level street lighting on west side of corridor; transit amenities along both sides of the corridor and street furnishings	REMOVED PROJECT: This Metro 2019-21 RFFA federally funded project completed a fund swap for local funds and is now a de-federalized project. No federal approvals are required to deliver and complete the project. As such, the project is not required to be programmed in the MTIP or STIP. Key 20810 is being removed from the MTIP through this amendment.

<p>Project #2 Key 20451</p>	<p>ODOT</p>	<p>OR8 at River Road OR8 at River Rd & OR224 at Lake Rd</p>	<p>Full signal upgrade with illumination and ADA improvements Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro. Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd in Clackamas County.</p>	<p>COMBINED PROJECT: Amendment combines scope and funding from two projects: 20454 and 20507 plus adds \$300k in a new Other phase for railroad improvements. Combining Keys 20454 into 20451, adding funding from 20507 and from the ODOT railroad crossing project grouping bucket will reduce overhead costs and allow for efficiencies in delivery.</p>
<p>Project #3 Key 20454</p>	<p>ODOT</p>	<p>OR224 at Lake/Harmony</p>	<p>Replace overhead flasher with ground mounted advance flashers.</p>	<p>COMBINED/CANCELED PROJECT: Scope and funding totaling \$109,078 is combined onto Key 20451. As a result Key 20454 is left with \$0 funding and is being removed from the MTIP</p>
<p>Project #4 Key 20507</p>	<p>ODOT</p>	<p>OR213 (82nd Ave) at Madison High School</p>	<p>Replace signal; rebuild and restripe existing crosswalk; add crosswalks and close a driveway.</p>	<p>FUND SWAP/DE-FEDERALIZATION: Key 20507 is being de-federalized upon review of the project and similar project in development by Portland Public Schools (PPS). ODOT will contribute \$560,250 state funds to the project (IGA in development). This amendment serves to convert the project into a locally funded and delivered project. PPS's delivery schedule is ahead of ODOT's project. The amendment for Key 20507 also advances ROW, UR and CN all to 2019. A budget shortfall has been identified on project K20451. \$560,250 Enhance funds from this project are being reallocated to K20451.</p>
<p>Project #5 Key 20430</p>	<p>ODOT</p>	<p>I-5: MP 303.27 - MP 308.63 I-5: Marine Dr - Fremont Bridge</p>	<p>Install variable speed advisory signs on I-5 northbound and southbound from the Fremont Bridge to Marine Drive</p>	<p>COST INCREASE/LIMITS & SCOPE CHANGE: Cost increases have occurred to the Preliminary Engineering phase which are being addressed. Causes include extended design period of 6-months, additional administrative/ management costs, design modifications, and added agency coordination requirements. The Amendment changes the project name to reflect the reduced scope. Project mile points are adjusted to match the engineer's plans and removing the Hayden Island location. The construction phase is reduced by \$314,000 and moved to PE . Finally, the construction phase is being advance from 2020 to 2019.</p>
<p>Project #6 Key 20481</p>	<p>ODOT</p>	<p>I-405: Fremont (Willamette River) Bridge</p>	<p>Paint bridge approaches; other section as funding allows.</p>	<p>COST DECREASE: \$10 million of construction phase funding is being transferred to Key 20077, Major Bridge Maintenance FFY 2019, the Statewide Project Grouping bucket to support strengthening of major bridges in Region 1. OTC approval was required for this action to occur.</p>

Project #7 Key 20484	ODOT	SW Multnomah Blvd over I-5	Place a structural overlay on the deck; replace or repair leaking joints; and retrofit the bridge rails to meet safety standards.	COST INCREASE: PE and construction phase increase in cost by a total of \$967,800 to the project. The shortfalls in both phases are addressed through this amendment.
Project #8 Key 20702	ODOT	OR99W SB Ramp to I-5 SB (Capitol Highway Interchange)	In SW Portland on OR99W at SW Capitol Highway IC on SB Ramp to I-5, preserve deck with structural overlay	COST INCREASE: Preliminary Engineering and construction phases increase in cost due to use of external consulting for PE while construction phase added minor scope elements including cleaning and painting of the steel bearings plus the replacement of deficient ADA ramps. The project cost also was adjusted for inflation. The total project cost increases from \$408,000 to \$1,335,494.
Project #9 Key 20465	ODOT	I-5: Barbur Blvd NB connection bridge OR99W: Barbur Boulevard Northbound Connection Bridge	Paint structure; remove pack rust. Replace rivets and bolts.	COST INCREASE: Preliminary Engineering and construction phases increase in cost due to use of external consulting for PE while the construction phase has increased due to bid prices, plus the costs of the containment for paint removal/paint application and the disposal of hazardous waste were not included in the original project estimate. The project name is being updated to reflect that the mile points are actually for OR99W, and not I-5. There are no changes to the project location or scope. The total project cost increase is \$828,692.
Project #10 Key 20298	ODOT	I-84: Fairview - Marine Drive & Tooth Rock Tunnel I-84: Fairview - Marine Drive	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 NE238th Ave. Deck overlay and repair joints on the McCord Creek Bridge (#02193B).	SCOPE CHANGE: A more extensive project for Tooth Rock Tunnel is being scoped for the 21-24 STIP cycle. Through this amendment, the Tooth Rock Tunnel paving work from this project's scope to be re-added in the 21-24 STIP. Similarly, the McCord Creek Bridge is being considered for the 21-24 STIP. As such, this scope element also is removed Key 20298. The project name and description are updated as a result. The revised project scope results in a cost decrease to the project.
Project #11 Key 21126	TriMet	FY18 TriMet Prevent Maint (TOD Fund Exchange)	Enables the annual Transit Oriented Development (TOD) fund exchange to occur	CANCELED PROJECT: Key 21126 is a duplicate entry in the MTIP to TriMet's Key 21262 which already obligated its funds. Key 21126 is being removed from the MTIP as a corrective action.

A detailed summary of the eleven projects being amended is provided in the tables starting on the next page.

Projects 1: Molalla Ave. Beavercreek Rd - Hwy 213	
Lead Agency:	Oregon City
ODOT Key Number:	20810 MTIP ID Number: 70885
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Source: Metro RFFA Awarded Project • Funding: 2019-21 RFFA Award • Type: Active transportation project • Location: Molalla Ave • Cross Streets: Beavercreek Rd to Hwy 214 • Project approved for de-federalization via Metro-TriMet Fund Exchange • Mile Post Limits: N/A • Current Status Code: 3 - In Preliminary Engineering phase • Proposed improvements: Bike lanes along the entire Molalla Ave: Beavercreek Rd to Highway 213. Continuous ADA compliant sidewalks ramps; trees and ped level street lighting on west side of corridor; transit amenities along both sides of the corridor and street furnishings • STIP Amendment Number: TBD • MTIP Amendment Number: JA19-05-JAN
What is changing?	<p>AMENDMENT ACTION: REMOVING THE PROJECT FROM THE MTIP</p> <p>Key 20810 was initially awarded \$3,800,632 of federal funds through the 2019-21 Metro Regional Flexible Fund Allocation (RFFA). Subsequent to this award, a project review indicated Key 20810 would be a good candidate for de-federalization. The requirements for de-federalization include the following:</p> <ul style="list-style-type: none"> • The MTIP is not required as part of any federal approvals (e.g. obligating the project funds). • No federal approvals are required for the project to implement phases and expend local funds. • The project is a non-capacity enhancing project and inclusion in the Metro modeling network to demonstrate a capacity improvement is not required. • The project is not subject to air quality improvements as a condition of funding. • The project is considered “exempt” from the requirement to demonstrate conformity per 40 CFR 93.126, Table 2 or 40 CFR 93.127 Table 3. • The project does not possess any scope improvements considered sensitive to the public where MTIP programming is deemed necessary. <p>No federal approvals appear required allowing Oregon City to complete the project separately from the regular federal delivery process. The MTIP is not required to obligate the project’s local funds.</p> <p>From an air quality viewpoint, the project is exempt under 40 CFR 93.126, Table 2, "Air Quality - Bicycle and pedestrian facilities category". The project is also</p>



	<p>considered a non-capacity improvement. Local funds from TriMet were used to swap out the federal funds. TriMet will use the federal funds in support of their federal project needs. By replacing the federal funds with local funds, Oregon City can move forward to deliver the project faster than if the project remained federalized. Without federal approvals required to deliver the project, now funded by only local funds, and as an exempt project, Key 20810 is not necessary to remain in the MTIP. The project is being removed from the MTIP through this amendment.</p> <p>Metro has completed a local Intergovernmental Agreement (IGA) with Oregon City and will monitor the project delivery status separate from the MTIP requirements. Local funding as shown in the funding table remains committed to deliver the project.</p>
Additional Details:	The project will be monitored internally by Metro in a similar fashion to federally funded projects.
Why a Formal amendment is required?	Removing (or canceling) a project in the MTIP with Metro funding requires a formal amendment. per the approved FHWA/FTA/ODOT/MPO MTIP/STIP Amendment Matrix
Total Programmed Amount:	The approved project total cost of \$7,985,379 remains for the project. However, it will no longer appear in the MTIP.
Added Notes:	

Project #2:	OR8 at River Road OR8 at River Rd & OR224 at Lake Rd		
Lead Agency:	ODOT		
ODOT Key Number:	20451	MTIP ID Number:	70669
Project Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Source: ODOT Awarded Project • Funding: ODOT Fix-It Region 1 • Projected Fund Type: NHPP for PE & Cons, State STP for ROW • Type: Operations – Signalized Intersections • Location: OR-8 • Cross Streets: OR8 at River Rd and OR224 at Lake Rd • Mile Post Limits: 11.70 to 11.75 • Current Status Code: 1 – Pre PE obligation/Amendment required • Proposed improvements: <ul style="list-style-type: none"> Full signal upgrade with illumination and ADA improvements Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro. Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd in Clackamas County. • STIP Amendment Number: 18-21-2034 • MTIP Amendment Number: JA19-05-JAN 		
What is changing?	<div style="border: 1px solid black; padding: 5px; text-align: center;"> Key 20454 OR224 at Lake/Harmony Scope & Funding of \$109,078 into Key 20451 </div>	<div style="border: 1px solid black; padding: 5px; text-align: center;"> Key 20352 Statewide Rail Crossing Program FFY19 \$300,000 of funding into Key 20451 </div>	<div style="border: 1px solid black; padding: 5px; text-align: center;"> Key 20507 OR213 (82nd Ave) at Madison High School \$560,250 of funding into Key 20451 </div>
	<div style="border: 1px solid black; padding: 5px; text-align: center;"> Key 20451 OR8 at River Rd & OR224 at Lake Rd Increases from 1,182,643 to \$2,151,970 </div>		

MTIP. It does not need to be included in this amendment bundle. ODOT will make the required funding reduction in the 2018 STIP separate from his amendment.

As a result of combining 20454 into 20451 and the funding transfers from 20352 and 20507:

- The Preliminary Engineering phase increases by \$375,378 from \$282,877 to \$658,255 in 2019.
- An "Other" phase for necessary railroad improvements is created with \$300,000 planned to occur in 2019.
- The Right-of-Way phase remains unchanged at \$91,548 and is still planned for 2020.
- The Construction phase increases by \$293,950 from \$808,217 to \$1,102,167.
- The total project cost increases by \$969,328 from \$1,182,643 to \$2,151,970

Fund code Translations:

Z240 = State STP-FLX = State Surface Transportation Improvement Program-Flex

Z001 - NHPP-FAST = National Highway Performance Program - FAST Act

ZS40 = Rail Hwy Cross Haz = Rail-Highway Crossing Hazards

Additional Details:

2018-2021 Active STIP		CLACKAMAS		2018-2021 Active STIP			
Name: OR224 at Lake/Harmony			Key: 20454				
Description: Replace overhead flasher with ground mounted advance flashers.							
MPO: Portland Metro MPO		Work Type: OP-SSI					
Applicant: ODOT		Status: PROJECT SCHEDULED FOR CONSTRUCTION					
Region: 1							
Location(s)							
Mileposts	Length	Route	Highway	ACT	County(s)		
2.40 to 2.60	0.10	OR-224	CLACKAMAS	REGION 1 ACT	CLACKAMAS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2020			2021			
Total		\$55,128.00			\$53,950.00		\$109,078.00
Fund 1		Z240 \$49,466.35			Z001 \$48,409.34		
Match		\$5,661.65			\$5,540.66		
Footnote: \$ 109,078 Total Operations allocation							

2018-2021 Active STIP		STATEWIDE		2018-2021 Active STIP			
Name: Statewide Rail Crossing Program FFY19			Key: 20352				
Description: Funding for the statewide rail crossing program for Federal fiscal year 2019. Projects to be selected based on the program requirements and need.							
MPO: Non-MPO		Work Type: SAFETY					
Applicant: ODOT RAIL DIVISION		Status: BUCKET OF FUNDS					
Region: 6							
Location(s)							
Mileposts	Length	Route	Highway	ACT	County(s)		
				STATEWIDE	STATEWIDE		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2019			2019			
Total					\$10,692,619.20		\$10,692,619.20
Fund 1				ZS40	\$9,623,357.28		
Match					\$1,069,261.92		
Footnote:							
Most Recent Amendment Approved							
Amendment No: 18-21-1847			Approval Date: 12/7/2018				
Requested Action: Reduce project estimate by \$300,000, moving funds to project key 19683.							

	<table border="1"> <tr> <td colspan="5">Name: OR213 (82nd Ave) at Madison High School</td> <td>Key: 20507</td> </tr> <tr> <td colspan="6">Description: Replace signal, rebuild and restripe existing crosswalk, add crosswalks and close a driveway. Region: 1</td> </tr> <tr> <td colspan="3">MPO: Portland Metro MPO</td> <td colspan="3">Work Type: OP-SSI</td> </tr> <tr> <td colspan="3">Applicant: ODOT</td> <td colspan="3">Status: PROJECT SCHEDULED FOR CONSTRUCTION</td> </tr> </table>						Name: OR213 (82nd Ave) at Madison High School					Key: 20507	Description: Replace signal, rebuild and restripe existing crosswalk, add crosswalks and close a driveway. Region: 1						MPO: Portland Metro MPO			Work Type: OP-SSI			Applicant: ODOT			Status: PROJECT SCHEDULED FOR CONSTRUCTION																
	Name: OR213 (82nd Ave) at Madison High School					Key: 20507																																						
	Description: Replace signal, rebuild and restripe existing crosswalk, add crosswalks and close a driveway. Region: 1																																											
	MPO: Portland Metro MPO			Work Type: OP-SSI																																								
Applicant: ODOT			Status: PROJECT SCHEDULED FOR CONSTRUCTION																																									
<table border="1"> <tr> <th colspan="6">Location(s)</th> </tr> <tr> <th>Mileposts</th> <th>Length</th> <th>Route</th> <th>Highway</th> <th>ACT</th> <th>County(s)</th> </tr> <tr> <td>1.64 to 1.65</td> <td>0.01</td> <td>OR-213</td> <td>CASCADE NORTH</td> <td>REGION 1 ACT</td> <td>MULTNOMAH</td> </tr> </table>						Location(s)						Mileposts	Length	Route	Highway	ACT	County(s)	1.64 to 1.65	0.01	OR-213	CASCADE NORTH	REGION 1 ACT	MULTNOMAH																					
Location(s)																																												
Mileposts	Length	Route	Highway	ACT	County(s)																																							
1.64 to 1.65	0.01	OR-213	CASCADE NORTH	REGION 1 ACT	MULTNOMAH																																							
<table border="1"> <tr> <th colspan="7">Current Project Estimate</th> </tr> <tr> <th>Year</th> <th>Planning</th> <th>Prelim. Engineering</th> <th>Right of Way</th> <th>Utility Relocation</th> <th>Construction</th> <th>Other</th> <th>Project Total</th> </tr> <tr> <td>Total</td> <td></td> <td>\$215,000.00</td> <td>\$149,500.00</td> <td>\$11,000.00</td> <td>\$745,000.00</td> <td></td> <td>\$1,120,500.00</td> </tr> <tr> <td>Fund 1</td> <td></td> <td>Z001 \$192,919.50</td> <td>Z240 \$134,146.35</td> <td>Z240 \$9,870.30</td> <td>Z001 \$668,488.50</td> <td></td> <td></td> </tr> <tr> <td>Match</td> <td></td> <td>\$22,080.50</td> <td>\$15,353.65</td> <td>\$1,129.70</td> <td>\$76,511.50</td> <td></td> <td></td> </tr> </table>						Current Project Estimate							Year	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total	Total		\$215,000.00	\$149,500.00	\$11,000.00	\$745,000.00		\$1,120,500.00	Fund 1		Z001 \$192,919.50	Z240 \$134,146.35	Z240 \$9,870.30	Z001 \$668,488.50			Match		\$22,080.50	\$15,353.65	\$1,129.70	\$76,511.50		
Current Project Estimate																																												
Year	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total																																					
Total		\$215,000.00	\$149,500.00	\$11,000.00	\$745,000.00		\$1,120,500.00																																					
Fund 1		Z001 \$192,919.50	Z240 \$134,146.35	Z240 \$9,870.30	Z001 \$668,488.50																																							
Match		\$22,080.50	\$15,353.65	\$1,129.70	\$76,511.50																																							
Footnote: \$ 1,120,500 Total Operations allocation																																												
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, a project's with a major scope change require a formal amendment to complete the required changes. The addition of OR224 to the project and the railroad scope activities along with the cost increase trigger the need for a formal amendment.																																											
Total Programmed Amount:	The total project programming increases from \$1,182, 643 to \$2,151,970																																											
Added Notes:	OTC approval was required to complete the changes and are expected to occur during their January 2019 meeting																																											

Project #3:	OR224 at Lake/Harmony		
Lead Agency:	ODOT		
ODOT Key Number:	20454	MTIP ID Number:	70997
Project Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Source: ODOT Awarded Project • Funding: ODOT Fix-It Region 1 • Projected Fund Type: Pre-amendment = State STBG-Flex • Type: Operations – Safety and Traffic Control • Location: OR-224 • Cross Streets: at Lake/Harmony Rd • Mile Post Limits: 2.40 to 2.50 • Current Status Code: 1 – Pre PE obligation, Consolidation action requiring an amendment • Proposed improvements: Replace overhead flasher with ground mounted advance flashers. • STIP Amendment Number: 18-21-2034 • MTIP Amendment Number: JA19-05-JAN 		
What is changing?	<p>AMENDMENT ACTION: KEY 20454 SCOPE AND FUDNING OF \$109,078 IS BEING COMBINED INTO KEY 20451</p> <div style="text-align: center;"> <pre> graph TD A["Key 20454 OR224 at Lake/Harmony Scope & Funding of \$109,078 into Key 20451"] --> D["Key 20451 OR8 at River Rd & OR224 at Lake Rd Increases from 1,182,643 to \$2,151,970"] B["Key 20352 Statewide Rail Crossing Program FFY19 \$300,000 of funding into Key 20451"] --> D C["Key 20507 OR213 (82nd Ave) at Madison High School \$560,250 of funding into Key 20451"] --> D </pre> </div> <p>As discussed in Key 20451, OR8 at River Rd & OR224 at Lake Rd, the scope and funding Key 2045 are being combined into Key 20451. This will enable both projects to be delivered under the same contract and provide efficiencies in delivery.</p>		

<p>Additional Details:</p>	<p>If the this were a straight project combination effort, where no new funds are added or scope change occurs, the combining could occur via an Administrative Modification, However, the project also includes a funding shortfall resulting in additional funds added to the project from Keys 20352 and 20507, the new funding and updated scope activities trigger the need for a formal amendment.</p> <p>As a result of combining Key 20454 into 20451, Key 20454 is left with \$0 programming dollars and is being removed from the MTIP.</p> <p>Fund Code Translation: Z240 = State STBG-Flex (State Surface transportation Block Grant – Flex) Z001 = NHPP-FAST (National Highway Performance Program – FAST ACT)</p> <table border="1" data-bbox="500 598 1386 913"> <thead> <tr> <th colspan="2">2018-2021 Active STIP</th> <th colspan="2">CLACKAMAS</th> <th colspan="2">2018-2021 Active STIP</th> </tr> </thead> <tbody> <tr> <td colspan="3">Name: OR224 at Lake/Harmony</td> <td colspan="3">Key: 20454</td> </tr> <tr> <td colspan="6">Description: Replace overhead flasher with ground mounted advance flashers. Region: 1</td> </tr> <tr> <td colspan="3">MPO: Portland Metro MPO</td> <td colspan="3">Work Type: OP-SSI</td> </tr> <tr> <td colspan="3">Applicant: ODOT</td> <td colspan="3">Status: PROJECT SCHEDULED FOR CONSTRUCTION</td> </tr> <tr> <th colspan="6">Location(s)</th> </tr> <tr> <th>Mileposts</th> <th>Length</th> <th>Route</th> <th>Highway</th> <th>ACT</th> <th>County(s)</th> </tr> <tr> <td>2.40 to 2.50</td> <td>0.10</td> <td>OR-224</td> <td>CLACKAMAS</td> <td>REGION 1 ACT</td> <td>CLACKAMAS</td> </tr> <tr> <th colspan="6">Current Project Estimate</th> </tr> <tr> <th></th> <th>Planning</th> <th>Prelim. Engineering</th> <th>Right of Way</th> <th>Utility Relocation</th> <th>Construction</th> <th>Other</th> <th>Project Total</th> </tr> <tr> <td>Year</td> <td colspan="3">2020</td> <td colspan="3">2021</td> <td></td> </tr> <tr> <td>Total</td> <td></td> <td>\$55,078.00</td> <td></td> <td></td> <td>\$5,540.00</td> <td></td> <td>\$109,078.00</td> </tr> <tr> <td>Fund 1</td> <td></td> <td>Z240 \$40,466.35</td> <td></td> <td></td> <td>Z001 \$48,409.34</td> <td></td> <td></td> </tr> <tr> <td>Match</td> <td></td> <td>\$5,661.65</td> <td></td> <td></td> <td>\$5,540.66</td> <td></td> <td></td> </tr> <tr> <td colspan="8">Footnote: \$ 109,078 Total Operations allocation</td> </tr> </tbody> </table> <p>Scope and funding is combined into 20451</p>	2018-2021 Active STIP		CLACKAMAS		2018-2021 Active STIP		Name: OR224 at Lake/Harmony			Key: 20454			Description: Replace overhead flasher with ground mounted advance flashers. Region: 1						MPO: Portland Metro MPO			Work Type: OP-SSI			Applicant: ODOT			Status: PROJECT SCHEDULED FOR CONSTRUCTION			Location(s)						Mileposts	Length	Route	Highway	ACT	County(s)	2.40 to 2.50	0.10	OR-224	CLACKAMAS	REGION 1 ACT	CLACKAMAS	Current Project Estimate							Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total	Year	2020			2021				Total		\$55,078.00			\$5,540.00		\$109,078.00	Fund 1		Z240 \$40,466.35			Z001 \$48,409.34			Match		\$5,661.65			\$5,540.66			Footnote: \$ 109,078 Total Operations allocation							
2018-2021 Active STIP		CLACKAMAS		2018-2021 Active STIP																																																																																																			
Name: OR224 at Lake/Harmony			Key: 20454																																																																																																				
Description: Replace overhead flasher with ground mounted advance flashers. Region: 1																																																																																																							
MPO: Portland Metro MPO			Work Type: OP-SSI																																																																																																				
Applicant: ODOT			Status: PROJECT SCHEDULED FOR CONSTRUCTION																																																																																																				
Location(s)																																																																																																							
Mileposts	Length	Route	Highway	ACT	County(s)																																																																																																		
2.40 to 2.50	0.10	OR-224	CLACKAMAS	REGION 1 ACT	CLACKAMAS																																																																																																		
Current Project Estimate																																																																																																							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total																																																																																																
Year	2020			2021																																																																																																			
Total		\$55,078.00			\$5,540.00		\$109,078.00																																																																																																
Fund 1		Z240 \$40,466.35			Z001 \$48,409.34																																																																																																		
Match		\$5,661.65			\$5,540.66																																																																																																		
Footnote: \$ 109,078 Total Operations allocation																																																																																																							
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, Key 20454 is part of the larger combining effort into 20451 which requires a formal amendment. The changes to Key 20454 proceed under the larger formal amendment for Key 20451.</p>																																																																																																						
<p>Total Programmed Amount:</p>	<p>The total project programming decreases from \$109,078 to \$0</p>																																																																																																						
<p>Added Notes:</p>	<p>OTC approval was required and is scheduled to occur during their January 2019 meeting</p>																																																																																																						

<p>Projects 4: OR213 (82nd Ave) at Madison High School</p>	
<p>Lead Agency:</p>	<p>ODOT</p>
<p>ODOT Key Number:</p>	<p>20507</p>
<p></p>	<p>MTIP ID Number: 70981</p>
<p>Project Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Source: ODOT Awarded Project • Funding: ODOT Fix-It Region 1 • Projected Fund Type: State STBG-FLEX replaced by Local Other and State funds • Type: Operations – Safety • Location: OR-213 • Cross Streets: 82nd Ave at Madison High School • Mile Post Limits: 1.64 to 1,65 • Current Status Code: 1 – Pre PE obligation/Amendment required • Proposed improvements: Replace signal, rebuild and restripe existing crosswalk, add crosswalks and close a driveway. • STIP Amendment Number: 18-21-2034 • MTIP Amendment Number: JA19-05-JAN

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, de-federalizing a project acts from a fiscal constraint perspective as canceling a project which requires a formal amendment.
Total Programmed Amount:	The total project programming in Key 20507 remains unchanged at \$1,120,500 through the de-federalization action
Added Notes:	OTC approval is required and is planned to occur during their January 2019 meeting

Projects #5: I-5: MP 303.27 - MP 308.63 I-5: Marine Dr - Fremont Bridge	
Lead Agency:	ODOT
ODOT Key Number:	20430 MTIP ID Number: 70972
Project Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Source: ODOT Awarded Project • Funding: ODOT Fix-It Region 1 • Projected Fund Type: HSIP (Federal Highway Safety Improvement Program) and utilizing ADVCON (Advance Construction) as an obligation placeholder • Type: Operations – Safety and Traffic Control • Location: I-5 • Cross Streets: Fremont Bridge north to Marine Drive • Mile Post Limits: 303.27 to 308.63 changed to be 302.80 to 307.30 • Current Status Code: 4 – Completing PS&E/Final Design • Proposed improvements: Install variable speed advisory signs on I-5 northbound and southbound from the Fremont Bridge to Marine Drive • STIP Amendment Number: 18-21-2062 • MTIP Amendment Number: JA19-05-JAN
What is changing?	<p>AMENDMENT ACTION: COST INCREASE WITH SCOPE ADJUSTMENTS AND LIMIT CHANGES</p> <p>The project has experienced cost increases due to several factors which include:</p> <ul style="list-style-type: none"> ▪ PE phase requiring an extended design schedule to address agency and consultant needs. ▪ Change in the agency project manager and area manager overseeing the project. ▪ Added effort in completing traffic control plans triggering additional management meetings and advisory committee meetings. ▪ Incorporating design modifications from Maintenance involving security fencing ▪ Added coordination with WASHDOT related to traffic control device extending onto the State of Washington <p>As a result, the project scope is dropping the northernmost ITS site (Hayden Island) in order to stay within budget. Removing this site reduces the construction phase estimate allowing for savings to be applied to the PE phase. The impact of these</p> 

	<p>changes results in changes to the project’s limits, scope and name to keep within the project award. The summary of changes include the following:</p> <ul style="list-style-type: none"> Hayden Island ITS site is removed from the project scope The updated construction phase cost decreases from \$6,413,000 to \$6,099,000. \$314,000 of construction phase funding is transferred to the PE phase. The PE phase increases from \$1,386,500 to \$1,700,500 The project limits are adjusted from 303.27 to 308.63 to be 302.80 to 307.30. The project name is updated from its current MP reference of I-5: MP 303.27 - MP 308.63 to be I-5: Marine Dr - Fremont Bridge. The project’s cost remains unchanged at \$7,799,500. 																																																																																																																																																																																													
<p>Additional Details:</p>	<p>The use of the fund type code ADVCON, Advance Construction, is also being used as an obligation placeholder for the added PE phase and construction phase obligations. However, the financial plan for the project still reflects federal HSIP as the planned funding source for the project.</p> <table border="1" data-bbox="464 722 1370 1171"> <thead> <tr> <th colspan="9">PROJECT FUNDING DETAILS</th> </tr> <tr> <th>Fund Type</th> <th>Fund Code</th> <th>Year</th> <th>Planning</th> <th>Preliminary Engineering</th> <th>Right of Way</th> <th>Other (Utility Relocation)</th> <th>Construction</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td colspan="9">Federal Funds</td> </tr> <tr> <td>HSIP</td> <td>ZS30</td> <td>2017</td> <td></td> <td>\$ 1,386,500</td> <td></td> <td></td> <td></td> <td>\$ 1,386,500</td> </tr> <tr> <td>ADVCON</td> <td>ACPO</td> <td>2017</td> <td></td> <td>\$ 314,000</td> <td></td> <td></td> <td></td> <td>\$ 314,000</td> </tr> <tr> <td>HSIP</td> <td>ZS30</td> <td>2020</td> <td></td> <td></td> <td></td> <td></td> <td>\$ -6,413,000</td> <td></td> </tr> <tr> <td>ADVCON</td> <td>ACPO</td> <td>2019</td> <td></td> <td></td> <td></td> <td></td> <td>\$ 6,099,000</td> <td>\$ 6,099,000</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ 7,799,500</td> </tr> <tr> <td colspan="9">State Funds</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>State Total:</td> <td>\$ -</td> </tr> <tr> <td colspan="9">Local Funds</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Local Total</td> <td>\$ -</td> </tr> <tr> <td colspan="3">Phase Totals Before Amend:</td> <td>\$ -</td> <td>\$ 1,386,500</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -6,413,000</td> <td>\$ 7,799,500</td> </tr> <tr> <td colspan="3">Phase Totals After Amend:</td> <td>\$ -</td> <td>\$ 1,700,500</td> <td>\$ -</td> <td>\$ -</td> <td>\$ 6,099,000</td> <td>\$ 7,799,500</td> </tr> <tr> <td colspan="8">Year Of Expenditure (YOE):</td> <td>\$ 7,799,500</td> </tr> </tbody> </table>	PROJECT FUNDING DETAILS									Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total	Federal Funds									HSIP	ZS30	2017		\$ 1,386,500				\$ 1,386,500	ADVCON	ACPO	2017		\$ 314,000				\$ 314,000	HSIP	ZS30	2020					\$ -6,413,000		ADVCON	ACPO	2019					\$ 6,099,000	\$ 6,099,000									\$ -									\$ -									\$ 7,799,500	State Funds																	\$ -									\$ -								State Total:	\$ -	Local Funds																	\$ -									\$ -								Local Total	\$ -	Phase Totals Before Amend:			\$ -	\$ 1,386,500	\$ -	\$ -	\$ -6,413,000	\$ 7,799,500	Phase Totals After Amend:			\$ -	\$ 1,700,500	\$ -	\$ -	\$ 6,099,000	\$ 7,799,500	Year Of Expenditure (YOE):								\$ 7,799,500
PROJECT FUNDING DETAILS																																																																																																																																																																																														
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total																																																																																																																																																																																						
Federal Funds																																																																																																																																																																																														
HSIP	ZS30	2017		\$ 1,386,500				\$ 1,386,500																																																																																																																																																																																						
ADVCON	ACPO	2017		\$ 314,000				\$ 314,000																																																																																																																																																																																						
HSIP	ZS30	2020					\$ -6,413,000																																																																																																																																																																																							
ADVCON	ACPO	2019					\$ 6,099,000	\$ 6,099,000																																																																																																																																																																																						
								\$ -																																																																																																																																																																																						
								\$ -																																																																																																																																																																																						
								\$ 7,799,500																																																																																																																																																																																						
State Funds																																																																																																																																																																																														
								\$ -																																																																																																																																																																																						
								\$ -																																																																																																																																																																																						
							State Total:	\$ -																																																																																																																																																																																						
Local Funds																																																																																																																																																																																														
								\$ -																																																																																																																																																																																						
								\$ -																																																																																																																																																																																						
							Local Total	\$ -																																																																																																																																																																																						
Phase Totals Before Amend:			\$ -	\$ 1,386,500	\$ -	\$ -	\$ -6,413,000	\$ 7,799,500																																																																																																																																																																																						
Phase Totals After Amend:			\$ -	\$ 1,700,500	\$ -	\$ -	\$ 6,099,000	\$ 7,799,500																																																																																																																																																																																						
Year Of Expenditure (YOE):								\$ 7,799,500																																																																																																																																																																																						
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, a project in the MTIP requires a formal amendment when the limits change more than 0.25 miles. This reflect a significant change to the footprint of the environmental document resulting in the need for the formal amendment. The net change of the project limits decrease from 5.36 miles to 4.50 miles reflecting a 0.50 mile change to the project limits.</p>																																																																																																																																																																																													
<p>Total Programmed Amount:</p>	<p>The total project programming amount remains unchanged at \$7,799,500</p>																																																																																																																																																																																													
<p>Added Notes:</p>	<p>OTC approval was not required for the changes. Approval of the required changes occurred through ODOT’s Change Management Request (CMR) process</p>																																																																																																																																																																																													

<p>Projects #6:</p>	<p>I-405: Fremont (Willamette River) Bridge</p>		
<p>Lead Agency:</p>	<p>ODOT</p>		
<p>ODOT Key Number:</p>	<p>20481</p>	<p>MTIP ID Number:</p>	<p>70973</p>
<p>Project Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Source: ODOT Awarded Project Funding: ODOT Fix-It SW Bridge Projected Fund Type: NHPP-FAST (Federal National Highway Performance Program – FAST Act) Type: Bridge Location: I-405/Fremont Bridge 		

- Cross Streets: Just east of Loring St west across the Willamette River to just west of Naito Pkwy
- Mile Post Limits: 3.12 to 3.53
- Current Status Code: 1 – Pre-PE Obligation Activities
- Proposed improvements: Paint bridge approaches; other section as funding allows.
- STIP Amendment Number: 18-21-2166
- MTIP Amendment Number: JA19-05-JAN

AMENDMENT ACTION: COST DECREASE

This amendment will complete OTC requested action to transfer \$10 million from the I-405 Fremont Bridge painting project in Key 20481 to ODOT's Major Bridge Maintenance project grouping bucket in Key 20077. The \$10 million is being transferred from Key 20481's construction phase reducing it from \$26,854,258 to \$16,854,258. The ODOT bridge program has determine the cost reduction can occur to Key 20481.

