

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, February 1, 2019  
Time: 9:30 a.m. – 12 p.m.  
Place: Metro Regional Center, Council Chamber

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- |                 |             |  |                                  |
|-----------------|-------------|--|----------------------------------|
| <b>9:30 am</b>  | <b>1.</b>   | <b>Call To Order, Declaration Of A Quorum And Introductions</b>  | <b>Tom Kloster, Chair</b>        |
| <b>9:35 am</b>  | <b>2. *</b> | <b>Comments From The Chair And Committee Members</b> <ul style="list-style-type: none"><li>• Retirement Celebration for Lidwien Rahman!</li><li>• Unified Planning Work Program (UPWP) Process Update (John Mermin)</li><li>• 2021-2024 STIP Fix-It Leverage Recommendations (Jon Makler)</li><li>• February 20 Equity Retreat Announcement</li><li>• Quarterly MTIP Summary Report and Semi-Annual UPWP Progress Report (Ken Lobeck)</li><li>• Project Reviews for Obligation Status Updates (Ken Lobeck)</li></ul> | <b>Tom Kloster, Chair</b>        |
| <b>9:55 am</b>  | <b>3.</b>   | <b>Public Communications On Agenda Items</b>   |                                  |
| <b>10:00 am</b> | <b>4. *</b> | <b>Consideration of TPAC Minutes of Jan. 11, 2019</b>  | <b>Tom Kloster, Chair</b>        |
| <b>10:05 am</b> | <b>5. *</b> | <b>MTIP Formal Amendment Resolution 19-4965</b><br>Purpose: For the purpose of adding or amending existing projects to the 2018-21 Metropolitan Transportation Improvement Program involving two projects impacting TriMet (FB19-06-FEB) <ul style="list-style-type: none"><li>• <b><u>Recommendation to JPACT</u></b></li></ul>   | <b>Ken Lobeck, Metro</b>         |
| <b>10:20 am</b> | <b>6. *</b> | <b>Metropolitan Transportation Improvement Program (MTIP) Policy Update Resolution 19-4963</b><br>Purpose: To provide an overview of the revised 2021-2024 MTIP policy and request TPAC recommendation to JPACT. <ul style="list-style-type: none"><li>• <b><u>Recommendation to JPACT</u></b></li></ul>   | <b>Grace Cho, Metro</b>          |
| <b>10:50 am</b> | <b>7. *</b> | <b>Special Transportation Fund Allocation Update</b><br>Purpose: To provide TPAC with an update on the Special Transportation Fund (STF) Allocations <ul style="list-style-type: none"><li>• <b><u>Information/Discussion</u></b></li></ul>  | <b>Jeff Owen, TriMet And TBD</b> |
| <b>11:10 am</b> | <b>8. *</b> | <b>2022-24 Regional Flexible Funds Allocation (RFFA) Update</b><br>Purpose: Provide TPAC with a framework and process for discussion of updates to existing Regional Flexible Funds Allocation (RFFA) policy to guide selection of investments through the 2022-2024 RFFA. <ul style="list-style-type: none"><li>• <b><u>Information/Discussion</u></b></li></ul>  | <b>Dan Kaempff, Metro</b>        |
| <b>12:00 pm</b> | <b>9.</b>   | <b>Adjourn</b><br><b>TPAC Retreat: Feb. 20 Next TPAC Meeting: Friday, March 1, 2019</b><br>* Material will be emailed with meeting notice<br>To check on closure or cancellation during inclement weather call 503-797-1700.   | <b>Tom Kloster, Chair</b>        |

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## Ogeysiiska takooris la'aanta ee Metro

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**ការម** Metro  
ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro  
ឬដើម្បីទទួលបានការបណ្តឹង រឿងអែងស៊ីស្តមចូលទស្សនាការសន្យា  
[www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)  
បើលោកអ្នកត្រូវការអនុបកប្រែភាសានៅពេលអង្គ  
បុណ្យសាធារណៈ សូមទូរស័ព្ទលេខ 503-797-1890 (ម៉ោង 8 រឿងអែងស៊ីស្តមចូលទស្សនាការសន្យា  
ថ្ងៃអង្គារ) ប្រាំពីរថ្ងៃ  
ថ្ងៃអង្គារ មុនថ្ងៃបុណ្យសាធារណៈ ៥ ថ្ងៃមុន

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## Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: January 18, 2019  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: Metropolitan Transportation Improvement Program (MTIP) 1<sup>st</sup> Quarter FFY 2019 Completed Amendments and 2018 Semi-annual UPWP Summary Report (July - December 2018)

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## **BACKGROUND:**

Attached with this staff memo for your review are the following:

- Attachment 1: 1<sup>st</sup> Quarter FFY 2019 MTIP Amendment Report (October 1, 2018 through December 31, 2018).
- Attachment 2: 2018 Semi-annual UPWP Summary Report (July, 2018 through December 2018).

Attachment 1 lists MTIP administrative modifications plus amendments processed and submitted during the first quarter federal fiscal year (FFY) 2019 (October 1, 2018 to December 31, 2018). A total of 56 MTIP amendments were submitted consisting of 27 Administrative Modifications and 19 Formal MTIP amendments. Metro and ODOT completed a project slip administrative modification during December 2018. Twenty-eight projects and their applicable phases were slipped from 2018 to 2019. A similar administrative modification for Metro funded projects was completed during January 2019 and will be reported separately.

Attachment 2 provides a summary of the regionally significant UPWP projects. A total of 12 are shown on the list. Starting this reporting cycle, UPWP progress reporting will occur twice annually instead of quarterly. Attachment 2 covers the reporting cycle of July 1, 2018 to December 31, 2018. During this reporting cycle, two projects were completed and were removed from this cycle's reporting update. Three additional projects are close to being completed and will only require a "study completed" verification update during the next cycle. Two new ODOT regionally significant led studies were added to the UPWP Regionally Significant list. The list of completed or nearly complete project studies are listed below:

1. Key 19786 – ODOT's I-205: Stafford Rd to OR99E: Project has completed pre-NEPA project development activities and moved into PE and ROW phase. UPWP Planning status: Completed project. No further reporting.
2. Key 19359 – Washington County Arterial Pedestrian Crossings. UPWP Planning Status: Completed project. No further reporting.
3. Key 19299 – Portland Central City Multi-modal Safety and Access Project. Project planning status completed.
4. Key 19301 - Southwest in Motion (SWIM). Project is near completion and should into close-out by next reporting cycle. Confirmation of completion status during next cycle.
5. Key 18006 - Transportation Electrification Public Education & Outreach Support. Project is near completion and should into close-out by next reporting cycle. Confirmation of completion status during next cycle.

Please contact Ken Lobeck if you have any questions.

Metro Metropolitan Transportation Improvement Program (MTIP)

Attachment 1: Submitted MTIP Amendments Summary

October 1, 2018 through December 31, 2018



Months: October-December 2018 – Administrative Modifications

October 2018 Admin Mod Bundle Administrative Modification #: AB19-01-OCT1 Project List: Total of 4				
ODOT Key	Lead Agency	Project Name	Project Description	Modification/Changes
Project #1 19355	ODOT	OR212: Rock Creek at Richey Rd	On OR212 west of Damascus to almost 152nd Ave then east to Richey Rd at Boring, pavement preservation, repave roadway and upgrade ADA to current standards (HB2017 Awarded Project, \$1,210,451 Original Award)	<b>COMBINED PROJECT</b> This Admin Mod combines the construction phase funding of \$5,334,287 into Key 18772 to improve construction leveraging capabilities on OR212
Project #2 19356	ODOT	OR212: UPRR Structure - Rock Creek	On OR212 east of I-205 from the UPRR structure to Rock Creek near OR224, pavement repair including three inch inlay between fog lines, upgrade to ADA standards, and other improvements as needed (HB2017 Awarded Project, \$657,473 Original Award)	<b>COMBINED PROJECT</b> This Admin Mod combines the construction phase funding of \$4,261,282 into Key 18772 to improve construction leveraging capabilities on OR212
Project #3 18772	ODOT	OR212: SE Richey Rd - US26	Highway rehab & paving, construct/rehab missing or non-compliant ADA sidewalk ramps, drainage and storm water improvements, and replace Deep Creek culvert	<b>COMBINED PROJECT</b> Key 18772 receives a total of \$9,595,569 from Keys 19355 and 19356 to create a single paving construction phase for the projects on OR212
Project #4 19334	TriMet	FY18 Bus & Rail Preventive Maint (5307)	Capital Maintenance For Bus And Rail	<b>ADD FUNDS</b> Project is updated with recent FTA approved 5307 amounts for TriMet based on the now approved FTA formula fund split for the UZA

November 2018 Admin Mod Bundle Administrative Modification #AB19-02-NOV Project List: Total of 4				
ODOT Key	Lead Agency	Project Name	Project Description	Modification/Changes
Project #1 17268	Portland	Red Electric Trail: SW Bertha - SW Capitol Hwy	Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trail.	<b>COST DECREASE:</b> The Local Other (overmatching) funds are reduced based on the final construction phase obligation. This is a technical correction to the project
Project #2 20301	ODOT	US 26 Ramp Improvements	Project provides funds for ramp paving and ADA improvements on US26 pavement preservation projects.	<b>COMBINED PROJECT:</b> Scope and funding are being transferred to and combined into Key 20300 for improved economies of scale
Project #3	ODOT	US26: OR217 - Cornell Rd	Repave roadway and ramps to improve pavement condition and extend service life. ADA improvements as needed.	<b>COMBINED PROJECT:</b>

Metro Metropolitan Transportation Improvement Program (MTIP)

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October 1, 2018 through December 31, 2018



20300				Scope and funding from Key 20301 are being transferred to and combined into Key 20300 for improved economies of scale
Project #4 20399	Washington County	Curve Warning and Conflict Markings (Washington)	Install and or update advance warning signs, intersection signs, conflict markings, and other street signs and safety treatments at various rural intersections, roadway departures and curves throughout Washington County (PGB-ARTS)	<b>FUND SWAP:</b> Washington County is swapping their federal HSIP funds for ODOT state funds under the State Funded Local Project (SFLP) program

December 2018 Admin Mod Bundle #1 Administrative Modification #: AB19-04-DEC1 Project List: Total of 28										
KEY#	FP SORT	LEAD	NAME/SECTION	ACTUAL YEAR	PHASE	Sum of FEDERAL COST	Sum of STATE COST	Sum of LOC/OTH COST	IN MPO ?	MTIP ACTION
18794	FIX-IT REGION 1	ODOT	OR8: SW MURRAY BLVD - SW 110TH AVE (BEAVERTON)	2019	CN	1,030,543	0	0	YES (1)	ODOT: Slip Construction phase with \$1,364,339 of ADVCON federal funds plus \$38,204 of State funds (match) (phase total of \$1,402,543) from FY 2019 to FY 2020
	FIX-IT SW BIKE/PED			2019	CN	333,796	38,204	0		
18811	ENHANCE REGION 1	ODOT	OR211: OR213 - S ONA WAY (MOLALLA)	2019	CN	909,793	0	104,130	NO	No action in the MTIP required. Project is outside the MPO boundary area
	HB2017 DISCRETIONARY			2019	CN	672,975	77,025	0		
	LOCAL			2019	CN	0	0	129,436		
18823	ENHANCE REGION 1	ODOT	US26: TEN EYCK RD/WOLF DR - VISTA LOOP (SANDY)	2019	RW	341,573	0	39,095	NO	No action in the MTIP required. Project is outside the MPO boundary area
	LOCAL			2019	RW	0	0	19,332		

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October 1, 2018 through December 31, 2018



18832	LOCAL	METRO	WILLAMETTE GREENWAY TRAIL: COLUMBIA BLVD BRIDGE	2019	RW	0	0	20,000	YES (2)	<p><u>Metro:</u></p> <ul style="list-style-type: none"> <li>- Slip ROW phase with \$20,000 of local Other funds from FY 2019 to FY 2020</li> <li>- Slip Construction phase with \$1,131,861 of federal State STP (M240) and \$129,547 local matching funds, and \$830,973 of local Other funds (overmatch) (phase total of \$2,092,381) from FY 2020 to FY 2021</li> </ul>
18837	ENHANCE REGION 1	PORT OF PORTLAND	NE COLUMBIA BLVD: CULLY BLVD & ALDERWOOD RD	2019	CN	2,803,338	0	320,855	YES (3)	<p><u>Port of Portland:-</u></p> <p>DELETE \$2,019 of ROW phase federal State STP funds plus \$231 of local match (ROW phase total \$2,250)- ADD federal ADVCON fund type code (ACP0) FY 2019 ROW cost of \$288,204 plus \$32,986 of Local funds (match to ADVCON) (ROW phase total = \$321,190- SLIP construction phase with \$2,803,388 of federal ADVCON fund type code (ACP0) and Local match of \$320,855 (construction phase total = \$3,124,193) from FY 2019 to FY 2021 (two year slip)- Revised total project cost increases from \$4,739,409 is now \$5,058,349 and results from technical correction from obligation purposes for ROW phase.</p>
18839	ENHANCE REGION 1	TRIMET	OR8: SW 192ND AVE (ALOHA) - SW 160TH AVE (BEAVERTON)	2019	CN	425,320	0	48,680	YES (4)	<p><u>TriMet:</u></p> <ul style="list-style-type: none"> <li>- SLIP Construction phase with \$425,320 of federal ADVCON fund type code (ACP0) plus \$48,680 of local matching funds and \$230,000 of additional local overmatching funds (total construction phase = \$704,000) from FY 2019 to FY 2020</li> </ul>
	2019			CN	0	0	230,000			