STIP Amendment Funding Summary

Project	Current Funding	Proposed Funding
Major bridge maintenance FFY19 (KN 20077)	\$10,000,000	\$20,000,000
I-405: Fremont (Willamette River) Bridge (KN 20481)	\$27,794,616	\$17,794,616
TOTAL	\$37,794,616	\$37,794,616

Project to increase funding:

Major bridge maintenance FFY19 (KN 20077)		Cost	
Phase	Year	Current	Proposed
Preliminary Engineering	N/A	\$0	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2019	\$10,000,000	\$20,000,000
TOTAL		\$10,000,000	\$20,000,000

What is changing?

Key 20077 is ODOT's statewide project grouping bucket for required FFY 2019 major bridge maintenance. The fund transfer will support efforts to strengthen Region 1 bridges during FFY 2019.



Fund Code Translation: S010 = ODOT State funds

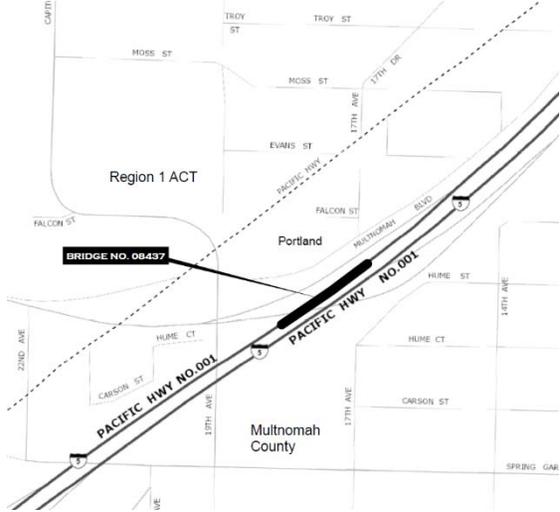
Additional Details:

2018-2021 Active STIP		STATEWIDE		2018-2021 Active STIP			
Name: Major bridge maintenance FFY19			Key: 20077				
Description: Major bridge maintenance funding for Federal fiscal year 2019. Projects will be selected based on requirements of the funds. Region: 6							
MPO: Non-MPO			Work Type: BR-MBM				
Applicant: ODOT			Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)							
Mileposts	Length	Route	Highway	ACT	County(s)		
		Various	VARIOUS HIGHWAYS	STATEWIDE	STATEWIDE		
Current Project Estimate							
Year	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
2019							
Total					\$10,000,000.00		\$10,000,000.00
Fund 1					S010 \$10,000,000.00		
Match							
Footnote:							

In 1990, the State of Oregon established a major bridge maintenance (MBM) program, to specifically address major and emergency bridge repairs that were not selected in the STIP or other funding sources. This type of work is generally determined to be of high enough priority that waiting for the STIP or other funding

	<p>source is not an acceptable solution. This is also identified as work the district maintenance program normally wouldn't be able to accomplish due to maintenance crew budget or staff limits, and to address needs that were not anticipated. One use of MBM funding is to strengthen bridges to address concerns identified through the inspection and load rating processes.</p> <p>The Bridge Engineering Section is in the final phase of completing initial load ratings for every highway bridge. The analysis is being accomplished with a combination of ODOT engineers and consultants. While a basic load rating analysis is sufficient for most bridges, advanced analysis is used for larger, more complicated structures. Advanced analysis can also be used for bridges that show the need for strengthening based on the basic analysis, but do not show signs of distress.</p> <p>There are three major bridges in Portland that are currently having advanced analysis. While the advanced analysis may reduce the amount of strengthening that is required for these bridges to remain in unrestricted service, some strengthening will be required when the analysis is completed. The three major Region 1 bridges identified include the following:</p> <p>Willamette River, Interstate 5 (Marquam) – The steel girders that support the upper deck needs to have bracing added to satisfy the modern specifications.</p> <p>Willamette River, U.S. 30 Bypass (St. Johns) – There are portions of the truss that require bracing to satisfy the modern specifications, and also some connection plates that may require strengthening.</p> <p>Willamette River, Oregon 99 West (Steel) - This bridge is owned by the Union Pacific Railroad. There is a lease agreement with ODOT and TriMet for highway traffic and light rail. This is a unique bridge and the primary issue is the need to coordinate with the railroad to determine the actual loading due to freight trains.</p>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, cost changes for project costing \$1 million or greater require a formal amendment to complete. The cost decrease of \$10 million dollars represents a 35.9% change to the project and is above the 20% threshold.
Total Programmed Amount:	The project's total programming decreases from \$27,794,616 to \$17,794,616
Added Notes:	OTC approval is required for the changes and approval is expected to occur during their January 2019 meeting.

Projects #7:	SW Multnomah Blvd over I-5		
Lead Agency:	ODOT		
ODOT Key Number:	20484	MTIP ID Number:	70976
Project Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Source: ODOT Awarded Project • Funding: ODOT Fix-It Region 1 • Projected Fund Type: A combination of federal funds including Redistribution and ADVCON (Advance Construction) are committed to the project currently. • Type: Bridge – structures • Location: SW Multnomah Blvd over I-5 • Cross Streets: Approximately 17th Ave to near 19th Ave • Mile Post Limits: 296.51 to 296.59 • Current Status Code: 4 – Completing PS&E/Final Design • Proposed improvements: Place a structural overlay on the deck; replace or repair leaking joints; and retrofit the bridge rails to meet safety standards. 		

	<ul style="list-style-type: none"> • STIP Amendment Number: 18-21-2043 • MTIP Amendment Number: JA19-05-JAN
<p>What is changing?</p>	<p>AMENDMENT ACTION: COST INCREASE</p> <p>The Southwest Multnomah Boulevard Bridge over Interstate 5 is a 404 foot long bridge built in 1959 that is in fair condition. The Southwest Multnomah Boulevard over Interstate 5 project will address the extensive deck cracking with a structural concrete overlay, replace or repair leaking joints, and upgrade the bridge rails so that they meet modern safety standards. Overpass protective screening will also be added to deter objects from being thrown from the overpass onto Interstate 5.</p>  <p>The project initially was intended to complete the Preliminary Engineering phase via internal staff and resources. The project PE cost estimate was based on this assumption. External consulting will now be used to complete design requirements. This change has increased the PE phase cost estimate by \$310,900.</p> <p>The construction phase also has increased in cost die to the addition of overpass protective screening and subsequent change to 2020 as the revised delivery date. These changes increase the construction phase by \$656,900.</p> <p>The added funding will originate from a combination of the cancellation of Key 20540 (a Region 5 bridge project), the removal of bridge scope/funding from Key K20298, and \$400K from Statewide Bridge funding buckets in Keys 20082/ K20083.</p>
<p>Additional Details:</p>	<p>As stated above, the PE phase will increase from \$213,000 to \$523,900 which the construction phase increase from \$1,358,000 to \$2,014,900. The overall total project cost increases from \$1,571,000 to \$2,538,800.</p>

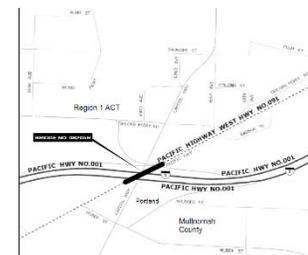
		PROJECT FUNDING DETAILS							
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total	
Federal Funds									
NHPP-FAST	Z001	2017		\$ -191,125					
Redistribution	ZS30	2017		\$ 191,125				\$ 191,125	
ADVCON	ACPO	2017		\$ 278,971				\$ 278,971	
NHPP-FAST	Z001	2020					\$ -1,219,533		
ADVCON	ACPO	2020					\$ 1,807,970	\$ 1,807,970	
							\$ -	\$ -	
							\$	\$ 2,278,066	
State Funds									
State	Match	2017		\$ 21,875				\$ 21,875	
State	Match	2017		\$ 31,929				\$ 31,929	
State	Match	2020					\$ -139,467		
State	Match	2020					\$ 206,930	\$ 206,930	
							\$ -	\$ -	
							State Total:	\$ 260,734	
Local Funds									
							\$ -	\$ -	
							\$ -	\$ -	
							Local Total:	\$ -	
Phase Totals Before Amend:			\$ -	\$ -213,000	\$ -	\$ -	\$ -1,358,000	\$ 1,571,000	
Phase Totals After Amend:			\$ -	\$ 523,900	\$ -	\$ -	\$ 2,014,900	\$ 2,538,800	
							Year Of Expenditure (YOE):	\$ 2,538,800	

Why a Formal amendment is required? Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, cost changes for project costing \$1 million with a cost change of 20% or greater require a formal amendment. The net cost increase to the project is \$967,800 which represents a 61.6 % increase to the project.

Total Programmed Amount: The total project programming amount increases from \$1,571,000 to \$2,538,800

Added Notes: OTC approval was required for the changes with approval expect to occur during their January 2019 meeting.

Projects #8:	OR99W SB Ramp to I-5 SB (Capitol Highway Interchange)		
Lead Agency:	ODOT		
ODOT Key Number:	20702	MTIP ID Number:	71016
Project Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Source: ODOT Awarded Project • Funding: ODOT Fix-It SW Bridge plus HB2017 Seismic • Projected Fund Type: Federal ADVCON (Advance Construction) is being used to program the committed funding for later phase obligation flexibility needs. • Type: Bridge – structures • Location: OR-99W • Cross Streets: At SW Capitol Highway interchange • Mile Post Limits: 6.19 to 6.24 • Current Status Code: 1 – Completing Pre-PE Obligation activities • Proposed improvements: Preserve deck with a structural overlay • STIP Amendment Number: 18-21-2043 • MTIP Amendment Number: JA19-05-JAN 		
What is changing?	<p>AMENDMENT ACTION: COST INCREASE</p> <p>The Oregon 99 West southbound ramp to Interstate 5 southbound (Capitol Highway Interchange) is a 270 foot long bridge built in 1959 that is in fair condition. The project will address the top layer of the concrete deck that has required patches where pieces have separated, with a structural concrete overlay. The project will also replace or repair leaking joints, clean and paint steel bearings that are corroded, replace the asphalt near the bridge approaches that is failing, and replace deficient Americans with Disabilities Act (ADA) ramps that are within the project limits.</p>		



<p>Projects #9:</p>	<p>I-5: Barbur Blvd NB Connection Bridge OR99W: Barbur Boulevard Northbound Connection Bridge</p>		
<p>Lead Agency:</p>	<p>ODOT</p>		
<p>ODOT Key Number:</p>	<p>20465</p>	<p>MTIP ID Number:</p>	<p>70998</p>
<p>Project Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Source: ODOT Awarded Project • Funding: ODOT Fix-It SW Bridge plus HB2017 Bridge Seismic • Projected Fund Type: Federal ADVCON (Advance Construction) is being used to program the committed funding for later phase obligation flexibility needs • Type: Bridge - structures • Location: OR-99W • Cross Streets: OR-99W bridge crossing at I-5 • Mile Post Limits: 7.79 to 7.84 • Current Status Code: 1 – Pre-PE obligation activities • Proposed improvements: Paint structure; remove pack rust. Replace rivets and bolts. • STIP Amendment Number: 18-21-2143 • MTIP Amendment Number: JA19-05-JAN 		
<p>What is changing?</p>	<p>AMENDMENT ACTION: COST INCREASE</p> <p>The Oregon 99 West (Barbur Boulevard) northbound connection bridge over Interstate 5 was built in 1985 and is in satisfactory condition. The portions of the bridge directly over Interstate 5 have painted girders to protect the steel from corrosion. The original paint system is at the end of its service life, with moderate surface corrosion on the lower portions of the girders, and isolated areas where the corrosion has begun to reduce the thickness of the steel.</p>  <p>The cost increase for Key 20465 is similar to Key 20702, OR99W SB Ramp to I-5 SB (Capitol Highway Interchange). The initial estimate for preliminary engineering was based on the entire design being done internally. The design of the paint portion of the project will be done by ODOT's Bridge Preservation Unit. The remainder of the project will be designed by a consultant due to ODOT resources being committed to the delivery of other projects. As a result, the engineering costs have increased.</p> <p>Construction costs have increased due to bid prices that are higher than were accounted for when the project was initially programmed; in addition, the costs of the containment for paint removal/paint application and the disposal of hazardous waste were not included in the original project estimate.</p> <p>ODOT is also changing the name of the project because the location mile points are actually for OR99W, not I-5. There are no changes to the project location or scope, just a correction to the name.</p>		

	<p style="text-align: center;">Fairview and Marine Dr and install a full signal upgrade (including ADA) at NE 238th Ave.</p> <ul style="list-style-type: none"> • STIP Amendment Number: 18-21-2043 • MTIP Amendment Number: JA19-05-JAN
<p>What is changing?</p>	<p>AMENDMENT ACTION: SCOPE CHANGE</p> <p><i>From the OTC Staff Report:</i> The Interstate 84 eastbound McCord Creek Bridge was built in 1962. The deck is in poor condition due to cracking, rutting, exposed reinforcement, and pieces of concrete up to three feet in diameter that have separated from the deck. The deck is only 6 ½ inches thick, and the top 1 ½ inches is contaminated with chlorides due to the use of deicing products. Also, the transition from the bridge approach pavement to the bridge itself is not smooth, causing a noticeable impact for drivers. This bridge has required extensive maintenance work to repair the deck and to minimize the impact. A deck overlay for this bridge was added with funding from House Bill 2017.</p>  <p>While the McCord Creek Bridge is within the limits of this Interstate Maintenance Preservation Project, the extensive work needed to address the poor condition of the deck is not really compatible with the other project work. Grinding the approach pavement to address the impact loading will leave a layer of pavement that is too thin to be structurally sound, and rebuilding the approach pavement is also beyond the scope of the other work in the project. Based on the nature of the work required being much more extensive than the other project work, the McCord Creek Bridge should be removed from this project.</p> <p>The McCord Creek Bridge is being considered for the 2022-2024 STIP and is the top priority bridge project for Region 1. It is within the limits of the Interstate 84: Multnomah Falls – Cascade Locks Interstate Maintenance Preservation Project. The scoping effort will determine the best solution for this bridge, ranging from extensive deck rehabilitation, deck replacement, or perhaps bridge replacement. This bridge will eventually need a seismic retrofit, and it may be most economical to simply replace the bridge instead of doing extensive deck work now, and extensive seismic related work later.</p> <p>As a result, the project scope is changing as follows:</p> <ul style="list-style-type: none"> - The Tooth Rock Tunnel paving work is being removed from the project scope. - The McCord Creek Bridge work is being removed from the project scope

	<ul style="list-style-type: none"> - The \$1,000,000 of HB201 Bridge Seismic funds associated with the McCord Creek Bridge is being relocated to Keys 20465, 20484, and 20702 - The project name changes to now be I-84: Fairview to Marine Drive - The project description is updated to reflect the scope adjustments. 																																																																																																																																																																																																																																																																																																																											
Additional Details:	<p>As stated above, the removal of the \$1,000,000 for the McCord Creek Bridge work decreases the project total from \$5,792,148 to \$4,792,148</p> <table border="1"> <thead> <tr> <th colspan="9">PROJECT FUNDING DETAILS</th> </tr> <tr> <th>Fund Type</th> <th>Fund Code</th> <th>Year</th> <th>Planning</th> <th>Preliminary Engineering</th> <th>Right of Way</th> <th>Other (Utility Relocation)</th> <th>Construction</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td colspan="9">Federal Funds</td> </tr> <tr> <td>NHPP-FAST</td> <td>Z001</td> <td>2019</td> <td></td> <td>\$ -370,660</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>NHPP-FAST</td> <td>Z001</td> <td>2019</td> <td></td> <td>\$ 263,703</td> <td></td> <td></td> <td></td> <td>\$ 263,703</td> </tr> <tr> <td>NHPP</td> <td>M001</td> <td>2019</td> <td></td> <td>\$ 106,957</td> <td></td> <td></td> <td></td> <td>\$ 106,957</td> </tr> <tr> <td>ADVCON</td> <td>ACPO</td> <td>2019</td> <td></td> <td>\$ -322,770</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>NHPP-FAST</td> <td>Z001</td> <td>2020</td> <td></td> <td></td> <td>\$ 2,294</td> <td></td> <td></td> <td>\$ 2,294</td> </tr> <tr> <td>NHPP-FAST</td> <td>Z001</td> <td>2021</td> <td></td> <td></td> <td></td> <td></td> <td>\$ -3,937,110</td> <td></td> </tr> <tr> <td>NHPP-FAST</td> <td>Z001</td> <td>2021</td> <td></td> <td></td> <td></td> <td></td> <td>\$ 3,778,971</td> <td>\$ 3,778,971</td> </tr> <tr> <td>NHPP</td> <td>M001</td> <td>2021</td> <td></td> <td></td> <td></td> <td></td> <td>\$ 267,394</td> <td>\$ 267,394</td> </tr> <tr> <td>ADVCON</td> <td>ACPO</td> <td>2021</td> <td></td> <td></td> <td></td> <td></td> <td>\$ -599,430</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ 4,419,319</td> </tr> <tr> <td colspan="9">State Funds</td> </tr> <tr> <td>State</td> <td>Match</td> <td>2019</td> <td></td> <td>\$ -31,270</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>State</td> <td>Match</td> <td>2019</td> <td></td> <td>\$ 22,247</td> <td></td> <td></td> <td></td> <td>\$ 22,247</td> </tr> <tr> <td>State</td> <td>Match</td> <td>2019</td> <td></td> <td>\$ 9,023</td> <td></td> <td></td> <td></td> <td>\$ 9,023</td> </tr> <tr> <td>State</td> <td>Match</td> <td>2019</td> <td></td> <td>\$ -27,230</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>State</td> <td>Match</td> <td>2020</td> <td></td> <td></td> <td>\$ 194</td> <td></td> <td></td> <td>\$ 194</td> </tr> <tr> <td>State</td> <td>Match</td> <td>2021</td> <td></td> <td></td> <td></td> <td></td> <td>\$ -450,620</td> <td></td> </tr> <tr> <td>State</td> <td>Match</td> <td>2021</td> <td></td> <td></td> <td></td> <td></td> <td>\$ 318,807</td> <td>\$ 318,807</td> </tr> <tr> <td>State</td> <td>Match</td> <td>2021</td> <td></td> <td></td> <td></td> <td></td> <td>\$ 22,558</td> <td>\$ 22,558</td> </tr> <tr> <td>State</td> <td>Match</td> <td>2021</td> <td></td> <td></td> <td></td> <td></td> <td>\$ -50,570</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ 372,829</td> </tr> <tr> <td colspan="9">Local Funds</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> </tr> <tr> <td>Phase Totals Before Amend:</td> <td></td> <td></td> <td>\$ -</td> <td>\$ -751,930</td> <td>\$ 2,488</td> <td>\$ -</td> <td>\$ -5,037,730</td> <td>\$ -5,792,148</td> </tr> <tr> <td>Phase Totals After Amend:</td> <td></td> <td></td> <td>\$ -</td> <td>\$ 401,930</td> <td>\$ 2,488</td> <td>\$ -</td> <td>\$ 4,387,730</td> <td>\$ 4,792,148</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Year Of Expenditure (YOE):</td> <td>\$ 4,792,148</td> </tr> </tbody> </table>	PROJECT FUNDING DETAILS									Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total	Federal Funds									NHPP-FAST	Z001	2019		\$ -370,660					NHPP-FAST	Z001	2019		\$ 263,703				\$ 263,703	NHPP	M001	2019		\$ 106,957				\$ 106,957	ADVCON	ACPO	2019		\$ -322,770					NHPP-FAST	Z001	2020			\$ 2,294			\$ 2,294	NHPP-FAST	Z001	2021					\$ -3,937,110		NHPP-FAST	Z001	2021					\$ 3,778,971	\$ 3,778,971	NHPP	M001	2021					\$ 267,394	\$ 267,394	ADVCON	ACPO	2021					\$ -599,430										\$ -									\$ -									\$ 4,419,319	State Funds									State	Match	2019		\$ -31,270					State	Match	2019		\$ 22,247				\$ 22,247	State	Match	2019		\$ 9,023				\$ 9,023	State	Match	2019		\$ -27,230					State	Match	2020			\$ 194			\$ 194	State	Match	2021					\$ -450,620		State	Match	2021					\$ 318,807	\$ 318,807	State	Match	2021					\$ 22,558	\$ 22,558	State	Match	2021					\$ -50,570										\$ -									\$ -									\$ 372,829	Local Funds																	\$ -									\$ -									\$ -	Phase Totals Before Amend:			\$ -	\$ -751,930	\$ 2,488	\$ -	\$ -5,037,730	\$ -5,792,148	Phase Totals After Amend:			\$ -	\$ 401,930	\$ 2,488	\$ -	\$ 4,387,730	\$ 4,792,148								Year Of Expenditure (YOE):	\$ 4,792,148
PROJECT FUNDING DETAILS																																																																																																																																																																																																																																																																																																																												
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total																																																																																																																																																																																																																																																																																																																				
Federal Funds																																																																																																																																																																																																																																																																																																																												
NHPP-FAST	Z001	2019		\$ -370,660																																																																																																																																																																																																																																																																																																																								
NHPP-FAST	Z001	2019		\$ 263,703				\$ 263,703																																																																																																																																																																																																																																																																																																																				
NHPP	M001	2019		\$ 106,957				\$ 106,957																																																																																																																																																																																																																																																																																																																				
ADVCON	ACPO	2019		\$ -322,770																																																																																																																																																																																																																																																																																																																								
NHPP-FAST	Z001	2020			\$ 2,294			\$ 2,294																																																																																																																																																																																																																																																																																																																				
NHPP-FAST	Z001	2021					\$ -3,937,110																																																																																																																																																																																																																																																																																																																					
NHPP-FAST	Z001	2021					\$ 3,778,971	\$ 3,778,971																																																																																																																																																																																																																																																																																																																				
NHPP	M001	2021					\$ 267,394	\$ 267,394																																																																																																																																																																																																																																																																																																																				
ADVCON	ACPO	2021					\$ -599,430																																																																																																																																																																																																																																																																																																																					
								\$ -																																																																																																																																																																																																																																																																																																																				
								\$ -																																																																																																																																																																																																																																																																																																																				
								\$ 4,419,319																																																																																																																																																																																																																																																																																																																				
State Funds																																																																																																																																																																																																																																																																																																																												
State	Match	2019		\$ -31,270																																																																																																																																																																																																																																																																																																																								
State	Match	2019		\$ 22,247				\$ 22,247																																																																																																																																																																																																																																																																																																																				
State	Match	2019		\$ 9,023				\$ 9,023																																																																																																																																																																																																																																																																																																																				
State	Match	2019		\$ -27,230																																																																																																																																																																																																																																																																																																																								
State	Match	2020			\$ 194			\$ 194																																																																																																																																																																																																																																																																																																																				
State	Match	2021					\$ -450,620																																																																																																																																																																																																																																																																																																																					
State	Match	2021					\$ 318,807	\$ 318,807																																																																																																																																																																																																																																																																																																																				
State	Match	2021					\$ 22,558	\$ 22,558																																																																																																																																																																																																																																																																																																																				
State	Match	2021					\$ -50,570																																																																																																																																																																																																																																																																																																																					
								\$ -																																																																																																																																																																																																																																																																																																																				
								\$ -																																																																																																																																																																																																																																																																																																																				
								\$ 372,829																																																																																																																																																																																																																																																																																																																				
Local Funds																																																																																																																																																																																																																																																																																																																												
								\$ -																																																																																																																																																																																																																																																																																																																				
								\$ -																																																																																																																																																																																																																																																																																																																				
								\$ -																																																																																																																																																																																																																																																																																																																				
Phase Totals Before Amend:			\$ -	\$ -751,930	\$ 2,488	\$ -	\$ -5,037,730	\$ -5,792,148																																																																																																																																																																																																																																																																																																																				
Phase Totals After Amend:			\$ -	\$ 401,930	\$ 2,488	\$ -	\$ 4,387,730	\$ 4,792,148																																																																																																																																																																																																																																																																																																																				
							Year Of Expenditure (YOE):	\$ 4,792,148																																																																																																																																																																																																																																																																																																																				
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, majors cope changes require a formal amendment. Note: The cost decrease as a result of the scope change results in a 17.2% change to the project.																																																																																																																																																																																																																																																																																																																											
Total Programmed Amount:	The total project programming amount decreases from 5,792,148 to \$4,792,148																																																																																																																																																																																																																																																																																																																											
Added Notes:	OTC approval was required for the changes with approval expect to occur during their January 2019 meeting.																																																																																																																																																																																																																																																																																																																											

Projects #11:	FY18 TriMet Prevent Maint (TOD) Fund Exchange		
Lead Agency:	TriMet		
ODOT Key Number:	21126	MTIP ID Number:	71020
Project Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Source: Metro RFFA Step I funded project • Funding: Metro Transit Oriented Development (TOD) program • Projected Fund Type: Federal STP>200K *Surface Transportation Program – for urban areas greater than 200,000 people) • Type: Metro TOD program • Location: Region wide • Cross Streets: Not Applicable • Mile Post Limits: Not Applicable • Current Status Code: Obligated and awarded from TrAMS, but from Key 21262 		

	<ul style="list-style-type: none"> Proposed improvements: Enables the annual Transit Oriented Development (TOD) fund exchange to occur STIP Amendment Number: TBD MTIP Amendment Number: JA19-05-JAN
<p>What is changing?</p>	<p>AMENDMENT ACTION: CANCELED PROJECT</p> <p>Each year TriMet receives a STP/STBG allocation from Metro in support of Transit Oriented Development (TOD) activities. Metro’s Transit-Oriented Development Program strategically invests to help more people live, work and shop in neighborhoods served by high-quality transit. Metro’s TOD program stimulates private investment by helping offset the higher costs of compact development. TOD program investments totaling \$16 million have leveraged more than \$697 million in private development activity across 45 completed TOD projects.</p> <p>Key 21126 is a duplicate project to Key 21262. TriMet obligated and received their FFY 2018 TOD funds through Key 21262. Key 21126 appears was added late during the 2018 MTIP when Key 21262 was inadvertently overlooked. During the FY 2018 End-of-Year Project Phase Slips Review, Key 21126 was identified as a duplicate. It is being removed from the MTIP now to avoid any possible double counting of STP find programming.</p> <div data-bbox="932 407 1386 1146" style="background-color: #f0f0f0; padding: 10px;"> <p>Program Accomplishments FY 2017-18 Total</p> <p>Trips 15,094 948,989 Transit-oriented development creates places for people to live and work near high quality transit. Each year, over 900,000 more travel trips are made by transit, rather than by car, as a result of TOD program supported projects.</p> <p>Residential Units 77 3,670 TOD projects increase housing affordability by increasing the supply of housing in areas with lower commuting costs. To date, the TOD program has supported construction of approximately 3,600 housing units. Of these, 781 are set aside for households earning less than the area medium income. Over 850 additional income-restricted units are planned or under construction.</p> <p>Commercial space 2,000 520,213 Developing retail, restaurants and offices in transit served areas enlivens neighborhoods and reduces commuting costs. Mixed-use TOD projects completed to date include 194,780 square feet of retail and 327,433 square feet of office and other commercial space.</p> <p>Acres protected 12 593 All of the TOD projects completed to date required only 59 acres of land compared to the 590 acres that would be needed to develop these projects in areas without transit. Compact development requires less taxpayer funded infrastructure to serve, reduces commuting costs, and helps preserve agricultural and natural areas.</p> </div>
<p>Additional Details:</p>	<p>There was insufficient time to complete a formal amendment during September 2018 and delete Key 21126 from the MTIP. The project had to be carried over into FY 2019 where it now can be deleted.</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO STIP and MTIP Amendment Matrix, canceling a project from the MTIP requires a formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount increases from \$3,461,176 to \$0</p>
<p>Added Notes:</p>	<p>Metro Council approval is required to complete the project cancellation from the MTIP. Approval is expected to occur during the Council’s February 7, 2019 meeting.</p>

Note: The Amendment Matrix located on the next page is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

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 and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- 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 the 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 project – 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:
 - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT as well.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.

ODOT-FTA-FHWA Amendment Matrix
Type of Change
FULL AMENDMENTS
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2. Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • Projects under \$500K – increase/decrease over 50% • Projects \$500K to \$1M – increase/decrease over 30% • Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30%
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - 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 January 2019 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	January 2, 2019
• TPAC notification and approval recommendation.....	January 11, 2019
• JPACT approval and recommendation to Council.....	January 17, 2019*
• Completion of public notification process.....	January 31, 2019
• Metro Council approval.....	February 7, 2019**

Notes:

- * If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.
- ** This formal amendment is processing the ODOT projects concurrently with OTC required approval. ODOT projects that require OTC approval are scheduled for their January 17, 2019 meeting. The applicable projects are on the OTC consent calendar and are expected to be approved without issue. However, if OTC approval is not received, the applicable projects will be removed from the January 2019 Formal Amendment Bundle.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package	February 11, 2019
• Amendment bundle submission to ODOT for review.....	February 12, 2019
• Submission of the final amendment package to USDOT.....	February 12, 2019
• ODOT clarification and approval.....	Late February, 2019
• USDOT clarification and final amendment approval.....	Early to mid March, 2019

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:

Staff recommends the approval of Resolution 19-4961.

Attachments

1. Project Location Maps
2. OTC Letters

Date: Thursday, January 3, 2019
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Attachment 1 to the January 2019 MTIP Formal Amendment Staff Report – Project Location Maps

BACKGROUND

Available project location maps and OTC request letters are included in this attachment to the staff report for reference for their applicable projects. Maps and/or OTC letters are included for:

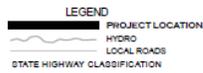
- Key 20810 – Molalla Ave: Beaver Creek Rd to OR213
- Key 20451- OR8 at River Rd & OR224 at Lake Rd
- Key 20454 - OR224 at Lake/Harmony
- Key 20507 - OR213 (82nd Ave) at Madison High School
- Key 20430 - I-5: Marine Dr - Fremont Bridge
- Key 20481 - I-405: Fremont (Willamette River) Bridge
- Key 20484 - SW Multnomah Blvd over I-5
- Key 20702 - OR99W SB Ramp to I-5 SB (Capitol Highway Interchange)
- Key 20465 - OR99W: Barbur Boulevard Northbound Connection Bridge
- Key 20298 - I-84: Fairview - Marine Drive

Key 20810
Molalla Ave: Beaver Creek Rd to OR213

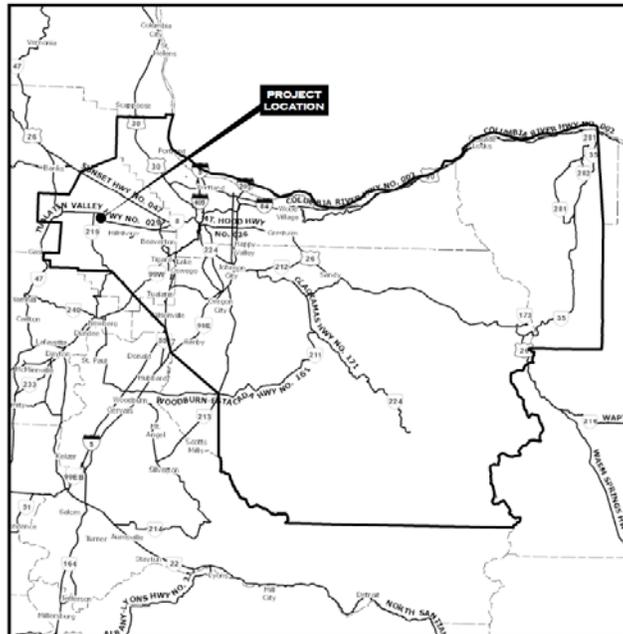


Key 20451
OR8 at River Rd & OR224 at Lake Rd

STIP PROJECT LOCATION
ODOT REGION 1



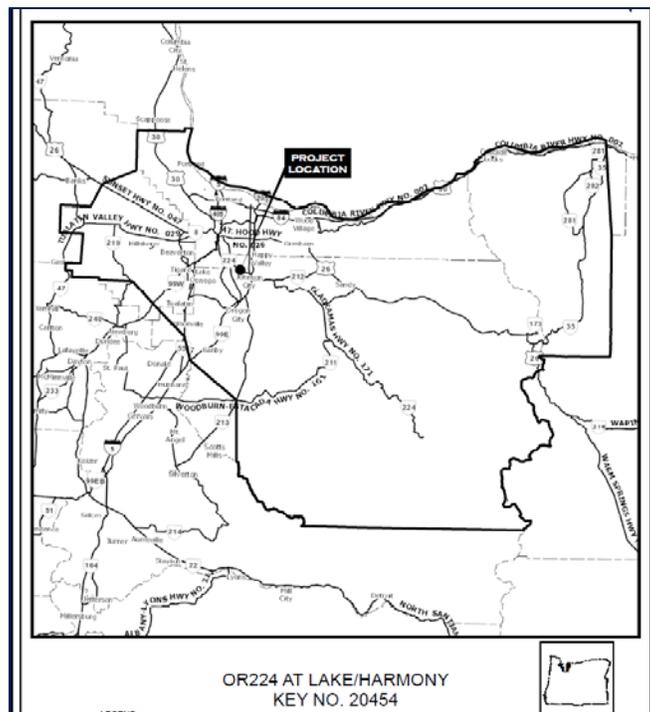
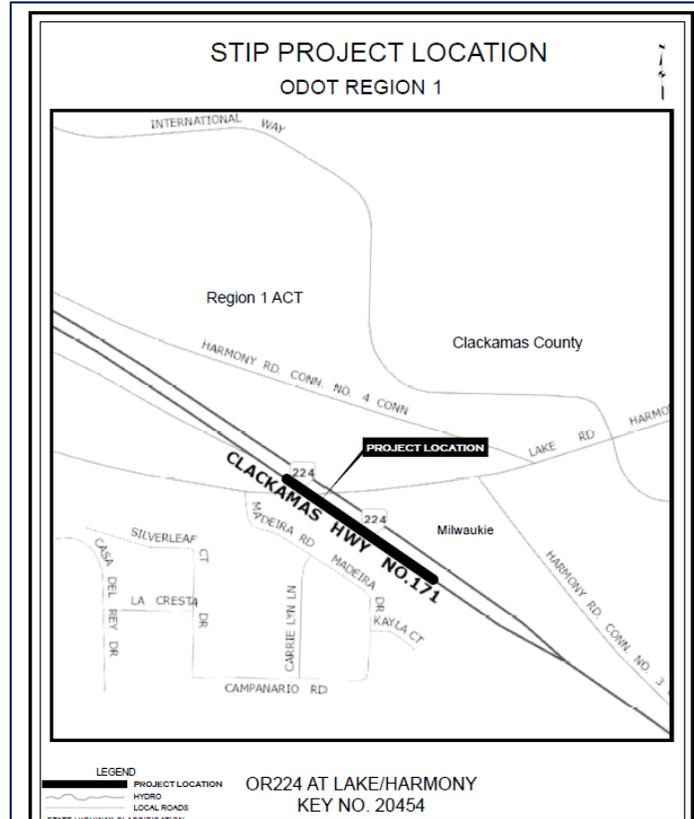
OR8 AT RIVER ROAD
KEY NO. 20451