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19120	FIX-IT REGION 1	GRESHAM	SE 242ND/HOGAN: NE BURNSIDE - E POWELL (GRESHAM)	2019	CN	1,025,000	0	0	YES (5)	<u>Gresham:</u> - CHANGE Construction phase federal fund type code from State STP to ADVCON (ACPO) to be consistent with STIP - SLIP Construction phase federal ADVCON funds of \$1,025,001 and Local match of \$117,316, plus Other local funds (overmatch) of \$1,407,683 (construction phase total of \$2,550,000) from FY 2019 to FY 2020
	LOCAL			2019	CN	0	0	1,525,000		
19812	FIX-IT REGION 1	ODOT	REGION 1 RURAL INTERSECTION S AND CURVE WARNING SIGNS	2019	CN	521,210	0	0	YES (6)	<u>ODOT:</u> - SLIP Construction phase with \$521,210 of HSIP plus \$795,178 of ADVCON (both funds at 100% federal share no match) (construction phase total of \$1,316,388) from FY 2019 to FY 2020
	SEC 164 PENALTY			2019	CN	795,178	0	0		
20208	FIX-IT REGION 1	ODOT	US30: KITTRIDGE - ST JOHNS	2019	CN	5,936,242	679,429	0	YES (7)	<u>ODOT:</u> - SLIP Construction phase with \$5,936,242 of federal NHPP (Z001) and State fund type code amount of \$679,429 (construction phase total of \$6,615,671) from FY 2019 to FY 2020
20329	ENHANCE REGION 1	WEST LINN	OR43: ARBOR DR - HIDDEN SPRINGS RD	2019	RW	294,696	0	33,729	YES (8)	<u>West Linn:</u> - SLIP ROW phase with \$294,696 of federal NHPP (Z001) and \$33,729 of Local matching funds, plus \$111,354 of Local Other funds (OTH0 - overmatching) (ROW phase totals \$439,779) from FY 2019 to FY 2020 - SLIP Construction phase with federal NHPP (Z001) of \$241,584 and Local match of \$27,650, plus federal STP-U (Z230) amount of

Metro Metropolitan Transportation Improvement Program (MTIP)

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	LOCAL			2019	RW	0	0	111,354		\$3,000,000 and Local match of \$343,363, plus local Other (OTH0 - overmatching) funds of \$1,224,579 (construction phase total of \$4,837,176) from FY 2020 to FY 2021
20330	ENHANCE REGION 1	MULTNOMAH COUNTY	STARK STREET MULTIMODAL CONNECTIONS	2019	RW	306,669	0	93,331	YES (9)	<p><u>Multnomah County:</u></p> <ul style="list-style-type: none"> <li>- SLIP ROW phase with \$306,669 of State STBG (Z240) and \$35,100 of Local match, plus \$58,232 of local Other (OTH0 - overmatch) (ROW phase totals \$400,001) from FY 2019 to 2020</li> <li>- SLIP Construction phase with federal State STBG (Z240) amount of \$2,519,127 and local matching funds of \$288,325 plus local Other (OTH0 - overmatch) of \$478,325 (construction phase totals \$3,285,795) from FY 2020 to FY 2021</li> </ul>
20331	ENHANCE REGION 1	ODOT-LOCAL	MAY STREET ELEVATED SIDEWALK REPLACEMENT	2019	RW	26,919	0	3,081	NO	No action in the MTIP required. Project is outside the MPO boundary area
20332	LOCAL	PORTLAND	I-205 UNDERCROSSING (SULLIVAN'S GULCH)	2019	PE	0	0	962,209	YES (10)	<p><u>Portland:</u></p> <ul style="list-style-type: none"> <li>- CHANGE Lead agency in MTIP from ODOT to be Portland</li> <li>- CHANGE PE and ROW phase programmed fund type code from "State Gen" to be local Other fund type code (OTH0)</li> <li>- SLIP PE phase local Other fund type code with amount of \$962,209</li> </ul>

Metro Metropolitan Transportation Improvement Program (MTIP)

Attachment 1: Submitted MTIP Amendments Summary

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				2019	RW	0	0	107,900	<p>from FY 2019 to FY 2020</p> <ul style="list-style-type: none"> <li>-SLIP ROW phase and local Other fund type code with amount of \$107,900 from FY 2019 to FY 2020</li> <li>- SLIP Construction phase with Federal State STBG (Z240) amount of \$1,682,468 and local match of \$192,566 plus local Other (OTH0) funds in the amount of \$645,047 (total construction phase is \$2,520,081) from FY 2020 to FY 2021.</li> <li>- Total project cost remains unchanged at \$3,590,190.</li> </ul>
20333	ENHANCE REGION 1	PORTLAND	SEVENTIES NEIGHBORHOOD GREENWAY	2019	RW	39,915	0	60,085	<p><b>YES (11)</b></p> <p><u>Portland:</u></p> <ul style="list-style-type: none"> <li>- SLIP ROW phase with federal State STBG fund type code (Z240) amount of \$39,915 and local matching funds of \$4,568, plus local Other (OTH0) overmatch of \$55,517 (ROW total of \$100,000) from FY 2019 to FY 2020</li> <li>- SLIP Other/UR phase with federal State STBG amount of \$19,957 and local match amount of \$2,284 plus local Other funds (OTH0 - overmatch) of \$27,759 (Other/UR phase total of \$50,000) from FY 2019 to FY 2020</li> <li>- SLIP Construction phase with federal State STBG (Z240) amount of \$1,566,179 and local match of 179,256, plus local Other (OTH0) overmatch amount of 2,178,396 (total construction amount of \$3,923,831) from FY 2020 to FY 2021</li> </ul> <p>Total project cost remains unchanged at \$5,010,706</p>
				2019	UR	19,957	0	2,284	
	OTHER		SEVENTIES NEIGHBORHOOD GREENWAY	2019	UR	0	0	27,759	

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20334	FIX-IT REGION 1	PORTLAND	SYSTEMIC SIGNAL AND ILLUMINATION (PORTLAND)	2019	RW	58,560	0	4,940	YES (12)	<p><u>Portland:</u></p> <ul style="list-style-type: none"> <li>- CHANGE Lead Agency in MTIP from ODOT to be Portland</li> <li>- CHANGE federal fund type code in PE, ROW,, and UR phases from HSIP (ZS30) to be ADVCON (ACP0) for consistency with STIP. No change in finding amounts. Construction will remain with federal HSIP</li> <li>- SLIP PE year phase from 2018 to be 2019</li> <li>- SLIP ROW phase with federal ADVCON amount of \$58,560 and local match of \$4,940 (ROW phase total of \$63,500) from MTIP year of 2018 to FY 2020</li> <li>- SLIP Other/UR phase with federal ADVCON amount of \$16,692 and local match of \$1,408 (Other/UR phase total = \$18,100) from MTIP year of 2018 to FY 2020</li> <li>- CHANGE Construction phase federal ADVCON (ACP0 at 100%) amount of \$203,068. Together with existing HSIP in Construction phase the increased total HSIP amount in the Construction phase should now be \$1,191,624. Local Other (OTH0) amount of \$100,531 is still correct.</li> <li>- SLIP Construction phase with federal HSIP (at 100% federal) amount of \$1,191,623 and local Other (OTH0) funds of \$100,531 (total Construction phase amount is \$1,292,154) from MTIP year of 2019 to FY 2021.</li> <li>- Total project cost remains unchanged at \$1,859,554</li> </ul>
				2019	UR	16,692	0	1,408		
				2019	CN	1,191,624	0	100,530		

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20335	FIX-IT REGION 1	ODOT	CENTRAL SYSTEMIC SIGNALS AND ILLUMINATION (ODOT)	2019	RW	286,066	24,134	0	YES (13)	<p><u>ODOT:</u>  <u>Right of Way (ROW) Phase:</u> - DELETE ROW phase HSIP 100% fund type code with \$299,000 programmed.- INCREASE ROW phase federal ADVCON (ACP0) programmed amount from \$11,200 to \$286,066.- ADD ROW LOCAL fund type code (match to ADVCON) amount of 24,134. ROW phase should reflect only ADVCON now.- SLIP ROW phase with federal ADVCON (ACP0) amount of 286,066 and local match of \$24,134 (total ROW phase = \$310,200) from FY 2018 to FY 2020.</p> <p><u>Construction Phase:</u>- DELETE federal ADVCON (ACP0)- at 100% federal) amount of \$365,900- INCREASE federal HSIP (now not at 100%) fund type code (ZS30) from \$2,796,100 to be \$2,915,996 AND - ADD State fund type code (match to HSIP) amount of \$246,004- SLIP Construction phase federal HSIP amount of \$2,915,996 and State match amount of \$246,004 (total construction phase amount remains at \$3,162,000) from FY 2020 to FY 2021- Total project programming remains unchanged at \$4,370,300</p>
20336	FIX-IT REGION 1	CLACKAMAS COUNTY	SYSTEMIC SIGNALS AND ILLUMINATION (CLACKAMAS)	2019	RW	17,983	0	1,517	YES (14)	<p><u>Clackamas County:</u>                      - CHANGE Lead Agency in the MTIP from ODOT to be Clackamas County</p> <p><u>ROW Phase:</u>                      - CHANGE federal HSIP at 100% with \$17,983 to be ADVCON (ACP0) - amount is the same.                      SLIP ROW phase wit federal ADVCON of \$17,983 and local Other (OTH0) fund type code with an amount of \$1,517 (total ROW phase = \$19,500) from FY 2018 to FY 2020</p>
				2019	UR	2,674	0	226		

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										<p><u>Construction Phase:</u> - SLIP construction phase with federal HSIP fund type code (ZS30) at 100% federal with amount of \$830,810 and local Other (OTH0) amount of \$70,090 (total construction phase = \$900,900) from FY 2020 to FY 2021.</p> <p>- Total project cost remains unchanged at \$1,098,900</p>
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20339	FIX-IT REGION 1	ODOT	EAST SYSTEMIC SIGNALS AND ILLUMINATION (ODOT)	2019	RW	61,695	5,205	0	YES (15)	<p><u>ODOT:</u></p> <p><u>ROW Phase:</u>- DELETE HSIP 100% federal fund type code (ZS30) FY 2018 amount of \$66,900- ADD federal ADVCON fund type code (ACP0) FY 2020 ROW phase cost of \$61,695-ADD State fund type (match to ADVCON) FY 2020 ROW phase cost of \$5,205-Total ROW phase cost remains unchanged at \$66,900 and SLIPs from 2018 to 2020</p> <p><u>Construction Phase:</u>- DELETE federal ADVCON fund type code (ACP0) FY 2020 Construction phase cost of \$30,375 (ADVCON is 100% federal)- DECREASE federal HSIP fund type code (ZS30) FY 2020 from \$2,559,700 to \$2,388,567- ADD State fund type code (match to HSIP) FY 2020 Construction cost of \$201,508 (total HSIP and match is \$2,590,075)- SLIP Construction phase with HSIP amount of \$2,388,567 and State match amount of \$201,508 (total construction phase amount of \$2,590,075) from FY 2020 to FY 2021- Total project cost remains unchanged at \$3,209,075. ROW should now be in 2020 and Construction in 2021.</p>
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20374	FIX-IT REGION 1	BEAVERTON	SYSTEMIC SIGNALS AND ILLUMINATION (BEAVERTON)	2019	RW	32,277	0	2,723	YES (16)	<p><u>Beaverton:</u> - CHANGE Lead AGENCY in MTIP from ODOT to be Beaverton</p> <p><u>ROW Phase:</u>- REPLACE federal HSIP (at 100% federal) amount of \$32,277 FY 2019 with ADVCON fund type code (ACP0 - at 100% federal) FY 2019 ROW phase cost of \$32,277- SLIP ROW phase with \$32,277 of ADVCON and \$2,723 of Local Other funds from FY 2019 to FY 2020- Total ROW phase cost remains unchanged at \$35,000</p> <p><u>Construction Phase:</u>- Programmed HSIP is correct and has not been changed to ADVCON in STIP already- SLIP federal HSIP (ZS30 at 100% federal) amount of \$1,614,496 and local Other (OTH0) funds amount of \$136,204 from FY 2020 to FY 2021- Total Construction phase cost remains unchanged at \$1,750,700</p>
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20384	SW LOCAL BRIDGE	PORTLAND	NW THURMAN ST OVER MACLEAY PARK	2019	PE	476,421	0	54,529	YES (17)	<p><u>Portland:</u></p> <ul style="list-style-type: none"> <li>- CHANGE Lead Agency from ODOT to be Portland</li> <li>- CHANGE PE phase federal NHPP fund type code to be ADVCON (ACP0) FY 2019 PE phase amount of \$476,421</li> <li>- SLIP PE phase with federal ADVCON amount of \$476,421 and local matching funds of \$54,529 (total PE phase is \$530,950) from FY 2019 to FY 2020</li> <li>- Total PE phase cost remains unchanged at \$530,950</li> </ul>
20389	FIX-IT REGION 1	PORTLAND	FULL SIGNAL UPGRADE (PORTLAND)	2019	RW	34,121	0	2,879	YES (18)	<p><u>Portland:</u></p> <ul style="list-style-type: none"> <li>- CHANGE Lead Agency from ODOT to be Portland</li> <li><u>ROW Phase:</u> - SLIP ROW phase with federal HSIP (ZS30) amount of \$34,121 and local Other funds of \$2,879 (ROW phase total = \$37,000) from FY 2019 to FY 2020</li> </ul>
				2019	UR	11,066	0	934		<p><u>OTHER/UR Phase:</u> - SLIP Other/UR phase with federal HSIP (ZS30) amount of \$11,066 and Local Other funds amount of \$934 (Other/UR phase total = \$12,000) from FY 2019 to FY 2020- Total project cost remains unchanged at \$2,124,900</p>
20413	FIX-IT REGION 1	ODOT	US30BY (LOMBARD): N FISKE AVE - N WILBUR AVE	2019	UR	18,928	1,022	0	YES (19)	<p><u>ODOT:</u></p> <ul style="list-style-type: none"> <li>- SLIP Other/UR phase with federal HSIP (at 100% federal) fund type code (ZS30) amount of \$10,000, and federal NHPP fund type code (Z001) amount of \$13,392 plus local match</li> </ul>