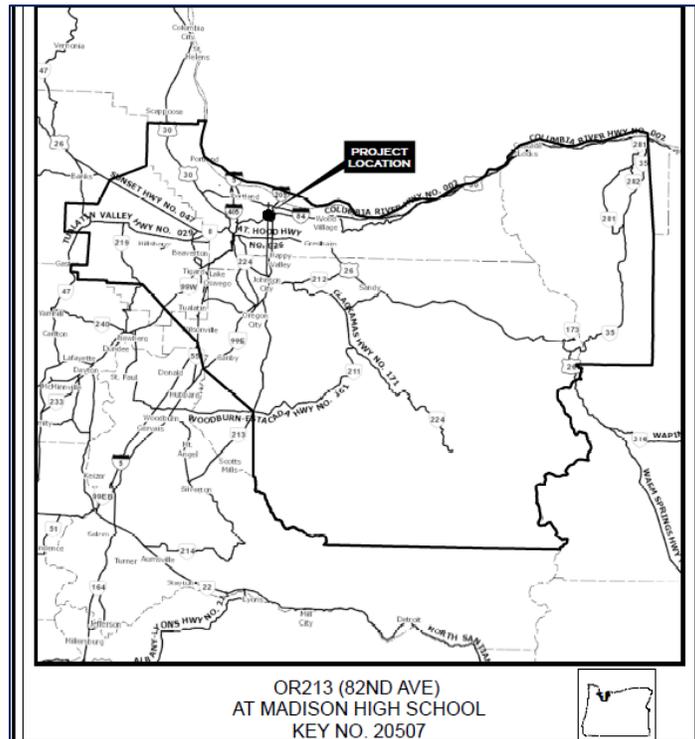
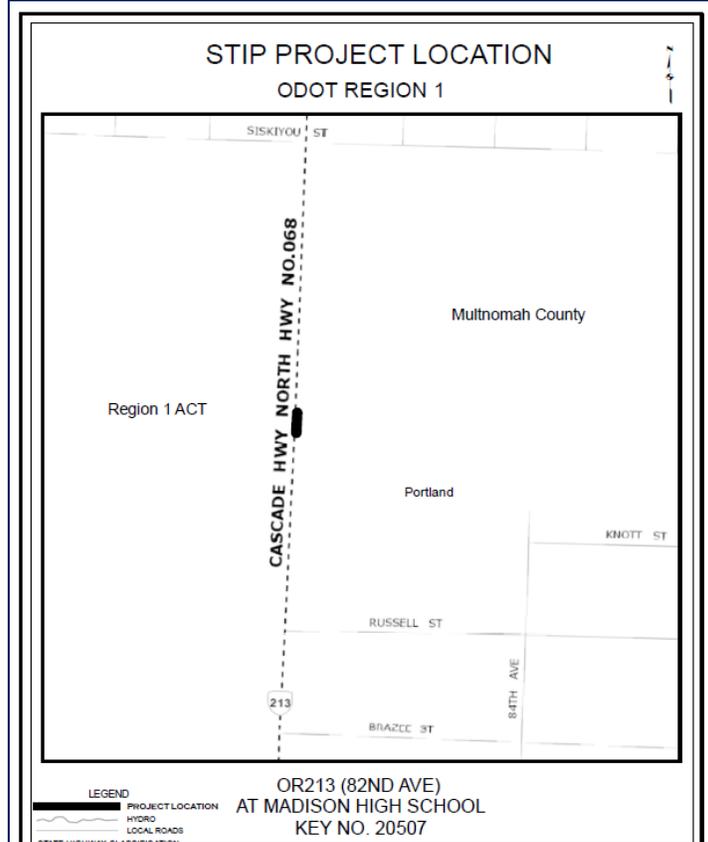
OR8 AT RIVER ROAD
KEY NO. 20451



Key 20454
OR224 at Lake/Harmony

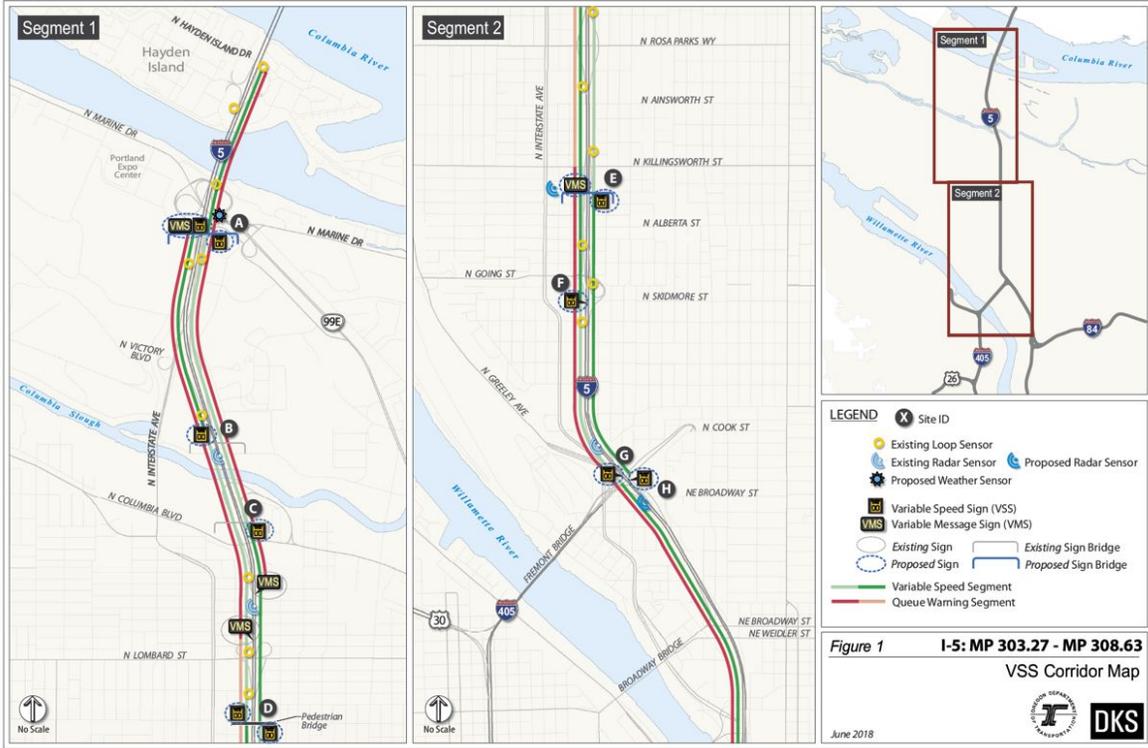


Key 20507
OR213 (82nd Ave) at Madison High School

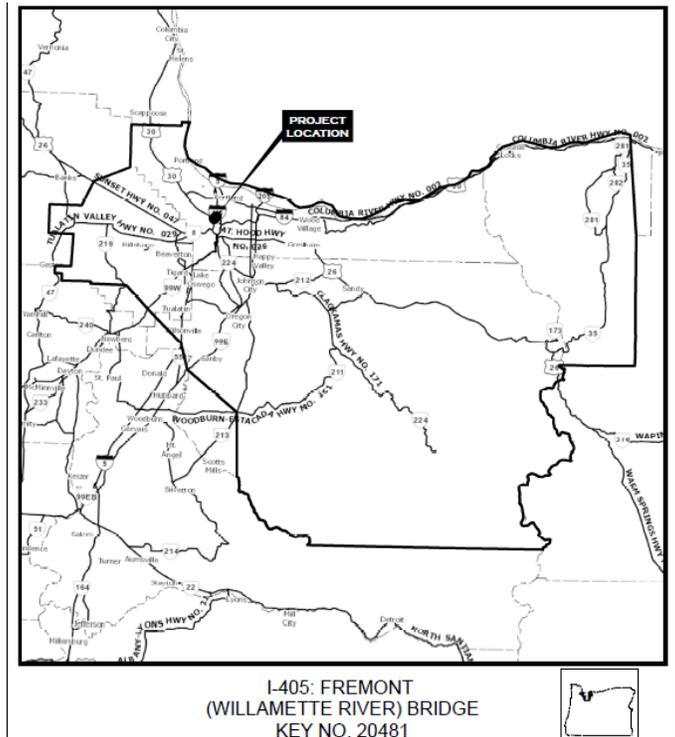
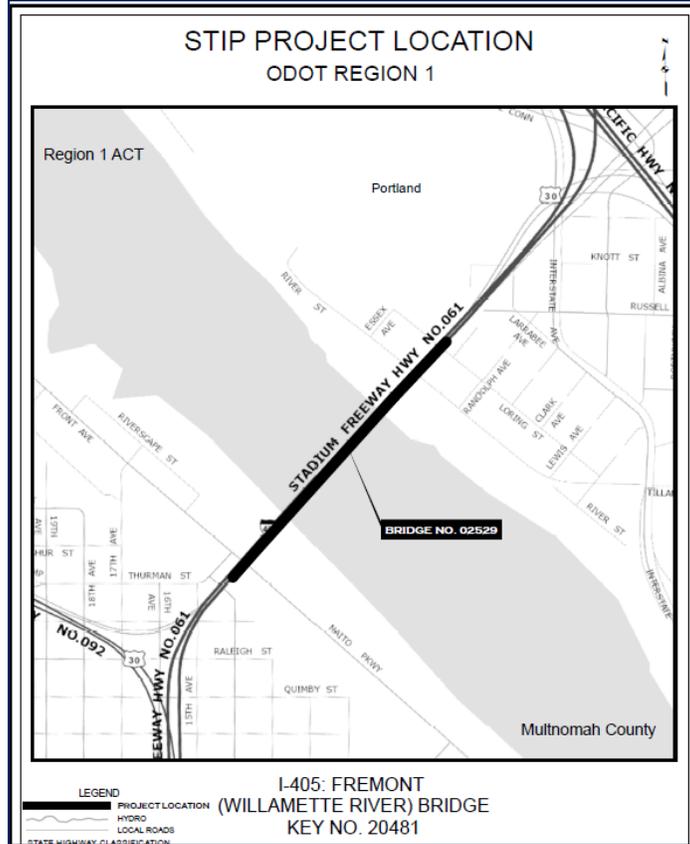


Key 20430
I-5: Marine Dr - Fremont Bridge

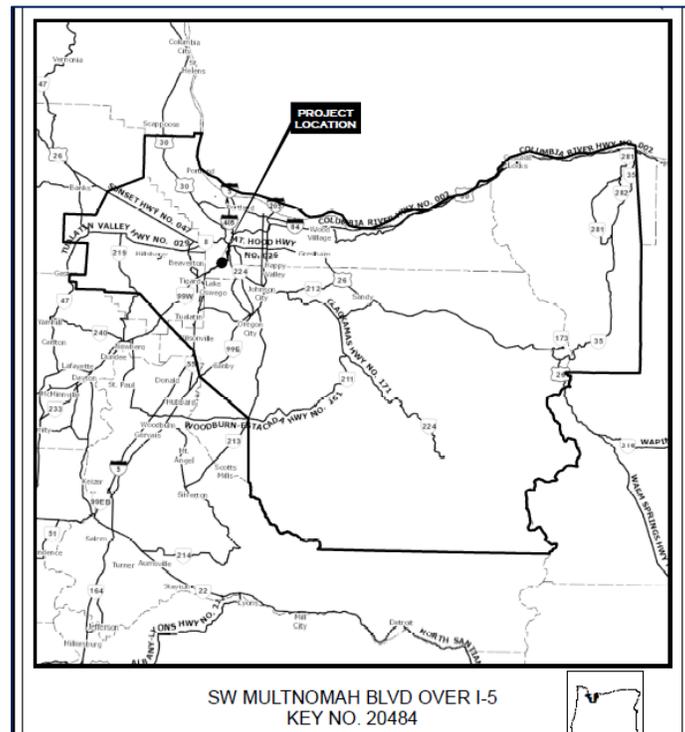
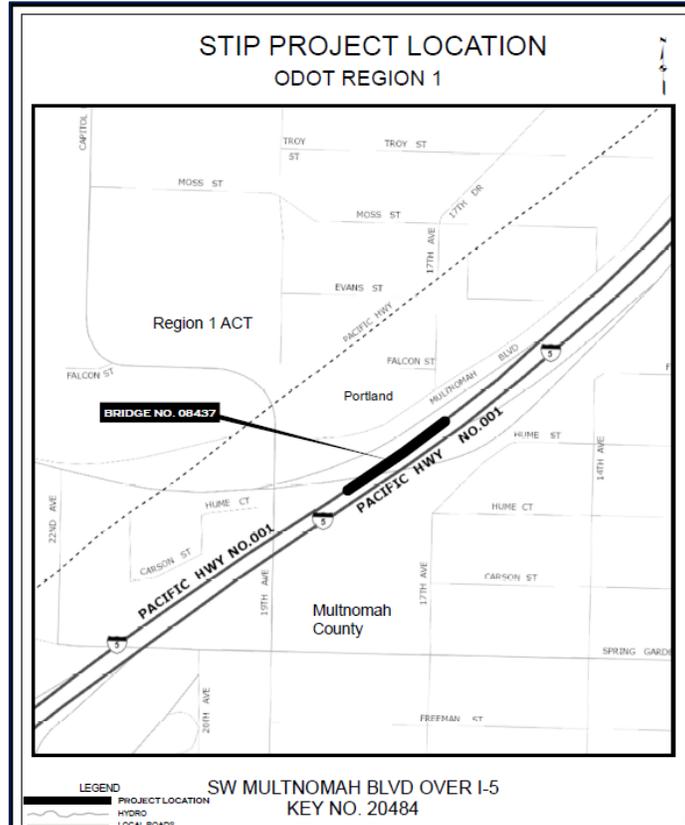
Figure 1. Project Area Overview



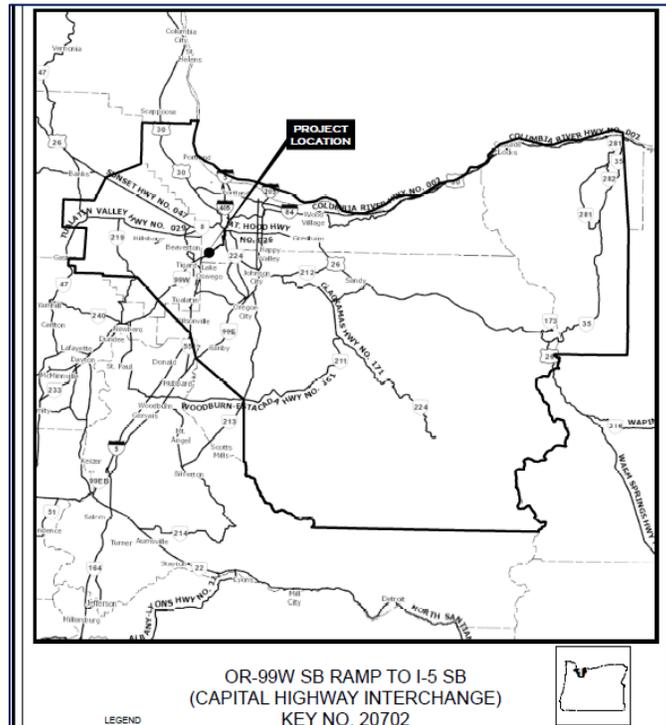
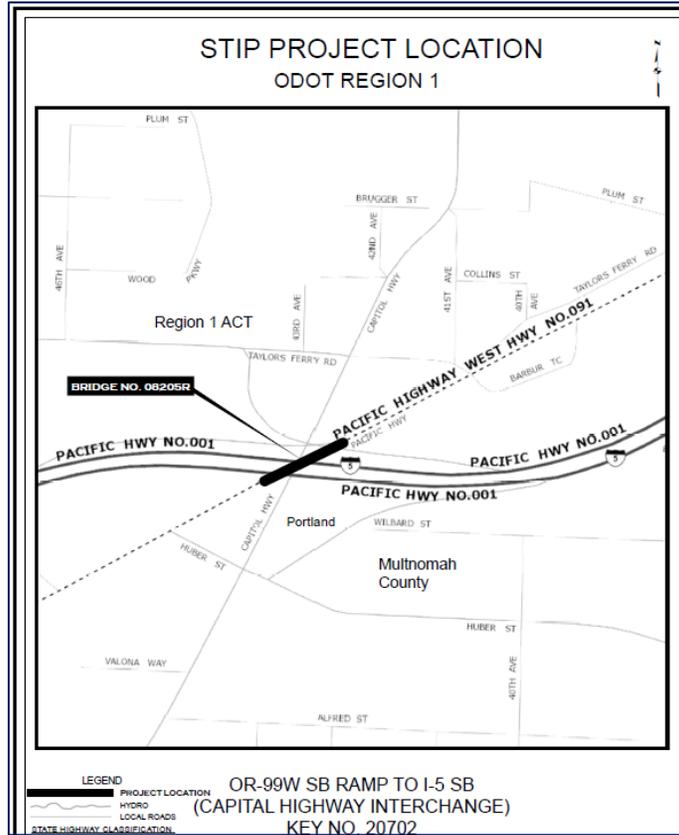
Key 20481
I-405: Fremont (Willamette River) Bridge



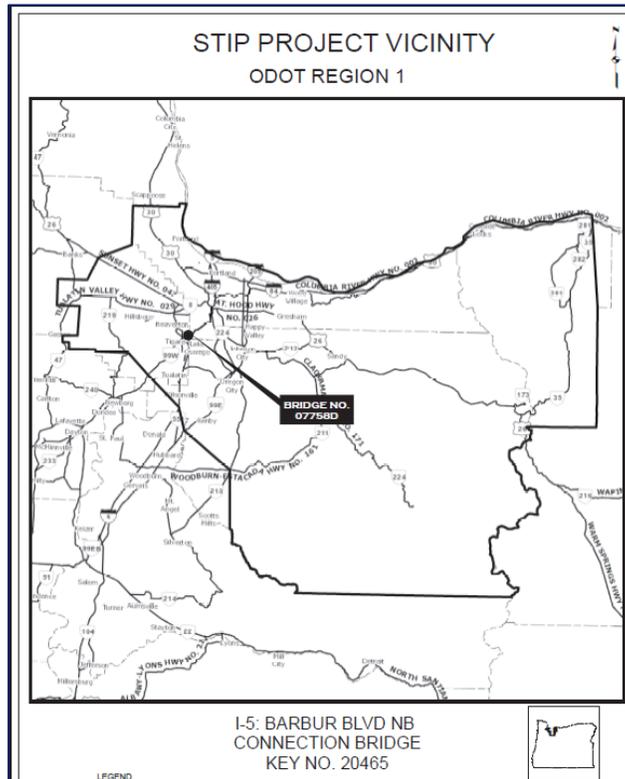
Key 20484
SW Multnomah Blvd over I-5



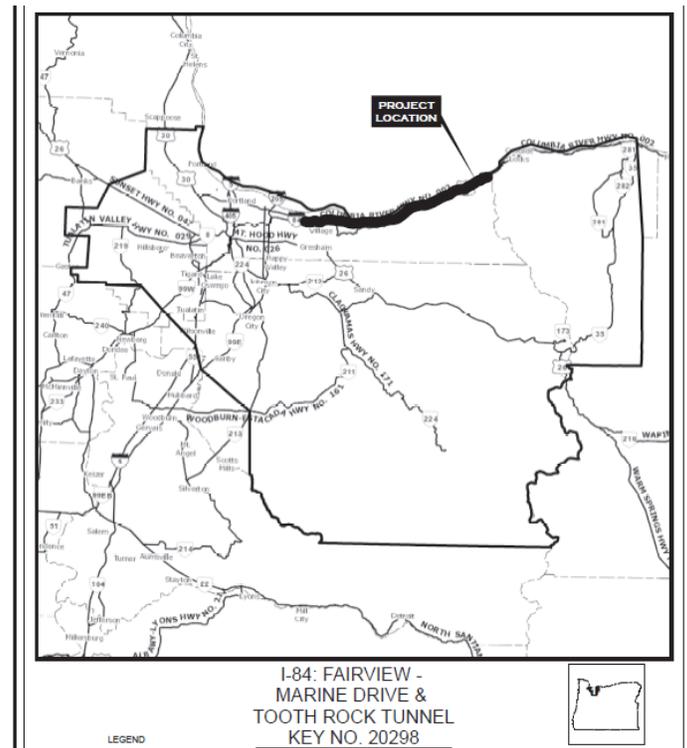
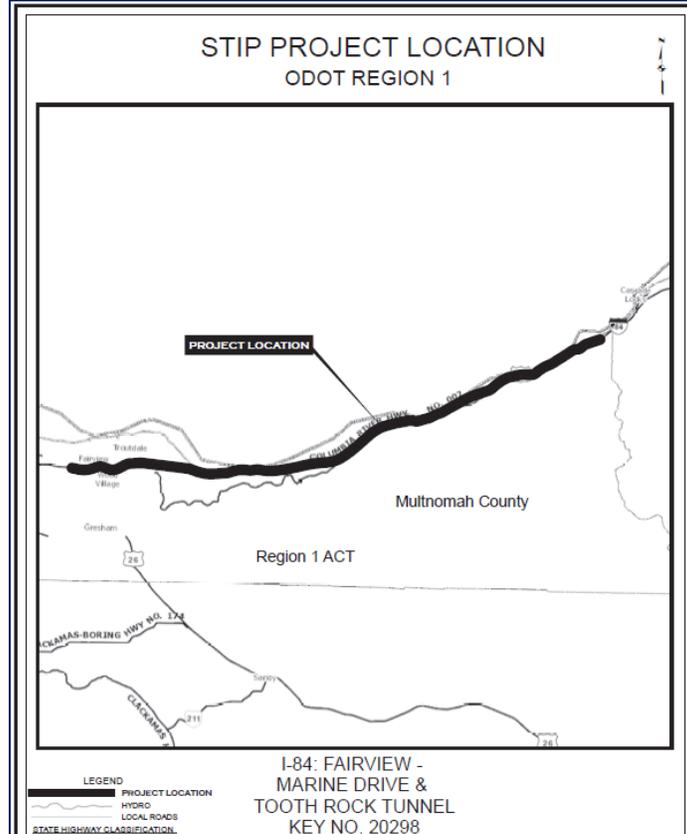
Key 20702 OR99W SB Ramp to I-5 SB (Capitol Highway Interchange)



Key 20465
OR99W: Barbur Boulevard Northbound Connection Bridge



Key 20298
I-84: Fairview - Marine Drive





Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: January 8, 2019

TO: Oregon Transportation Commission

FROM: Matthew L. Garrett
Director

SUBJECT: **Consent** – Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding and combine the *Interstate 5: Barbur Boulevard northbound connection bridge; the Southwest Multnomah Boulevard over Interstate 5, and the Oregon 99 West southbound ramp to Interstate 5 southbound (Capital Highway Interchange) projects.*

Requested Action:

Approve to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding and combine the *Interstate 5: Barbur Boulevard northbound connection bridge; the Southwest Multnomah Boulevard over Interstate 5, and the Oregon 99W southbound ramp to Interstate 5 southbound (Capital Highway Interchange) projects* located in Region 1. Funding will come from the removal of a bridge from the Interstate 84: Fairview to Marine Drive and Tooth Rock Tunnel project in Region 1 and the cancellation of the Interstate 84 eastbound over U.S. 395 (Emigrant Avenue Interchange) project located in Region 5.

The removal of the bridge and associated funding from the cancellation of the Interstate 84: Fairview to Marine Drive and Tooth Rock Tunnel project and the cancellation of the Interstate 84 eastbound over U.S. 395 (Emigrant Avenue Interchange) project frees \$2,492,178 to be redistributed. The Oregon Department of Transportation (ODOT) requests the following:

- Transfer \$828,692 to the Interstate 5: Barbur Boulevard northbound connection bridge project.
- Transfer \$567,800 to the Southwest Multnomah Boulevard over Interstate 5 project.
- Transfer \$171,308 of the remaining funds from the Interstate 84: Fairview to Marine Drive and Tooth Rock Tunnel project and \$756,186 from the remainder of the cancelled project in region 5 to the Oregon 99 West southbound ramp to Interstate 5 southbound (Capital Highway Interchange).
- Transfer the remaining \$168,192 to the state bridge program federal fiscal year 2019.
- In addition to the above project redistributions an additional \$400,000 from the bridge overpass protective screening funds, federal fiscal years 2019 and 2020 is transferred to the Southwest Multnomah Boulevard over Interstate 5 project.

The Interstate 5: Barbur Boulevard northbound connection bridge, the Southwest Multnomah Boulevard over Interstate 5, and the Interstate 5 southbound ramp to Interstate 5 southbound (Capital Highway Interchange) projects are to be combined for delivery as one consultant contract for design.

Combining for design will allow ODOT to develop one bid package for similar work in close geographic proximity and will save on administrative costs. In addition, one contract will ensure the design considers possible negative impacts to the travelling public and provides a schedule for construction that is most convenient for delivery of all planned work activities and minimizes traveler impacts.

Project Funding Summary:

Project	Current	Proposed
I-5: Barbur Blvd NB connection bridge	\$1,669,975	\$2,498,667
SW Multnomah Blvd over I-5	\$1,571,000	\$2,538,800
OR-99W SB Ramp to I-5 SB (Capital Highway Interchange)	\$408,000	\$1,335,494
I-84: Fairview – Marine Drive & Tooth Rock Tunnel	\$5,792,148	\$4,792,148
I-84 eastbound over US395 (Emigrant Avenue Interchange)	\$1,512,500	\$20,322
Bridge overpass protective screening FFY 2019 and 2020	\$814,916	\$414,916
State bridge program FFY 2019	\$4,813,386	\$4,981,578
TOTAL	\$16,581,925	\$16,581,925

Projects to be increased and combined:

I-5: Barbur Blvd NB connection bridge (KN 20465)			
		COST	
PHASE	YEAR	Current	Proposed
Preliminary Engineering	2019	\$136,000	\$343,720
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2020	\$1,533,975	\$2,154,947
TOTAL		\$1,669,975	\$2,498,667

SW Multnomah Blvd over I-5 (KN 20484)			
		COST	
PHASE	YEAR	Current	Proposed
Preliminary Engineering	2017	\$213,000	\$523,900
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2020	\$1,358,000	\$2,014,900
TOTAL		\$1,571,000	\$2,538,800

OR-99W SB Ramp to I-5 SB (Capital Highway Interchange) (KN 20702)			
		COST	
PHASE	YEAR	Current	Proposed

Preliminary Engineering	2019	\$40,000	\$347,500
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2020	\$368,000	\$987,994
TOTAL		\$408,000	\$1,335,494

Project to be decreased:

I-84: Fairview – Marine Drive & Tooth Rock Tunnel (KN20298)			
		COST	
PHASE	YEAR	Current	Proposed
Preliminary Engineering	2019	\$751,930	\$401,930
Right of Way	2020	\$2,488	\$2,488
Utility Relocation	N/A	\$0	\$0
Construction	2021	\$5,037,730	\$4,387,730
TOTAL		\$5,792,148	\$4,792,148

Project to be cancelled:

I-84 eastbound over US395 (Emigrant Avenue Interchange) (KN20540)			
		COST	
PHASE	YEAR	Current	Proposed
Preliminary Engineering	2018	\$300,000	\$20,322
Right of Way	2019	\$50,000	\$0
Utility Relocation	2019	\$25,000	\$0
Construction	2020	\$1,137,500	\$0
TOTAL		\$1,512,500	\$20,322

Background – projects to be increased:

Interstate 5: Barbur Boulevard northbound connection bridge

The Oregon 99 West (Barbur Boulevard) northbound connection bridge over Interstate 5 was built in 1985 and is in satisfactory condition. The portions of the bridge directly over Interstate 5 have painted girders to protect the steel from corrosion. The original paint system is at the end of its service life, with moderate surface corrosion on the lower portions of the girders, and isolated areas where the corrosion has begun to reduce the thickness of the steel. The Interstate 5 Barbur Boulevard northbound connection bridge project will replace corroded fasteners, remove the current paint and corrosion, and then apply new paint.

The estimate for preliminary engineering was based on the entire design being done internally. The design of the paint portion of the project will be done by ODOT’s Bridge Preservation Unit. The remainder of the project will be designed by a consultant due to ODOT resources being committed to the delivery of other projects. The construction costs have increased due to bid prices that are higher than were accounted for when the project was initially programmed, and in addition the costs of the

containment for paint removal and paint application, and the disposal of hazardous waste was not included in the original project estimate.

If this request is not approved, there will not be enough funding to complete the programmed work, and the project will be cancelled. The steel girders will continue to corrode requiring costly maintenance and may require strengthening if the project is delayed for a considerable time and could lead to significant mobility impacts.

Southwest Multnomah Boulevard over Interstate 5

The Southwest Multnomah Boulevard Bridge over Interstate 5 is a 404 foot long bridge built in 1959 that is in fair condition. The Southwest Multnomah Boulevard over Interstate 5 project will address the extensive deck cracking with a structural concrete overlay, replace or repair leaking joints, and upgrade the bridge rails so that they meet modern safety standards. Overpass protective screening will also be added to deter objects from being thrown from the overpass onto Interstate 5.

The estimate for preliminary engineering was based on the design being done internally. Due to ODOT resources being committed to the delivery of other projects this project will be designed by a consultant. As a result, the engineering costs have increased. Construction costs have increased by \$400,000 to account for the late addition of overpass protective screening and moving the delivery date to 2020.

If this request is not approved, there will not be enough funding to complete the programmed work, and the project will be cancelled. The deck will continue to deteriorate and will require more extensive preparation when the structural overlay is eventually placed. The bridge rails will not meet modern safety standards and this bridge will continue to lack protective screening.

Oregon 99 West southbound ramp to Interstate 5 southbound (Capital Highway Interchange)

The Oregon 99 West southbound ramp to Interstate 5 southbound (Capital Highway Interchange) is a 270 foot long bridge built in 1959 that is in fair condition. The project will address the top layer of the concrete deck that has required patches where pieces have separated, with a structural concrete overlay. The project will also replace or repair leaking joints, clean and paint steel bearings that are corroded, replace the asphalt near the bridge approaches that is failing, and replace deficient Americans with Disabilities Act (ADA) ramps that are within the project limits.

The estimate for preliminary engineering was based on the design being done internally, and did not fully account for roadway, traffic control, and project management costs. Since this project will be designed by a consultant, the engineering costs have increased. The construction costs have also increased to account for the addition of the cleaning and painting of the steel bearings, replacement of deficient ADA ramps, and for inflation.

If this request is not approved, there will not be enough funding to complete the programmed work, and the project will be cancelled. The deck will continue to deteriorate and will require more extensive preparation when the structural overlay is eventually placed. The steel bearings will continue to

corrode, and may require repairs prior to painting. The deficient ADA ramps will remain in service until they are addressed by another project.

Background – projects to be canceled:

Interstate 84: Fairview to Marine Drive and Tooth Rock Tunnel

The Interstate 84 eastbound McCord Creek Bridge was built in 1962. The deck is in poor condition due to cracking, rutting, exposed reinforcement, and pieces of concrete up to three feet in diameter that have separated from the deck. The deck is only 6 ½ inches thick, and the top 1 ½ inches is contaminated with chlorides due to the use of deicing products. Also, the transition from the bridge approach pavement to the bridge itself is not smooth, causing a noticeable impact for drivers. This bridge has required extensive maintenance work to repair the deck and to minimize the impact. A deck overlay for this bridge was added with funding from House Bill 2017.

While the McCord Creek Bridge is within the limits of this Interstate Maintenance Preservation Project, the extensive work needed to address the poor condition of the deck is not really compatible with the other project work. Grinding the approach pavement to address the impact loading will leave a layer of pavement that is too thin to be structurally sound, and rebuilding the approach pavement is also beyond the scope of the other work in the project. Based on the nature of the work required being much more extensive than the other project work, the McCord Creek Bridge should be removed from this project.

The McCord Creek Bridge is being considered for the 2022-2024 STIP and is the top priority bridge project for Region 1. It is within the limits of the Interstate 84: Multnomah Falls – Cascade Locks Interstate Maintenance Preservation Project. The scoping effort will determine the best solution for this bridge, ranging from extensive deck rehabilitation, deck replacement, or perhaps bridge replacement. This bridge will eventually need a seismic retrofit, and it may be most economical to simply replace the bridge instead of doing extensive deck work now, and extensive seismic related work later.

If this request is not approved, the deck will receive an overlay. The preparation required to remove the concrete that is contaminated with chlorides could go beyond the top 1 ½ inches. This will increase project costs as change orders are processed. Also, the issue of the impact that drivers experience will not be addressed, since a rebuilding of the approaches is beyond the scope of other project work.

Interstate 84 eastbound over U.S. 395 (Emigrant Avenue Interchange)

The Interstate 84 eastbound over U.S. 395 (Emigrant Avenue Interchange) bridge was built in 1967 and is in satisfactory condition. This is the only structure over the Pendleton-John Day Highway, and the clearance in the southbound direction limits load height to 15 feet, 9 inches. This project was programmed to lower the roadway under this bridge to improve vertical clearance. Construction funding was added through HB 2017.

As the design began to lower the roadway, several concerns were identified. First, the slope of U.S. 395 is already at 6.24%. The maximum allowable slope is 7%. During icy conditions, there are times when trucks have great difficulty with the current slope. Lowering the road would increase the slope.

Second, there is another project in the STIP, Interstate 84/U.S. 395B Interchange Improvements to Pendleton that will consider the entire interchange. Lowering the roadway at this interchange and making associated changes to retaining walls and drainage would complicate the design of the interchange improvements and may conflict with the desired outcome. Finally, there is a viable detour available so that oversized loads can use U.S. 395 and not have to pass under this interchange. Based on these factors, ODOT's Region 5 and Bridge agree that this project should be cancelled.

If this request is not approved, the projects will continue as programmed. However, the resulting vertical clearance gains will be offset by the inability of trucks to use U.S. 395 at this location during icy conditions due to an even steeper grade. Also, changes made to the interchange by this project may complicate the design effort of the interchange improvement project, with the potential of having to alter or remove portions of the vertical clearance project.

Options:

With approval, the projects can continue to move forward as planned and the Interstate 84 eastbound over U.S. 395 project will be cancelled.

Without approval, the projects will not have sufficient funds to move forward and each project will be cancelled.

Attachments:

- Attachment 1 - Location and Vicinity Maps

Copies to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
McGregor Lynde	Jeff Flowers	Rian Windsheimer	Craig Sipp
Amanda Sandvig	Arlene Santana	Gabi Garcia	Talena Adams
Kris Strickler	Jane Goode	Bert Hartman	Rachelle Nelson
Cooper Brown			



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: January 8, 2019

TO: Oregon Transportation Commission

FROM: Matthew L. Garrett
Director

SUBJECT: **Consent** – Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add funds to the *Major Bridge Maintenance, 2019 program*.

Requested Action:

Approve to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add funds to the *Major Bridge Maintenance, 2019 program*. The primary purpose of the additional funding is to strengthen major bridges in Region 1. The total estimated cost for these additional projects is \$10,000,000.

Funding for this project will come from the state bridge program funds in the 2018-2021 STIP by reducing the portion of the Fremont Bridge that will be painted in the Interstate 405: Fremont (Willamette River) Bridge project.

STIP Amendment Funding Summary

Project	Current Funding	Proposed Funding
Major bridge maintenance FFY19 (KN 20077)	\$10,000,0000	\$20,000,000
I-405: Fremont (Willamette River) Bridge (KN 20481)	\$27,794,616	\$17,794,616
TOTAL	\$37,794,616	\$37,794,616

Project to increase funding:

Major bridge maintenance FFY19 (KN 20077)			
Phase	Year	Cost	
		Current	Proposed
Preliminary Engineering	N/A	\$0	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2019	\$10,000,000	\$20,000,000
TOTAL		\$10,000,000	\$20,000,000

Project to decrease funding:

I-405: Fremont (Willamette River) Bridge (KN 20481)			
Phase	Year	Cost	
		Current	Proposed
Preliminary Engineering	2019	\$940,358	\$940,358
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2021	\$26,854,258	\$16,854,258
TOTAL		\$27,794,616	\$17,794,616

Background:

In 1990, the State of Oregon established a major bridge maintenance (MBM) program, to specifically address major and emergency bridge repairs that were not selected in the STIP or other funding sources. This type of work is generally determined to be of high enough priority that waiting for the STIP or other funding source is not an acceptable solution. This is also identified as work the district maintenance program normally wouldn't be able to accomplish due to maintenance crew budget or staff limits, and to address needs that were not anticipated. One use of MBM funding is to strengthen bridges to address concerns identified through the inspection and load rating processes.

The Bridge Engineering Section is in the final phase of completing initial load ratings for every highway bridge. The analysis is being accomplished with a combination of ODOT engineers and consultants. While a basic load rating analysis is sufficient for most bridges, advanced analysis is used for larger, more complicated structures. Advanced analysis can also be used for bridges that show the need for strengthening based on the basic analysis, but do not show signs of distress.

There are three major bridges in Portland that are currently having advanced analysis. While the advanced analysis may reduce the amount of strengthening that is required for these bridges to remain in unrestricted service, some strengthening will be required when the analysis is completed. This is primarily due to the differences in specifications that were used to design these bridges when compared to current specifications that are used in load rating. Loading has also changed since these bridges were designed, and there is deterioration after decades of service. The strengthening of these bridges will be done so that there is adequate load capacity for the vehicles that are using the bridges. If there were an immediate safety concern, the loads would be restricted or the bridges closed until repairs could be completed.

Below is the list of major bridges in Portland, with a brief description of the load rating issue:

Willamette River, Interstate 5 (Marquam) – The steel girders that support the upper deck needs to have bracing added to satisfy the modern specifications.

Willamette River, U.S. 30 Bypass (St. Johns) – There are portions of the truss that require bracing to satisfy the modern specifications, and also some connection plates that may require strengthening.

Willamette River, Oregon 99 West (Steel) - This bridge is owned by the Union Pacific Railroad. There is a lease agreement with ODOT and TriMet for highway traffic and light rail. This is a unique bridge and the primary issue is the need to coordinate with the railroad to determine the actual loading due to freight trains.

In addition to these major bridges in Region 1 that are very important from a statewide perspective, there are ten bridges throughout the state that are also in the final stages of advanced analysis. These bridges may also require strengthening. Coordination has taken place with regions so resources can be made available to design the strengthening and to have the strengthening completed through contract or with district bridge maintenance crews.

Options:

With approval, the \$10 million that is currently programmed for MBM can be used to address safety, preservation, and strengthening needs for bridges statewide.

Without approval, the funding for strengthening these bridges will come from the existing MBM program for 2019. This will significantly reduce the ability of that program to address other safety, preservation, and strengthening needs. The MBM program was increased from \$8.2 million to \$10 million starting in 2019, in recognition of the need for bridge maintenance, and the effectiveness of the program.

Attachments:

- Attachment 1 – Location and Vicinity Maps

Copies to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Kristopher Strickler
Bob Gebhardt	McGregor Lynde	Rian Windsheimer	Gabi Garcia
Talena Adams	Arlene Santana	Amanda Sandvig	Jeff Flowers
Bert Hartman	Rachelle Nelson	Cooper Brown	

2019 TPAC Work Program

As of 1/4/2019

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

<p>January 11, 2019</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> Announcement of Appointed TPAC Community Members (Chair Kloster) STIP Update (Jon Makler) Mid-Year Funded Slip Amendment (Ken Lobeck) Special Transportation Fund Allocation Update (Jeff Owen, TriMet) UPWP Process (John Mermin) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 19-4961 <u>Recommendation to JPACT</u> (Lobeck, 15 min) 2019 TPAC Work Program Review <u>Information/Discussion</u> (Kloster, 30 min) Metropolitan Transportation Improvement Program (MTIP) Policy Update <u>Information/Discussion</u> (Leybold/Cho, 60 min) 	<p>February 1, 2019</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> Celebrating Lidwien Rahman Retirement! Special Transportation Fund Allocation Update (Jeff Owen, TriMet) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 19-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) Metropolitan Transportation Improvement Program (MTIP) Policy Update <u>Recommendation to JPACT</u> (Cho, 30 min) Unified Planning Work Program (UPWP) Recap from Discussion at Federal & State Consultation <u>Information/Discussion</u> (Mermin; 30 min) 2022-24 Regional Flexible Funds Allocation <u>Information/Discussion</u> (Kaempff, 30 min) <i>2021-2024 STIP Fix-It Leverage Recommendations</i> <i>Information/Discussion (Makler, 30 min)</i>
<p>March 1, 2019</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 19-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) Unified Planning Work Program (UPWP) Resolution 19-**** <u>Recommendation to JPACT</u> (Mermin; 30 min) TransPort Bylaws Draft Review <u>Information/Discussion</u> (Freitag/Winter, 30 min) 2022-24 Regional Flexible Funds Allocation <u>Information/Discussion</u> (Kaempff, 45 min) Regional Mobility Policy Work Plan <u>Information/Discussion</u> (Ellis, 30 min) Regional Emergency Transportation Routes Work Plan <u>Information/Discussion</u> (Kim Ellis, Metro/Laura Hanson, RPDO, 30 min) 	<p>April 5, 2019</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> 2021-2024 STIP Fix-It Leverage Recommendations Update (Jon Makler) <p>Agenda Items:</p> <ul style="list-style-type: none"> MTIP Formal Amendment 19-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) TransPort Draft Bylaws Final Review and Adoption (<i>Freitag/Winter; 30 min</i>) RTP Amendments Process Discussion <u>Information/Discussion</u> (Bradway/Ellis, 45 min) TriMet Ride Connection MOD/OTP Project Update <u>Information/Discussion</u> (Jeff Owen/Bibiana McHugh, TriMet, 45 min) <i>Oregon Passenger Rail Draft Environmental Impact Statement (DEIS) Review</i> <u>Information/Discussion</u> (<i>Jennifer Sellers, ODOT, 30 min</i>) Transit Budget Process Update <u>Information/Discussion</u> (TriMet/SMART, 30 min)

2019 TPAC Work Program

As of 1/4/2019

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

<p><u>May 3, 2019</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 19-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Mobility Policy Work Plan <u>Information/Discussion</u> (Ellis, 20 min) • Southwest Washington Regional Transportation Council – 2018 Regional Transportation Plan Update <u>Information/Discussion</u> (Lynda David, SWRTC, 20 min) • <i>Columbia to Clackamas (C2C) Project Overview Information/Discussion</i> <i>(Snook/Gresham/Clackamas County, 30 min)</i> 	<p><u>June 7, 2019</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 19-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min)
---	--

Parking Lot

- | | |
|--|---|
| <ul style="list-style-type: none"> • Federal Training Group Concept (Lobeck) • Housing Strategy Updates (SW Corridor Updates and overall region wide) (Brian Harper) • 2018 Obligation Results (Ken Lobeck) • Transportation Planning for Seniors and People with Disabilities • RTO Grants • <i>Annual Transportation Safety Update, October 4, 2019 TPAC (McTighe, 30 min)</i> • Metro Housing Bond Next Steps • Economic Value Atlas Update Report • Metro Legislative Priorities (Randy Tucker) • Emerging Technology PILOT Grants Updates (Eliot Rose) • 2040 Refresh • Transportation System Plan (TSP) Update • Freight Commodity Study/Planning • TPAC Bylaws Review | <ul style="list-style-type: none"> • Vehicle Electrification Project Options Information/Discussion (Eliot Rose) • <i>Designing Livable Streets and Trails, September 6, 2019 TPAC (McTighe, 30 min)</i> • Columbia River Crossings (I-5, I-205 and more) Discussions between OR & WA representatives • Value Pricing with Equity Concerns & Outreach Plans Discussion (Judith Gray and Public Outreach Coordinator, ODOT) • 2019-21 RFFA Implementation and Update (Cho/Kaempff) • Equity Strategies to Metro’s committees and partners • Jurisdictional Transfer • Mobility Policy Update • T2020 Transportation Regional Investment Measure • RTP Implementation Updates • MTIP Administration – Updates to Processes and Protocols |
|--|---|

For agenda and schedule information, call Marie Miller at 503-797-1766. E-mail: marie.miller@oregonmetro.gov

To check on closure or cancellations during inclement weather please call 503-797-1700.

2019 TPAC and MTAC Joint Workshop Meetings

TPAC/MTAC workshops held 4 times a year (April, June, August, October), 3rd Wednesdays, Council Chamber, 9:30-12pm.

On hold, if needed (February & December), 3rd Wednesdays, Council Chamber, 9:30-12pm.

Subject to change

Date	Day	Meeting	Time
Feb. 20	3 rd Wednesday	TPAC/MTAC Workshop (if needed)	9:30 a.m. - noon
April 17	3 rd Wednesday	TPAC/MTAC Workshop	9:30 a.m. - noon
June 19	3 rd Wednesday	TPAC/MTAC Workshop	9:30 a.m. - noon
August 21	3 rd Wednesday	TPAC/MTAC Workshop	9:30 a.m. - noon
Oct. 16	3 rd Wednesday	TPAC/MTAC Workshop	9:30 a.m. - noon
Dec. 18	3 rd Wednesday	TPAC/MTAC Workshop (if needed)	9:30 a.m. - noon

For information on possible closure or cancellations during inclement weather please call 503-797-1700.



Memo

Date: Friday, January 11, 2019
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Associate Transportation Planner
Subject: 2021-2024 MTIP Policy Direction and Work Program

Purpose

Provide TPAC an overview on the policy direction and the work plan for the 2021-2024 Metropolitan Transportation Improvement Program (MTIP). This overview is in preparation to request TPAC recommendation to JPACT approve and adopt the 2021-2024 MTIP policy direction in February 2019.

Introduction and Background

As part of Metro's responsibilities as a metropolitan planning organization, the agency is responsible for the development and implementation of the Metropolitan Transportation Improvement Program (MTIP). The MTIP is a document listing the transportation investment priorities for the upcoming fiscal years, a description of the process in identifying and measuring the performance of those investments, and a monitoring tool which outlines administrative procedures for implementing the MTIP. As part of the documenting the process, key MTIP partners (ODOT, TriMet, SMART, and Metro) demonstrate how the region is working together to achieve the common goal of implementing the most recently adopted Regional Transportation Plan (RTP) and complying with applicable federal regulations to remain eligible for funding.

TPAC, as a technical advisory committee to Metro on metropolitan transportation planning activities, plays a role in the development and recommending the approval of the MTIP. TPAC remains informed and are requested recommendation in both in the implementation of the effective MTIP (i.e. the currently adopted 2018-2021 MTIP) and the development of the upcoming MTIP (i.e. the 2021-2024 MTIP). Recognizing a number of key 2021-2024 MTIP development activities will occur in 2019, the following policy direction and work plan are to assist TPAC in advising key MTIP partners – Metro, ODOT, TriMet, and SMART – on the 2021-2024 MTIP activities and development.

2021-2024 MTIP – Development Activities to Date

The development of the 2021-2024 MTIP formally began in July 2017 with the beginning policy discussions of ODOT's funding allocations for 2022-2024. However, because the MTIP is unique in that four key partners – Metro, ODOT, TriMet, and SMART – each play a significant role in the development of the MTIP through their individual allocations federal surface transportation funding, the general timing and process in starting the development of the upcoming MTIP can vary by agency.

Therefore, while the development of 2021-2024 MTIP is already underway, there remain a number of planning activities prior to the adoption of the 2021-2024 MTIP scheduled for July 2020. To date, TPAC has and continues to participate in the following 2021-2024 MTIP development activities:

- 2021-2024 MTIP financial forecast (spring 2018)
- ODOT 2021-2024 STIP development/2022-2024 STIP Fix-It Leverage Allocation
- TriMet and SMART Annual Budget Process – Fiscal Year 17-18
- State Transportation Improvement Fund (STIF) Plan

In late 2018, the region achieved a significant milestone when the 2018 Regional Transportation Plan (RTP) was approved by MPAC and JPACT and adopted by the Metro Council. In the adoption of the 2018 RTP, the region updated its long-range vision for the transportation system and established goals, objectives, and policies to achieve the vision. In addition, the 2018 RTP set forth the region's long-term investment strategy to support the Plan's policies and achieve the goals and objectives.

As a result of the newly adopted 2018 RTP, taking the step to formally adopt policy direction for the 2021-2024 MTIP that reflects the newly adopted 2018 RTP at this stage of the 2021-2024 development process allows staff to reaffirm priorities moving forward and introduce and share an outline of the 2021-2024 MTIP work plan to provide regional partners clarity in the remainder of the development process.

2021-2024 MTIP – Guiding Direction

To guide which investments get included as part of the 2021-2024 MTIP, federal law dictates two overarching sources provide the foundation for all metropolitan transportation improvement programs. These two overarching sources are:

1. Metropolitan Transportation Plans (MTP)/Regional Transportation Plans (RTP)
2. Federal laws outlined in the Code of Federal Regulations (CFR) Title 23 Chapter I, Subchapter E – Planning and Research, Part 450 – Metropolitan Planning

In recognition of the overarching direction federal law requires for the MTIP, the policy direction for the 2021-2024 MTIP reiterates and reaffirms federal policy direction, with further clarity tailored specific to the Portland metropolitan region. Additionally, the 2021-2024 MTIP policy direction also reaffirms the regional finance approach approved by JPACT and adopted by the Metro Council in 2009, with minor updates to reflect changes in various federal and state funding programs as a result of federal transportation reauthorizations and state policy direction.

Attachment 1 is a draft of the 2021-2024 MTIP policy direction.

2021-2024 MTIP – Work Plan

While the 2021-2024 MTIP has been in development since July 2017, the multiple steps entailed with the development and building the MTIP means there still remains a number of steps to complete prior to compiling the adoption draft of the 2021-2024 MTIP. To provide clarity and allow partners to anticipate key planning activities, Metro staff developed an overarching work plan for the 2021-2024 MTIP. The overarching work plan breaks up the development of the 2021-2024 MTIP into three phases of work: 1) setting policy direction; 2) prioritizing investments under shared goals; and 3) building and adopting the investment program. Because the 2021-2024 MTIP comprises of the funding direction and decisions by Metro (metropolitan planning organization), ODOT (state department of transportation), TriMet and SMART (transit agencies), each individual agency has its own specific work plan for the first two phases of work. The first two phases of work be each agency will come together in the third and final phase to build the 2021-2024 MTIP public review and adoption draft. While the first two phases are in progress, Metro, as the metropolitan planning organization, will take responsibility in coordinating and sharing information (e.g. work plans) of phase 1-2 for the key MTIP partners at the regional committees to help ensure partners remain informed of the work to develop the 2021-2024 MTIP.

Attachment 2 is a draft of the work plan for the 2021-2024 MTIP, which provides further detail on the work to be undertaken with each phase.

Discussion Questions

1. Are there any questions or comments regarding the policy direction for the 2021-2024 MTIP?
2. Are there any questions or comments regarding the 2021-2024 MTIP work program?
3. Based on the draft information TPAC has received, are there additional materials needed or questions to be resolved prior to the February TPAC meeting, where Metro staff will request a recommendation to adopt the policy direction?

Next Steps

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

Timeline – Upcoming 2021-2024 MTIP Development Activities

Activity	Timeframe
<i>Policy Direction</i>	
TPAC and JPACT action on the 2021-2024 MTIP policy direction	February/March 2019
<i>Funding Allocations</i>	
2022-2024 Regional Flexible Fund policy direction discussion and action	Early – Spring 2019
2022-2024 STIP Fix-It Leverage funding recommendations	February 2019
Transit agency annual budget process and investment program presentations	April-May 2019
2022-2024 Regional Flexible Fund allocation process	Spring – End 2019
<i>Packaging the 2021-2024 MTIP</i>	
Compilation of draft 2021-2024 MTIP investment program	August 2019 – January 2020
Compilation of the public review draft of the 2021-2024 MTIP <ul style="list-style-type: none"> • System performance evaluation of MTIP investment program and RTP consistency analysis • MAP-21 performance target evaluation • Federal regulatory compliance demonstration • Allocation process discussion 	January – March 2020
Public comment on the public review draft 2021-2024 MTIP <ul style="list-style-type: none"> • Includes formal resource agency and tribal consultation 	April – May 2020
Request TPAC recommendation to approve the 2021-2024 MTIP	June 2020
Request approval of the 2021-2024 MTIP by JPACT	June/July 2020
Adoption of the 2021-2024 MTIP by the Metro Council	July 2020



DRAFT

2021 – 2024 Metropolitan Transportation Improvement Program (MTIP) policy direction

Public service

*We are here to serve the public
with the highest level of
integrity.*

Excellence

*We aspire to achieve exceptional
results*

Teamwork

*We engage others in ways that foster
respect and trust.*

Respect

*We encourage and appreciate
diversity in people and ideas.*

Innovation

*We take pride in coming up with
innovative solutions.*

Sustainability

*We are leaders in demonstrating
resource use and protection.*

Metro's values and purpose

We inspire, engage, teach and invite people to
preserve and enhance the quality of life and the
environment for current and future generation

Table of Contents

Introduction	1
Purpose	1
MTIP Basics	1
Desired Outcomes and Goals for the MTIP Policy	7
MTIP Policy 1 – Regional Policy Direction for Investments	8
MTIP Policy 2 – Compliance with Requisite Federal Regulations	9
MTIP Policy 3 – Regional Finance Approach and Funding Coordination	10
2021-2024 MTIP Policy Implementation Process	16

INTRODUCTION

The Metropolitan Transportation Improvement Program (MTIP) serves as the federally required schedule of transportation investments administered by Metro, ODOT, TriMet and SMART. The MTIP also monitors implementation of federal and regional policies for the Portland metropolitan region during a four-year cycle.

Purpose

The purpose of the 2021-2024 MTIP policy report is to provide clarity on the guiding direction for the investments to be included as part of the 2021-2024 MTIP. The 2021-2024 MTIP policy establishes the expectations among regional partners and guides federal and relevant state and local transportation investments proposed for fiscal years 2021 through 2024 in the metropolitan planning area by defining policy priorities and outcomes investments are expected to contribute towards advancing. For those partners with responsibilities to administer federal transportation funds, the 2021-2024 MTIP policy report is a reaffirmation of the common goals and objectives investments are expected to make progress towards while in their stewardship.

MTIP Basics

What is the Metropolitan Transportation Improvement Program (MTIP)?

The federal definition of the Metropolitan Transportation Improvement Program (MTIP) is,

“a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. chapter 53.”¹

In practice the MTIP is also a process in addition to a document illustrating a list of transportation investment priorities for the upcoming fiscal years. As part of the process, partners demonstrate how the region works together to achieve the common goal of implementing the most recently adopted Regional Transportation Plan (RTP) and complying with applicable federal regulations to remain eligible for funding. Further responsibilities land on the partners involved in administering federal transportation funding (Metro, ODOT, TriMet, and SMART) in demonstrating how the individual allocation processes worked cooperatively to advance RTP implementation and complying with applicable federal regulations.

The MTIP also serves as a monitoring tool for implementation of regionally significant and federally funded transportation projects.

¹ 23 CFR 450.104 - Definitions

What is part of the Metropolitan Transportation Improvement Program?

The MTIP is comprised of several components, but can be categorized into the following major elements:

1. A list of projects within the metropolitan region for the upcoming four fiscal years and numerous project details;
2. various discussion sections addressing funding allocation processes, MTIP system performance, financial constraint, RTP implementation; and
3. a description of protocols, administrative policies and other related expectations for managing the MTIP.

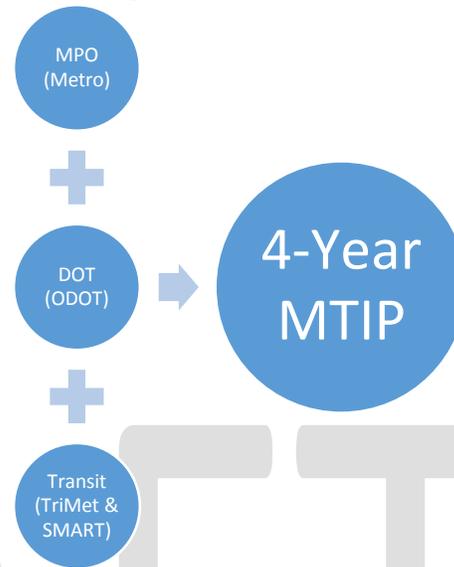


Figure 1. Projects which comprise the four year MTIP.

There is also an attached technical appendix which provides background documentation and more detailed documentation around different components such as public involvement.

The following bulleted list describes in more detail the typical content and components of the MTIP.² Additionally, Figure 1 illustrates the components which go into the project list and the components which go into the MTIP.

Project List

- A project list with the year-by-year anticipated expenditure schedule, phasing, and implementation of the projects

Discussion Sections

- Discussion by each partner on the policy direction and process as part of identifying and prioritizing investments (also known as projects) for entry in the MTIP
- A programmatic discussion of the MTIP complying with applicable federal regulations
- A discussion of fiscal constraint and monitoring the financial balances to ensure funds are not overspent for the MTIP
- A discussion of the performance of the four-year investment program relative to federal and regional performance goals, objectives, and targets.

² Bulleted list represents standard content, but additional components may be part of the MTIP in response to federal requirements or guidance.

Administration and Monitoring

- A section discussing the policies, protocols, and expectations in the administration of the MTIP, including change management procedures (e.g. administrative modifications and amendments).

How does the MTIP get used?

The primary functions of the MTIP, once adopted and approved, are implementation, monitoring, and federal compliance. As a monitoring tool, the project list component of the MTIP can be considered the “living” portion of the document whereas the discussion sections (e.g. individual funding allocation processes, federal compliance, and system performance and the administrative protocols) and the administrative protocols remain static. The “living” component assists in tracking spending and delivery of transportation projects and to continually ensure compliance with federal regulations, such as fiscal constraint. Since transportation projects can run into numerous unexpected hurdles, amendments are regular to refine transportation projects. This ultimately creates the need for having a living portion of the document to monitor implementation, adjust as necessary, and continue to ensure compliance with federal regulations.

As a result of the MTIP serving in a monitoring function, the standard practice is to always have an effective MTIP, which is the most recently adopted and being implemented while there is a MTIP under development. The MTIP under development plans for the future four-years beyond the effective MTIP. Information from the effective MTIP usually feeds into the development of the next MTIP. Figure 2 illustrates an example of the effective MTIP and the development the next MTIP.

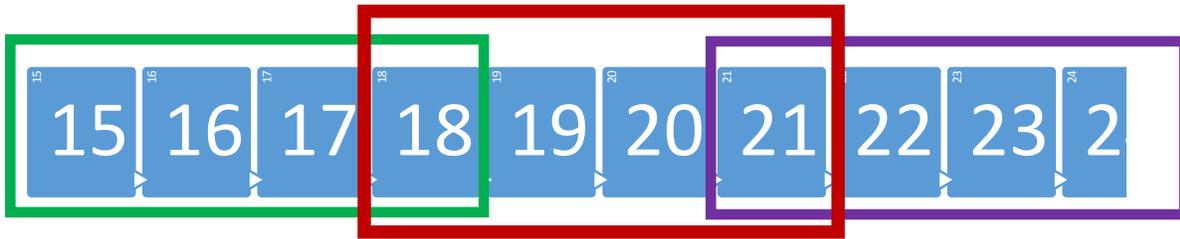


Figure 2. The overlap of fiscal years between an effective MTIP and a MTIP under development. The red box represents the fiscal years encompassing the effective MTIP and the purple box represents the fiscal years for the MTIP in development.

What is the relationship between the MTIP and the State Transportation Improvement Program (STIP)?

The MTIP comprises of the regionally significant, federally funded transportation projects and programs located within a defined metropolitan region for four-fiscal years. For the Portland metropolitan region, the defined area encompasses the urbanized portions of Multnomah, Washington, and Clackamas counties. Figure 3 is a map of the defined Portland

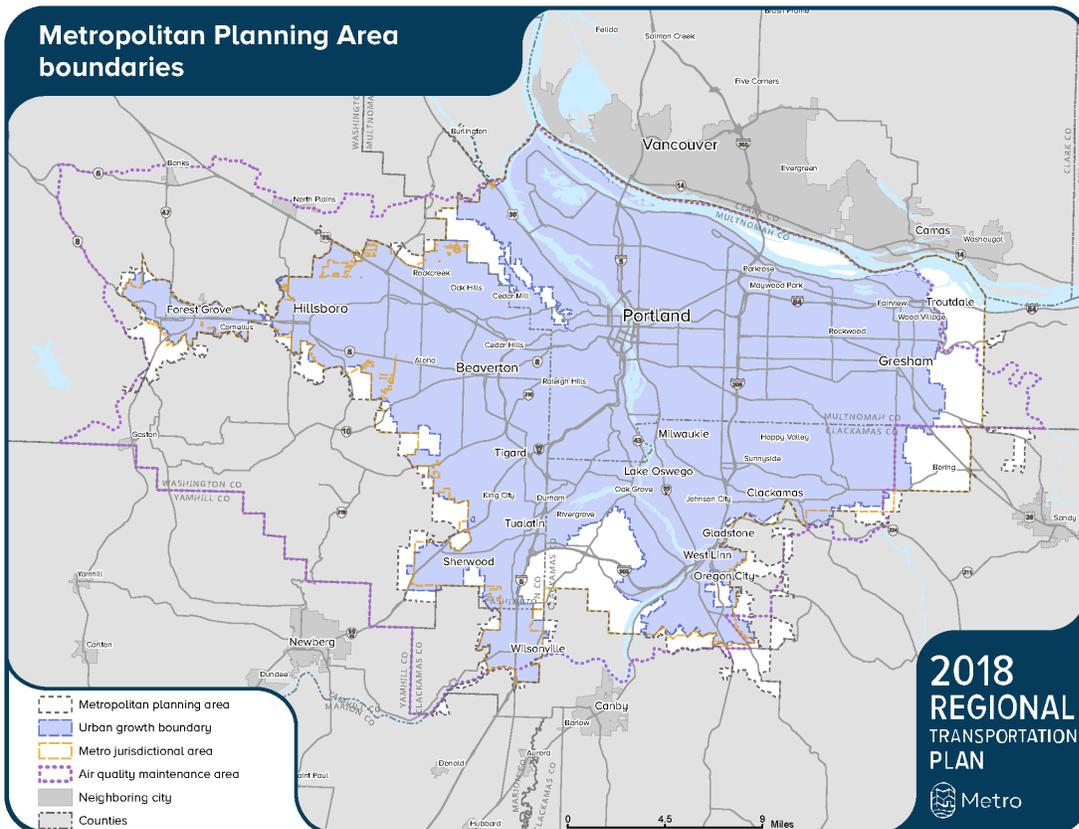


Figure 3. Federal metropolitan planning area for the Portland (OR) metropolitan region.

metropolitan region. Metro, as the MPO for the region is responsible for development, implementation, and stewardship of the MTIP.

The State Transportation Improvement Program (STIP) comprises of the regionally significant, federally funded transportation projects and program which are located outside of a metropolitan region. This includes rural areas and exurbs. The state department of transportation is responsible for the development, implementation, and stewardship of the STIP.

By federal law, the MTIP is required to be included as part of the STIP (in essence, bringing together all the regionally significant and/or federally funded transportation projects in the state) without change. The STIP is then approved by the Governor and submitted to U.S. Department of Transportation for approval. Figure 4 shows the MTIP and STIP relationship.

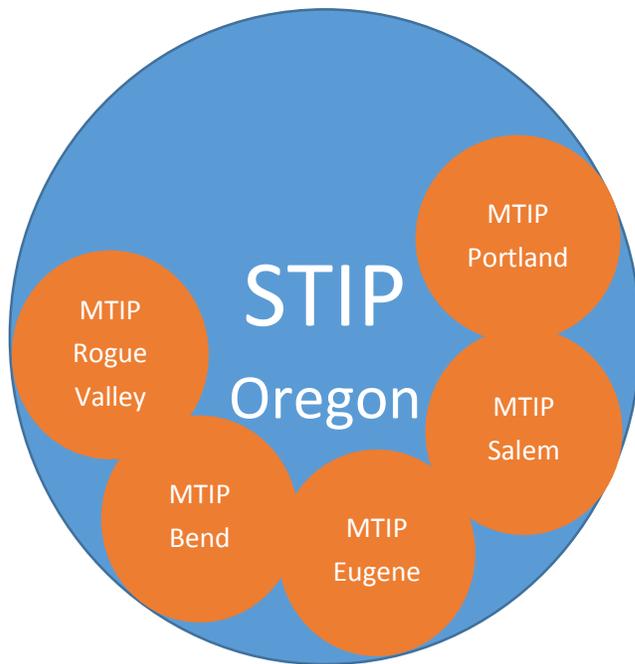


Figure 4. MTIP and STIP relationship

Who are the partners and who makes the decisions around the Metropolitan Transportation Improvement Program?

The MTIP is a joint effort between regional and state partners. Metro acts as the main author and administrator of the MTIP, but works closely with ODOT, TriMet, and SMART to reflect the expenditure of all federal as well as regionally significant state and local transportation dollars in the urbanized area of Portland. Each agency plays a different role in advancing the region’s transportation system based on enabling legislation and therefore all have authority over expending federal transportation dollars in the Portland metropolitan region. For example, TriMet

and SMART’s roles in the regional transportation system is to provide public transit service and utilize funding from the Federal Transit Administration (FTA) to support capital programs to operate services. Since Metro, ODOT, TriMet, and SMART each have a role, each agency is responsible for providing details of expenditures from year-to-year as well as

demonstrating how the transportation expenditures help advance federal, state, and regional priorities. A brief synopsis of each agency's role is provided below.



Metro & The Metro Council

Metro is a directly elected regional government, serving more than 1.5 million people in Clackamas, Multnomah and Washington counties. The agency's boundary encompasses Portland, Oregon and 23 other cities. Metro's main function is to provide regionwide planning, coordination, and services to manage growth, infrastructure, solid waste, and development issues that cross jurisdictional boundaries.

For federal purposes, Metro is the Portland area's designated Metropolitan Planning Organization (MPO) and the lead agency for developing the regional transportation plan and the schedule of federal transportation spending in the Portland region. Metro is responsible for coordinating and developing the region's transportation goals and policies and identifies the range of road, public transit and bike/pedestrian transportation projects that are needed to implement them.

As a directly elected regional government, Metro is led by the Metro Council, which consists of a president, elected regionwide, and six councilors who are elected by district every four years in nonpartisan races. The Council works with community leaders and constituents across city and county boundaries to shape the future of greater Portland. For purposes of meeting federal regulations pertaining to Metro's MPO designation, the Metro Council is advised by the Joint Policy Advisory Committee on Transportation (JPACT) specifically related to MPO activities.

Joint Policy Advisory Committee on Transportation

The Joint Policy Advisory Committee on Transportation makes recommendations to the Metro Council on transportation needs in the region. Comprised of 17 members that are elected officials or transportation representatives from across the region, JPACT recommends priorities, develops plans, and oversees the coordinated implementation of those plans for the region. The Metro Council must adopt the recommendations before they become regional transportation policies.

Transportation Policy Alternatives Committee (TPAC)

The Transportation Policy Alternatives Committee provides technical input and helps develop policy options for consideration by the Joint Policy Advisory Committee on Transportation on transportation planning and funding priorities for the region. TPAC's membership consists of 21 technical staff from the same governments and agencies as JPACT, plus a representative from the Southwest Washington Regional Transportation Council, and six community members appointed by the Metro Council. In addition, the Federal Highway Administration and C-TRAN have each appointed an associate non-voting member to the committee.

TPAC reviews regional plans and federally funded transportation projects, and advises area leaders on transportation investment priorities and policies related to transportation. Such efforts include curbing greenhouse gas emissions and creating communities with easy access to public transit. The committee also helps identify needs and opportunities for involving the public in transportation matters.



Oregon Department of Transportation (ODOT)

The Oregon Department of Transportation is a statewide transportation agency. ODOT is responsible for the state transportation facilities across the state. This includes state highways and the interstate freeway system. The ODOT Region 1 office oversees the state facilities for the Portland metropolitan area. As an entity responsible for administering federal transportation funds, ODOT is a key partner in providing important roadway and highway investment information for the development of the MTIP.



Tri-County Metropolitan Transportation District (TriMet)

Tri-County Metropolitan Transportation District is the public transportation service provider for the Portland metropolitan region. The agency provides both local and regional public transportation services from neighborhood bus routes to multi-county light rail service. As an entity responsible for administering federal transportation funds, ODOT is a key partner in providing important transit investment information for the development of the MTIP.



South Metro Area Regional Transit (SMART)

The South Metro Area Regional Transit (SMART) is a public transportation service provider for the City of Wilsonville. SMART provides local public transportation services and select regional service. As an entity responsible for administering federal transportation funds, ODOT is a key partner in providing important transit investment information for the development of the MTIP

DESIRED OUTCOMES AND GOALS FOR THE MTIP POLICY

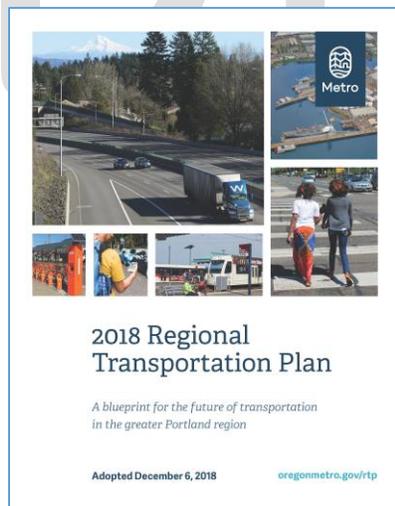
The desired outcomes and goals for the 2021-2024 MTIP policy is for all regional partners to come to a shared understanding of the policy direction guiding the development of the 2021-2024 MTIP. The major policies guiding the direction of the MTIP are:

1. Implementing the policy priorities and investments identified in the adopted 2018 Regional Transportation Plan; and
2. Complying with federal regulations pertaining to the development of the transportation improvement program (TIP) as outlined in the Code of Federal Regulations (CFR) 23 CFR 450.300 – 450.340 as well as addressing corrective actions, compliance actions, and recommendations to emerge from Transportation Management Association (TMA) certifications and/or State Transportation Improvement Program (STIP) approvals; and
3. Implementing the regional finance approach and funding coordination as outlined.