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	SW ADA TRANSITION			2019	UR	87,599	10,026	0		of \$1,533, and federal AADVCON (ACPO) amount of \$87,599 plus local match of \$10,026 (Other/UR phase total = \$122,550) from FY 2019 to FY 2020  - Total project cost remains unchanged at \$10,699,934
20414	FIX-IT REGION 1	ODOT	ROAD SAFETY AUDIT IMPLEMENTATION	2019	CN	1,719,244	0	0	YES (20)	ODOT: - SLIP Other phase and federal HSIP (at 100% federal) amount of \$1,719,244 from FY 2019 to FY 2021  Total project programming amount remains unchanged at \$1,719,244
20435	FIX-IT REGION 1	ODOT	OR99W: I-5 - MCDONALD ST	2019	RW	986,649	0	112,926	YES (21)	ODOT: <u>ROW Phase:</u> - SLIP ROW phase with federal NHPP (Z001) amount of \$986,649 and local match of \$112,929 (Total ROW phase = \$1,099,575) from FY 2019 to FY 2020  <u>Construction Phase:</u> - SLIP Construction phase with federal NHPP (Z001) amount of \$7,502,151 and local match of \$858,654, PLUS federal ADVCON amount of \$897,300 and local match of \$102,700 (construction phase total = \$9,360,806) from FY 2020 to FY 2021- Total project cost remains unchanged at \$12,383,300

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20436	FIX-IT REGION 1	ODOT	OR99W AT DURHAM RD	2019	RW	31,251	3,577	0	Yes (22)	<p><u>ODOT:</u></p> <p><u>ROW Phase:</u></p> <ul style="list-style-type: none"> <li>- DELETE federal State STBG fund type code FY 2019 ROW phase cost of \$31,251</li> <li>- REPLACE STATE STBG with NHPP-FAST (Z001) FY 2019 ROW cost of \$31,251</li> <li>- No change to match- State match of \$3,577 is correct in ROW phase in FY 2019</li> <li>- SLIP ROW phase with federal NHPP (Z001) amount of \$31,251 and State match of \$3,577 (total ROW phase cost = \$34,828) from FY 2019 to FY 2020</li> <li>- Total project cost remains unchanged at \$968,750</li> </ul>
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20474	FIX-IT REGION 1	ODOT	REGIONWIDE ITS IMPROVEMENT S AND UPGRADES	2019	PE	156,669	17,931	0	YES (23)	<p><u>ODOT:</u></p> <p><u>PE phase:</u>- DELETE federal State STBG fund type code with amount of \$156,669 in FY 2019.- REPLACE the STATE STBG with ADVCON (ACPO) with same federal amount of \$156,669 in FY 2019- No change to State match of \$17,931-SLIP PE phase with ADVCON amount of \$156,669 and State match of \$17,931 (total PE phase = \$174,600) from FY 2019 to 2020</p> <p><u>Construction Phase:</u>- DELETE State STBG FY 2020 Construction phase amount of \$1,410,017- REPLACE the State STBG with ADVCON (ACPO) in the same amount of \$1,410,017- No change to State match of \$161,383- SLIP Construction phase with federal ADVCON amount of \$1,410,017 and State match amount of \$161,383 from FY 2020 to FY 2021- Total project cost remains unchanged at \$1,746,000</p>
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20476	FIX-IT REGION 1	PORTLAND	SE JENNINGS AVE AT SE ADDIE ST (CLACKAMAS)	2019	PE	14,300	0	0	YES (24)	<p><u>Portland:</u> - Change Lead Agency from Clackamas County to Portland</p> <p><u>PE Phase:</u>- SLIP PE phase federal HSIP (ZS30 at 100% federal) with amount of \$14,300 from FY 2018 to FY 2020</p> <p><u>Construction phase:</u>- SLIP Construction phase federal HSIP (ZS30 at 100% federal) with amount of \$23,100 from FY 2020 to FY 2021- Total project cost remains unchanged at \$37,400</p>
20484	FIX-IT SW BRIDGE	ODOT	SW MULTNOMAH BLVD OVER I-5	2019	CN	1,252,348	105,652	0	YES (25)	<p><u>ODOT:</u> - SLIP Construction phase with federal NHPP-FAST (Z001) and amount of \$1,218,522 plus state match of \$139,467 (Total construction phase = \$1,358,000) from 2019 to 2020</p> <p>- Total project cost remains unchanged at \$1,571,000</p>

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20488	SW LOCAL BRIDGE	TIGARD	NORTH DAKOTA STREET: FANNO CREEK BRIDGE	2019	RW	50,505	5,780	0	YES (26)	<p><u>Tigard:</u></p> <p><u>ROW phase:</u>                      - SLIP ROW phase with federal NHPP (Z001) and amount of \$50,505 and State match of \$5,781 plus federal ADVCON (ACPO) with amount of \$335,334 and Local match of \$38,380 (Total ROW phase cost remains unchanged at \$430,000) from FY 2019 to FY 2020</p> <p><u>Construction phase:</u>                      - SLIP Construction phase federal NHPP-FAST (Z001) with amount of \$2,170,524 and match of \$248,426 PLUS local Other (OTH0 - overmatch) funds amount of \$907,940 (Construction phase total of \$3,326,890) from FY 2020 to FY 2021 - Total project cost remains unchanged at \$4,824,890-Added note: Changes and slip made as of project funding as of the October 2018 Formal MTIP Amendment to increase the project's cost.</p>
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Metro Metropolitan Transportation Improvement Program (MTIP)

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21255	SW ADA TRANSITION	ODOT	US26/OR213/OR 8 CURB RAMPS	2019	RW	94,217	10,784	0	<p>ODOT:</p> <p><u>PE Phase:</u></p> <ul style="list-style-type: none"> <li>- CHANGE federal State STBG fund type code FY 2018 PE phase cost of \$336,488 to be NHPP</li> <li>- No change to match.</li> <li>- Total PE phase remains at \$375,000</li> <li>- Fund swap is to match up with actual PE obligation</li> </ul> <p><u>ROW Phase:</u></p> <ul style="list-style-type: none"> <li>- CHANGE federal State STBG fund type code FY 2018 ROW phase cost of \$94,217 to be ADVCON (ACP0) No change in match.</li> <li>- SLIP federal ADVCON amount of \$94,217 plus match of \$10,784 (Total ROW = \$105,000) from FY 2018 to FY 2020</li> </ul> <p><u>Construction Phase:</u></p> <ul style="list-style-type: none"> <li>- SLIP federal State STBG fund type code amount of \$1,009,463,000 plus match of \$115,537 (total construction phase = \$1,125,000) from FY 2019 to FY 2020</li> </ul> <p>Total project cost remains unchanged at \$1,605,000</p>
				2019	CN	1,009,463	115,538	0	

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21283	FIX-IT SW BRIDGE	PORTLAND	NE 12TH AVE OVER I-84 & UNION PACIFIC RR BRIDGE (PORTLAND)	2019	PE	40,379	4,622	0	YES (28)	<p>Portland:  <u>PE Phase:</u>                      - CHANGE federal NHPP fund type code (Z001) FY 2019 PE phase cost of \$40,379 to be ADVCON (ACP0)                      - No change to match of \$4,621                      - SLIP PE phase with federal ADVCON amount of \$40,379 plus match of \$4,621 (total PE phase cost of \$45,000) from FY 2019 to FY 2020</p> <p><u>Construction Phase:</u>                      - CHANGE federal NHPP fund type code (Z001) amount of \$183,947 to be ADVCON (ACP0)                      - No change to match of \$21,053                      - SLIP Construction phase with federal ADVCON amount of \$183,947 plus match of \$21,053 (Total Construction phase = \$205,000) from FY 2019 to FY 2020</p> <p>Total project cost remains unchanged at \$250,000</p>
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December 2018 Admin Mod Bundle #2 Administrative Modification #: AB19-05-DEC2 Project List: Total of 1				
ODOT Key	Lead Agency	Project Name	Project Description	Modification/Changes
Project #1 18838	TriMet	OR99W: SW Lane St (Portland) - SW Naeve St (Tigard)	Sidewalk infill enhanced pedestrian crossings bus shelters and pads bike and pedestrian facilities retaining walls and drainage improvements <del>transit</del> <b>priority signals</b>	<b>FUND SHIFT &amp;S WAP:</b> A total of \$181,272 de-obligated and shifted from PE to construction. Project description updated and tweaked. Phase fund type codes adjusted for actual obligations

Total Project Administrative Modifications:

October 2018: 4      November 2018: 4      December 2018: 29      Total: 37

Metro Metropolitan Transportation Improvement Program (MTIP)

Attachment 1: Submitted MTIP Amendments Summary

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Months: October 2018 – December 2018 Formal Amendments

Proposed October 2018 Formal Amendment Bundle Amendment Type: <b>FORMAL, OC19-03-OCT</b> Total Number of Projects: <b>5</b> Resolution <b>18-4933</b>			
ODOT Key	Lead Agency	Project Name	Required Changes
Project #1 <b>18021</b>	Portland	East Portland Active Transportation to Transit	<b>COST INCREASE:</b> The amendment adds a \$1k of local funds in support of a needed Utility Relocation phase for the project and \$1.2 million of local funds supporting an increase to the construction phase from added ADA requirements
Project #2 <b>23171</b>	ODOT	<b>I-5 and I-205: Portland Metropolitan Value Pricing Program</b>	<b>ADD NEW PROJECT:</b> The amendment adds a planning study to analyze traffic, diversion and community benefits and impacts, concept refinement and stakeholder engagement for value pricing on I-5 and I-205. Note: OTC approval was received during their September 2018 meeting
Project #3 <b>19786</b>	ODOT	I-205: Stafford Rd - OR99E	<b>ADD FUNDING:</b> An additional \$17.1 million of approved funding is being added to the PE phase to complete required NEPA and final design activities. OTC approval was required and occurred during their September 2018 meeting
Project #4 <b>20488</b>	Tigard	North Dakota Street: Fanno Creek Bridge	<b>COST INCREASE:</b> A change in delivery approach to use external consultants increases the PE Phase. ADA requirements incorporated into the project increases the project cost as well. Finally, rail crossing requirements also had to be included. The impact increases the project cost estimate by \$908k which this amendment is addressing.
Project #5 <b>20784</b>	Western Federal Lands Highway Division	<b>Vision Around the Mountain Planning Study</b>	<b>ADD NEW PROJECT:</b> The formal amendment adds this regional planning study to determine coordination opportunities between various Transit Operations around Mt Hood, including the Mt. Hood Express, Columbia Gorge Express, and Mt. Hood Gorge Loop Transit

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Proposed November 2018 Formal Amendment Bundle Amendment Type: <b>FORMAL, NV19-04-NOV</b> Total Number of Projects: <b>14</b> Resolution <b>18-4943</b>			
ODOT Key	Lead Agency	Project Name	Required Changes
Project #1 19289	Metro	Transportation System Management & Operations (TSMO) Program 2018	<b>SPLIT PROJECT:</b> 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 <b>Key # TBD NEW</b>	Metro	2020 TSMO Strategy Planning Update	<b>ADD NEW SPLIT PROJECT:</b> 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 <b>19283</b>	Metro	Regional MPO Planning (2018)	<b>CANCELED PROJECT:</b> 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 is a correction to MTIP. The project has been deleted from the STIP.
Project #4 19786	ODOT	<del>I-205: Stafford Rd to OR99E</del> <b>I-205: I-5 to OR213, Phase 1</b>	<b>SPLIT PROJECT:</b> The original proposed programming change to Key 19786 included adding a Utility Relocation (UR) phase and the Construction phase in support of Package C, the Active Transportation Management (ATM) in FY 2019 resulting in a \$6.2 million addition to the project. Subsequent to the amendment request, a project review meeting occurred with FHWA. FHWA determined the programming changes would jeopardize the Right-of-Way phase certification. The amendment request has changed to include a separate project to reflect the UR and ATM construction phase. Key 19786 is being updated to reflect the revised limits for the three construction phases.
Project #5 <b>NEW 21400</b>	ODOT	<b>I-205: I-5 to OR213, Phase 3</b>	<b>ADD NEW SPLIT PROJECT:</b> The construction phase for the I-205: Stafford to OR99E is projected to occur through three different phases. In the Cost of Complete Report, the construction phases are referred to as Packages A, B, and C. Packages A & B involve the planned improvements to the Abernethy Bridge and third lane widening on I-205. Package C includes planned Active Transportation Management improvements. As a result of a directive from FHWA, ODOT will create three separate child construction phase projects. At this time, Package C which contains the ATM construction phase scope of work is being split-off of Key 19786 and established in Key 21400 as a stand-alone project through this formal amendment.

## Metro Metropolitan Transportation Improvement Program (MTIP)

### Attachment 1: Submitted MTIP Amendments Summary

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Project #6 19918	ODOT	OR217/OR224: Bridge Rail Retrofit Region 1: Bridge Screening and Rail Retrofit	<b>COMBINED/SCOPE:</b> 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 #7 21019	ODOT	Region 1: Bridge Screening Project	<b>COMBINED PROJECT:</b> The construction phase funding is combined into Key 19918 as described above in Key 19918.
Project #8 <b>20824</b>	TriMet	Community Job Connectors (2019)	<b>COMBINED/CANCELED PROJECT:</b> 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 #9 20821	TriMet	TriMet Bus and Rail Preventive Maintenance (2019)	<b>COMBINED PROJECT:</b> \$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 #10 <b>20825</b>	TriMet	Community Job Connectors (2020)	<b>COMBINED/CANCELED PROJECT:</b> The federal FTA Section 5307 funds committed to this project as with the FY 2019 Community Job Connector project is being de-programmed 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 #11 20822	TriMet	TriMet Bus and Rail Preventive Maintenance (2020)	<b>COMBINED PROJECT:</b> \$1,160,148 in federal FTA Section 5307 and applicable required local matching funds are transferred from Key 20825 and added to this project in support of TriMet annual preventative maintenance needs.
Project #12 20826	TriMet	Community Job Connectors (2021)	<b>COMBINED/CANCELED PROJECT:</b> The federal FTA Section 5307 funds committed to this project as with the FY 2020 Community Job Connector project is being de-programmed 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 projects will be programmed in the MTIP and STIP once funding is secured and the project is ready to be implemented.
Project #13 20823	TriMet	TriMet Bus and Rail Preventive Maintenance (2021)	<b>COMBINED PROJECT:</b> \$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.

Metro Metropolitan Transportation Improvement Program (MTIP)

Attachment 1: Submitted MTIP Amendments Summary

October 1, 2018 through December 31, 2018



Project #14 18316	ODOT Portland	Regional ITS Communications Infrastructure (ODOT) SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy	<b>LEAD &amp; SCOPE CHANGE:</b> 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.
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Total Project Formal Amendments:

October 2018: 5      November 2018: 14      December 2018: 0      Total: 19

Total Administrative Modifications Processed and Submitted – October 2018 through December 2018: **37**

Total Formal Amendments Processed and Submitted – October 2018 through December 2018: **19**

Total – All Types October 2018 through December 2018: **56**

Attachment 2 - UPWP Regionally Significant Projects  
**FY 2018-19: 1<sup>st</sup> Semi-Annual Reporting Cycle Progress Reports Update**  
 July 1, 2018 to December 31, 2018



#	Lead Agency & Project Name	Description	ODOT Key	Obligate (Y/N)	EA Number	Federal Fund Type	Federal Amount	Local Amount	Project Total	Expended to Date	Status Notes
1	<b>Clackamas County</b> Trolley Trail Bridge: Gladstone to Oregon City	Feasibility study of replacing the Portland Ave Trolley Bridge as an extension of the Trolley Trail, a shared-use path for bicyclists and pedestrians  Funds Source: 2016-18 RFFA	19278	YES	C4035203	STP	\$201,892	\$23,107	\$224,999	As of December 31, 2018 <b>\$5,000</b>	Implementation Status:4% Target Completion Date: 11/2019  Sent out RFQ and perform a review of Qualification submittals (RFP to be advertised July 11 with proposals due August 7). Initiated negotiations with highest ranked consultant and finalized contract.
2	<b>Hillsboro</b> Oak and Baseline: SW Adams St – SW 10 <sup>th</sup> Ave at Maple St to Main St (Hillsboro)	Design option alternatives for traffic calming  Funds Source: 2014-15 RFFA <b>1<sup>st</sup> year MTIP programming: 2015</b> <b>Status Code: A</b> <b>Years Active: 5</b>	18004	NO	---	STP	\$500,000	\$57,227	\$557,227	As of December 31, 2018 <b>\$0.00</b>	Implementation Status:0.0% Target Completion Date: 6/2020  Pre-obligation activities occurring: ODOT to finalize scope of work and develop IGA. Project was not slipped to 2020 as obligation estimate remains by the end of FFY 2019. Obligation projection to be re-confirmed in June 2019.
3	<b>Metro Parks</b> LO-Portland Trail: Tryon Cove Park Area	Metro Planning study looking at potential trail connections in the Tryon Cove, Tryon Creek State Natural Area,  Funds Source: 2008-11 RFFA	17466	YES 7/29/16	C8035200	STP	\$100,000	\$11,445	\$111,445	As of December 31, 2018 <b>\$77,764</b>	Implementation Status: 5% Target Completion Date: 12/2019  No progress report submitted.

Attachment 2 - UPWP Regionally Significant Projects  
**FY 2018-19: 1<sup>st</sup> Semi-Annual Reporting Cycle Progress Reports Update**  
 July 1, 2018 to December 31, 2018



#	Lead Agency & Project Name	Description	ODOT Key	Obligate (Y/N)	EA Number	Federal Fund Type	Federal Amount	Local Amount	Project Total	Expended to Date	Status Notes
4	ODOT Inner Powell Blvd Cost to Upgrade Study	The Inner Powell Cost to Upgrade Study is a requirement from the Oregon Legislature. HB 2017 requires ODOT to report the costs to upgrade and transfer Powell Blvd from SE 9th Ave. to I-205 to the City of Portland. The project will study the cost to upgrade this segment of Powell Boulevard to a state of good repair as determined by ODOT.  Funds Source: HB2017	21315	YES 10/18/18	C0265206	Advan Const	\$1,794,600	\$205,000	\$2,000,000	As of December 31, 2018 <b>\$24,788</b>	Implementation Status: 5% Pre-obligation Target Completion: 12/2019  Procurement process completed, notice to proceed given to consultant team on 11/1/18. Project Kick-off held on 11/16/18. Project Work Plan completed 11/21/18. Draft Technical Memorandum #1: Inventory of Planned/Programmed Projects submitted 12/17/18.
5	ODOT Vision Around the Planning Mountain Study	ODOT, on behalf of Federal Western Lands Highways Division will be working with this planning project to determine coordination opportunities between various Transit Operations around Mt Hood, including: Mt. Hood Express, Columbia Gorge Express, and Mt. Hood Gorge Loop Transit.  Funds Source: FLAP (Federal Lands Access Program)	20784	NO	---	FLAP	\$107,676	\$12,324	\$120,000	As of December 31, 2018 <b>\$0.00</b>	<b>New UPWP Project</b>  Implementation Status: 5% Pre-obligation Target Completion: 6/2020  Project has completed MTIP and STIP programming. The study is moving forward to complete the scope of work and obligate the funds

Attachment 2 - UPWP Regionally Significant Projects  
**FY 2018-19: 1<sup>st</sup> Semi-Annual Reporting Cycle Progress Reports Update**  
 July 1, 2018 to December 31, 2018



#	Lead Agency & Project Name	Description	ODOT Key	Obligate (Y/N)	EA Number	Federal Fund Type	Federal Amount	Local Amount	Project Total	Expended to Date	Status Notes
6	<b>ODOT</b> I-5 and I-205 Portland Metropolitan Value Pricing Program Study	This is a planning study to analyze traffic, diversion and community benefits and impacts, concept refinement and stakeholder engagement for value pricing on I-5 and I-205.  Fund Source: ODOT Fix-It Program - Advance Construction (ACP0)	21371	<b>YES</b> 12/26/18	C0385201	Adv Const	\$2,766,600	\$233,400	\$3,000,000	As of December 31, 2018  <b>\$0.00</b>	<b>New UPWP Project</b>  Implementation Status: 0% Target Completion Date: 10/2020  MTIP and STIP programming completed. Funds obligated to implement study
7	<b>Portland</b> Southwest in Motion (SWIM)	The project will develop a five year active transportation implementation strategy for all of southwest Portland.  Funds Source: 2016-18 RFFA	19301	<b>Yes</b> 4/27/16	C3265209	STP	\$272,000	\$31,132	\$303,132	As of December 31, 2018  <b>\$303,132</b>	<b>Project Near Completion</b>  Implementation Status: 96% Target Completion Date: 4/2019  Staff coordinated with the Portland Bureau of Environmental Services (BES) regarding storm water system needs and opportunities to identify projects appropriate for cross-bureau collaboration.  The project team identified of a draft recommended project list for the plan, including planning level cost estimates and detailed project description and assumptions.  A public Open House was hosted on November 29, 2018. The open house shared the draft recommended project list and discussed other long-term project priorities in Southwest.

Attachment 2 - UPWP Regionally Significant Projects  
**FY 2018-19: 1<sup>st</sup> Semi-Annual Reporting Cycle Progress Reports Update**  
 July 1, 2018 to December 31, 2018



#	Lead Agency & Project Name	Description	ODOT Key	Obligate (Y/N)	EA Number	Federal Fund Type	Federal Amount	Local Amount	Project Total	Expended to Date	Status Notes
8	<b>Portland</b> Portland Central City Multi-modal Safety and Access Project	Develop a strategy that identifies multi-modal safety projects and priority investments.  Funds Source: 2016-18 RFFA	19299	YES 9/21/16	C3265210	CMAQ	\$852,000	\$97,515	\$949,515	As of December 18, 2018  <b>\$571,115</b>	<b>Project Essentially Completed</b>  Implementation Status: <b>95%</b> Target Completion Date: 10/2018  Final study of recommended projects completed. Project funding to be reviewed by Metro and determine course of action to continue with CMAQ or de-federalize and fund exchange with local funds. IGA for PE phase and PE phase implementation on hold until final funding strategy determined. No further UPWP reporting required
9	<b>Portland State University</b> Transportation Electrification Public Education & Outreach Support	Electric vehicle acquisition and infrastructure development  Market research & public readiness for transportation electrification  Funds Source: TSMO allocation	18006	YES 9/25/16	C3385202	STP	\$200,000	\$22,891	\$222,891	As of December 31, 2018  <b>\$168,880</b>	<b>Project Near Completion Status</b>  Implementation Status: 90%  Developed paper, "Survey of Oregon Electric Vehicle Owners: Understanding Perceptions, Motivations, and Concerns". Will be presenting this paper at the annual TRB conference in Washington, DC, January 2019.  Finished the project, "Environmental and Equity Scenarios for Alternative Fuel Vehicle Ownership and Use in the Portland Region." This project used data and information from the work done as part of this project to develop policy scenarios related to increasing EV adoption in the Portland Metro Region.  Received Oregon June 2018 EV data from ODOT. Analyzed the data and updated the forecasting model. Shared data and information with partners.

Attachment 2 - UPWP Regionally Significant Projects  
**FY 2018-19: 1<sup>st</sup> Semi-Annual Reporting Cycle Progress Reports Update**  
 July 1, 2018 to December 31, 2018



#	Lead Agency & Project Name	Description	ODOT Key	Obligate (Y/N)	EA Number	Federal Fund Type	Federal Amount	Local Amount	Project Total	Expended to Date	Status Notes
10	<b>Tualatin</b> SW Herman Rd: SW 124 <sup>th</sup> Ave – SW Cheyenne Way	Complete development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road where currently pedestrian and bicycle commuters must walk or ride on the roadway with cars and trucks.  Fund Source: 2019-21 RFFA Awarded Project	20815	<b>NO</b>	---	STP	625,000	\$100,000	\$725,000	As of December 31, 2018 <b>\$0.00</b>	Implementation Status: 0% Target Completion Date: 12/2020  Pre-Obligation activities including: Review of Intergovernmental Agreement (IGA) for jurisdictional cooperation  Development of ODOT Project Prospectus  Draft completed of Business Charter  Speed Zone Reduction Under Review
11	<b>Tualatin Hills PRD</b> Beaverton Creek Trail Westside Trail – SW Hocken Ave	The project will design and construct a 1.4-mile multiuse off-street trail along the TriMet light rail corridor between the Westside Regional Trail and SW Hocken Avenue in Beaverton  Fund Source: 2016-18 RFFA	19357	<b>YES</b> 9/9/16	C8345200	STP	\$800,000	\$91,564	\$891,564	As of December 31, 2018 <b>\$19,945</b>	Implementation Status: 5% Target Completion Date: 2/2020  Consultant contract signed between ODOT & DEA with notice to proceed issued 11/2/18.  Project kick-off meeting with ODOT, THPRD & DEA.  Project check in and site walk with DEA Environmental, GRI Geotechs/HazMat and HRA archaeologists.  Desk research begins in December for Environmental, HazMat, Utilities and Archaeology. Development of evaluation criteria technical memo and of opportunities & constraints evaluation also began in December.

Attachment 2 - UPWP Regionally Significant Projects  
**FY 2018-19: 1<sup>st</sup> Semi-Annual Reporting Cycle Progress Reports Update**  
 July 1, 2018 to December 31, 2018



#	Lead Agency & Project Name	Description	ODOT Key	Obligate (Y/N)	EA Number	Federal Fund Type	Federal Amount	Local Amount	Project Total	Expended to Date	Status Notes
12	<b>Wilsonville</b> French Prairie Bridge: Boones Ferry Rd-Butteville Rd	Project development for construction of bike/ped/emergency vehicle bridge crossing over Willamette River  Funds Source: 2010-13 RFFA	17264	<b>YES</b> <b>6/10/15</b>	C4035201	STP	\$1,250,000	\$143,068	\$1,393,068	As of December 31 2018  <b>\$685,200</b>	Implementation Status: 60% Target Completion Date: 9/2019  Draft Bridge Type Analysis Report prepared. Technical Advisory Committee Meeting #4 held to provide technical analysis of five bridge types under consideration. Public open house, in-person and online, held to gather public input on the five bridge types. Task Force Meeting #4 held and recommendation to Wilsonville City Council identifying the cable-stay and suspension bridges as the two preferred bridge types to move forward for further evaluation.