In developing the 2021-2024 MTIP, partners acknowledge these policies and agree to work in a cooperative fashion as described in “Three C’s: continuous, cooperative, and comprehensive” of federal regulation pertaining to metropolitan planning. The cooperative “Three C’s” process is to achieve the policies outlined and align investments accordingly.

To provide further clarity, a description of each policy guiding the 2021-2024 MTIP is provided.

MTIP Policy 1 – Regional Policy Direction for Investments



The 2018 Regional Transportation Plan (RTP) is the foundation and guide for investments proposed for the 2021-2024 MTIP. As the policy direction for investments, regional partners agree to implement the policy priorities to emerge from the 2018 RTP – equity, safety, climate change, travel options and congestion management – by aligning investments to achieve the outcomes desired from these policy priorities. As the 2021-2024 MTIP investments get compiled into a four-year investment program, the package of investments will be evaluated to assess how well the investments make progress towards the 2018 RTP policy priorities. Recognizing the role and function of 2021-2024 MTIP, the policy direction places

greater emphasis to demonstrate that individual funding allocations administered by Metro, ODOT, TriMet and SMART considered, balanced, and used the 2018 RTP policy priorities for the prioritization and selection of projects and programs to award funds. Additionally,

investments proposed for the 2021-2024 MTIP are expected to be drawn from the financially constrained 2018 RTP investment strategy. Metro is responsible for demonstrating that the programmatic four-year investment package makes advances implementation of the 2018 RTP policy priorities.

MTIP Policy 2 – Compliance with Requisite Federal Regulations

As a federal requirement to remain eligible to expend federal transportation funding, the 2021-2024 MTIP and the process by which it is developed is expected to comply with all applicable federal regulations. Applicable regulations at a minimum include:

- 23 CFR 450.300 – 23 CFR 450.340 – Metropolitan Planning
 - with particular emphasis on section 23 CFR 450.326 - Development and content of the transportation improvement program (TIP);
- Civil Rights legislation (e.g. Title VI, Americans with Disabilities Act) and public involvement;
- Performance-based planning and programming; and
- Congestion management process; and
- Financial constraint (23 CFR 450.326(j))

Additionally, the findings to emerge from the 2017 Transportation Management Area (TMA) Certification and 2018-2021 MTIP and STIP

Regional Transportation Plan

The Regional Transportation Plan is a blueprint to guide investments for all forms of travel throughout the Portland metropolitan region. The plan identifies \$42 billion to be invested in the region’s transportation system over the next 25 years to serve a future population of over 2 million people to address the region’s most urgent transportation needs. Nearly \$27 billion in funding is for maintenance, preservation, and operations and more than \$15 billion is for capital projects that optimize and expand the region’s highway and transit systems, complete gaps in biking and walking connections and provide important access to transit, downtowns, schools, services and other community destinations.

Near-term RTP priorities include—equity, safety, climate change, travel options and congestion – and reflects new policies and strategies for safety, freight, transit, equity, climate leadership and emerging technology that guide planning and investment decisions.

Approval and Statewide Planning Findings are expected to be addressed and guide the development of the 2021-2024 MTIP.

As part of Metro’s responsibilities, the agency’s evaluation of the programmatic four-year investment package will assess the region’s implementation progress towards federal, state, and regional performance targets and if necessary identify areas for course correction for future MTIPs.

The 2021-2024 MTIP policy direction is for regional partners to understand the federal requirements the 2021-2024 MTIP is obligated to comply with and for regional partners to conduct funding allocations and submit projects which complies with federal mandates. This is to ensure the region does not jeopardize its eligibility to expend federal funding and demonstrate to federal partners stewardship in the planning, programming, and expenditure of federal funds.

MTIP Policy 3 – Regional Finance Approach and Funding Coordination

In May 2009, JPACT developed a regional finance approach to direct how the transportation needs of the region are to be addressed by existing or potential transportation funding sources. The regional finance approach was updated by staff for the 2021-2024 MTIP policy report to reflect administrative or process changes to certain sources (i.e. consolidation of certain federal fund sources under federal transportation funding reauthorizations (MAP-21 and FAST acts), restructuring of ODOT allocation programs). This approach is shown in Table 1 and provides a starting point for the various funding programs or sources that are addressed in the MTIP and STIP. The approach identifies funding mechanisms agencies use and a regional strategy for sources to be pursued to address unmet needs of the different elements of transportation system in the region. The approach has been utilized in the development of RFFA policies since the 2010-2013/2012-2015 MTIP cycle.

Table 1. Regional Finance Approach (Updated December 2018)

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Local/Neighborhood Street Reconstruction and Maintenance	<ul style="list-style-type: none"> • State pass through funds • Street utility fees • Local gas tax 	<ul style="list-style-type: none"> • Increases in state gas tax (e.g. House Bill 2017) • Increases in vehicle registration fees • New street utility fees or equivalent • Additional or new local gas tax
Active Transportation	<ul style="list-style-type: none"> • Regional Flexible Funds 	<ul style="list-style-type: none"> • New federal program

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
(includes bicycle, pedestrian, and small on-street transit capital improvements like bus shelters)	<ul style="list-style-type: none"> • STBG - Transportation Alternatives Set Aside • Connect Oregon • ODOT Region 1 Fix-It Leverage – Active Transportation & Safety • ODOT Safe Routes to Schools Infrastructure • ODOT 1% gas tax dedication • Privilege tax on bicycle sales • Local gas or property tax, vehicle registration, or street utility 	<ul style="list-style-type: none"> • State Urban Trail fund • Increases in state gas tax (e.g. House Bill 2017) • New local or regional funds
Highway Preservation	<ul style="list-style-type: none"> • Interstate Maintenance • National Highway Preservation Program • State gas tax & weight/mile fees • ODOT Region 1 preservation, maintenance, and operations allocation program (Fix-it) • Other state (e.g. House Bill 2017) earmarks 	<ul style="list-style-type: none"> • Increases in state gas tax • Increases in vehicle registration fees • New street utility fees or equivalent

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Transit Operations	<ul style="list-style-type: none"> • Employer tax • Employee tax • Passenger fares • Section 5307 urbanized area formula • Section 5310 special transportation • ODOT special transportation fund • Advertising revenue 	<ul style="list-style-type: none"> • Increases in employer and employer tax rate • New funding mechanism • Passenger fare increases
Arterial Expansion, Improvements, and Reconstruction	<ul style="list-style-type: none"> • Development Fees (e.g. Frontage, Impact Fees, System Development Charges) • Urban Renewal • ODOT Region 1 allocation program – Fix It Leverage – Enhance or Safety • ODOT Region 1 operations allocation program (Fix-it) • Other federal or state (e.g. House Bill 2017) earmarks • Regional Flexible Funds³ • BUILD • National Freight Program 	<ul style="list-style-type: none"> • Development fees rate increases • New local or regional funds • Increase in state gas tax • Increase in vehicle registration fee

³ Limited to arterial freight facilities for ITS, small capital projects, and project development.

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Highway Expansion	<ul style="list-style-type: none"> • ODOT Region 1 competitive allocation – Fix It Leverage – Enhance • ODOT 2021-2024 STIP Strategic Investment Fund • Regional Flexible Funds⁴ • National Highway Preservation Program • National Freight Program • Other federal or state (e.g. House Bill 2017) earmarks • BUILD • Privilege tax on vehicles 	<ul style="list-style-type: none"> • More from existing sources • Pricing/tolling • Increase in state gas tax or equivalent (e.g. HB 2017) • New local or regional funds
High Capacity Transit Expansion	<ul style="list-style-type: none"> • Federal Capital Investment Grants (e.g. New Starts/Small Starts) • State lottery • Regional Flexible Funds • TriMet General Fund • Local contributions 	<ul style="list-style-type: none"> • More from existing sources • New local or regional funds

⁴ Limited to project development with large discretionary funding leverage opportunities.

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
TSMO/Travel Options	<ul style="list-style-type: none"> • ODOT Region 1 operations allocation program (Fix-it) • ODOT transportation demand management program allocation to regions • Regional Flexible Funds • Regional Safe Routes to School 	<ul style="list-style-type: none"> • Regional vehicle registration fee or equivalent • Cap and Invest Program • New local or regional funds
Land Use – TOD	<ul style="list-style-type: none"> • Regional Flexible Funds 	<ul style="list-style-type: none"> • New local or regional funds

National Discretionary Funding Opportunities - Regional Coordination

As part of the implementation of the Regional Finance Approach, the region’s partners agree to information sharing and regional coordination when competing on the national stage for federal competitive discretionary funding programs. Examples of these programs include, but not limited to: FTA’s Capital Investment Grants – New Starts and Small Starts, U.S. DOT’s Better Utilizing Investment to Leverage Development (BUILD) and National Freight Program. Regional coordination is to make regional partners aware of what competitive applications are being put forward and ensure any necessary MPO programming or planning requirements have been met to allow access to funds if awarded. Results of these coordinated efforts may also be shared with the region’s congressional delegation to inform them of regional funding priorities.

Coordination and Leveraging of Federal Funds Across Funding Allocation Programs

Recognizing the scarcity of funding resources for the transportation system, the Portland metropolitan region supports leveraging funding opportunities being administered by different agencies within the region. However, the region desires to see leverage opportunities be discussed in a transparent and open manner that allows for partners to provide feedback and also bring awareness to potential funding leveraging opportunities. To facilitate leveraging opportunities, regional partners agree to and are encouraged:

- to identify opportunities to leverage funding early, particularly in the policy direction and program design phase (e.g. policy direction update for the 2022-2024 Regional Flexible Fund or the 2021-2024 STIP) and prior to the solicitation of projects for individual funding programs;
- to identify whether federal funds would be involved in the leveraging other funding (whether federal or local) to ensure eligibility requirements and other factors are appropriately met; and
- to begin coordination early between potential administering agencies and determine a pathway for proposals or approvals by appropriate entities, as necessary.

It is expected if regional partners wish to coordinate and leverage opportunities to fund (or partially fund) projects or programs through a funding program administered by a different administering agency, the partner bring the funding proposal to the MPO for information and discussion. Funding proposals, especially with federal funds, will not be considered

Currently Agreed Upon Fund Leveraging

Through previous allocation processes, the region has come to agreement on leveraging funding administered by different partner agencies. In particular a portion of Metro's Regional Flexible Funds have been set aside towards advancing the region's high capacity transit network, planning for certain corridor bottlenecks and active transportation projects. As a result of these funding agreements, the specific projects funded will need to be brought forward to the MPO for engagement and to call out specifically in the MTIP.

without discussion and if necessary approval undertaken by the MPO (for federal funds). A process for bringing forward funding proposal entails:

1. Initial MPO staff and administering agency staff consultation of proposal;
2. Discussion, recommendation, and approval by the MPO (if necessary);⁵
3. Discussion and approval by the leadership entities of other administering agencies (if necessary).

Administrative funding proposals (e.g. funding swaps, changing the federal fund type) are exempt from this process, but must undergo the procedural MTIP change management process (administrative or amendment) depending on the significance of the changes requested.

2021-2024 MTIP Policy Implementation Process

As part of the process for implementing the 2021-2024 MTIP policy direction, Metro, as the MPO, will serve in the lead role for coordinating information sharing and other MTIP-related development activities. The Transportation Policy Alternatives Committee (TPAC) will serve as the main venue for coordination pertaining to the implementation of the 2021-2024 MTIP policy direction. The TPAC work program will be updated to include discussion items pertaining to the development of the 2021-2024 MTIP, including the individual funding allocation processes undertaken by the entities which administer federal transportation funds. TPAC will also be requested to recommend approval of the adoption draft of the 2021-2024 MTIP to JPACT in spring 2020.

In addition to the coordination activities to take place at TPAC in implementing the 2021-2024 MTIP policy direction, the 2021-2024 MTIP charter provides further detail on the protocols and coordination expectations for the four main key partners responsible for the content development of the MTIP. The 2021-2024 MTIP charter is signed among the four partners and outlines the various coordination protocols for project data exchange, MTIP content, schedule, and timelines.

⁵ MPO approval may come in the form of adopting policy direction for a specific funding program or through the MTIP change management process. Will be dependent on the context and nature of the leveraging opportunity being proposed.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories and things to do.

oregonmetro.gov/news

Follow oregonmetro



Metro Council President

Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Betty Dominguez, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Brian Evans

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1700

INTRODUCTION

IMPLEMENTING OUR SHARED VISION OF TRANSPORTATION THROUGH THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Over the last two decades, the region has taken a collaborative approach to plan for and invest significant resources in the transportation system, making the Portland region one of the most livable in the country. We have set our region on a wise course and experienced many successes, but there is still much to accomplish. The Portland metropolitan region is growing, our travel needs are changing, and new state and federal requirements must be met. Over a three-year planning process, the region adopted the 2018 Regional Transportation Plan (RTP) which assessed and identified different solutions to address the challenges and opportunities ahead. These include a growing economy outlook and the traffic congestion it imposes, managing emerging technologies like self-driving vehicles, and mitigating the impacts of climate change and reducing racial disparities. In total, the 2018 RTP represents \$42 billion dollars of transportation investments to achieve a vision where,

“In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.”

But to get to vision called for in the 2018 RTP, the region must take collaborative action in a continuous, cooperative, and comprehensive manner. The 2021-2024 Metropolitan Transportation Improvement Program (MTIP) is the process to implement the 2018 RTP by prioritizing transportation investments for the upcoming four years and make progress towards the 2018 RTP vision.

CHALLENGES TO BE ADDRESSED

Preparing for growing, changing communities

One million new residents are expected to be living in the Portland region by 2040. The region’s communities are becoming more ethnically diverse and – as a new generation grows to adulthood and others move toward retirement – it is important that the transportation system meets the needs of all community members into the future.



What does the region’s transportation system need now and in the future to meet the needs of residents and businesses?

Taking care of and improving what we have

Our system of roads, bridges, bikeways, sidewalks and transit has served the region well, but that system is aging and not keeping up with growing and changing travel needs. There are also communities in the region that remain underserved by our system and parts of the system have not been completed.



How do we pay for new investments in addition to taking care of the transportation system we already have?

Prioritizing investments to address these challenges

The 2018 RTP presents a suite of investments to address the growing challenges and needs for the people who use the Portland region’s system. The \$42 billion of investments includes \$15.4 billion in capital transportation investments to complete gaps, make upgrades, and increase the service of the regional transportation system. In any four-year period, the region invests its maximum capacity of available funds, which is upwards of \$1.4 – \$1.8 billion dollars with a significant portion of that going towards maintaining the system. In general, federal, state and local funding for roads and transit is failing to keep pace with current needs, to say nothing of the growth expected in the coming decades. Given that the investment need is greater than funding available, taking a hard look to prioritize what investments are to come first for the system presents a challenge as every investment is needed to achieve the vision for the regional transportation system.



What are the priority investments that need to be made in the next four years to get the region closer to its vision for the transportation system?

Coordinating transportation investment into the regional transportation system

No one single entity owns and operates the entire transportation system, despite the often seamless nature for users of the system. However, the different jurisdictions, agencies, and special purpose districts which have direct responsibilities for parts of the transportation system all have their individual plans, projects, and priorities for their parts of the transportation system. As a result, in looking at the collective needs for the transportation system, coordination with the different responsible entities is necessary to ensure investment decisions prioritize and invest according the region’s agreed upon plan to address the challenges and achieve the vision for system.



How does the region ensure partners investments in the transportation system brings the region closer to achieving the vision?

HOW WE GET THERE

Comprehensive and continuous cooperative collaboration

It’s time to take action and implement the region’s vision for the transportation system. The 2021-2024 MTIP provides the first formal opportunity to utilize the policy direction set forth under the 2018 RTP to prioritize investments and assess the region’s collective efforts towards making progress implementing the region’s vision.

The development of the 2021-2024 MTIP will be completed in three phase: 1) setting policy direction for investments for the upcoming four years; 2) prioritizing and allocating investments for fiscal years 2022 through 2024; and 3) evaluating performance of the prioritized investments and documenting federal compliance in the allocation and use of funds. From July 2017 to July 2020, the Metro Council and staff will work closely with key MTIP partners (the Oregon Department of Transportation, TriMet, and SMART) as well as local jurisdictions and the public to develop the investment priorities for region for federal fiscal years 2021 through 2024. For the 2021-2024 MTIP planning activities and investments will have a focus on these 2018 RTP policy priorities:



**Mitigating Climate
Change &
Transportation Options**



Transportation Equity



Transportation Safety



Managing Congestion

Additionally, as a federally required activity, the 2021-2024 MTIP will have a secondary focus, in addition to implementing the 2018 RTP, on demonstrating compliance with applicable federal regulation, fiscal stewardship scarce transportation funding, and system performance.

The 2021-2024 MTIP public engagement plan provides more information about the public engagement activities that will be conducted. The work plan for the update follows.

Getting there



with a connected region

2021 – 2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM Work Plan July 2017 to July 2020

The 2021-2024 Metropolitan Transportation Improvement Program (MTIP) calls for Metro to work in partnership to implement the region’s long-range vision for the transportation system. The focus is the upcoming four years of priority transportation investments for the system which balances investments in maintenance, operations, service, and capital improvements that makes progress towards achieving the vision.

PROJECT GOAL

Adoption of the 2021-2021 MTIP that uses the 2018 RTP as the policy framework to advance progress towards achieving the region’s vision for the transportation system and meet federal and state requirements, including areas identified by federal partners for further focus.

METRO ROLE: Adopt a 2021-2024 MTIP that implements the priorities of the 2018 RTP, substantially demonstrates compliance with federal and state regulations, and used input from partners and the public to prioritize and allocate investments.

PROJECT OBJECTIVES

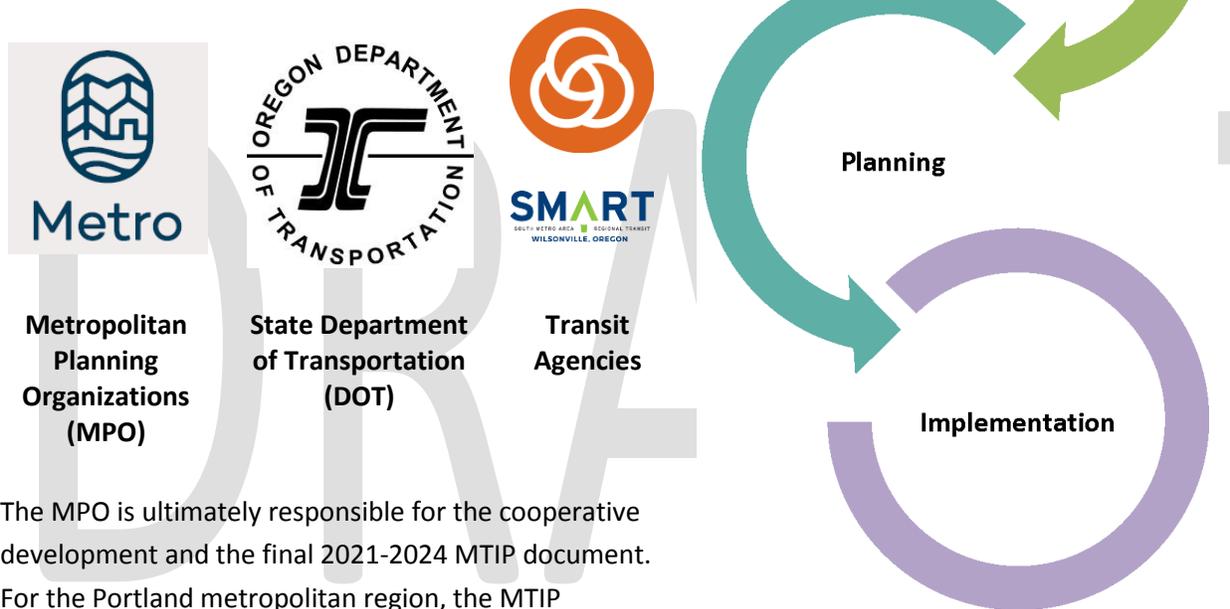
- Provide the Metro Council with a sound basis for adopting the 2021-2024 MTIP.
- Build alignment with key MTIP partners (ODOT, TriMet, and SMART) on implementing the policy and investment priorities identified in the 2018 RTP by:
 - Adopting MTIP policy direction reaffirming the 2018 RTP as the policy and investment framework,
 - Implementing a project charter for the 2021-2024 MTIP to coordinate across funding allocation activities and the development of the 2021-2024 MTIP, and
 - Clarifying administrative procedures for MTIP change requests and other related processes
- Comply with state and federal requirements and ensure eligibility for these funds.
- Increase regional collaboration and coordination.
- Build public confidence and demonstrate the need for increased investment to achieve healthy, equitable communities and a strong economy.

PARTNERSHIP THROUGH CONTINUOUS, COMPREHENSIVE, AND COOPERATIVE PROCESSES

The development of the 2021-2024 MTIP is a collaboration among partners across the region, including local jurisdictions, state agencies, transit districts, federal agencies, transportation advocates, as well as members of the public. Nonetheless, three key partners carry the majority responsibilities of developing the 2021-2024 MTIP because each has allocation authority and administer federal surface transportation funds. These partners are:

My Place in the Region

A framework for developing and implementing the 2021-2024 MTIP



The MPO is ultimately responsible for the cooperative development and the final 2021-2024 MTIP document.

For the Portland metropolitan region, the MTIP development falls to Metro as the MPO. The other key partners: the Oregon Department of Transportation (ODOT), and transit agencies, TriMet and SMART, both contribute key information for the development of the MTIP and conduct their own individual federal funding allocation processes, which must be consistent with regional policies, goals, and objectives identified in the adopted RTP.

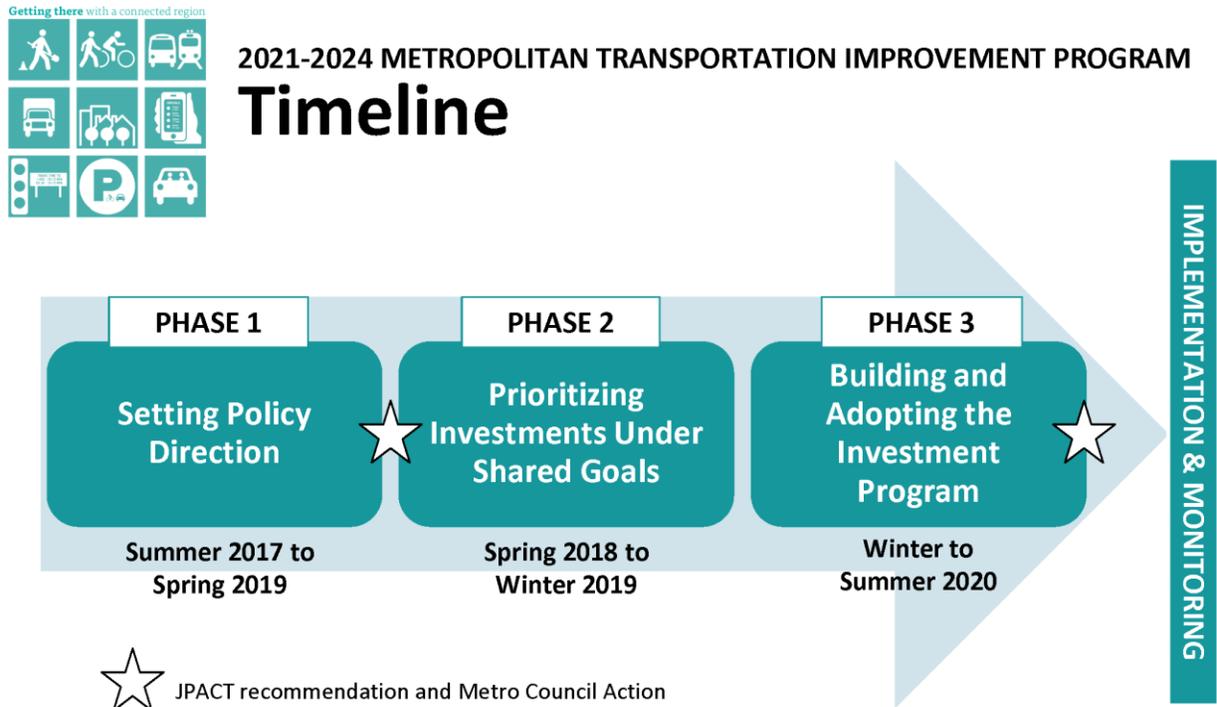
TIMELINE AND DECISION MILESTONES

The 2021-2024 MTIP will be completed in three overlapping phases, due to the schedules and processes undertaken by key MTIP partners. While the first two phases will begin and end at different times for each individual MTIP partner, the development of the 2021-2024 MTIP will converge together in the third phase. From July 2017 to July 2020, staff at the MPO, ODOT, TriMet and SMART will engage the public as well as local, regional and state partners to develop the investment priorities for federal fiscal years 2022-2024, identify those investments priorities which will carryover from the 2018-2021 MTIP into the 2021-2024 MTIP, and evaluate the system performance of the 2021-2024 MTIP. The development of the 2021-2024 MTIP will be guided by an existing federal requirements, including MAP-21 performance targets and those areas which federal regulators identified in need for improvements in the Portland region, state regulations, and the regional policy framework established by the 2018 RTP

2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM | January 2019
 (including policies guiding implementation of the 2014 Climate Smart Strategy, the 2040 Growth Concept, and the updated Regional Framework Plan which have been integrated into the 2018 RTP).

Through this update, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) will work in partnership to integrate the regional policy direction, balance federal and state regulatory requirements, and public input to develop a prioritized four-year list of transportation investments, which gets the region closer towards achieving the outcomes and vision for the transportation system.

Figure 1. Timeline for the 2021-2024 Metropolitan Transportation Improvement Program Update



Public input opportunities to be provided prior to milestones (JPACT recommendation, Metro Council action).

Phase 2 includes multiple funding decisions (e.g. Regional Flexible Fund, Transit budget process, Fix-It Leverage) with formal actions.

PROJECT MILESTONES

Winter 2017	Development process for prioritizing investments for fiscal years 2022-2024 begins for key MTIP partners, ODOT, TriMet, and SMART.
Spring 2018	TPAC and JPACT take action to acknowledge the draft financial forecast for the 2021-2024 MTIP.
Spring 2019	Metro Council and JPACT take action to adopt the 2021-2024 MTIP policy direction. Provide input and feedback on the 2021-2024 MTIP work program.
Spring 2020	Investment priorities and carryovers identified and collected to develop the draft 2021-2024 MTIP. System performance evaluation of the draft 2021-2024 MTIP. Public comment period takes place.
July 2020	Metro Council considers adoption of 2021-2024 MTIP to submit to the Governor and federal partners (FHWA and FTA)

WORK PROGRAM ELEMENTS

This work plan will be accomplished using the following approach:



Policy

Setting Policy Direction. In Metro's role as the MPO, the agency will set overarching policy direction on what areas to focus transportation investments in the Portland region for fiscal years 2022-2024. The adoption of the MTIP policy direction is agreement by regional partners, including key MTIP partners, to focus on the priority outcomes defined by the adopted 2018 RTP. Key MTIP partners (ODOT, TriMet, SMART) and Metro which have the responsibility of allocating federal transportation funds will set its individual policy direction for the allocation of funds to capital transportation projects, maintenance and operations, and regional programs. Nonetheless, the key MTIP partners will have agreed upon implementing the adopted 2018 RTP and complying with federal regulations through the MTIP policy, to ensure the region is moving in the same direction for the transportation system and to realize the RTP's vision.



Investment Prioritization, Deliberation, and Allocation for Fiscal Years 2022-2024. Each partner will undertake and design its own funding process to allocate federal transportation funds for fiscal years 2022-2024. This includes setting the policy direction for funding allocation, as well as defining the nomination and solicitation, public involvement, prioritization, and decision process. The allocation processes administered by ODOT, TriMet, SMART, and Metro will start at different times, but come together and align in the last 6-12 months prior to the adoption of an MTIP. While each key MTIP partner is running an individual process, Metro, as the MPO, convenes regional partners throughout the MTIP development process to get status updates and provide feedback into the allocation processes being administered by ODOT, TriMet, and SMART. In addition, to help inform the prioritization and allocation of funds, key regional trends and challenges, current conditions, data on existing system performance, and current and future regional transportation needs for all modes of travel will be shared as well as the strategies that can help address current and future transportation challenges and needs. The information sharing on current trends and strategies are undertaken continually to ensure the region is implementing the agreed upon MTIP policy direction and cooperatively working towards implementation of the 2018 RTP.



Programmatic System Performance Evaluation and Federal Compliance. Once the investment decisions are made each allocation process, information and transportation project data are exchanged for the purposes of evaluating the 2021-2024 MTIP investment package as a whole. ODOT, TriMet, and SMART provide project data and information to Metro, so Metro can begin to develop a four-year transportation investment list. The list is then evaluated under three different lenses: 1) project detail and information; 2) federal regulatory compliance; and 3) programmatic system evaluation. The evaluations help Metro demonstrate that the four years of investments scheduled from 2021-2024 are fiscally constrained and complying with other relevant federal regulations. In addition, this evaluation step shows how the region is making progress in implementing the goals and objects in the 2018 RTP as well as monitoring progress towards reaching regional system performance targets and federally required

MAP-21 performance targets. This work improves the region’s ability to measure the investments across economic, equity and environmental outcomes, further advancing the region’s consideration of return on investment across these outcomes.



Packing a draft 2021-2024 MTIP for Adoption. The final element of the work program is the packaging of the 2021-2024 MTIP for purposes to take out for public comment, tribal and resource agency consultation, and approval and adoption by JPACT and the Metro Council. The packaging of the 2021-2024 MTIP consists of: 1) putting together a schedule of planned transportation expenditures adequately showing the project detail, phases of implementation, and breakdown of funds; 2) narrative discussion of the prioritization and funding allocation process for investments in the 2021-2024 MTIP and how investments were guided by regional and federal policy direction; 3) system performance evaluation results and demonstration that relevant federal requirements have been met; and 4) detailed outline of administrative procedures in implementing the adopted MTIP.

POLICY PRIORITIES FOR THE 2021-2024 MTIP

The work plan has been organized to address the regional challenges that come with a growing region with a focus on these policy priorities:



Mitigating Climate Change & Transportation Options



Transportation Equity



Transportation Safety



Managing Congestion

The policy priorities defined in the 2018 RTP set the course of direction for the 2021-2024 MTIP. The four specific 2018 RTP policy priorities – mitigating climate change & transportation options, transportation equity, transportation safety, and managing congestion – were identified by regional elected leaders, community leaders, and business organizations as the areas to make near term progress for implementing the 2018 RTP. The 2018 RTP policy priorities reflect a combination of three years of planning analysis and public engagement with elected officials, jurisdictional partners, community and business leaders, advocates, and members of the public. In addition, the 2018 RTP policy priorities reflect the recommendations and commitments to carryout the 2014 Climate Smart Strategy and 2014 Regional Active Transportation Plan, and implementation of federal requirements pertaining to MAP-21¹ performance measures, target setting, and monitoring.

¹ MAP-21, Moving Ahead for Progress in the 21st Century Act, creates a streamlined and performance-based transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

FEDERAL REQUIREMENTS AND DIRECTIVES

The development of the 2021-2024 MTIP will be guided by federal regulations and direction for MTIP development and content as outlined in the Code of Federal Regulations (CFR).² These include core federal requirements such as fiscal constraint and performance-based programming as well as corrective actions and recommendations from previous STIP approvals and Metro certification reviews (2013 and 2017).³ The federal requirements and directives of focus for the 2021-2024 MTIP cycle include, but are not limited to:

- Fiscal Constraint (programmatically and by project)
- Performance-Based Programming
- Consistency with the Regional Transportation Plan
- Public Involvement

To that end, Metro will facilitate coordinated and cooperative discussions throughout the development of the 2021-2024 MTIP. These discussions are intended to keep regional partners informed, but also to keep an eye towards implementing the MTIP policy direction throughout the allocation processes and ensure federal requirements are being address and met in defining investment priorities, system performance, and scheduling of expenditures. To foster regional collaboration, the Transportation Policy Alternatives Committee (TPAC) will serve as the main working venue for 2021-2024 MTIP development discussions. TPAC will receive regular updates and presentations on the funding allocation activities being undertaken by the key MTIP partners as well as other MTIP development activities, such as the results of the system evaluation of the 2021-2024 MTIP. TPAC is expected to provide input, feedback, and, if necessary, identify areas for further discussion by JPACT and the Metro Council.

While the monthly TPAC meetings will serve as the main venue for discussing the development of the 2021-2024 MTIP, Metro staff will also meet regularly with ODOT, TriMet, and SMART staff to coordinate and identify different MTIP development issues, challenges, and to check in on funding processes schedules or other development details. Additionally, Metro, ODOT, TriMet, and SMART have outlined and agreed upon a set of coordination procedures and expectations among partners for the development of the 2021-2024 MTIP.⁴

A formal public comment period will take place for the adoption draft of the 2021-2024 MTIP. The formal public comment is in addition to the public comment period(s) which will take place as part of the funding allocation processes being undertaken by each partner.

RELATED PROCESSES, PROGRAMS, AND AGREEMENTS TO BUILD THE 2021-2024 MTIP

² Metropolitan Transportation Planning and Programming, 23 CFR §§ 450.300 – 450.340

³ Metro Transportation Management Area (TMA) Certification, 2017
2018-2021 STIP Approval – Statewide Planning Findings, 2017
2015-2018 STIP Approval – Statewide Planning Findings, 2013

⁴ More detail about the cooperative and coordinated development procedures and expectation for the 2021-2024 MTIP by ODOT, TriMet, and SMART can be found in the 2021-2024 MTIP Charter.