**Projects Removed or will be removed from the UPWP Regional Significant Reporting Process:**

1. Key 19786 – ODOT’s I-205: Stafford Rd to OR99E: Project has completed pre-NEPA project development activities and moved into PE and ROW phase. UPWP Planning status: Completed project. No further reporting.
2. Key 19359 – Washington County Arterial Pedestrian Crossings. UPWP Planning Status: Completed project. No further reporting.
3. Key 19299 – Portland Central City Multi-modal Safety and Access Project. Project planning status completed/.
4. Key 19301 - Southwest in Motion (SWIM). Project is near completion and should into close-out by next reporting cycle. Confirmation of completion status during next cycle.
5. Key 18006 - Transportation Electrification Pubic Education & Outreach Support. Project is near completion and should into close-out by next reporting cycle. Confirmation of completion status during next cycle.

**Summary Notes:**

- 1) UPWP Regionally Significant projects are awarded federal funds from various sources (often as part of the RFFA call) which are committed to the Planning phase in the MTIP/STIP to complete various planning and pre-NEPA project development activities. Generally, these are unique projects with focused objectives, and are not annually recurring projects. These projects will be programmed in the MTIP/STIP as stand-alone projects for IGA development and obligation purposes.
- 2) Projects with funding programmed in the Planning phase become UPWP projects. Projects with funding programmed in the Preliminary Engineering phase are not UPWP projects. Their activities as part of NEPA and/or Preliminary Specifications & Estimates (PS&E). They are monitored through the regular federal capital project delivery process managed by the ODOT Local Agency Liaisons (LALs).
- 3) UPWP projects also can have their funds de-obligated by FHWA if no expenditure activity has occurred after 1-year from the obligation date. Due to this, UPWP quarterly reports need updates concerning current project expenditures from the lead agency as part of the report.
- 4) Status Notes: Includes the project implementation status percent which represents the approximate delivery and completion of approved project scope work elements. The implementation status is a judgment call by the project manager. The implementation status is at 0% until the federal funds are obligated and the project receives its Notice to Proceed (NTP).



# Memo

Date: January 23, 2019  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: Comments from the Chair:  
Metropolitan Transportation Improvement Program (MTIP) - Metro Funded Project  
Reviews for Obligation Status Updates

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## **BACKGROUND:**

Attached with this memo are the preliminary results of a Federal Fiscal Year (FFY) 2019 status reviews for obligation purposes of Metro funded Congestion Mitigation Air Quality (CMAQ), Surface Transportation Program/Surface transportation Block Grant (STP/STBG), and Transportation Alternatives/Transportation Alternatives Program (TA/TAP) projects. Currently in FFY 2019, Metro has the following amounts programmed in the MTIP:

- CMAQ: \$12,398,000 (22.0% of total)
  - STP/STBG: \$42,976,728 (76.2% of total)
  - TA/TAP: \$ 1,008,230 (1.8% of total)
- Total: \$56,382,958

The FFY 2019 funding programmed amounts represent a legal contract between USDOT and Metro allowing the awarded agencies the ability to obligate the federal funds throughout the year. ODOT uses the programming amounts to request Obligation Authority (OA) Limitations from USDOT which guarantees the federal funds will be available for obligation purposes. This first project monitoring review establishes the programming accuracy for FFY 2019 and helps confirm if all \$56 million in programmed projects will be needed. The review also identifies the current status of projects as they progress through the federal transportation project delivery process. Future reviews will occur earlier during the November-December timeframe to ensure annual OA requirements are ready by January.

Red and Yellow Flagged Projects: The attached project reviews (or project monitoring milestone status updates) indicates that seven STBG fund projects will need to slip to 2020 which totals \$4.3 million. These are the “Red Flag” projects. An Administrative Modification to the MTIP will occur during February to slip the project phases. An additional 16 STBG funded projects totaling \$15.2 million could slip. They also could obligate on schedule before the end of the year. A follow-up review will occur during May-June 2019 to determine how the projects are progressing.

The early review and needed project phase slips allows Metro and ODOT to complete several programming and obligation compliance requirements as follows:

- Provides an update about the each project for later discussion to resolve possible delivery problems earlier to help ensure the phase obligation will occur before the end of the year.
- Helps validate the project’s estimated delivery schedule and possible needed adjustments.
- Determines the correct required total fund programming levels for the federal fiscal year.
- Establishes the required Obligation Authority Limitation for each fund type for the year.
- Will be used as the basis to establish the annual Obligation Targets Metro will be held accountable for the use of our allocated CMAQ, STBG, and TA funds.

Please contact Ken Lobeck if you have any questions

Metro Funded Projects Mid-Year Project Review for End of Year Obligations and Possible Phase Slips

STP/STBG Funded

ODOT Key	MTIP ID	Lead Agency	Project Name	Phase	Fund Type Code	Year	STP Amount or Other Fed Amount	Phase Obligated Y/N	Project Status Code	First Year Programmed	Years Active Entering FFY 2019	Slip Reason
21121	71018	Beaverton	OR210: SW Scholls Ferry Rd to SW Hall ITS	Other	STP-U	2019 2020	\$ 310,466	No	1	2018	2	Reason for Slip: Ability to obligate at least Other phase with ConOps in question. IGA is not close to being approved. Slip all phases. 2nd year all phases slip without forward progress.
				PE	STP-U	2019 2020	\$ 134,595	No				
19276	70674	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	ROW	STP-U	2019 2020	\$ 403,785	No	3	2017	3	Reason for Slip: County needed to revise the Master Certification Agreement and, re-initiate the process to become Certified in procurement of A&E Consultant services, before they advertise to procure Consultant services for the PE phase of the project.
19289	70671	Metro	Transportation System Management & Operations (TSMO) Program 2018	Other	STP-U	2019 2020	\$ 532,658	No	2	2018	2	Reason for Slip: Remaining approved ITS projects are still in conceptual stage. Scoping and full budget review have not been completed. Next approved project to be slit out of TSMO PGB most likely will not be ready by end of FFY 2019. Plan to slip to 2020.
20884	70875	Metro	Transportation System Mgmt Operations/ITS (2019)	Other	STBG-U	2019 2020	\$ 1,693,574	No	1	2019	1	Reason for Slip: Approved projects within the bucket have not completed required pre-scoping and budget reviews in time to obligate by the end of FFY 2019. Slip Other phase to 2020 - KL
18758	70757	ODOT	OR8: SW Hocken Ave - SW Short St	ROW	STP-U	2019 2020	\$ 448,650	No	4	2015	5	Reason for SLIP: Status unknown. Slip as a precaution.
21040	71011	PSU	Portal Regional Archived Data	Other	STP-U	2019 2020	\$ 200,000	No	0	2018	2	Reason for Slip: Unclear that PSU will complete current allocation in time to obligate next allocation before the end of FFY 2019. SLIP as a contingency.
19357	70689	Tualatin Hills PRD	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	PE	STBG-U	2019 2020	\$ 589,309	No	2	2016	4	Reason for Slip: Planning phase UPWP update indicates planning phase is just beginning and will not be completed until 2020 resulting in a delay in starting the PE Phase.
Number of Projects:		7	Number of Phases:		8	<b>Total: \$ 4,313,037</b>						Summary: 7 projects impacting 8 phases for a total of \$4,313,037 requires to be slipped from FFY 2019 to FFY 2020 as of January 15, 2019.

**Projects with STP/STBG Funds That May Slip or Obligate by the End of FFY 2019**

ODOT Key	MTIP ID	Lead Agency	Project Name	Phase	Fund Type Code	Year	STP Amount or Other Fed Amount	Phase Obligated Y/N	Project Status Code	First Year Programmed	Years Active Entering FFY 2019	Notes
21195	71015	Gresham	East Multnomah County Road Connection ITS	PE	STP-U	2019	\$ 134,595	No	2	2018	2	
				Cons	STP-U	2020	\$ 384,044	No				
20808	70878	Gresham	NE Cleveland Ave.: SE Stark St - NE Burnside	ROW	STBG-U	2020	\$ 376,569	No	3	2019	1	New 2019-21 RFFA awarded project
19279	70684	Gresham	Sandy Blvd: NE 181st Ave to E Gresham City Limit	UR	STP-U	2019	\$ 134,595	No	5	2015	4	
				Cons	STP-U	2019	\$ 2,389,350	No				
18004	70497	Hillsboro	Oak and Baseline: SW Adams - SE 10th at Maple to Main St	PL	STP-U	2019	\$ 500,000	No	A	2015	5	Development and approval of IGA to obligate PL funds by 8/1/2019?
20896	70892	Metro	Regional Safe Routes to Schools Program	Other	STBG-U	2019	\$ 1,500,000	No	1	2019	1	Request to flex transfer to FTA ready by end of March 2019. Funding for planning/outreach - no construction. Funds to be available by July 1, 2019 Possible OA issue could emerge delaying flex transfer.

ODOT Key	MTIP ID	Lead Agency	Project Name	Phase	Fund Type Code	Year	STP Amount or Other Fed Amount	Phase Obligated Y/N	Project Status Code	First Year Programmed	Years Active Entering FFY 2019	Notes
19292	70672	Metro	Regional Travel Options (2018)	Other	STP-U	2019	\$ 1,786,808	No	1	2018	2	Request to flex transfer to occur by the end of March 2019 to ensure obligation by July 1, 2019. Possible OA issues could emerge delaying the flex transfer and subsequent fund obligation.
20878	70873	Metro	Regional Travel Options (2019)	Other	STBG-U	2019	\$ 2,518,911	No	1	No	1	Request to flex transfer to occur by the end of March 2019 to ensure obligation by July 1, 2019. Possible OA issues could emerge delaying the flex transfer and subsequent fund obligation.
18316	70653	Portland	Regional ITS Communications Infrastructure (ODOT) SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy	PE	STP>200K (Z230)	2019	\$ 80,757	No	1	2015	5	
				Cons	STP>200K (Z230)	2020	\$ 449,242	No				
17270	70007	Port of Portland	40 Mile Loop: Blue Lake Park - Sundial Rd	ROW	STP-U	2019	\$ 412,758	No	4	2012	9	
				Cons	STP-U	2020	\$ 2,004,083	No				
21407	71060	Portland	OR99W/ Barbur Blvd Area: Sidewalk Infill (Portland)	PE	STP>200K	2019	\$ 377,763	No	1	2019	1	Replacement for Key 19298. MTIP and STIP amendments now approved as of the end of December 2018. IGA development status?
				Cons	STP>200K	2021	\$ 1,361,641	No				

ODOT Key	MTIP ID	Lead Agency	Project Name	Phase	Fund Type Code	Year	STP Amount or Other Fed Amount	Phase Obligated Y/N	Project Status Code	First Year Programmed	Years Active Entering FFY 2019	Notes
20814	70884	Portland	Jade and Montavilla Multi-modal Improvements	PE	STBG-U	2019	\$ 1,158,450	No	1	2019	1	New 2019-2021 RFFA Step 2 awarded project.
19303	70694	Portland	N. Going to the Island Freight Project	Cons	STP-U	2019	\$ 400,000	No	6	2017	3	
20813	70813	Portland	NE Halsey Street Bike/Ped/Transit Improvements	PE	STBG-U	2019	\$ 839,055	No	0	2019	1	
19300	70678	Portland	North Rivergate Freight Project	Cons	STP	2019	\$ 1,934,375	No	5	2017	3	Possible ROW issues may impact construction obligation timing
18311	70647	Tigard	Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	Cons	STP-U	2019	\$ 445,790	No	4	2015	5	
20815	70881	Tualatin	SW Herman Rd: SW 124th Ave - SW Cheyenne Way	Planning	STBG-U	2019	\$ 625,000	No	A	2019	1	
<b>2019 Totals:</b>							<b>\$ 15,238,207</b>					

## Project Status Codes

### 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 R/W 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.).

### Project Status Programming Summaries

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
<b>Metro STP/STBG Funded Projects</b>																					
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				\$ -	1	2018	2	Justin Shoemaker	Tina Nguyen	SLIP
				PE	STP-U	2020	\$ 134,595	\$ 15,405	\$ 150,000	No	8/1/2020				\$ -						SLIP
				Cons	STP-U	2021	\$ 304,939	\$ 34,902	\$ 339,841	No	8/1/2021				\$ -						SLIP
Through this project the city of Beaverton will implement Adaptive Signal Control							<b>Totals:</b>	\$ 750,000	\$ 85,841	\$ 835,841	2018 RTP ID: Metro 11104 - Regional TSMO Program Investments for 2018-2027. 2 prior amendments. Last amendment slipped PE to 2019 and construction to 2020 - October 2017. <b>Carry-over Slip from 2018.</b>										
Reason for Slip: Ability to obligate at least Other phase with ConOps in question. IGA is not close to being approved. Slip all phases. 2nd year all phases slip without forward progress.																					
19276	70674	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	PE	STP-U	2017	\$ 583,245	\$ 66,755	\$ 650,000	Yes	8/1/2017	PE0022833	8/22/2017	\$ 583,245	\$ -	3	2017	3	Mahasti Hastings		Obligated
				ROW	STP-U	2019	\$ 403,785	\$ 46,215	\$ 450,000	No	8/1/2019				\$ -					SLIP	
				Cons	STP-U	2021	\$ 2,638,253	\$ 301,960	\$ 2,940,213	No	8/1/2021				\$ -					SLIP	
The project will construct curb tight sidewalks and bike lanes along Jennings Ave between OR 99E (McLoughlin Blvd) and Oatfield Rd.							<b>Totals:</b>	\$ 3,625,283	\$ 414,930	\$ 4,040,213	RFFA ID. 50214, 2016-18 RFFA Award. 4 prior amendments. Last amendment, ROW slipped to FY 2019 - January 2018.										
Reason for Slip: County needed to revise the Master Certification Agreement and, re-initiate the process to become Certified in procurement of A&E Consultant services, before they advertise to procure Consultant services for the PE phase of the project.																					
21195	71015	Gresham	East Multnomah County Road Connection ITS	Other	STP-U	2018	\$ 98,703	\$ 11,297	\$ 110,000	Yes	4/1/2018	No EA	4/26/2018	\$ 98,703	\$ -	2	2018	2	Transfer to New LAL	Jim Gellar	Fed ID 3125(059)
				PE	STP-U	2019	\$ 134,595	\$ 15,405	\$ 150,000	No	8/1/2019				\$ -						No Slip
				Cons	STP-U	2020	\$ 384,044	\$ 43,956	\$ 428,000	No	8/1/2020				\$ -						No Slip
Install a VMS sign along NB US126 near SE 267th Ave to inform drivers of the travel times along four major north/south routes through Gresham.							<b>Totals:</b>	\$ 617,342	\$ 70,658	\$ 688,000	Other phase (ConOps) obligated. No EA listed in STIP FP. 2018 RTP ID: Metro 11104 - Regional TSMO Program Investments for 2018-2027. No prior amendments.										
Reason for Slip: No slip. LAL estimates project is on schedule to obligate PE before the end of FFY 2019																					
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	Transfer to New LAL	Tom Tom Bennett	3125(061)
				ROW	STBG-U	2020	\$ 376,569	\$ 43,100	\$ 419,669	No	8/1/2020				\$ -						No Slip
				Cons	STBG-U	2021	\$ 2,313,096	\$ 264,744	\$ 2,577,840	No	8/1/2021				\$ -						No Slip
				Cons	Other	2021	\$ -	\$ 687,528	\$ 687,528	N/A											
Providing bike lanes sidewalks curbs and gutters.Reconstructs street from Stark to Burnside, with two travel lanes, center turn lane, bike lane, and sidewalk.							<b>Totals:</b>	\$ 3,141,156	\$ 1,047,047	\$ 4,188,203	2018 RTP: 11096, 2019-21 RFFA Award, RFFA ID 50316. No prior amendments. PE obligated 12/11/2018 per FMIS Mod report. STP fund code Z230. Project status changed from 1 to 3 with PE obligation. - KL										
Reason for Slip: No Slip. LAL estimates project is on schedule to obligate PE by the end of FFY 2019.																					

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
19279	70684	Gresham	Sandy Blvd: NE 181st Ave to E Gresham City Limit	PE	STP-U	2015	\$ 596,350	\$ 104,255	\$ 700,605	Yes	9/17/2015	PE002559	9/17/2015	\$ 596,350	\$ -	5	2015	4	Reem Khaki	Dave Daly	Fed ID: 3125(056)
				ROW	STP>200K	2018	\$ 464,806	\$ 52,970	\$ 517,776	Yes	7/24/2018	R9384000	7/24/2018	\$ 462,806	\$ -						3135(056)
				UR	STP-U	2019	\$ 134,595	\$ 15,405	\$ 150,000	No	8/1/2019			\$ -	No Slip						
				Cons	STP-U	2019	\$ 2,389,350	\$ 273,471	\$ 2,662,821	No	8/1/2019			\$ -	No Slip						
The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits.							Totals:	\$ 3,585,101	\$ 446,101	\$ 4,031,202	2018 RTP ID: 10443, RFFA Cycle: 2016-2018. 5 prior amendments. Las amendment added UR phase from ROW savings - September 2018.										
Reason for Slip: No Slip. LAL estimates prjct is on schedule to obligate PE by the end of FFY 2019.																					
18004	70497	Hillsboro	Oak and Baseline: SW Adams - SE 10th at Maple to Main St	PL	STP-U	2019	\$ 500,000	\$ 57,227	\$ 557,227	No	6/30/2019			\$ -	\$ -	A	2015	5	Ken Lobeck	Don Odermott	No Slip
The Oak/Baseline road diet will enhance safety by providing traffic calming features reducing vehicle speeds possibly reducing the number of travel lanes							Totals:	\$ 500,000	\$ 57,227	\$ 557,227	2014 RTP ID: 10847, 2012-15 RFFA Award cycle. Slip to 2019. IGA is not ready. Carry over Slip from 2018										
Reason for Slip: Per the most recent UPWP progress report, this project is forecasted to obligate the STP funds by June 30, 2019																					
20887	70871	Metro	Corridor and Systems Planning (2019)	PL	STBG-U	2019	\$ 536,391	\$ 61,392	\$ 597,783	No	7/1/2019			\$ -	\$ -	1	2019	1	Ken Lobeck	Sherrie Blackledge	No Slip
Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs functions desired outcomes performance							Totals:	\$ 536,391	\$ 61,392	\$ 597,783	2018 RTP ID: 11664, Corridor Investment Areas Activities for 2018-2027, 2019-21 RFFA cycle - Step 1 award. Part of 2018-19 UPWP. Should obligate by July 1, 2019 as part of the UPWP Master Agreement. Recurring Step 1 allocation. No prior amendments.										
Reason for Slip: Project should obligate as part of annual UPWP program on or about July 1, 2019																					
20875	70872	Metro	Regional MPO Planning (2019)	PL	STBG-U	2019	\$ 1,280,834	\$ 146,597	\$ 1,427,431	No	7/1/2019			\$ -	\$ -	A	2019	1	Ken Lobeck	Sherrie Blackledge	No Slip
Funding for Metro to meet Metropolitan Planning Organization mandates established through the federal regulations.							Totals:	\$ 1,280,834	\$ 146,597	\$ 1,427,431	2018 RTP ID = 11103, Regional MPO Activities 2018-2027										
Reason for Slip: No slip. Project should obligate as part of annual UPWP progra,																					
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			\$ -	\$ -	1	2019	1	Ken Lobeck	Dan Kaempff	No Slip
Grant funding program to support education and encouragement efforts aimed at helping children walk and bicycle to school.							Totals:	\$ 1,500,000	\$ 171,682	\$ 1,671,682	2018 RTP ID: 12021, Regional Safe Routes to School Program for 2018-2027										
Reason for Slip: No Slip. Project expected to obligate STBG by the end of the fiscal year. Current strategy is to flex it to FTA?																					

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
19292	70672	Metro	Regional Travel Options (2018)	Other	STP-U	2019	\$ 1,786,808	\$ 204,508	\$ 1,991,316	No	7/1/2019			\$ -	\$ -	1	2018	2	Ken Lobeck	Dan Kaempff	No Slip
The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.							Totals:	\$ 1,786,808	\$ 204,508	\$ 1,991,316	2018 RTP ID: 11054 RTP Activities for 2018-2027 Split in Keys 21343 and 21344. Carry over slip from 2018										
Reason for Slip: No slip. Carry over project obligation expected to occur before the end of FFY 2019.																					
20878	70873	Metro	Regional Travel Options (2019)	Other	STBG-U	2019	\$ 2,518,911	\$ 288,301	\$ 2,807,212	No	8/1/2019			\$ -	\$ -	1	2019	1	Ken Lobeck	Dan Kaempff	No Slip
The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.							Totals:	\$ 2,518,911	\$ 288,301	\$ 2,807,212	RTP ID: 11054, Regional Travel Options Activities for 2018-2027										
Reason for Slip: No Slip. Project is expected to obligate funds before the end of FF 2019.																					
21038	71010	Metro	Regional TSMO Program (2017)	Other	STP-U	2019	\$ 65,454	\$ 7,492	\$ 72,946	No	7/1/2019			\$ -	\$ -	A	2017	2	Ken Lobeck	Caleb Winter	No Slip
Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking							Totals:	\$ 65,454	\$ 7,492	\$ 72,946	2018 RTP ID: 11104 Regional TSMO Program Investments for 2018-2027. Carry over slip from 2018										
Reason for Slip: No Slip. Project should obligate along with rest of annual UPWP program by July 1, 2019																					
21041	71012	Metro	Regional TSMO Program 2018	Other	STP-U	2019	\$ 65,564	\$ 7,504	\$ 73,068	No	7/1/2019			\$ -	\$ -	A	2018	2	Ken Lobeck	Caleb Winter	No Slip
Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking							Totals:	\$ 65,564	\$ 7,504	\$ 73,068	2018 RTP ID: 11104 Regional TSMO Program Investments for 2018-2027 Carry-over slip from 2018										
Reason for Slip: No Slip. Project should obligate with annual UPWP program.																					
19289	70671	Metro	Transportation System Management & Operations (TSMO) Program 2018	Other	STP-U	2019 2020	\$ 532,658	\$ 60,965	\$ 593,623	No	4/1/2020			\$ -	\$ -	2	2018	2	Ken Lobeck	Caleb Winter	Yes Slip TSMO PGB
The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods.							Totals:	\$ 532,658	\$ 60,965	\$ 593,623	2018 RTP ID: 12024, Regional TSMO Corridors Priority Investments for 2018-2027. November 2018 Formal: \$271, 728 of STP plus match split off of PGB for Portland's Barbur Blvd project. PGB reduced above. Doubful remaining approved ITS projects will be ready to split out of PGB by end of 2019. Plan on slipping. Carry-over slip from 2018										
Reason for Slip: Remaining approved ITS projects are still in conceptual stage. Scoping and full budget review have not been completed. Next approved project to be split out of TSMO PGB most likely will not be ready by end of FFY 2019. Plan to slip to 2020.																					

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
20884	70875	Metro	Transportation System Mgmt Operations/ITS (2019)	Other	STBG-U	2019 2020	\$ 1,693,574	\$ 193,837	\$ 1,887,411	No	4/1/2020			\$ -	\$ -	1	2019	1	Ken Lobeck	Caleb Winter	Yes Slip
Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee;							Totals:	\$ 1,693,574	\$ 193,837	\$ 1,887,411	2018 RTP ID: 12024, Regional TSMO Corridors Priority Investments for 2018-2027. No prior amendments										
Reason for Slip: Approved projects within the bucket have not completed required pre-scoping and budget reviews in time to obligate by the end of FFY 2019. Slip Other phase to 2020 - KL																					
18832	70774	Metro Parks	Willamette Greenway Trail: Columbia Blvd Bridge	PE	STP-U (M23E)	2016	\$ 191,235	\$ 21,887	\$ 213,122	YES	9/1/2016	PE002725	9/15/2016	\$ 191,235	\$ -	3	2016	4	Justin Bernt Ken Lobeck	Allan Schmidt	Obligated
				PE	TAP-U (M3E1)	2016	\$ 257,415	\$ 29,463	\$ 286,878					\$ 257,415	\$ -						
				Total PE:			\$ 448,650	\$ 51,350	\$ 500,000	\$ 448,650	\$ -										
				ROW	Other	2019 2020	\$ -	\$ 20,000	\$ 20,000	No	8/1/202	\$ -	\$ -	Slip to 2020							
				Cons	State STP-FLX (M240)	2020 2021	\$ 1,131,861	\$ 960,520	\$ 2,092,381	No	8/1/2021	\$ -	\$ -	Slip to 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?																					
19354	70681	Clackamas County ODOT	Sunrise System: Industrial Area Freight Access	Cons	STP-U	2019	\$ 8,267,000	\$ 946,195	\$ 9,213,195	No				\$ -	\$ -	?	2018	2	Gabriela Garcia	Talena Adams	No Slip
The project will construct a new two-lane state highway to provide freight access to the Clackamas Industrial Area and a multiuse path connecting to the I-205 multiuse path.							Totals:	\$ 8,267,000	\$ 946,195	\$ 9,213,195	The project was completed without the STP funds. The STP funds have been committed and recommitted to support the construction phase of the I-205 NB Aux Lane Project in Key 19721. No prior amendments. RTP ID: 11347. RFFA ID: 50228, RFFA 2016-18 cycle award. Carry over slip from 2018.										
Reason for Slip: No Slip. Plan on obligation assumption before the end of FFY 2019.																					
18758	70757	ODOT	OR8: SW Hocken Ave - SW Short St	PE	NHS	2015	\$ 25,452	\$ 2,913	\$ 28,365	Yes	8/1/2015	PE002550	8/31/2015	\$ -	\$ -	4	2015	5	Gabriela Garcia	Talena Adams	No Slip Phase is obligated
				PE	STP	2015	\$ 1,111,396	\$ 127,204	\$ 1,238,600					\$ -	\$ -						
				PE	State STP	2015	\$ 32,882	\$ 3,763	\$ 36,645					\$ 1,345,950	\$ -						
				PE	Equity B	2015	\$ 50,344	\$ 5,762	\$ 56,106					\$ -	\$ -						
				PE	REDIST	2015	\$ 125,876	\$ 14,407	\$ 140,283					\$ -	\$ -						
				PE Total:		2016	\$ 1,345,950	\$ 154,049	\$ 1,499,999	\$ 1,345,950	\$ -										
				ROW	STP-U	2019 2020	\$ 448,650	\$ 51,350	\$ 500,000	No	8/1/2019	\$ -	\$ -	SlIP							
				ROW	State STP	2019	\$ 121,136	\$ 13,865	\$ 135,001	\$ -	\$ -										
				ROW Total:		2019	\$ 569,786	\$ 65,215	\$ 635,001	\$ -	\$ -										
				Cons	STP	2020	\$ 1,974,955	\$ 226,042	\$ 2,200,997	\$ -	\$ -										
				Cons	State STP	2020	\$ 595,807	\$ 68,193	\$ 664,000	\$ -	\$ -										
				Cons	Other	2020	\$ -	\$ 650,000	\$ 650,000	\$ -	\$ -										
Cons Total:		2020	\$ 2,570,762	\$ 944,235	\$ 3,514,997	\$ -	\$ -														
Design and construct streetscape, safety, and operational improvements							Totals:	\$ 4,486,498	\$ 1,163,499	\$ 5,649,997	2018 RTP: None Carry-over slip from 2018										
Reason for SLIP: Status unknown. Slip as a precaution.																					