In the three year span, the 2021-2024 MTIP will draw information from a number of processes which will be operating in parallel, as well as programs and agreements to support the development of the 2021-2024 MTIP. The processes, programs, and agreements include:



2021-2024 MTIP Policy Direction. The purpose of the 2021-2024 MTIP policy direction is to reaffirm and define the priorities for transportation investments seeking inclusion in the 2021-2024 MTIP. The 2021-2024 MTIP policy direction draws from the policies set in the most recently adopted 2018 RTP and federal requirements for the development of the MTIP outlined in the U.S. Code of Federal Regulation title 23 section 450 subpart C – metropolitan planning. In addition to the 2018 RTP, the 2021-2024 will also implement the state mandated 2014 Climate Smart Strategy and newly established MAP-21 performance-based programming. (Spring – Summer 2019)



2018-2021 MTIP. As the adopted MTIP being implemented by the region, the investments identified in the 2018-2021 MTIP will inform and determine which investment priorities from the currently adopted MTIP will carryover into the 2021-2024 MTIP investment package. The 2018-2021 MTIP also provides information pertaining to local project delivery, whether that is success in project implementation or challenges in delivery and delay. (July 2017 – July 2020)



ODOT Administered Funding Allocation for 2022-2024 as part of the State Transportation Improvement Program (STIP) Development. The funding allocation processes undertaken by ODOT, it includes the allocation of restricted federal funds (e.g. Funds dedicated only for use on interstate highway system for pavement maintenance) to more discretionary funds. Some funding allocation programs ODOT administers have competitive applications, whereas others are determined and decided within ODOT. Some funding allocation programs ODOT administers blends together both federal grant funds and state generated revenues dedicated for transportation. For example, active transportation funding allocation programs tend to have a blend of federal funds (e.g. Transportation Alternatives set aside of Surface Transportation Block Grant funds) and state revenues dedicated specifically for active transportation infrastructure. Funds are allocated to projects within the Portland MPO boundary are requested for inclusion in the MTIP. (July 2017 – January 2020)



2022-2024 Regional Flexible Fund Process (RFFA). The funding allocation process Metro administers for the federal surface transportation funds which Metro has allocation authority. Some of the federal funds have restrictions in use, but most of these funds are discretionary and considered more flexible. The allocation of Regional Flexible Funds includes adopting policy direction specific to the funding allocation program to determine the criteria and parameters of the competitive allocation of funds as well as the amounts for the regional programs. (January 2019 – January 2020)



TriMet and SMART's Annual Budget Process. Unlike Metro and ODOT, the two main transit providers in the Portland region, TriMet and SMART, undergo a budget process each year to allocate funds to the priority areas for the transit system. The annual budget process includes the allocation of local revenues generated within the transit district going towards service and operations. These funds are not typically included in the MTIP, but the anticipated changes in transit service has implications to the capital projects, maintenance, and other facilities related activities which are included as part of the MTIP. The transit agencies give presentations on the annual transit budget process each spring to TPAC and, time permitting, JPACT to gather input and feedback on budget priorities and regional considerations. (Spring – annually)

2021-2024 MTIP Charter. The 2021-2024 MTIP charter outlines the cooperative development and coordination procedures between ODOT, TriMet, SMART, and Metro in developed the 2021-2024 MTIP. The charter outlines a timeline and schedule for development of the 2021-2024 MTIP partners agree to as well as procedures for information exchange and expectation of what each partner is expected to submit as part of the 2021-2024 MTIP development.

Metropolitan Planning Agreement. The metropolitan planning agreement is an overarching coordination agreement between ODOT, TriMet, SMART, and Metro. The Metropolitan Planning Agreement is a 10-year agreement which covers federally required transportation activities in the metropolitan region and cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. At a minimum, the Metropolitan Planning Agreement includes specific provisions for:

- the development of financial plans that support the metropolitan transportation plan, the metropolitan transportation improvement programs, and development of the annual listing of obligated projects;
- the development and information sharing procedures related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the MPO and the collection of data for the State asset management plan for the National Highway System.

The 2021-2024 MTIP will work to address new state and federal requirements that are currently under development.

COORDINATION WITH RELEVANT METRO AND PARTNER PLANS, PROJECTS, AND PROGRAMS

The development of the 2021-2024 MTIP will take place over the course of three years from July 2017 through July 2020. During this three-year timeframe, a number of adopted plans in the implementation phase as well as on-going initiatives will intersect and influence the 2021-2024 MTIP investments. Metro staff will seek opportunities to coordinate and collaborate with these efforts and initiatives at Metro and at other organizations and public agencies. The following identifies and lists activities which the 2021-2024 MTIP will aim to coordinate:

Relevant Metro Policy, Projects, and Programs

Primary Policies, Projects, and Programs

- My Place in the Region
- 2018 Regional Transportation Plan
 - Includes MAP-21 Performance Target Implementation & Modal and Topical Strategies
- 2019-2021/2021-2024 Regional Flexible Fund Allocation (RFFA) Policy Direction
- 2018-2021 Metropolitan Transportation Improvement Program
- 2014 Climate Smart Strategy
- Metro Strategic Plan to Advance Racial Equity Implementation
- Congestion Management Process and Data Monitoring

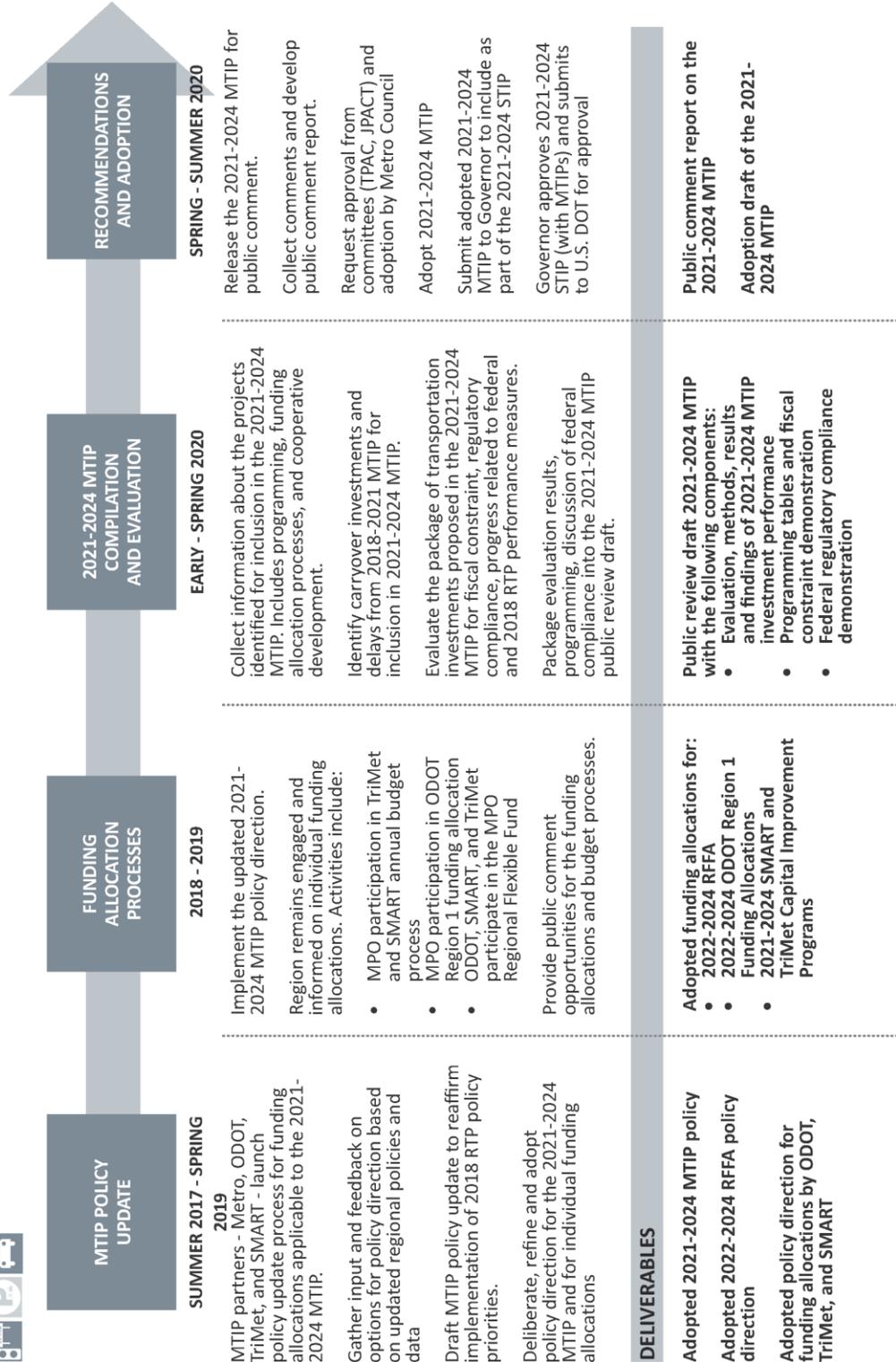
Additional Metro Policies, Projects, and Programs

- Regional Travel Options Strategic Plan Implementation
- Diversity, Equity, and Inclusion (DEI) Program
- 2018 Growth Management Decision
- Shared Investment Strategies for Corridor and Area Plans/Projects

Relevant Partner Policy, Projects, and Programs

- Oregon Transportation Plan
 - Including Modal and Topical Strategies
- 2021-2024 Statewide Transportation Improvement Program (STIP) Development
- 2018-2021 Statewide Transportation Improvement Program (STIP) Implementation
- City and county transportation system plan updates, corridor plans, area plans and studies
- TriMet's Service Enhancement Plans and HB2017 Statewide Transit Improvement Fund (STIP) Implementation
- South Metro Area Regional Transit (SMART) Master Plan Implementation
- Transit Annual Budget Process (TriMet and SMART)
- ODOT Region 1 Facility Plans or Studies

2021-2024 MTIP | Work Plan Summary - Draft for Consideration



DELIVERABLES

- Adopted 2021-2024 MTIP policy
- Adopted 2022-2024 RFFA policy direction
- Adopted policy direction for funding allocations by ODOT, TriMet, and SMART

- Adopted funding allocations for:
- 2022-2024 RFFA
 - 2022-2024 ODOT Region 1 Funding Allocations
 - 2021-2024 SMART and TriMet Capital Improvement Programs

- Public review draft 2021-2024 MTIP with the following components:
- Evaluation, methods, results and findings of 2021-2024 MTIP investment performance
 - Programming tables and fiscal constraint demonstration
 - Federal regulatory compliance demonstration

- Public comment report on the 2021-2024 MTIP
- Adoption draft of the 2021-2024 MTIP

Getting there



with a connected region

2021 - 2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM Work Plan Appendix

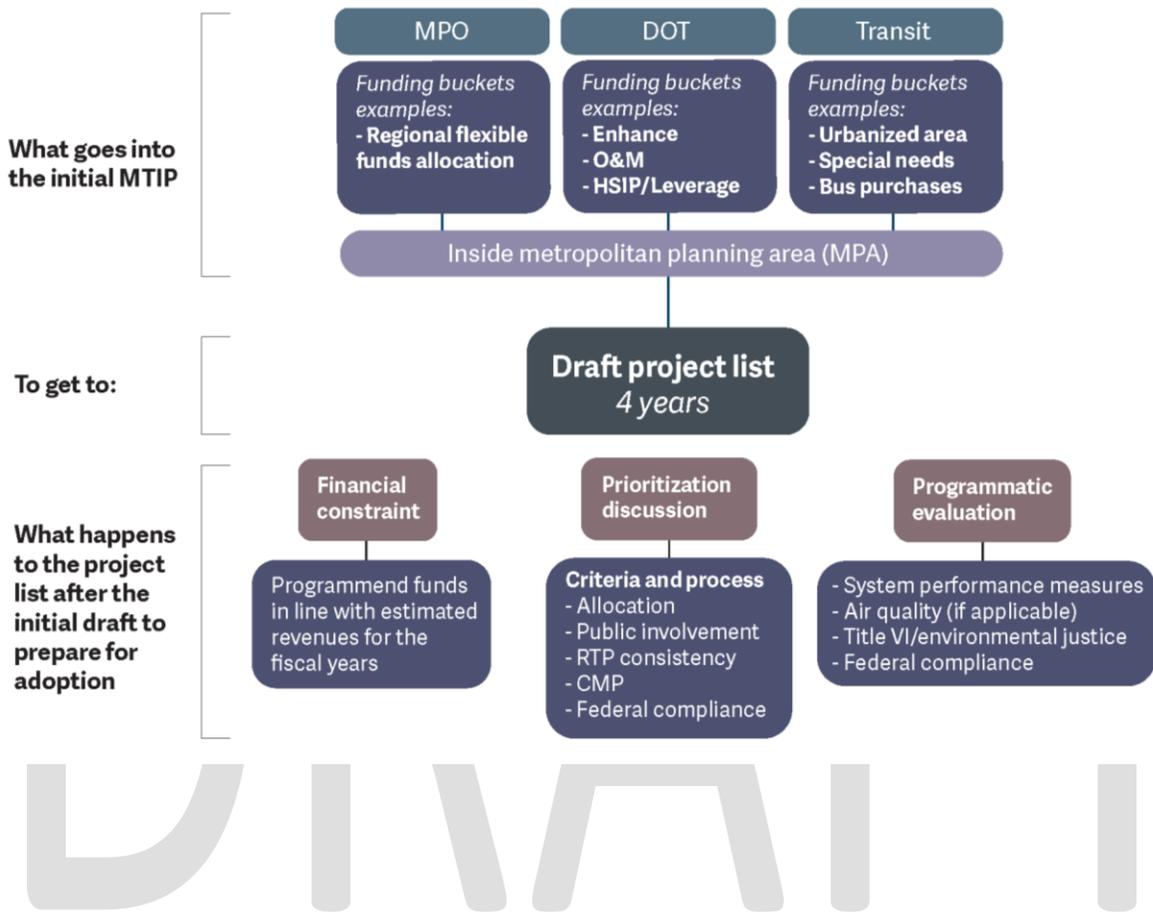
From Summer 2017 to Summer 2020, the Metro Council will work with local, regional and state partners to develop the Metropolitan Transportation Improvement Program (MTIP) for fiscal years 2021 through 2024. This appendix provides background information on the MTIP and more information about key planning and engagement activities, decision milestones and anticipated deliverables for each phase. A summary of federal and relevant state requirements to be addressed through the process is also provided for reference.

What is the Metropolitan Transportation Improvement Program?

The Metropolitan Transportation Improvement Program (MTIP) serves as the federally required list and implementation schedule of priority transportation investments administered by Metro, ODOT, TriMet and SMART for the upcoming four-years. The MTIP also monitors implementation of federal and regional policies for the Portland metropolitan region during a four-year cycle. The components of the MTIP include the following (not in order):

- **a discussion of the funding allocation processes** where making investments into the region's transportation system were deliberated in the context of implementing the 2018 RTP policy priorities, federal requirements, and congestion management were considered; and
- **a financial plan** that outlines what the financial outlook is for the region for fiscal years 2021 through 2024 and summarizes the financial capacity of investment for the next four fiscal years ; and
- **a four year list of transportation investments** that includes all federally-funded transportation investment priorities and regionally significant local, regional, state transportation investment priorities that help accomplish the 2018 RTP; and
- **a demonstration of a balanced checkbook** that shows how the transportation investments identified in the four year list are not exceeding projected revenues
- **system performance evaluation and federal compliance documentation** that discusses the performance of the four-year list of transportation investments in making progress towards implementing the 2018 RTP vision, goals, and objectives as well as how the four-year list of investments meets federal all relevant regulations, including federal performance-based programming; and
- **a set of administrative procedures for carrying out and implementing the MTIP** that supports the delivery and implementation of the investments listed in the MTIP.

Figure 1. Elements of the Metropolitan Transportation Improvement Program



Why does the region need an MTIP?

Simply stated, the region needs to have an adopted MTIP at any given time to remain eligible for transportation projects to expend federal surface transportation funding. As the federally-designated Metropolitan Planning Organization (MPO), Metro is responsible for leading the cooperative development, implementation, and maintaining the Metropolitan Transportation Improvement Program (MTIP) for the Portland region. As required by federal law, the MTIP spans the upcoming four federal fiscal years and must include any transportation project planning to do any project work during that time frame. Project which must be accounted for in the MTIP include:

- Federally funded projects
- Projects in need any form of federal approval (e.g. NEPA, etc.)
- Projects deemed regionally significant by policy makers
- Projects that impacts other relevant federal laws or requirements (e.g. impacts air quality and exceeds pollution levels set by the Clean Air Act)

Beyond our federal requirements, the MTIP can be viewed as an accounting, implementation, and monitoring tool, which allows the region to track progress of project implementation, keep the checkbook balanced and help understand how the region is performing in implementing the vision for the system.

How will the 2021-2024 MTIP be developed?

The MTIP will be updated in three phases, beginning in Summer 2017 and concluding in the Summer 2020. During the update, the Metro Council will work with local, regional and state partners, community leaders and others to implement the region's policy priorities identified in the region long-range transportation plan through the prioritization and allocation of transportation funds for the upcoming fiscal years.

A more detailed description of the key planning and engagement activities, decision milestones and anticipated deliverables for each phase follows.

PHASE 1 | SETTING POLICY DIRECTION | Summer 2017 to Spring 2019

Across the many needs for the transportation system identified in the 2018 RTP, what areas will be the focus for the region's investments?

Desired outcome: By Spring 2019, all key MTIP partners (ODOT, TriMet, SMART) reaffirm the 2018 RTP policy priorities as the focus of the 2021-2024 MTIP and have set policy direction for their individual funding allocation processes.

The first phase of the process will involve the region reaffirming overarching policy direction to implement the key policy priorities set forth in the 2018 RTP. The purpose of this early work is to reaffirm the 2018 RTP as the foundation to the 2021-2024 MTIP and set the expectation that partners align investments towards implementing the 2018 RTP policy priorities. Additionally, the reaffirmation set the stage for upcoming discussions undertaken by key MTIP partners, ODOT, TriMet, SMART, and

Metro to establish policy direction and criteria for their various individual funding allocation programs and budget process.

In parallel to the policy direction discussions, background work will also begin to document the existing conditions and key trends and challenges facing the region and performance of the current regional transportation system. This background work will identify where the region is meeting its transportation goals or need further improvement. This work will also inform the allocation processes and will be coordinated with future work related to the congestion management process and regional snapshot.

Phase 1 Key Activities	
Planning	Develop the work program and public engagement plan to carry out the development of the 2021-2024 MTIP
	Establish goals and desired outcomes for the process and document as part of the 2021-2024 MTIP policy direction and the 2021-2024 MTIP charter <ul style="list-style-type: none"> Define the goals and desired outcomes as the 2021-2024 MTIP policy
	Collect data and set up tools to document key trends and support the evaluation of investment priorities <ul style="list-style-type: none"> Begin assessing baseline conditions of the region’s transportation system, and looking at current system performance Do this in conjunction with congestion management process data collection and monitoring work
	Report on key trends shaping the region’s transportation system, and opportunities and challenges looking forward
Partnerships & Engagement	Engage partners, regional advisory committees, and the public to reaffirm the 2018 RTP priorities to be the focus of the 2021-2024 MTIP (<i>Early Winter/Spring 2019</i>)
	Engage partners, regional advisory committees, and the public on the draft work plan and draft public engagement plan, including policy priorities and roles in process (<i>Early Winter/Spring 2019</i>)
	Engage partners, regional advisory committees, and the public to share existing conditions and current performance of the system (<i>Summer 2019</i>)
Milestone	<ul style="list-style-type: none"> JPACT and Metro Council consider approval and adoption of the 2021-2024 MTIP policy direction (<i>Spring 2019</i>) Adopted policy direction for the individual funding allocation processes undertaken by ODOT, TriMet, SMART, and Metro (<i>varies, most will be complete before Spring 2019</i>)
Deliverables	<ul style="list-style-type: none"> 2021-2024 MTIP policy direction 2021-2024 MTIP work plan Adopted policy direction for individual funding allocations

PHASE 2 | PRIORITIZATION AND FUNDING ALLOCATION | January 2018 to January 2020

Desired outcome: By January 2020, MTIP partners, ODOT, TriMet, SMART, and Metro have identified investments for fiscal years 2022 through 2024 which advance the implementation of the 2018 RTP policy priorities.

The second phase of the process will focus on the funding allocation processes undertaken by ODOT, TriMet, SMART, and Metro to identify the investments for the regional transportation system for fiscal years 2022 through 2024. These prioritized investments serve as the region’s near-term investment and implementation strategy of the 2018 RTP.

The allocation processes are expected to document the different tradeoffs that were considered in prioritizing and awarding funding. In particular, the documentation and processes will include a discussion how adopted policies, existing conditions and current performance of the system, trends in transportation, and alternatives were considered and used to inform the prioritization. Additionally, the allocation processes will document how feedback from public engagement was incorporated into the final allocation decision. The awarded investments should clearly demonstrate how they are advancing the implementation of the policy priorities outlined in the 2018 RTP.

In anticipation of the funding allocation discussions, Metro will also develop and prepare an initial 2021-2024 financial forecast of federal and relevant state funds in the Portland metropolitan region. The forecast provides a general picture of the amount of funding available for the upcoming fiscal years and partially grounded in the assumptions from the 2018 RTP revenue assumptions for federal and state funds. The 2021-2024 MTIP financial forecast does not replace the specific financial forecast undertaken to determine the amount available for each allocation within individual allocation processes.

Additionally, Metro will finalize the evaluation framework, including the methodology and tools that will be used to assess the performance of the transportation system for the four-year package of investments identified for the 2021-2024 MTIP. This work will help demonstrate how investments in the transportation system will make progress towards implementing the 2018 RTP policy priorities and required federal performance targets. This work will include further development of data, methods and analytic tools needed to improve our ability to measure the impacts of identified investment programmatically. The evaluation framework and related performance targets will be used for two purposes: (1) to identify where the region is meeting its transportation goals or falling short, and (2) to identify how the region will respond based on the evaluation. Staff will conduct the evaluation following the final action on the allocation processes.

Phases 2 Key Activities	
Planning	<p>Prepare and agree on the financial forecast</p> <ul style="list-style-type: none"> • Update regional, state and federal revenue forecast for federal fiscal years 2021 through 2024 • Develop financial assumptions, including inflation rates and revenue source stability • Identify new revenue in place which will impact the financial outlook for the transportation system for fiscal years 2021 through 2024. <p>Prepare and finalize the solicitation process for investments to be considered for fiscal years 2022-2024</p> <ul style="list-style-type: none"> • Develop application materials, outline process for nominating projects and/or criteria for selecting projects and programs for funding in fiscal years 2022

Phases 2 Key Activities	
	<p>through 2024, provide instructions to stakeholders and partners on application requirements</p> <p>Conduct solicitation process</p> <ul style="list-style-type: none"> • Solicit project nominations for funding which are consistent with 2021-2024 MTIP policy direction <ul style="list-style-type: none"> ○ Continue to information share and provide process updates at TPAC on the individual funding allocations administered by Metro, ODOT, TriMet, and SMART ○ Allow the region to decide as appropriate how and when to collectively weigh in on the different allocation processes
	<p>Develop, refine, and finalize performance evaluation framework for system performance analysis</p> <ul style="list-style-type: none"> • Identify existing performance measurements and targets set forth by the 2018 RTP and MAP-21 • Define programmatic performance measures <ul style="list-style-type: none"> ○ Refine evaluation methods to appropriate scales for the 2021-2024 MTIP ○ Document assumptions and limitations ○ Define datasets and tools
Partnerships & Engagement	<p>Engage partners, regional advisory committees, and the public on the financial forecast for fiscal years 2021 through 2024 (<i>varies by process, each winter for transit budget process, Fall 2017 – Spring 2018 for ODOT processes, Spring 2018 for Metro process</i>)</p> <p>Engage partners and regional advisory committees on the system performance evaluation methodology (<i>Fall 2019</i>)</p> <p>Engage partners, regional advisory committees, and the public on the project solicitation process</p> <ul style="list-style-type: none"> • With ODOT, TriMet, SMART, and Metro undertaking its own process, updates on each of the processes will be provided at TPAC; each process will undertake its own public engagement process. (<i>varies by process, generally from April 2018 – July 2019; each spring for transit budget process</i>)
Milestone	<p>Acknowledged financial forecast for federal fiscal years 2021-2024 by JPACT (<i>May 2018</i>)</p> <p>Approval and/or adoption of investment priorities and fund allocation decisions for the Portland metropolitan region for federal fiscal years 2022-2024 (<i>varies by entity administering process</i>)</p> <ul style="list-style-type: none"> • ODOT administered funds • TriMet budget process • SMART budget process • Metro Regional Flexible Fund Allocation
Deliverables	<ul style="list-style-type: none"> • Financial Forecast for federal fiscal years 2021-2024 • ODOT Fix-It and Fix-It Leverage Fund Allocations for Fiscal Years 2022-2024 • Metro Regional Flexible Fund Allocation for Fiscal Years 2022-2024 • TriMet Budget for Fiscal Years 21-22, 22-23, 23-24 • SMART Budget for Fiscal Years 21-22, 22-23, 23-24 • Performance evaluation framework documentation

PHASE 3 | BUILDING & ADOPTING THE INVESTMENT PROGRAM | Fall 2019 to Summer 2020

Desired outcome: By Summer 2020, the Metro Council adopts the 2021-2024 Metropolitan Transportation Improvement Program.

The third phase of developing the 2021-2024 MTIP is preparing the public review and adoption drafts. Included as part of this phase is to compile the list of investments for fiscal years 2021 through 2024 (including any carryover investments from the 2018-2021 MTIP), conducting the system evaluation to assess performance, documenting federal regulatory compliance, and packaging these components into the 2021-2024 MTIP document. As part of on the adoption draft 2021-2024 MTIP opportunity for public comment as well as agency and tribal consultation are undertaken. Once input and feedback has been addressed, the 2021-2024 MTIP is brought forward for JPACT and the Metro Council consideration for approval and adoption.

Phase 5 Key Activities	
Planning	<p>Compile draft 2021-2024 MTIP and technical documentation for public review</p> <ul style="list-style-type: none"> • Work in cooperation with ODOT, TriMet, and SMART to collect documentation and project information to conduct system performance analysis and compile the public review draft <ul style="list-style-type: none"> ○ Includes the draft project listing and programming with identified project slips and carryovers for fiscal year 2021 ○ Includes funding allocation summaries and attachments (as needed)
	<p>Evaluate draft MTIP investment program for fiscal years 2021 through 2024</p> <ul style="list-style-type: none"> ○ Conduct and report on system-level evaluation of investment relative to plan's goals, objectives and federal performance targets ○ Develop findings and, if necessary, provide recommendations for regional discussion
	<p>Complete documentation of federal regulatory compliance</p> <ul style="list-style-type: none"> ○ Includes discussion of the cooperative development process, the financial constraint analysis, federal planning goals consistency, and other relevant federal regulations (e.g. Civil Rights, etc.)
	<p>Update administrative procedures for implementing the 2021-2024 MTIP as necessary</p>
	<p>Develop findings and propose recommendations for the 2021-2024 MTIP</p> <ul style="list-style-type: none"> ○ Provide as part of the public review draft ○ Incorporate feedback for the adoption draft for consideration by JPACT and Metro Council
	<p>Refine 2021-2024 MTIP and develop future work program recommendations based on public comment, agency and tribal consultation, and performance evaluation results.</p>
	<p>Partnerships & Engagement</p>
<p>Release public review draft 2021-2021 MTIP for 30-day public comment period (<i>April 2020</i>)</p>	
<p>Consult with federal and state resource agencies and tribes on the 2021-2024 MTIP (<i>April 2020</i>)</p>	
<p>Engage partners and the public on the 2021-2024 MTIP public review draft and the system evaluation results and the draft findings (<i>March-April 2020</i>)</p>	

Phase 5 Key Activities	
	Engage regional advisory committees to finalize recommendations to the Metro Council on adoption of 2021-2024 Metropolitan Transportation Improvement Program <i>(Spring-Summer 2020)</i>
Milestone	JPACT approves and makes recommendation to Metro Council to considers adoption of 2021-2024 MTIP <i>(Summer 2020)</i>
	Metro Council considers adoption of 2021-2024 MTIP <i>(July 2018)</i>
Deliverables	<ul style="list-style-type: none"> • Public review draft 2021-2024 MTIP • Final adoption draft of the 2021-2024 MTIP • Adoption legislation, including findings of compliance with State and Federal mandates • Public Engagement Report • Prepare submittal to the Governor’s office for inclusion in the Statewide Transportation Improvement Program (STIP)

DRAFT

What federal requirements must be addressed?

Development of the MTIP is governed by the federal requirements (Code of Federal Regulations Title 23 450.300 – 450.340) that must be met in order for the MTIP to be approved by the U.S. Department of Transportation and for federal transportation dollars to continue flowing to the region.

In addition to federal requirements, the development of the MTIP is also a vehicle to implement relevant state requirements. While state agencies do not need to approve the MTIP, Metro does submit the MTIP for inclusion, without change, in the final Statewide Transportation Improvement Program (STIP) prior to submission to U.S. Department of Transportation for approval.

Financial constraint

The MTIP must demonstrate and indicate the resources from public and private sources are expected to be available to carry out the investments. In developing the MTIP, Metro, ODOT, TriMet and SMART cooperatively develop revenue estimates of available funds and only projects which construction or operating funds expected to be available may be included.

Regional Transportation Plan consistency

The identified 2021-2024 MTIP investments must demonstrate how they are achieving the goals, objectives, and are consistent with the policies of the adopted Regional Transportation Plan (RTP). In addition, the identified investment must be drawn from the financially RTP investment strategy.

Three C’s Process

Metro, ODOT, TriMet, and SMART must demonstrate cooperative development of the 2021-2024 MTIP. This includes agreement on revenue estimates and assumptions, consistency with the RTP, and data/information exchange.

Transportation equity

Transportation planning and funding decisions must not have disproportionate impacts on communities of concerns, including communities of color, people living with disabilities, people with low incomes, older adults, youth, and people with limited English proficiency.

Performance-based programming and monitoring

Consistent with MAP-21, Metro developed and adopted in 2018 a suite of region-specific performance targets for the seven national goals for transportation investments: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability and reduce project delivery delays. Metro must demonstrate how the investments in the 2021-2024 MTIP makes progress towards achieving these regional targets

Congestion management documentation

In demonstrating compliance with federal regulations, Metro must demonstrate how the Congestion Management Process informed the prioritization and allocation of fund identified in the MTIP towards strategies which manage traffic congestion, by using existing and future transportation facilities efficiently and effectively.

Other requirements

- Federal Planning Factors
- Public participation
- Resource agency and tribal consultation
- Environmental mitigation
- Safety
- System management and operations
- Freight planning considerations

Metropolitan greenhouse gas reduction targets rule (state requirement)

Through Metro, the region must monitor progress in implementing the region’s adopted Climate Smart Strategy and assess whether additional or corrective actions are needed.

Materials following this page were distributed at the meeting.

Date: January 11, 2019

To: TPAC

From: Vanessa Vissar

Subject: Grants Available for Transportation Services for Seniors and People with Disabilities

This memo provides information regarding grant applications available for transportation services benefiting seniors and persons with disabilities. All grant applications are due January 11, 2019 and applications will be evaluated at public meetings on January 18, February 1, and February 8, 2019 from 9am-12pm at ODOT Headquarters (123 NW Flanders St., Portland). The TriMet Board of Directors will consider a resolution for grant awards at the Board meeting on February 27, 2019.

Special Transportation Fund

As a State of Oregon designated Special Transportation Fund (STF) agency, TriMet coordinates with the Special Transportation Fund Advisory Committee (STFAC) to pass-through local, state, and federal funding for transportation services for seniors and persons with disabilities in Clackamas, Multnomah, and Washington Counties. The TriMet Board appointed the STFAC on October 24, 2018 and represents seniors, persons with disabilities, service providers, and other interested parties. See the full STFAC membership roster on page 2.

Grant Applications Available

Special Transportation Fund Formula and Section 5310 Grants Available

Every two years, the Portland Metro area receives the State of Oregon’s Special Transportation Fund (STF) and the Federal Transit Administration’s Enhanced Mobility of Seniors and Individuals with Disabilities - Section 5310. These funds have played an important role in the expansion of community-based services for seniors and persons with disabilities as well as in the preservation of fixed route and complementary paratransit services. All projects must be derived from TriMet’s 2016 Coordinated Transportation Plan for Elderly and People with Disabilities. In Fiscal Year 2020 through Fiscal Year 2021, ~\$8,579,178 STF Formula and ~\$7,470,832 Section 5310 will be available. Application materials are available at trimet.org/meetings/stfac/grants. See the FY18-19 awards on page 3.

Statewide Transportation Improvement Fund - Human Services Transportation Grant Available

TriMet’s HB 2017 Transit Advisory Committee advised TriMet to allocate \$1 million, annually, of the Statewide Transportation Improvement Fund (STIF) for transportation services benefiting seniors and persons with disabilities within the TriMet District. Eligible projects must serve areas with high concentrations of low-income households. Funding must be used for the expansion of services or the maintenance of existing transportation services where STF or 5310 funding was discontinued. All projects must be derived from TriMet’s 2016 Coordinated Transportation Plan for Elderly and People with Disabilities. Funding is available for Fiscal Year 2019 through Fiscal Year 2021. Application materials are available at trimet.org/meetings/hb2017.

STFAC Member Roster

Membership Category Description	Number of Persons	Committee Members	
		Name	Term Through June 30
Those interested persons who are members of the TriMet Committee on Accessible Transportation (CAT), except the CAT member who is a Board member	Up to 14	Annadiana Johnson	2020
		Claudia Robertson, Vice Chair	2019
		Deidre Hall	2019
		Jan Campbell, Chair	2019
		Leon Chavarria	2019
		Patricia Kepler	2019
		Rebecca Miller	2020
		Ryan Skelton	2020
		Zoe Presson	2020
Seniors or persons with disabilities who reside in Clackamas County	2	Caren Topliff	2021
		Dick Jones	2021
Seniors or persons with disabilities who reside in Multnomah County	2	Andrea Belcher	2020
		Vacant	
Seniors or persons with disabilities who reside in Washington County	2	Elaine Wells	2021
		Ron Thompson	2020
Seniors or persons with disabilities who reside outside the TriMet District	2	Eric Olson	2021
		Glenn Koehrsen	2021
Staff representatives of the respective County Agencies on Aging and Disability; one per county	3	Mjere Simantel, Washington County	2021
		Monika Johnson, Multnomah County	2021
		Teresa Christopherson, Clackamas County	2021
Staff representative of TriMet	1	Margo Moore	2021
Staff representative of Ride Connection	1	Julie Wilcke	2021
Staff representatives of public transit entities other than TriMet, including a rural transit entity representative	2	Andi Howell, City of Sandy	2020
		Elli Work, City of Wilsonville	2021
Seniors or Persons with Disabilities Living in the Service Area	4	David Keyes	2021
		George Payne	2021
		Mary Lou Ritter	2020
		Mike Foley	2021

FY18-19 Biennium Special Transportation Fund (STF) and Section 5310 Grant Recipient and Project Funding Levels

List of Grant Recipients and Grant-Funded Projects	Agency/Organization STF Formula Award	Agency/Organization Section 5310 Award
City of Canby	\$240,000	\$410,761
<i>Canby Area Transit (CAT) Dial-A-Ride</i>	<i>\$240,000</i>	<i>\$410,761</i>
City of Sandy	\$249,937	\$395,000
<i>Elderly and Disabled (ED) door-to-door service for out-of-area rides</i>		<i>\$100,000</i>
<i>Relacement Vehicles</i>		<i>\$101,000</i>
<i>Preventative Maintenance</i>		<i>\$134,000</i>
<i>Rural Deviated Route Purchased Service</i>		<i>\$60,000</i>
<i>Sandy Transit Area Rides (STAR) Demand Response Services</i>	<i>\$249,937</i>	
City of Wilsonville (SMART)	\$196,259	
<i>Medical Transportation for Elderly and Disabled Wilsonville Residents</i>	<i>\$196,259</i>	
Clackamas County	\$86,757	\$122,831
<i>Boring Lifeline Transportation Service- Purchased Service</i>		<i>\$59,060</i>
<i>Preventative Maintenance</i>		<i>\$63,771</i>
<i>Title XIX Match for non-Medical Transportation</i>	<i>\$65,539</i>	
<i>Mountain Express Service Continuation (Base)</i>	<i>\$21,218</i>	
Multnomah County	\$1,000,123	
<i>Medicaid Community Transportation Services</i>	<i>\$1,000,123</i>	
Ride Connection and Community Transportation Provider Network	\$5,783,235	\$3,613,133
<i>Clackamas County Transportation Consortium - Senior Center Specialized Transportation Service</i>	<i>\$309,076</i>	
<i>Clackamas County Transportation Consortium - Out of District Base Service</i>	<i>\$320,331</i>	
<i>Clackamas County Transportation Consortium - Transportation Reaching People Program Paid Driver Service</i>	<i>\$215,810</i>	
<i>Clackamas County Transportation Consortium - Transportation Reaching People Volunteer Mileage Support</i>	<i>\$61,075</i>	
<i>Clackamas County Transportation Consortium - Transportation Reaching People TRP/CAR School-Work Access</i>	<i>\$61,743</i>	
<i>Impact NW - Senior & Disability Service Program Transportation</i>	<i>\$161,582</i>	<i>\$237,129</i>
<i>Metropolitan Family Service - Project Linkage</i>	<i>\$239,866</i>	<i>\$119,054</i>

FY18-19 Biennium Special Transportation Fund (STF) and Section 5310 Grant Recipient and Project Funding Levels

List of Grant Recipients and Grant-Funded Projects	Agency/Organization STF Formula Award	Agency/Organization Section 5310 Award
<i>Neighborhood House Inc. - Senior And Disabled Transportation Program</i>	\$136,341	
<i>Northwest Pilot Project - Transportation Program</i>	\$123,648	
<i>Ride Connection - East County U-Ride</i>		\$250,072
<i>Ride Connection - Network Support - Federal Projects</i>		\$169,599
<i>Ride Connection - Ride Connection Preventive Maintenance</i>		\$557,668
<i>Ride Connection - Vehicle Replacements</i>		\$394,812
<i>Ride Connection - RideWise Travel Training and Mobility Support</i>		\$1,180,503
<i>Ride Connection - Technology Capital</i>		\$63,910
<i>Ride Connection - Technology - IT Infrastructure</i>		\$521,936
<i>Ride Connection - Tualatin-Sherwood Area Service and Capacity Enhancements</i>		\$118,450
<i>Ride Connection - Washington County Title XIX Match (SPD)</i>	\$310,859	
<i>Ride Connection - Multnomah County Services</i>	\$636,737	
<i>Ride Connection - Network</i>	\$2,330,211	
<i>Ride Connection - Washington County</i>	\$875,956	
South Clackamas Transportation District	\$248,503	\$68,006
<i>Contracted Services JARC Loss 5311</i>		\$40,279
<i>Preventative Maintenance</i>		\$27,727
<i>Molalla City Bus (intra-city service) Deviated Fixed-Route Service</i>	\$248,503	
TriMet	\$636,303	\$2,833,250
<i>LIFT Revenue Replacement Vehicles</i>	\$139,788	\$1,361,126
<i>LIFT Operations</i>	\$492,515	\$1,472,124
<i>STF Agency Admin</i>	\$4,000	
Total FY18-19 Biennium Grant Target	\$8,441,117	\$7,442,981



Oregon

Kate Brown, Governor

Department of Transportation

Rail and Public Transit Division

555 13th St NE Ste 3

Salem, OR 97301-4179

Rail Phone: (503) 986-4321

Public Transit Phone: (503) 986-3300

Rail Fax: (503) 986-3183

Transit Fax: (503) 986-4189

TO: Special Transportation Fund Agencies

FROM: H. A. (Hal) Gard, ODOT Rail and Public Transit Division Administrator 

RE: 2019-2021 Special Transportation Fund Estimates

DATE: January 4, 2019

On November 28, 2018, Governor Brown released her 2019-21 Governor's Budget. One element of ODOT's budget included elimination of the \$10m General Fund appropriation to the Special Transportation Fund (STF) that supports, among other things, ODOT's senior and disabled transit services. Since publication of the Governor's Budget, ODOT has received multiple inquiries regarding the status of funding for the STF in the upcoming biennium.

STF revenues come from a combination of cigarette taxes, sales of ID cards, non-auto gas taxes, and (historically) State General Fund, which, by rule, is divided into three accounts:

- State Administration—Up to 10% of total
- Formula—75% of remainder
- Discretionary—25% of remainder

The STF formula estimates published in our October 16, 2018 2019-21 solicitation materials assumed approximately \$10.1 million of General Fund resources. As noted above, the Governor's 2019-21 Budget does not include a General Fund appropriation to STF.

ODOT's budget will not be finalized until the Oregon Legislature issues a Legislative Approved Budget (LAB) around June 2019. If the Legislature reduces the General Fund portion of the Special Transportation Fund, STF Agencies will receive allocations different from the original published estimates.

ODOT recommends STF Agencies complete their STF applications with the original October 2018 forecast for STF formula levels, ***and also*** rigorously prioritize proposed projects to ensure plans are in place to scale activities appropriately if General Fund resources are not budgeted to the STF program during the 2019 Legislative Session.

Other considerations for agency planning:

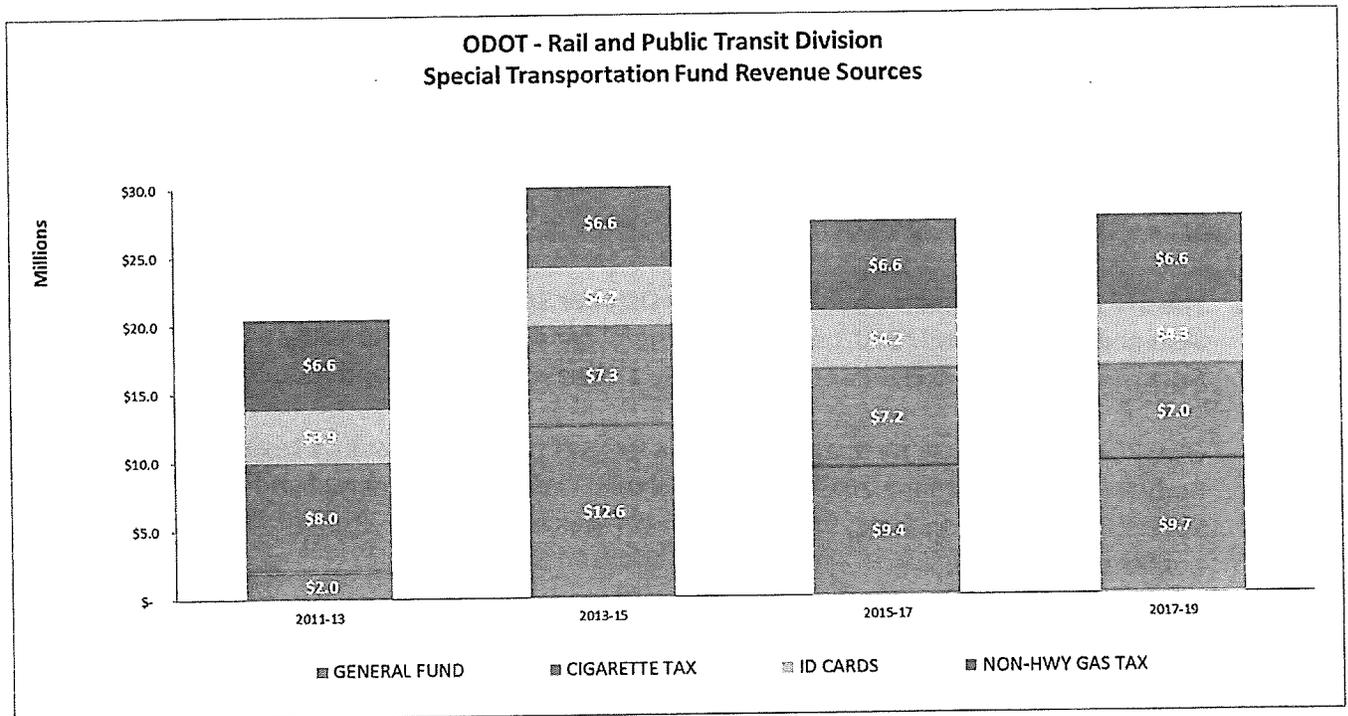
- ODOT proposes elimination of the discretionary STF program and re-allocating those funds to the STF formula fund for 2019-21 in order to minimize the impact on the



formula program. More detailed allocation adjustments will be provided when information is available.

- Agencies should use a 40 percent reduction from published estimates as a baseline for project prioritization.
- Project prioritization should follow local guidelines, but focus on preservation of existing services to the greatest extent possible.
- As STF resources potentially decline it will be important to look for budgetary efficiencies or other funding sources to help minimize the impact on the provision of services. However, it is important to note the new resources available in 2019 through the Statewide Transportation Improvement Fund (STIF) Formula fund revenues are required to be spent on expanding or improving transit service, not on maintaining existing services (with some exceptions that have been approved by the Oregon Transportation Commission). Projects that propose to maintain services due to elimination or reduction in an ongoing source of funding are not among the current OTC exceptions, but may be considered by the OTC as part of the upcoming STIF Plan review decision process.

The chart below details STF Revenue sources over that past several biennia.



We will continue to share information as it becomes available, and encourage you to work closely with your Regional Transit Coordinators for technical assistance as you move through your 2019-21 processes.

2019-20 UPWP timeline

as of January 11, 2019

October 15 - October 26 Draft narratives completed & project managers send them to Marie/John

November - January UPWP refinement & Metro Budget coordination

January 18 – Draft UPWP provided electronically to Federal partners and TPAC for review

Late February/Early March – *(Date TBD)* - Consultation meeting with Federal, State and Local partners

March 1 TPAC – Review Draft UPWP in detail with TPAC. Staff reports back on Consultation discussion *(this report back may be moved to April 5 TPAC)*

April 5 TPAC – TPAC completes their review and makes a recommendation to JPACT on the Draft UPWP

Mid April – Staff receive RTC section of UPWP for compilation with Metro portion

Mid- April *(tentative)* – Council Work Session discussion on UPWP and relationship to Metro budget

April 18 JPACT – Review and discussion of draft UPWP and TPAC recommendation

May 16 JPACT – Action on 2019-20 UPWP

May 16 Metro Council – Council action on 2019-20 UPWP

May 20 - Transmit Adopted UPWP to Federal & State Partners

By June 30 - IGA signed by Metro COO

U.S. Department of Transportation Announces Notice of Funding Opportunity for Automated Driving System Demonstration Grants

WASHINGTON – The U.S. Department of Transportation (USDOT) today announced up to \$60 million in federal grant funding for projects that test the safe integration of automated driving systems (ADS) on our nation’s roadways. These grants aim to gather significant safety data to inform rulemaking, foster collaboration amongst state and local government and private partners, and test the safe integration of ADS on our nation’s roads. Grant applications are due in 90 days and must be submitted through www.grants.gov. Awardees will be announced in Spring 2019.

Goals of the ADS Demonstration grants:

- **Safety**: Test the safe integration of ADS into the nation’s on-road transportation system.
- **Data for Safety Analysis and Rulemaking**: Ensure significant data gathering and sharing of project data with USDOT and the public throughout the project in near real time.
- **Collaboration**: Work with innovative State and local governments and private partners to create collaborative environments that harness the collective expertise, ingenuity, and knowledge of multiple stakeholders.

To provide additional information on the ADS demonstration grants, USDOT will host an informational webinar on January 8, 2019.

More information about the ADS Demonstrations Grants is available on www.transportation.gov/av/grants, which includes contact information, FAQs, and link to the NOFO on www.Grants.gov. These resources contain the most comprehensive information about the program.

Questions on ADS Demonstration Grants, please submit to ADSDemoGrants@dot.gov.

Updated: Friday, December 21, 2018

ODOT Innovation Grants

The purpose of ODOT's Transportation Options Innovation Grant is to support the implementation of the Oregon Transportation Options Plan, adopted by the Oregon Transportation Commission OTC in 2015.

In September 2018 ODOT staff gave an update to the Oregon Transportation Commission (OTC) on the Statewide Transportation Options Program. The OTC expressed interest in supporting pilot projects in the area of emerging technology. Technology projects are therefore especially encouraged in this grant cycle, but all applications are welcome.

Since ODOT will be replacing the Drive Less Connect carpool matching system in 2019, and the new system will include carpool and vanpool matching, trip logging, trip planning, and show last mile options such as car share and bike share stations, applications that address those issues will not be considered in this cycle, unless they relate to data standardization.

Funds are Federal and require a 10.27% local match. Innovation Grant funds may be used in combination with State Transportation Improvement Funds (STIF). Innovation grant funds are one time and should not be used to conduct activities your organization is already engaged in, replace existing funds, or for regular operations. The maximum award is \$50,000. In special cases, this may be increased. Smaller projects are also welcome.

Instructions

Please submit a letter of interest describing your idea. Submit a separate letter for each idea your entity wishes to submit. [Use the form provided.](#) Letters are due February 8, 2019.

Contact stephanie.l.millar@odot.state.or.us for more information.

2019 TPAC Work Program

As of 1/10/2019

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

<p>January 11, 2019</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Announcement of Appointed TPAC Community Members (Chair Kloster) • STIP Update (Jon Makler) • Mid-Year Funded Slip Amendment (Ken Lobeck) • Special Transportation Fund Allocation Update (Jeff Owen, TriMet) • UPWP Process (John Mermin) • INFRA Grants Program (Grace Cho) • New Tech-related Funding Opportunities (handout) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 19-4961 <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2019 TPAC Work Program Review <u>Information/Discussion</u> (Kloster, 30 min) • Metropolitan Transportation Improvement Program (MTIP) Policy Update <u>Information/Discussion</u> (Leybold/Cho, 60 min) 	<p>February 1, 2019</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Celebrating Lidwien Rahman Retirement! • Special Transportation Fund Allocation Update (Jeff Owen, TriMet) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 19-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Metropolitan Transportation Improvement Program (MTIP) Policy Update <u>Recommendation to JPACT</u> (Cho, 30 min) • Unified Planning Work Program (UPWP) <u>Information/Discussion</u> (Mermin; 30 min) • 2022-24 Regional Flexible Funds Allocation <u>Information/Discussion</u> (Kaempff, 30 min) • <i>2021-2024 STIP Fix-It Leverage Recommendations Information/Discussion (Makler, 30 min)</i>
<p>March 1, 2019</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 19-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • MTIP/RFFA Policy Framework <u>Recommendation to JPACT</u> (Kaempff, 45 min) • TransPort Bylaws Draft Review <u>Information/Discussion</u> (Freitag/Winter, 30 min) • Unified Planning Work Program (UPWP) <u>Information/Discussion</u> (Mermin; 30 min) • Regional Mobility Policy Work Plan <u>Information/Discussion</u> (Ellis, 30 min) • Regional Emergency Transportation Routes Work Plan <u>Information/Discussion</u> (Kim Ellis, Metro/Laura Hanson, RPDO, 30 min) 	<p>April 5, 2019</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • 2021-2024 STIP Fix-It Leverage Recommendations Update (Jon Makler) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 19-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Unified Planning Work Program (UPWP) Resolution 19-**** <u>Recommendation to JPACT</u> (Mermin; 30 min) • TransPort Draft Bylaws Final Review and Adoption (Freitag/Winter; 30 min) • RTP Amendments Process Discussion <u>Information/Discussion</u> (Bradway/Ellis, 45 min) • TriMet Mobility Strategy and MOD/OTP Project Update <u>Information/Discussion</u> (Jeff Owen/Bibiana McHugh, TriMet, 45 min) • <i>Oregon Passenger Rail Draft Environmental Impact Statement (DEIS) Review Information/Discussion (Jennifer Sellers, ODOT, 30 min)</i> • Transit Budget Process Update <u>Information/Discussion</u> (TriMet/SMART, 30 min)

2019 TPAC Work Program

As of 1/10/2019

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

<p><u>May 3, 2019</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 19-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Mobility Policy Work Plan <u>Information/Discussion</u> (Ellis, 20 min) • Southwest Washington Regional Transportation Council – 2018 Regional Transportation Plan Update <u>Information/Discussion</u> (Lynda David, SWRTC, 20 min) • <i>Columbia to Clackamas (C2C) Project Overview</i> <u>Information/Discussion</u> <i>(Snook/Gresham/Clackamas County, 30 min)</i> 	<p><u>June 7, 2019</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 19-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min)
--	--

Parking Lot

- | | |
|--|---|
| <ul style="list-style-type: none"> • Federal Training Group Concept (Lobeck) • Housing Strategy Updates (SW Corridor Updates and overall region wide) (Brian Harper) • 2018 Obligation Results (Ken Lobeck) • Transportation Planning for Seniors and People with Disabilities • RTO Grants • <i>Annual Transportation Safety Update, October 4, 2019 TPAC (McTighe, 30 min)</i> • Metro Housing Bond Next Steps • Economic Value Atlas Update Report • Metro Legislative Priorities (Randy Tucker) • Emerging Technology PILOT Grants Updates (Eliot Rose) • 2040 Refresh • Transportation System Plan (TSP) Update • Freight Commodity Study/Planning • TPAC Bylaws Review | <ul style="list-style-type: none"> • Vehicle Electrification Project Options Information/Discussion (Eliot Rose) • <i>Designing Livable Streets and Trails, September 6, 2019 TPAC (McTighe, 30 min)</i> • Columbia River Crossings (I-5, I-205 and more) Discussions between OR & WA representatives • Value Pricing with Equity Concerns & Outreach Plans Discussion (Judith Gray and Public Outreach Coordinator, ODOT) • 2019-21 RFFA Implementation and Update (Cho/Kaempff) • Equity Strategies to Metro’s committees and partners • Jurisdictional Transfer • Mobility Policy Update • T2020 Transportation Regional Investment Measure • RTP Implementation Updates • MTIP Administration – Updates to Processes and Protocols |
|--|---|

For agenda and schedule information, call Marie Miller at 503-797-1766. E-mail: marie.miller@oregonmetro.gov

To check on closure or cancellations during inclement weather please call 503-797-1700.

2019 TPAC Meeting Schedule

Transportation Policy Alternatives Committee (TPAC) meetings are held monthly, 1st Fridays unless otherwise noted. Metro Council Chamber, 9:30-12pm

Date	Day	Meeting	Time
Jan. 11	2 nd Friday*	TPAC	9:30 a.m. – noon
Feb. 1	1 st Friday	TPAC	9:30 a.m. - noon
March 1	1 st Friday	TPAC	9:30 a.m. – noon
April 5	1 st Friday	TPAC	9:30 a.m. – noon
May 3	1 st Friday	TPAC	9:30 a.m. – noon
June 7	1 st Friday	TPAC	9:30 a.m. – noon
July 12	2 nd Friday*	TPAC	9:30 a.m. – noon
August 2	1 st Friday	TPAC	9:30 a.m. – noon
Sept. 6	1 st Friday	TPAC	9:30 a.m. – noon
Oct. 4	1 st Friday	TPAC	9:30 a.m. – noon
Nov. 1	1 st Friday	TPAC	9:30 a.m. – noon
Dec. 6	1 st Friday	TPAC	9:30 a.m. – noon

**Schedule adjusted to accommodate legal holiday.*

Proposed to appear on the back of TPAC name tents:

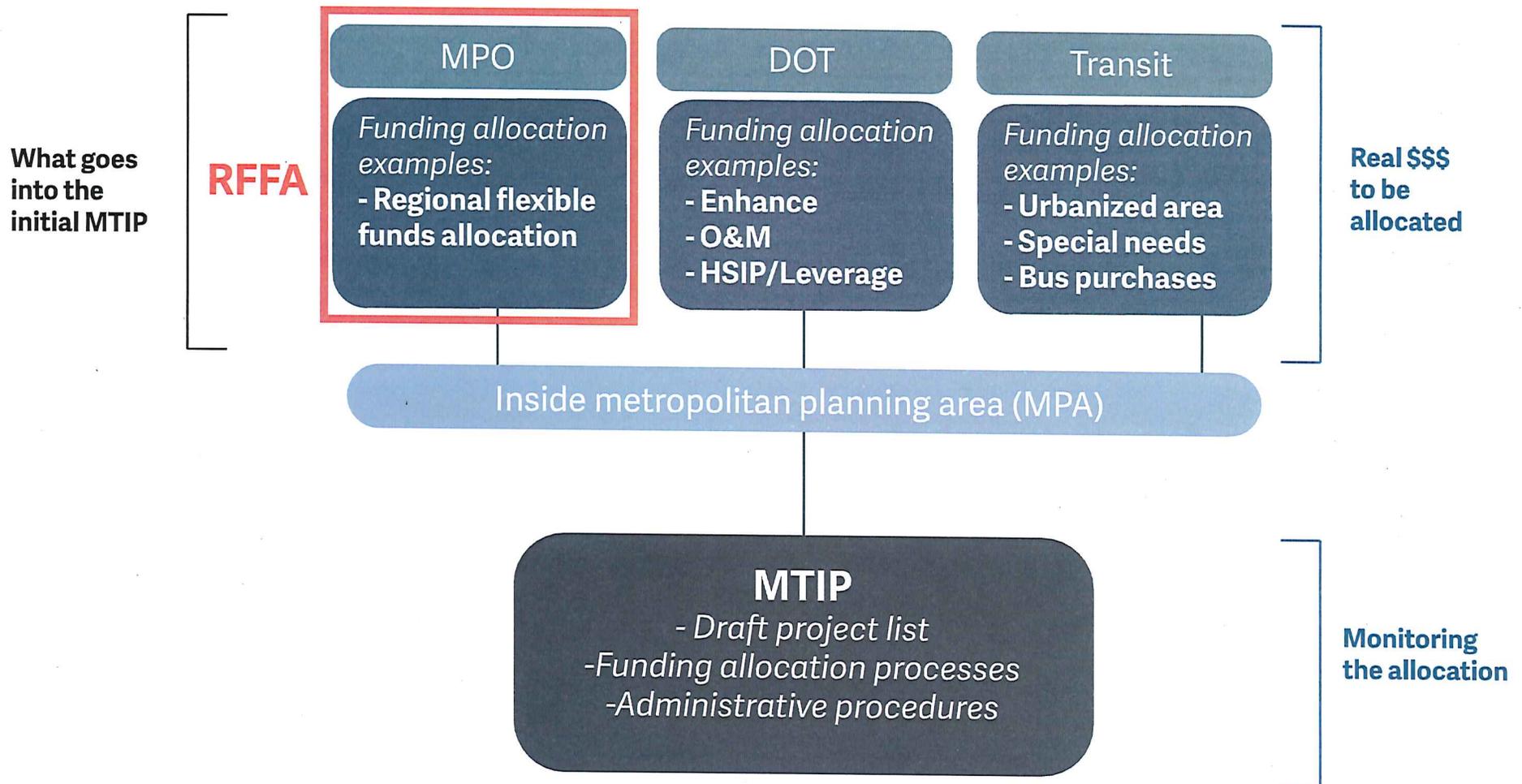
TPAC Meeting Guidelines
for Courtesy and Inclusion

- Be on time
- Turn cell phones off or to vibrate
- Limit side conversations
- Talk one at a time
- Respect names and preferred pronouns
- Raise your name tent to be called upon
- Allow others to have speaking time
- Listen to others when speaking
- Don't interrupt others
- Don't judge or criticize others
- Bring any concerns to the Chair

Making a Motion at TPAC
following the "Rules of Democratic Order"

1. Any TPAC member can make a motion for a specific committee action on an item or issue
2. Another TPAC member must second the motion for it to move forward for committee consideration
3. Chair opens a TPAC discussion of the motion
4. Chair closes the discussion and calls the question on the motion or amendments to the motion
5. TPAC members may offer amendments to the motion at this time
6. Amendments also require a second and are voted on separately
7. Once any amendments have been decided, chair calls for a vote on the original motion
8. TPAC members must vote "yes", "no" or "abstain"
9. Motion is decided by a simple majority of voting members present

Breaking down the differences between MTIP and RFFA





Memo

Date: Friday, January 11, 2019
 To: TPAC and interested parties
 From: Dan Kaempff, Principal Transportation Planner
 Subject: 2022-24 RFFA policy development timeline and engagement schedule

The RFFA process is starting immediately following the 2018 Regional Transportation Plan adoption in December of last year. The previous Metro Council did not want to begin the RFFA process until the 2018 RTP was adopted and a newly elected Council was seated. That said, the region must have a final selection of programs and projects to receive funding through the RFFA by the end of 2019. This is in order to leave sufficient time to develop the public review draft of the 2021-2024 MTIP and conduct a public comment process, and to conduct system performance measurement, performance analysis, consultation with agencies and tribes, and other activities required by the federal government in the development of the MTIP.

Attached is an overall timeline of the RFFA process for 2019. Below is the schedule of events for the initial phase of the RFFA process through March of 2019:

- Council policy briefing and discussion – January 8, 2019
- TPAC discussion – February 1
- JPACT discussion – February 21
- TPAC MTIP/RFFA policy recommendation to JPACT – March 1
- JPACT takes action on MTIP/RFFA policy framework – March 21
- Council action on JPACT MTIP/RFFA policy framework – March 28 (tentative)

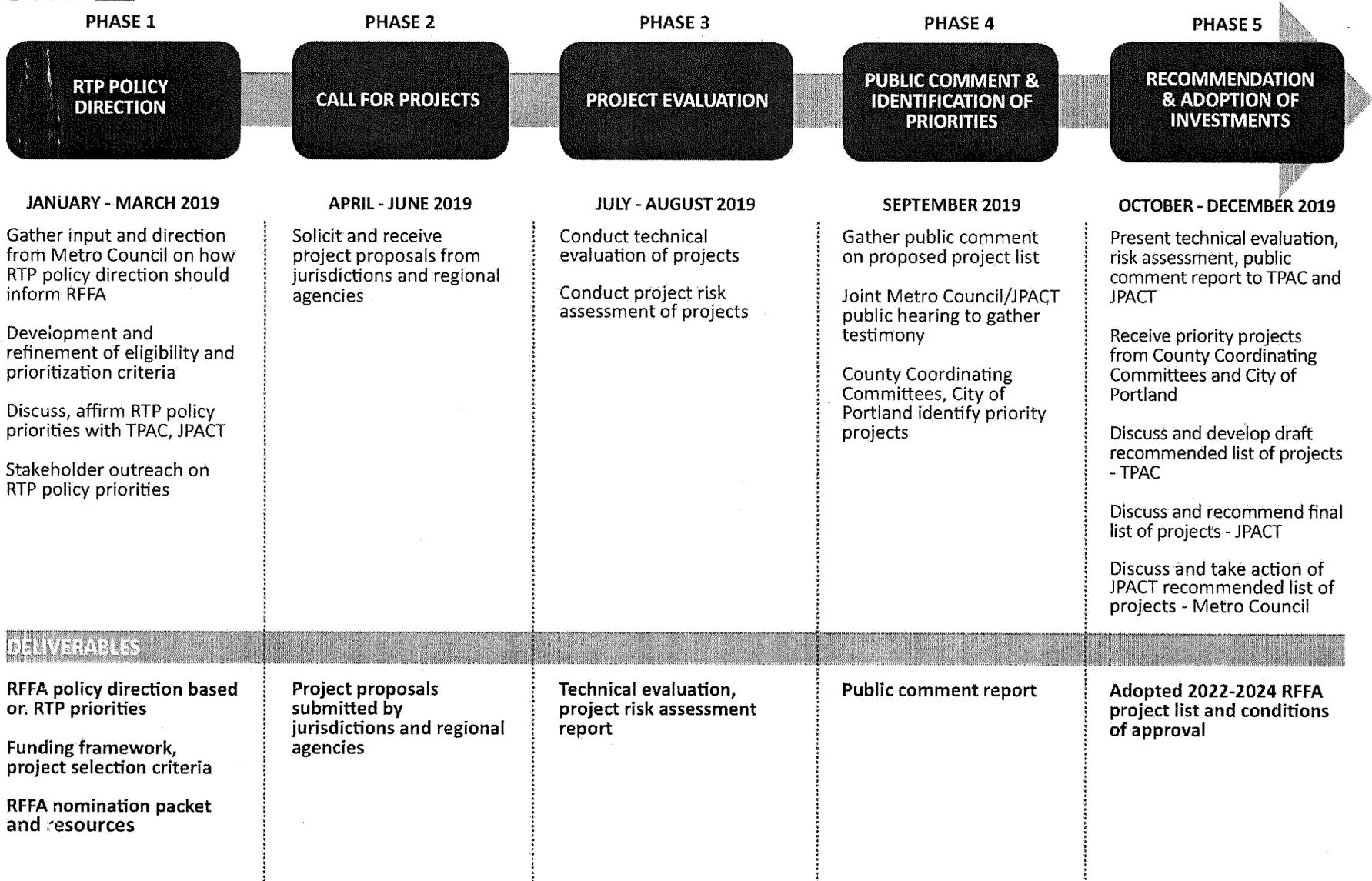
Metro intends to engage with coordinating committees and their corresponding technical advisory committees prior to the February and March TPAC and JPACT meetings, according to the schedule below. (Note: this schedule is subject to adjustment to align with possible CCC and TAC schedule changes, and to add engagement with the City of Portland.)

	TACs	CCCs	TPAC	JPACT	Council
January					1/8
February	<i>Clackamas – 1/22</i> <i>Multnomah – 1/30</i> <i>Washington – 1/31</i>		2/1	2/21	
March	Clackamas – 2/26 Multnomah – 2/27 Washington – 2/28	Clackamas C4 – 3/20 Multnomah – 3/18 Washington – 3/18	3/1	3/21	3/28

Metro Council and JPACT have a hard deadline of adopting the 2021-2024 MTIP by July 2020, in order to provide sufficient time for federal review and approval prior to the start of federal fiscal year 2021. If the MTIP and STIP are not approved prior to the start of federal fiscal year 2021, there will not be an effective MTIP in operation. If that happens, the region cannot expend federal funds.



2022-2024 REGIONAL FLEXIBLE FUND ALLOCATION Policy Update and Implementation Timeline





Metro

Agenda Item 5:

January 2019 Formal MTIP Amendment & Approval Request of Resolution 19-4961

Agenda Support Materials:

- Draft Resolution 19-4961
- Exhibit A (funding tables) to Resolution 19-4961
- Staff Report
- Attachment 1: Project Location Maps
- Attachment 2: OTC Letters

January 11, 2019

Ken Lobeck, Funding Programs Lead

TPAC MTIP Formal Amendment

Approval Request

Seeking a single motion approval from TPAC to send to JPACT for:

- Approval of Resolution 19-4961
FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING ELEVEN PROJECTS IMPACTING OREGON CITY, ODOT, AND TRIMET (JA19-05-JAN)
- Formal Amendment #: JA19-05-JAN
- Authorize a formal amendment to the 2018 MTIP
- Consisting of 11 projects
- Impacting Oregon City, ODOT, & TriMet

Formal/Full MTIP Amendments

3 Key Change Reasons for Existing Projects

1. Scope Changes:
 - The type and nature of improvement activities change or are modified
 - Unforeseen requirements emerge (e.g. storm water mitigation)
 - Revised cost assessments impact the budget forcing a scope reduction
 - Cost savings emerge allowing additional improvements to be included
2. Limit Changes:
 - Cost or scope changes the project boundaries
 - Change the environmental footprint for the project
 - Change greater than 0.25 miles triggers a formal amendment
3. Cost Changes:
 - Cost methodology is an art not a science
 - For projects that cost \$1 million or greater, cost changes 20% or greater = a formal amendment & fiscal constraint is maintained
4. Fund Leveraging now in play among multiple projects

January 2019 Formal MTIP Amendment

Molalla Ave: Beaver Creek to OR213 (Key 20810)

“Removed Project”

Project #1: Oregon City – Molalla Ave: Beaver Creek to OR213

Project Description	Project Changes
A. Active Transportation Project	1. De-federalized project
B. Construct bike lanes on Molalla Ave	2. Now funded with local funds
C. Construct ADA compliant sidewalk ramps	3. Completed Metro’s fund exchange with TriMet
D. Include tree landscaping	4. Project qualified for fund exchange: <ul style="list-style-type: none">• MTIP not required in approval steps (e.g. fund obligations)• No federal approvals required• Non-capacity enhancing• Exempt project under 40 CFR 93.126, Table 2• No public sensitivity issues
E. Street lighting on west side of the corridor	
F. Include transit amenities on both street sides	5. Local Metro IGA with Oregon City to implement and track project

January 2019 Formal MTIP Amendment

OR8 at River Road & OR224 at Lake Rd (Key 20451) +(Key 20454)

“Combined Project”

Projects 2 & 3: OR8 at River Rd (Key 20451) + OR224 at Lake Rd (Key 20454)

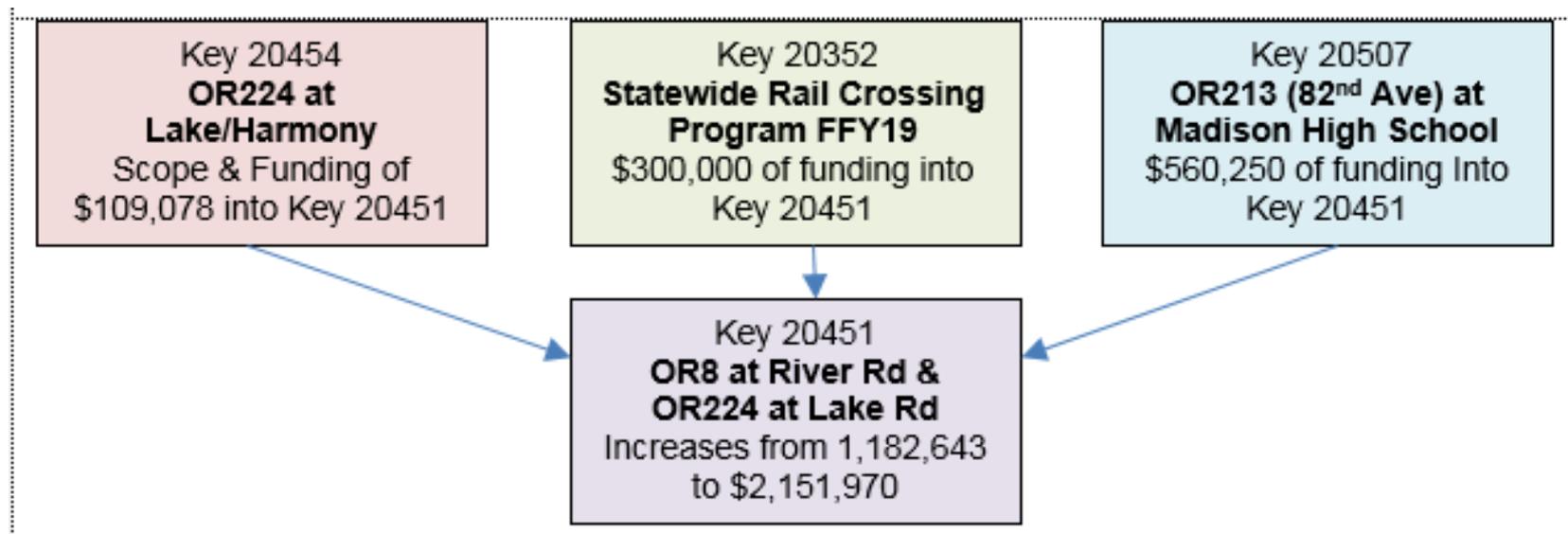
Project Description	Project Changes
<p>A. Provide full signal upgrade with ADA improvements</p> <p>B. Overlapping scope and limits allow both 20451 and 20454 to be combined together under the same construction contract</p> <p>C. Provides delivery efficiencies</p> <p>D. Key 20454’s scope and \$109,078 of funding is being combined</p> <p>E. Normally, a combination effort, where no added funding is needed or scope elements are required, can occur administratively</p>	<ol style="list-style-type: none">1. Combining 20451 and 20454 still possessed a funding shortfall2. Additional funding emerged from Keys 20507 and 203523. Key 20507 = ODOT’s OR213 (82nd Ave) at Madison High School<ul style="list-style-type: none">• De-federalized project• Adding \$560,250 to Key 204514. Key 20352 = ODOT’s Statewide Rail Crossing Program FFY 2019<ul style="list-style-type: none">• Adding \$300,000 to Key 20451 for required railroad crossing improvements

January 2019 Formal MTIP Amendment

OR8 at River Road & OR224 at Lake Rd (Key 20451) +(Key 20454)

“Combined Project”

- Four projects are involved in the combining of Keys 20451 and 20454
- Key 20451 comprised of Key 20454 + parts of 20507 + Key 20352
- Additional required (new) funding = \$860,250 + added scope (railroad crossing improvements) trigger the need for the formal amendment



Note: Key 20507 is part of this amendment bundle. Key 20352 is not as it is a statewide project grouping bucket and located outside of the MPO boundary area.