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
18316	70653	ODOT Portland	Regional ITS Communications Infrastructure (ODOT) SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy	PE	STP>200K (Z230)	2019	\$ 80,757	\$ 9,243	\$ 90,000	No	8/1/2019			\$ -	\$ -	1	2015	5	Justin Bernt	Willie Rotich	No Slip
				Cons	STP>200K (Z230)	2020	\$ 449,242	\$ 51,418	\$ 500,660	No	8/1/2020		\$ -	\$ -	No Slip						
				Totals:			\$ 529,999	\$ 60,661	\$ 590,660												
<p>Complete gaps and deficiencies identified in the region ITS communications Plan  Provide preliminary, advanced and final PS&amp;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 from SW Caruthers at 4th Ave to just south of SW Barbur Boulevard at Capitol Highway.</p>										<p>2018 RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027. 3 prior amendments. Rescoped for Portland to be lead agency with fiber and CCTV improvements on Barbur Blvd. Amendment completed in November 2018 Formal Amendment. Approval pending.</p>											
Reason for Slip: No PE slip. PE anticipated to obligate before the end of FFY 2019																					
17270	70007	Port of Portland	40 Mile Loop: Blue Lake Park - Sundial Rd	PE	STP>200K	2015	\$ 655,580	\$ 75,034	\$ 730,614	Yes	9/1/2016	PE002713	9/9/2016	\$ 655,580	\$ -	4	2012	9	Justin Bernt	Robin McCaffery	Obligated
				PE	Other	2015	\$ -	\$ 15,462	\$ 15,462												
				PE Total:		2015	\$ 655,580	\$ 90,496	\$ 746,076												
				ROW	STP-U	2019	\$ 412,758	\$ 47,242	\$ 460,000	No	8/1/2019		\$ -	\$ -	No Slip						
Cons	STP-U	2020	\$ 2,004,083	\$ 229,376	\$ 2,233,459	No	8/1/2020		\$ -	\$ -	No Slip										
Totals:			\$ 3,072,421	\$ 367,114	\$ 3,439,535																
The project would construct a 1.7 mile mixed use trail running from Sundial Road in Troutdale westerly to Marine Drive and Blue Lake Park. The trail										2018 RTP ID: 70007 - MTIP serves as RTP ID as project is in implementation status from previous RTP. Carry-over slip from 2018.											
Reason for Slip: No Slip. Project is estimated to obligate ROW phase before the end of FFY 2019																					
21407	71060	Portland	OR99W/Barbur Blvd Area: Sidewalk Infill (Portland)	PE	STP>200K	2019	\$ 377,763	\$ 43,237	\$ 421,000	No	8/1/2019			\$ -	\$ -	1	2019	1	Justin Bernt	Rich Newlands	No Slip
				Cons	STP>200K	2021	\$ 1,361,641	\$ 155,846	\$ 1,517,487	No	8/1/2021		\$ -	\$ -	No Slip						
				Totals:			\$ 1,739,404	\$ 199,083	\$ 1,938,487												
Sidewalk infills replacement PGB for Key 19298. New locations include: (1) SW26th Ave - I-5 to Taylors Ferry, (2) SW 24th/25th - Multnomah to Spring Garden, (3) SW Custer - Capitol Hill to 13th Ave, and (4) SW 40th & Hube - RFB										Replacement project for Key 19298. RTPID 11564 - Portland OR99W/ Barbur Blvd Area: Sidewalk Infill Projects, Sidewalk infill on SW 26th Ave (Taylors Ferry - I-5), SW 24th/25th Ave (Multnomah - Spring Garden), SW Custer Dr (Capitol Hill - 13th), SW Capitol Hill Rd (Barbur - Moss), and SW 40th Ave (Huber - Wilbard). Include an enhanced pedestrian crossing at SW 40th & Huber. Scope change through October 2018 MTIP Formal Amendment											
Reason for Slip: No slip. PE expected to obligate by the end of FFY 2019																					
20814	70884	Portland	Jade and Montavilla Multi-modal Improvements	PE	STBG-U	2019	\$ 1,158,450	\$ 132,590	\$ 1,291,040	No	8/1/2019			\$ -	\$ -	1	2019	1	Justin Bernt	Rich Newlands	No Slip
				PE	Other	2019	\$ -	\$ 1,025,859	\$ 1,025,859												
				PE Total:		2019	\$ 1,158,450	\$ 1,158,449	\$ 2,316,899												
				ROW	TA-U	2020	\$ 193,075	\$ 22,098	\$ 215,173	No	8/1/2020			\$ -	\$ -						No Slip
				ROW	Other	2020	\$ -	\$ 170,977	\$ 170,977												
				ROW Total:		2020	\$ 193,075	\$ 193,075	\$ 386,150												
				Other	STBG-U	2021	\$ 80,000	\$ 9,156	\$ 89,156	No	8/1/2021			\$ -	\$ -						No Slip
				Other	Other	2021	\$ -	\$ 70,845	\$ 70,845												
				Other Total:		2021	\$ 80,000	\$ 80,001	\$ 160,001												
				Cons	STBG-U	2021	\$ 1,768,475	\$ 202,410	\$ 1,970,885	No	8/1/2021			\$ -	\$ -						No Slip
Cons	Other	2021	\$ -	\$ 3,049,065	\$ 3,049,065																
Cons Total:		2021	\$ 1,768,475	\$ 3,251,475	\$ 5,019,950																
Totals:			\$ 3,200,000	\$ 4,683,000	\$ 7,883,000																
Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers.										2018 RTP ID: 11855 - Jade & Montavilla Connected Centers Project, 2019-21 RFFA awarded project											
Reason for Slip: PE expected to obligate by the end of FFY 2019																					

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
19303	70694	Portland	N. Going to the Island Freight Project	PE	STP-U	2017	\$ 70,000	\$ 8,012	\$ 78,012	Yes	7/1/2017	PE02815	7/11/2017	\$ 70,000		6	2017	3	Justin Bernt	Willie Rotich	Obligated
				Other	STP-U	2017	\$ 29,999	\$ 3,434	\$ 33,433	Yes	7/1/2017	C3261507	7/9/2017	\$ 29,999							Obligated
				Cons	STP-U	2019	\$ 400,000	\$ 45,782	\$ 445,782	No	8/1/2019			\$ -							No Slip
Improve the safety and efficiency of the N Going Street corridor by implementing several intelligent transportation system (ITS) treatments.						Total:	\$ 499,999	\$ 57,228	\$ 557,227	2018 RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027. Construction phase is a carry over slip from 2018.											
Reason for Slip: COncstruction phase expected to obligate before the end of FFY 2019																					
18308	70694	Portland	N/NE Columbia Blvd Traffic/Transit Signal Upgrade	Other	STP-U-200K	2016	\$ 67,298	\$ 7,703	\$ 75,001	Yes	6/1/2016	C3261505	6/13/2016	\$ 67,298	\$ -	4	2015	5	Justin Bernt	Willie Rotich	Obligated
				PE	STP-U	2019	\$ 188,433	\$ 21,567	\$ 210,000	Yes	10/30/2018	PE003031	10/19/2018	\$ 188,433	\$ -						Obligated
				Cons	STP-U	2020	\$ 844,269	\$ 96,630	\$ 940,899	No	8/1/2020			\$ -	\$ -						Slipped to 2020
Construct upgrade to traffic signal hardware communications and signal timing						Total:	\$ 1,100,000	\$ 125,900	\$ 1,225,900	2018 RTP ID: 11570 - Columbia/Alderwood Intersection Improvements, FMIS = Yes for PE obligation. Cons slipped to 2020											
Reason for Slip: PE obligated 10/30/2018, EA PE03031																					
20813	70813	Portland	NE Halsey Street Bike/Ped/Transit Improvements	PE	STBG-U	2019	\$ 839,055	\$ 96,034	\$ 935,089	No	8/1/2019			\$ -	\$ -	0	2019	1	Justin Bernt	Nicole Pierce	No Slip
				ROW	TA-U	2020	\$ 147,320	\$ 16,861	\$ 164,181	No	8/1/2020			\$ -	\$ -						No Slip
				Other	STBG-U	2021	\$ 91,265	\$ 10,446	\$ 101,711	No	8/1/2021			\$ -	\$ -						No Slip
				Cons	TA-U	2021	\$ 250,598	\$ 28,682	\$ 279,280					\$ -	\$ -						No Slip
				Cons	STBG-U	2021	\$ 1,071,762	\$ 122,668	\$ 1,194,430					\$ -	\$ -						No Slip
				Cons	Other	2021	\$ -	\$ 2,485,309	\$ 2,485,309	No	8/1/2021			\$ -	\$ -						No Slip
Signal improvements intersection redesigns bus stop improvements and highpriority crossings on NE Halsey between 65th and 92nd bikeway from 65th to 92nd path from the 82nd Ave. MAX station						Totals:	\$ 2,400,000	\$ 2,760,000	\$ 5,160,000	RTP ID: 10320 - NE Halsey Safety and Access to Transit , RFFA Award: 2019-21, RFFA ID: 50291, No prior amendments. Update via STBG Sheet. UR and TDM funding combined in Other phase due to MTIP phase limitaitons. UR = \$40k + TDM at \$51k = \$101K. STIP splits them out correctly.											
Reason for Slip:Pe expected to obligae byt hen ed of FFY 2019																					
19300	70678	Portland	North Rivergate Freight Project	PE	Other	2017	\$ -	\$ 3,000,000	\$ 3,000,000	Yes	N/A	N/A	9/22/2017	\$ 3,000,000	\$ -	5	2017	3	Justin Bernt	Dan Layden	NTP 2017
				ROW	STP>200K	2018	\$ 300,595	\$ 34,405	\$ 335,000	YES	8/30/2017	R9454000	9/17/2018	\$ 300,000	\$ -						Obligated
				UR	STP>200K	2018	\$ 987,030	\$ 112,970	\$ 1,100,000	YES	7/1/2018	U0000169	7/22/2018	\$ 1,000,000	\$ -						Obligated
				Cons	TIGE VIII	2019	\$ 7,329,000	\$ 1,832,250	\$ 9,161,250					\$ -	\$ -						
				Cons	STP	2019	\$ 1,934,375	\$ 221,398	\$ 2,155,773					\$ -	\$ -						
				Cons	State STP	2019	\$ 987,030	\$ 112,970	\$ 1,100,000					\$ -	\$ -						
				Cons	State IOF	2019	\$ -	\$ 1,000,000	\$ 1,000,000					\$ -	\$ -						
				Cons	HIP	2019	\$ 5,185,063	\$ 593,454	\$ 5,778,517	No	8/1/2019			\$ -	\$ -						
				Cons	Other	2019	\$ -	\$ 2,527,536	\$ 2,527,536					\$ -	\$ -						
				Cons Total:		2019	\$ 15,435,468	\$ 6,287,608	\$ 21,723,076					\$ -	\$ -						
In North Portland on North Rivergate Blvd between North Time Oil Rd and North Lombard St, construct a 2-lane grade separation over the UPRR tracks, modify/ reconstruct Rivergate/Lombard Street Intersection to improve mobility and safety						Total:	\$ 16,723,093	\$ 9,434,983	\$ 26,158,076	Re-scoped project. RTP ID: 11659 - Rivergate Blvd. Overcrossing: Relieve a congestion point in Rivergate Industrial Area, improve rail access to Terminal 5. Cons Must obligate before the end of FFY 2019											
Reason for Slip: No Slip. Construction phase can not slip to FY 2020. TIGER grant must obligate before the end of FFY 2019																					