January 2019 Formal MTIP Amendment

OR213 (82nd Ave) at Madison High School (Key 20507)

“Fund Swap/De-Federalization”

Project #4: OR213 (82nd Ave) at Madison High School

Project Description	Project Changes
A. ODOT and Portland Public Schools (PPS) developing the same project separately	1. \$560,260 of federal funds available from Key 20507
B. ODOT & PPS combine projects with PPS as lead agency into the PPS project	2. Federal fund from Key 20507 will now be committed to Key 20451,OR8 at River Rd and OR224 at Lake Rd combined project to plug the funding shortfall
C. ODOT original funding commitment in Key 20507 is \$1,120,500	3. Implementation phases accelerated to 2019 to match up with PPS project
D. Key 20507 will become a state funded project	
E. ODOT contribute \$560,250 in state funds to PPS project	
F. Delivery accelerated to 2019	

January 2019 Formal MTIP Amendment

I-5: Marine Dr to Fremont Bridge (Key 20430)

“Cost, Limits & Scope Changes”

Projects #5: ~~I-5 MP 303.27 to MP 308.63~~ change to be I-5 Marine Drive to Fremont Bridge

Project Description	Project Changes
A. Install variable speed advisory signs on I-5 on the project limits	Project re-scoping to stay with in project budget: <ol style="list-style-type: none">1. Hayden Island ITS segment removed2. MP limits shifted south 302.80 to 307.303. Construction phase decreases from \$6.4 million to \$6.1 million with \$314k transferred to PE4. PE phase increases from \$1.38 million to \$1.78 million5. Project name and description corrected
B. Cost increases (design modifications, added security fencing, etc.) impacting project	
C. Added coordination with WASHDOT	
D. Project scope dropping northern ITS project limits segment (Hayden Island)	
E. Mile Post (MP) limits reduced	

January 2019 Formal MTIP Amendment

I-405: Fremont (Willamette) River Bridge (Key 20481)

“Cost Change - Cost Decrease”

Project #6: I-405: Fremont (Willamette River) Bridge

Project Description	Project Changes
A. Paint bridge approaches and other sections <u>as funding allows</u>	1. Key 20481 decreases from \$27,794,616, to \$17,794,616
B. By OTC action, \$10 million of approved funding will be transferred from Key 20481 to ODOT’s Major Bridge Maintenance project grouping bucket (PGB) in Key 20077.	2. Key 20077 increases to \$20 million
C. Key 20077 is ODOT’s FFY 2019 PGB to support efforts to strengthen Region 1 Bridges	3. Three bridges in Region 1 identified for possible required strengthening: <ul style="list-style-type: none">• Willamette River, I-5 (Marquam)• Willamette River, U.S. 30 Bypass (St Johns)• Willamette River, Oregon 99 West (Steel)

January 2019 Formal MTIP Amendment

SW Multnomah Blvd Over I-5 (Key 20484)

“Cost Change - Cost Increase”

Project #7: SW Multnomah Blvd Over I-5

Project Description	Project Changes
A. Place a structural overlay on the deck, replace or repair leaking joints, and retrofit the bridge rails to meet safety standards	1. PE phase outsourced increasing cost by \$310,000
B. Improvements to address extensive deck cracking	2. Construction phase updated for a 2020 delivery date and adds overpass protective screening
C. Project scope modified to include overpass protective screening onto I-5.	3. Construction phase increases by \$656,900
D. External consultant support now to be used to complete Preliminary Engineering	4. Funding to be sourced from: <ul style="list-style-type: none">• Cancelled ODOT Key 20540 (Region 5 bridge project)• Transferred funding from Key 20298• \$400k transferred from Keys 20082/20083

Key 20540 = I-84 Eastbound Over US395 (Emigrant Avenue IC), Key 20298 = US30: Kittridge to St Johns
Keys 20082/83 = FY 2019 and FY 2020 Statewide ODOT Bridge Overpass Protective Screening PGBs

January 2019 Formal MTIP Amendment

OR99W: SB Ramp to I-5 SB (Capitol Highway IC) (Key 20702)

“Cost Change - Cost Increase”

Project #8: OR99W: SB Ramp to I-5 SB (Capitol Highway Interchange)

Project Description	Project Changes
<p>A. Preserve deck with structural overlay & includes:</p> <ul style="list-style-type: none">• Replace or repair leaking joints• Clean and paint corroded steel bearings• Replace the asphalt near the bridge approaches that is failing• Replace deficient Americans with Disabilities Act (ADA) ramps	<p>1. PE phase outsourced increasing phase cost from \$40,000 to \$347,500</p> <p>2. Construction phase increases from \$368,000 to \$987,994</p> <p>3. Total project cost increases from \$408,000 to \$1,335,494</p> <p>4. Funding to be sourced from:</p> <ul style="list-style-type: none">• Cancelled ODOT Key 20540 (Region 5 bridge project)• Transferred funding from Key 20298
<p>B. Cost increase due to:</p> <ul style="list-style-type: none">• External PE phase consulting• Roadway & traffic control needs• Project management costs	

Key 20540 = I-84 Eastbound Over US395 (Emigrant Avenue IC)

Key 20298 = US30: Kittridge to St Johns

January 2019 Formal MTIP Amendment

OR99W: Barbur Blvd NB Connection Bridge (Key 20465)

“Cost Change - Cost Increase”

Project #9: OR99W: Barbur Blvd Northbound Connection Bridge

Project Description	Project Changes
<p>A. Paint structure, remove pack rust, Replace rivets and bolts includes:</p> <p>B. Cost increase due to:</p> <ul style="list-style-type: none">• Change from internal PE design work to external PE phase consulting support• Construction bid prices updated which are significantly higher than initial programming estimates• Updated containment for paint removal, paint application and disposal of hazardous waste are significantly higher than initial estimates	<ol style="list-style-type: none">1. Updating project name from I-5 to OR99W to reflect project location clarity – scope, location, and limits do not change2. PE phase increases from \$136,000 to \$343,7203. Construction phase increases from \$1,533,975 to \$2,154,9474. Total project cost increases from \$1,669,975 to \$2,498,6675. Added funding to be sourced from:<ul style="list-style-type: none">• Cancelled ODOT Key 20540 (Region 5 bridge project)• Transferred funding from Key 20298

Key 20540 = I-84 Eastbound Over US395 (Emigrant Avenue IC)

Key 20298 = US30: Kittridge to St Johns

January 2019 Formal MTIP Amendment

OR99W: Barbur Blvd NB Connection Bridge (Key 20465)

“Cost Change - Cost Increase”

Project #9: OR99W: Barbur Blvd Northbound Connection Bridge

Project Description	Project Changes
<p>A. Paint structure, remove pack rust, Replace rivets and bolts includes:</p> <p>B. Cost increase due to:</p> <ul style="list-style-type: none">• Change from internal PE design work to external PE phase consulting support• Construction bid prices updated which are significantly higher than initial programming estimates• Updated containment for paint removal, paint application and disposal of hazardous waste are significantly higher than initial estimates	<ol style="list-style-type: none">1. Updating project name from I-5 to OR99W to reflect project location clarity – scope, location, and limits do not change2. PE phase increases from \$136,000 to \$343,7203. Construction phase increases from \$1,533,975 to \$2,154,9474. Total project cost increases from \$1,669,975 to \$2,498,6675. Added funding to be sourced from:<ul style="list-style-type: none">• Cancelled ODOT Key 20540 (Region 5 bridge project)• Transferred funding from Key 20298

Key 20540 = I-84 Eastbound Over US395 (Emigrant Avenue IC)

Key 20298 = US30: Kittridge to St Johns

January 2019 Formal MTIP Amendment

I-84: Fairview to Marine Drive (Key 20298)

“Scope Change”

Project #10: ~~I-84: Fairview to Marine Drive & Tooth Rock Tunnel~~ I-84: Fairview to Marine Drive

Project Description	Project Changes
A. Project resurfacing and install a full signal upgrade at NE 238 th Ave	1. Tooth Rock Tunnel paving work is removed from the project
B. McCord Creek Bridge needed improvements not compatible (more extensive work needed) with other existing scope elements and are being removed	2. McCord Creek Bridge planned improvements removed from the scope
C. McCord Creek Bridge is considered a top priority for 2022-24 STIP	3. \$1 million of committed HB2017 Bridge seismic funds for McCord Creek Bridge are being re-allocated to Keys 20465, 20484, and 20702 (all 3 part of this amendment bundle)
D. More time needed to complete the scoping effort for the McCord Creek Bridge improvements	4. The project limits are now Fairview to Marine Drive
	5. Total project cost decreases from \$5,792,148 to \$4,792,148

Key 20465: OR99W: Barbur Blvd NB Connection Bridge

Key 20484 SW Multnomah Blvd Over I-5

Key 20702: OR99W: SB Ramp to I-5 SB (Capitol Highway Interchange)

January 2019 Formal MTIP Amendment

FY18 TriMet Prevent Maint TOD Fund Exchange (Key 21126)

“Canceled Project – Duplicate MTIP Entry”

Project #11: FY18 TriMet Preventative Maintenance (TOD) Fund Exchange

Project Description	Project Changes
<p>A. Annual fund exchange between Metro and TriMet</p> <p>B. Enables the Transit Oriented Development (TOD) program fund exchange to occur to implement required TOD activities</p> <p>B. TOD creates places for people to live and work near high quality transit</p> <p>C. Routine MTIP project review discovered Key 21126 was TOD project duplication in the MTIP</p> <p>D. TriMet already submitted and received approval for their TrAMS FY 2018 TOD fund exchange grant application via Key 21262</p>	<ol style="list-style-type: none">1. Key 21126 is a duplicate project to the already obligated FY 18 TOD fund exchange project in Key 212622. Key 21126 is being removed from the MTIP to ensure to ensure double counting of Surface Transportation Grant Block Grant (STBG) funds does not occur and negatively impact the STBG programming capacity in the MTIP

MPO Amendment Rules

From USDOT's Approved Amendment Matrix

ODOT-FTA-FHWA Amendment Matrix
Type of Change
FULL AMENDMENTS
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2. Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • Projects under \$500K – increase/decrease over 50% • Projects \$500K to \$1M – increase/decrease over 30% • Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30%
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

MPO CFR Compliance Requirements

MTIP 7 Review Factors

1. MTIP required programming verification
2. MTIP funding eligibility verification
3. Passes fiscal constraint review and verification
4. Passes RTP consistency review:
 - Identified in current constrained RTP (also includes verification that a capacity enhancing project is properly coded into the current transportation model)
 - Regionally significant project
 - Correct location, limits & scope elements in the modeling network
 - RTP and MTIP project costs consistent
 - Capacity enhancing: Included on modeling network as the same project
5. Satisfies RTP goals and strategies
6. MTIP & STIP programming consistency is maintained against obligations
7. MPO responsibilities verification:
 - Public notification successful completion
 - OTC approval required

MPO CFR Compliance Requirements

Public Notification Period

MPO Responsibilities:

- January 2019 Formal Amendment: Public Notification period is 1/2/2019 to 1/31/2019
- <http://www.oregonmetro.gov/metropolitan-transportation-improvement-program>

AMENDMENTS

The MTIP and STIP are “living” documents, subject to updates through an amendment process. Metro releases all amendments for public review before the Metro Council takes action.

To comment, contact Pamela Blackhorse at pamela.blackhorse@oregonmetro.gov.

FFY 2019 Formal Amendments

Proposed 2018-21 MTIP Formal Amendments

Metro is in receipt of 2018-21 MTIP Formal amendments for January, 2019. Please send comments to pamela.blackhorse@oregonmetro.gov
248.2 KB Adobe Acrobat PDF | Published Jan 4, 2019

January 2019 MTIP Formal Amendment

Estimated Approval Timing & Steps

Action	Target Date
30 Day Public Notification Period Begins	January 2, 2019
TPAC Notification and Approval Recommendation	January 11, 2019
JPACT Approval and Recommendation to Council	January 17, 2019
30 Day Public Notification Period Ends	January 31, 2019
Metro Council Approval of Resolution 18-4943	February 7, 2019
Amendment Bundle Submission to ODOT & USDOT	February 12, 2019
ODOT & USDOT Final Approvals	Early to mid-March 2019*

* Assumes the Federal government still exists and is up and running by March 2019.

January 2019 Formal MTIP Amendment

Approval Recommendation to JPACT

1. Provide approval recommendation of Resolution 19-4961 to JPACT which includes **11** projects impacting Oregon City, ODOT, TriMet
2. Direct staff to make all necessary corrections to:
 - Draft Resolution 19-4961
 - Exhibit A to 19-4961
 - Public Notification Tables
 - Staff Report
 - Attachments 1 & 2 to the Staff Report

January 2019 Formal MTIP Amendment

Questions



Metro

2021-2024 MTIP Policy and Work Plan

TPAC

January 11, 2019



But first, what is the MTIP?

MTIP = Metropolitan Transportation Improvement Program

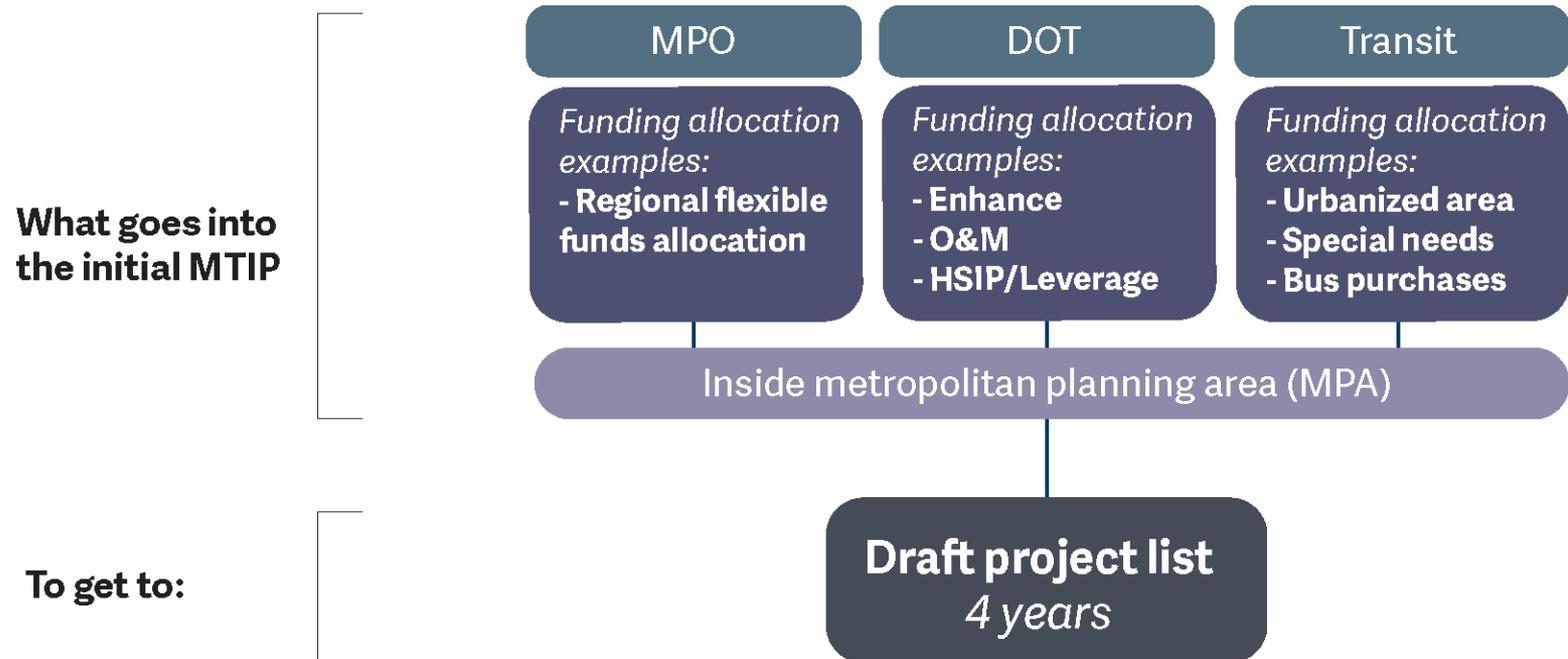
- List of regionally significant projects (w/details) for next 4 years
- Process of aligning investments to advance regional goals
- Document of administrative procedures



Effective MTIP

But first, what is the MTIP?

- Process of aligning investments to advance regional goals



What is the MTIP? Pre and post adoption

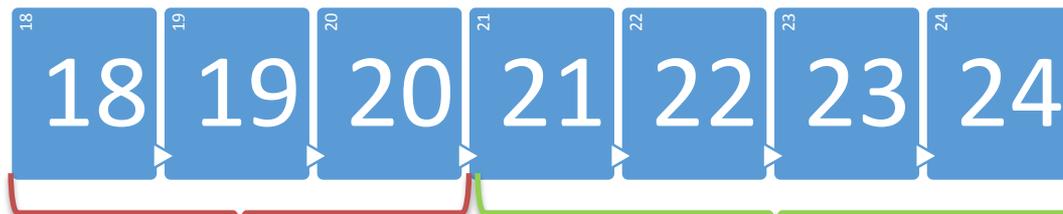
Pre adoption

WE
ARE
HERE

- Funding allocation
- Process meets federal requirements
- Performance analysis

Post adoption

- Project list
- Administrative procedures
- Amendments
- Continual federal compliance



Pre adoption

Post adoption

What is the MTIP's purpose?

Implementation

- Aligning investments to get to regional and federal outcomes
- Disparate funding processes

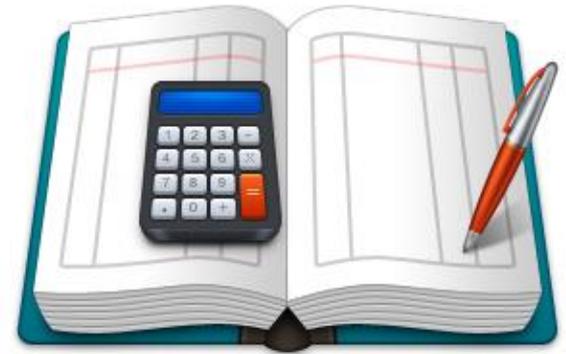
Monitoring

- Track progress and fund availability
- Confirm funding eligibility



And why do we need a MTIP?

- Federal requirement
- Ensure federal regulations are met
- Helps balance the books*
- Accountability and track progress towards regional goals and objectives*



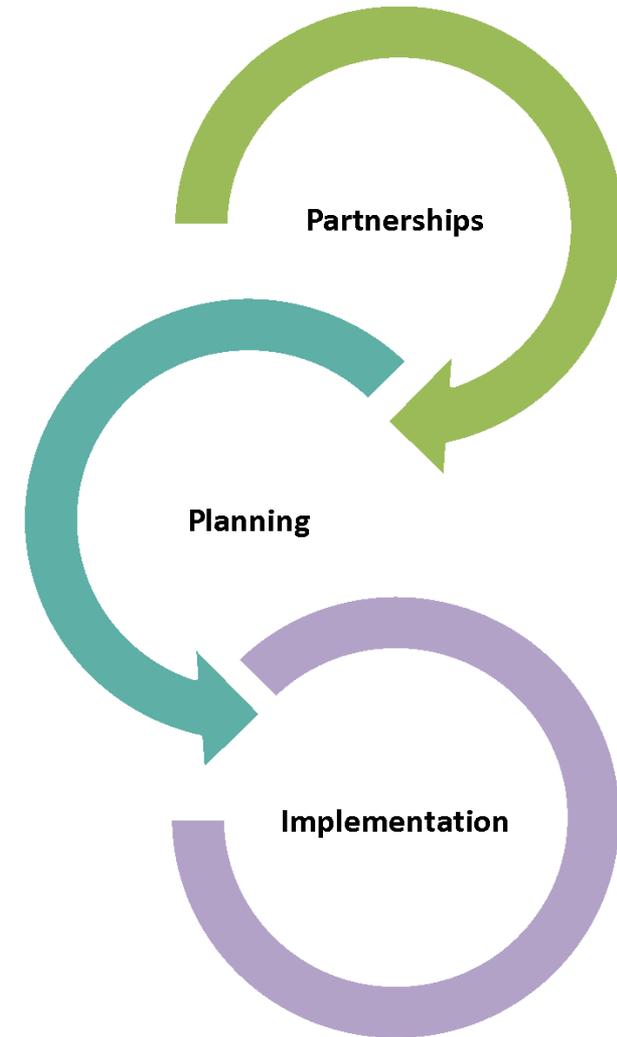
* Also a federal requirement

So wait, what is the MTIP policy? And its purpose?

MTIP Policy = Guiding direction for developing and implementing the MTIP

- Focus: fiscal years 2021-2024

Purpose: Affirming funding allocation and processes implement regional goals and objectives



MTIP policy: Why and why now?

Long process –



Coordination

Clarity

- Policy update (2018 RTP)
- MTIP ≠ Regional Flexible Fund (RFF)

Transparency



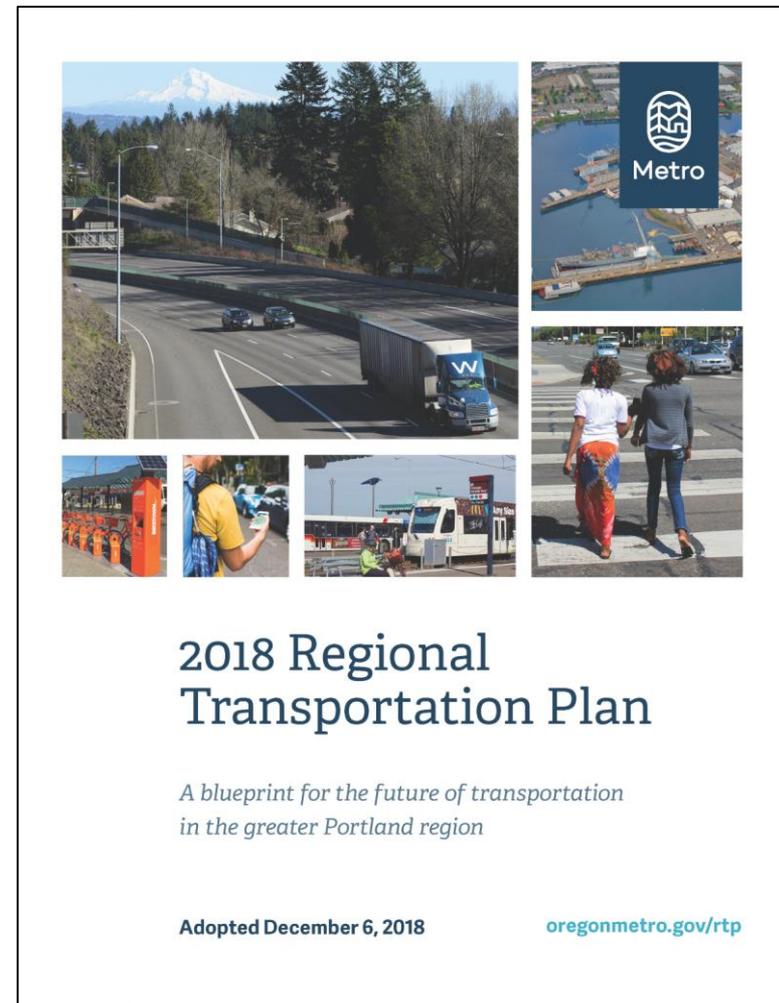
DRAFT

2021 – 2024 Metropolitan
Transportation
Improvement Program
(MTIP) policy direction

MTIP Policy 1

Affirms and acknowledges the 2018 Regional Transportation Plan is overarching guiding direction for investments

- Priorities: safety, equity, address climate change, and manage traffic congestion



MTIP Policy 2

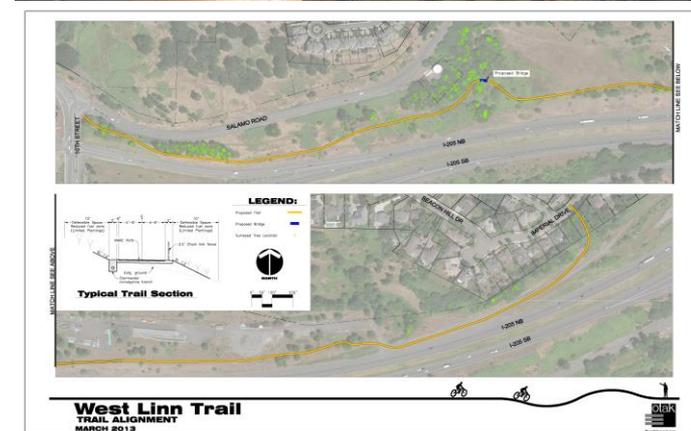
Comply with federal regulations

- Includes regulations specific to the MTIP
- Implements new federal regulations (e.g. performance-based programming)
- Follow overarching rules (e.g. Civil Rights, Clean Air Act)



MTIP Policy 3

- Pursue the Regional Finance Approach (pg. 10)
- Coordinate as a region on competitive discretionary funding programs
- Openly coordinate fund leverage opportunities



MTIP Work Plan

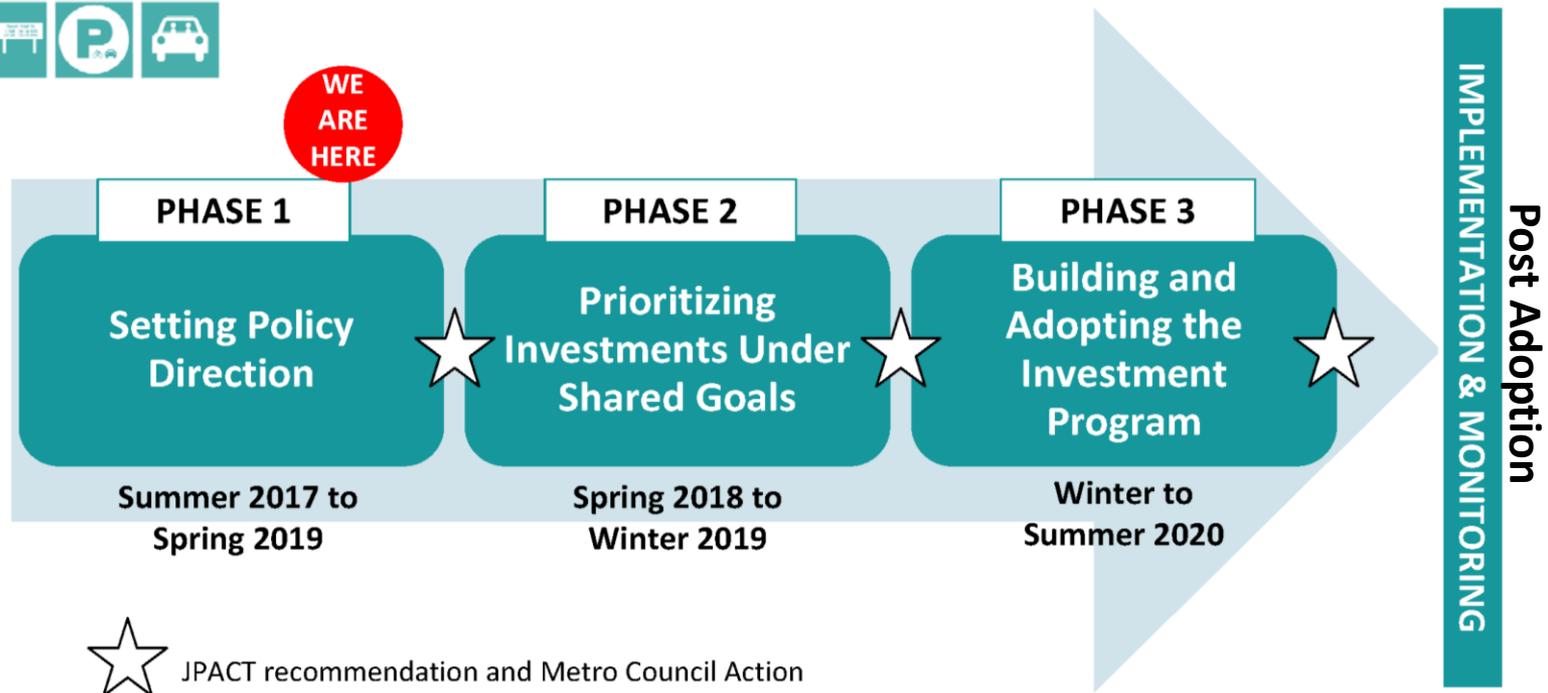
Getting there with a connected region



2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Timeline

Pre-adoption



Public input opportunities to be provided prior to milestones (JPACT recommendation, Metro Council action).

MTIP Work Plan: Phase 2

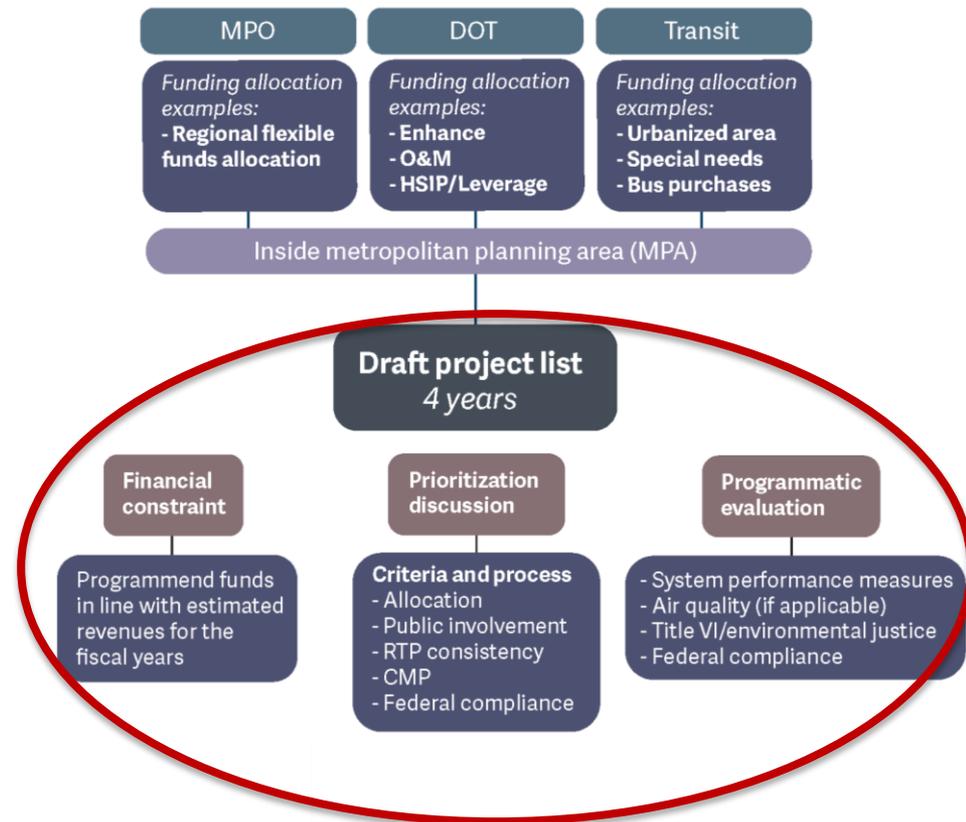
Funding Allocations

- Fix-It leverage
- Transit budget process
- Special transportation fund allocation
- Regional flexible fund



MTIP Work Plan: Phase 3

- System Performance Analysis
- Federal Compliance Documentation
- Project List Build Up
 - Project Deliver Details
 - Fund Programming
- Administration Procedures



Next Steps

Jan-Feb 2019 – 2021-2024 MTIP
policy and work plan review

Feb-Mar 2019 – 2021-2024 MTIP
Policy adoption (end Phase 1)

Spring – Summer 2019 – Funding
allocations (Phase 2)

Fall 2019 – Phase 3 begins – Stay
tuned!



Questions?

Questions or comments about the 2021-2024 MTIP policy or work plan?

oregonmetro.gov