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
21040	71011	PSU	Portal Regional Archived Data User Service 2018	Other	STP-U	2019 2020	\$ 200,000	\$ 22,891	\$ 222,891	No	7/1/2019 8/1/2020			\$ -	\$ -	0	2018	2	Ken Lobeck	Caleb Winter	SLIP
Maintain and enhance the Portal archive and database. This project will allow Portal to gather data from new sensors and networks clean data and provide analysis.							Total:	\$ 200,000	\$ 22,891	\$ 222,891	Annual allocation. Funds split from Key 19289, March 2017. FY 2018 allocation. RTP ID is 12024. Carry over slip from 2018 for failure to obligate by the end of 2018. Project still expending last year's funding.										
Reason for Slip: Unclear that PSU will complete current allocation in time to obligate next allocation before the end of FFY 2019. SLIP as a contingency.																					
18119	70222	SMART	SMART EMPLOYER OUTREACH PROGRAM 2013	Other	STP-U	2019 2018	\$ 70,887	\$ 8,113	\$ 79,000	YES	8/1/208	Flex Transfer in 2018	8/13/2018	\$ 70,887	\$ -	T25	2018	2	Ken Lobeck & Gabriela Garcia	Elli Work	Count toward 2018
TRAVEL OPTIONS INCLUDING VANPOOLING RIDING TRANSIT BICYCLING WALKING & TELECOMMUTING							Total:	\$ 70,887	\$ 8,113	\$ 79,000	RTP ID: 11054. Regional Travel Options Activities for 2018-2027 Carry-over slip from 2018										
Reason for Slip: No Slip. Project did complete flex transfer to FTA in 2018 allowing obligation assumption be 2018 as well. No action and no credit for 2019.																					
21343	71058	SMART	SMART Regional Travel Options Program (FY 2018)	Other	STP-U	2019	\$ 81,306	\$ 9,306	\$ 90,612	No	6/1/2019			\$ -	\$ -	T22	2018	2	Ken Lobeck & Gabriela Garcia	Elli Work	No Slip
They FY 2018 RTO allocation to SMART from Key 19292 will implement strategies to help diversify trip choices reduce pollution and improve mobility							Total:	\$ 81,306	\$ 9,306	\$ 90,612	RTP ID: 11054 - Regional Travel Options Activities for 2018-2027. Carry-over slip fro 2018 due to delay in MTIP amendment approval										
Reason for Slip: Flex transfer on hold due to current OA limitation issues and government shutdown. Project should obligate before FFY 2019																					
18311	70647	Tigard	Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	Other	STP-U> 200K	2015	\$ 262,909	\$ 30,091	\$ 293,000	Yes	8/1/2015	C2341702	9/9/2015	\$ 262,909	\$ -	4	2015	5	Justin Shoemaker		Obligated
				PE	Equity Bonus-EX	2016	\$ 291,300	\$ 33,341	\$ 324,641	Yes	8/1/2016	None	9/15/2016	\$ 291,300	\$ -						Obligated
				Cons	STP-U	2019	\$ 445,790	\$ 51,023	\$ 496,813	No	8/1/2019			\$ -	\$ -						No Slip
				Cons	Other	2019	\$ -	\$ 123,641	\$ 123,641												
				Cons Total:		2018	\$ 445,790	\$ 174,664	\$ 620,454												
Design upgrades to signal hardware and communication. Add adaptive signal timing and detection							Totals:	\$ 999,999	\$ 238,096	\$ 1,238,095	2018 RTP ID: 10768 - Upper Boones Ferry Road (I-5 to Durham Road) Complete Street and Intersection Improvements Construction phase is a carry-over slip from 2018.										
Reason for Slip: No slip. Construction phase estimated will obligate before the end of FFY 2019.																					
20830	70917	TriMet	2019 Regional High Capacity Transit Bond Payment	Transit	CMAQ-U	2019	\$ 11,000,000	\$ 1,258,999	\$12,258,999	No	4/1/2019			\$ -	\$ -	T22	2019	1	Ken Lobeck & Gabriela Garcia	Alison Langton	No Slip
				Transit	STBG-U	2019	\$ 9,380,000	\$ 1,073,583	\$10,453,583	No	4/1/2019			\$ -	\$ -						No Slip
HCT bond payment for 2019. Amount combines identified bond payments from Resolution 08-3942 and 10-4185 17-4800 17-4848 which provide the federal total of \$20,380,000 for 2019.							Totals:	\$ 20,380,000	\$ 2,332,582	\$22,712,582	RTP ID: 12050 - HCT: Central City Capacity Analysis (PD & PE). Obligation target timing = the approximate date the STP and CMAQ will be flex transferred over to FTA allowing TriMet to move forward in obtaining their TrAMS grant approval to expend the funds. The actual flex transfer date will probably be earlier than										
Reason for Slip:																					
20840	70926	TriMet	Bus and Rail Preventive Maintenance (RFFA 2019)	Transit	STBG-U	2019	\$ 1,596,466	\$ 182,723	\$ 1,779,189	No	4/1/2019			\$ -	\$ -	T22	2019	1	Ken Lobeck & Gabriela Garcia	Alison Langton	No Slip
Capital Maintenance For Bus and Rail (Regional Flexible Fund Allocation Fund Exchange)							Totals:	\$ 1,596,466	\$ 182,723	\$ 1,779,189	2018 RTP: 11335 - Operating Capital: Equipment and Facilities Phase 1, Additional maintenance costs to support existing bus system including ongoing bus purchases as needed to maintain and update fleet.										
Reason for Slip:																					

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	
21126	71020	TriMet	FY18 TriMet Prevent Maint (Tod Fund Exchange)	Other	STBG-U	2019	<del>\$ 3,105,743</del>	<del>\$ 355,463</del>	<del>\$ 3,461,176</del>	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Ken Lobeck & Gabriela Garcia	Alison Langton	Removed Jan 19 Formal	
Totals:							<del>\$ 3,105,743</del>	<del>\$ 355,463</del>	<del>\$ 3,461,176</del>													
REASON TO CANCEL: Duplicate project to Key 21262 already obligated by TriMet. Project was in 2018 and slipped to 2019 then determined to be duplicate and can be removed. Project removal in progress as part of the January 2019 Formal Amendment. STBG does not count against FFY 2019 obligation target year.																						
21263	71045	TriMet	TriMet Preventive Maintenance (TOD) 2019	Other	STP-U	2019	\$ 3,190,169	\$ 365,129	\$ 3,555,298	No	6/1/2019			\$ -		T22	2019	1	Ken Lobeck & Gabriela Garcia	Alison Langton	No Slip	
The federal fund portion to the annual Metro-TriMet Transit Oriented Development (TOD) STP and Local funds exchange. The Metro STP supports TriMet's Preventive Maint 2019 program. (2019-21 RFFA TOD Allocation)							Totals: \$ 3,190,169 \$ 365,129 \$ 3,555,298			2018 RTP ID: 10855 - Regional TOD Investments for 2018-2027 - The core program activity is to provide financial incentives for TOD projects to increase transit ridership, stimulate private development of mixed-use buildings that would otherwise not proceed, and increase affordable housing opportunities in high cost and gentrifying neighborhoods through land acquisition and project investments.												
Reason for Slip: No Slip. Project flex transfer to FTA expected to occur by summer with TrAMS grant award shortly thereafter.																						
21344	71059	TriMet	TriMet Regional Travel Options Program (FY 2018)	Other	STP-U	2019	\$ 502,626	\$ 57,528	\$ 560,154	No	4/1/2019			\$ -	\$ -	T22	2019	1	Ken Lobeck & Gabriela Garcia	Alison Langton	No Slip	
The FY 2018 RTO allocation to SMART from Key 19292 will implement strategies to help diversify trip choices reduce pollution and improve mobility.							Totals: \$ 502,626 \$ 57,528 \$ 560,154			2018 RTP ID: 11054 - Regional Travel Options Activities for 2018-2027 - Metro awards grant funding, coordinates marketing efforts, and provides technical assistance and evaluation to agencies and organizations to encourage people to make fewer auto trips. RTO-funded activities include worksite and college information programs that make transit, bicycling, walking and ridesharing easier to use. <b>Carry-over slip from 2018 due to delay in approval of MTIP</b>												
Reason for Slip: No Slip. Flex transfer expected to occur before summer 2019 with TrAMS grant approval shortly thereafter.																						
20815	70881	Tualatin	SW Herman Rd: SW 124th Ave - SW Cheyenne Way	Planning	STBG-U	2019	\$ 625,000	\$ 71,534	\$ 696,534	No	4/1/2019			\$ -	\$ -	A	2019	1	Ken Lobeck	Jeff Fuchs	No Slip	
				Planning	Other	2019	\$ -	\$ 28,466	\$ 28,466													
In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road (2019-21 RFFA Awarded Project)							Totals: \$ 625,000 \$ 100,000 \$ 725,000			RTP ID: 10715, Herman - Upgrade to standard 2-lane road. RFFA ID: 50292 - RFFA Cycle = 2019-21. Now UPWP RS project. Progress report updates via UPWP.												
Reason for Slip: No Slip. UPWP progress report update suggests IGA is far enough along that Planning phase will obligate before the end of FFY 2019.																						
19357	70689	Tualatin Hills PRD	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	Planning	STP	2016	\$ 800,000	\$ 91,564	\$ 891,564	Yes	9/1/2016	C8345200	9/19/2016	\$ 800,000	\$ 19,945							0000(254)
				PE	STBG-U	2019	\$ 589,309	\$ 67,449	\$ 656,758	No	8/1/2019											SLIP
				Cons	STBG-U	2021	\$ 3,103,903	\$ 355,256	\$ 3,459,159													
				Cons	Other	2021	\$ -	\$ 827,115	\$ 827,115	No												
				Cons Total:		2021	\$ 3,103,903	\$ 1,182,371	\$ 4,286,274													
The project will design and construct a 1.4-mile multiuse off-street trail along the TriMet light rail corridor between the Westside Regional Trail and SW Hocken Avenue in Beaverton.							Totals: \$ 4,493,212 \$ 1,341,384 \$ 5,834,596			RTP ID: 10811 - Beaverton Creek Trail (Regional), To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved. RFFA ID: 50252, RFFA Cycle 2016-18												
Reason for Slip: Planning phase UPWP update indicates planning phase is just beginning and will not be completed until 2020 resulting in a delay in starting the PE Phase.																						

## Metro CMAQ Plus CMAQ & STP Combo Funded Projects

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
<b>Metro CMAQ Funded Projects</b>																					
19299	70677	Portland	Portland Central City Safety Project - Phase 2	PL	CMAQ-U	2016	\$ 852,000	\$ 97,515	\$ 949,515	Yes	9/1/2016	C3265210	9/21/206	\$ 852,000	\$ -	2	2016	4	Justin Bernt		Obligated
				PE	CMAQ-U	2019	\$ 648,000	\$ 74,166	\$ 722,166	No	8/1/2019				SLIP						
				ROW	CMAQ-U	2020	\$ 100,000	\$ 11,445	\$ 111,445	No	8/1/2020				SLIP						
				Cons	CMAQ-U	2021	\$ 3,900,000	\$ 446,372	\$ 4,346,372	No	8/1/2021										
The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.						<b>Totals:</b>	\$ 5,500,000	\$ 629,498	\$ 6,129,498	Federal ID: 5900(288). 2018 RTP ID 11832 - Central City Multimodal Safety Improvements, Phase 2 . CMAQ obligated for Planning phase from multiple funding pots including M400, L400, L40E, M40E, and Z400.											
Reason for Slip: Metro is evaluating the project to determine if CMAQ will remain as primary funding mechanism or if project will be de-federalized. Initiating PE IGA on hold until funding strategy determined. Delay mostlikely will impact start of PE phase until FFY 2020																					
18026	70480	Sherwood	Cedar Creek/ Tonquin Trail: OR99W - Murdock Rd.	PE	CMAQ-U (M40E)	2015	\$ 949,483	\$ 108,673	\$ 1,058,156	Yes	4/1/2015	PE02491	4/15/2015	\$ 1,040,868	\$ -	4	2015	5	Justin Shoemaker		Obligated
				PE	CMAQ (ACPD)	2015	\$ 91,385	\$ 10,459	\$ 101,844						Obligated						
				ROW	CMAQ-U	2019	\$ 500,000	\$ 57,227	\$ 557,227	No	8/1/2019				No SLIP						
				Cons	CMAQ-U	2020	\$ 3,418,526	\$ 391,266	\$ 3,809,792	No	8/1/2020				No SLIP						
The trail will provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections.						<b>Totals:</b>	\$ 4,959,394	\$ 567,625	\$ 5,527,019	RTP ID: 10701 - Cedar Creek Trail. RFFA ID 50184, RFFA Award - 2012-2015. 7 prior amendments. ROW phase is a prior year carry-over slip. Note: Final PE obligations result in a \$10 difference in PE between STIP and MTIP. Technical correction required.											
Reason for Slip:																					
19327	70690	Tigard	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	PE	CMAQ-U	2018	\$ 1,151,236	\$ 131,764	\$ 1,283,000	Yes	7/1/2017	PE002814	7/5/2017	\$ 1,151,236	\$ -	3	2017	2	Justin Shoemaker		Obligated
				ROW	CMAQ-U	2019	\$ 250,000	\$ 28,614	\$ 278,614	No	8/1/2019				No Slip						
				Cons	CMAQ-U	2020	\$ 3,000,000	\$ 343,363	\$ 3,343,363	No	8/1/2020										
Construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard.						<b>Totals:</b>	\$ 4,401,236	\$ 503,741	\$ 4,904,977	2018 RTP ID: 10766 - Regional Trail Gap Closure, Infill gaps in regional trail network. Affected trails include Fanno Creek, Washington Square Loop and Westside Trails. 2016-2018 RFFA Awarded Project - RFFA ID: 50261. ROW phase prior year carry-over slip to 2019. 4 prior amendments.											
Reason for Slip:																					
20830	70917	TriMet	2019 Regional High Capacity Transit Bond Payment	Other (Transit)	CMAQ-U	2019	\$ 11,000,000	\$ 1,258,999	\$ 12,258,999	No	4/1/2019			\$ -	\$ -	T22	2019	1	Ken Lobeck & Gabriela Garcia	Alison Langton	No Slip. Both should be flex transferred and.
				Other (Transit)	STBG-U	2019	\$ 9,380,000	\$ 1,073,583	\$ 10,453,583	No	4/1/2019			\$ -	\$ -						
HCT bond payment for 2019. Amount combines identified bond payments from Resolution 08-3942 and 10-4185 17-4800 17-4848 which provide the federal						<b>Totals:</b>	\$ 20,380,000	\$ 2,332,582	\$ 22,712,582	2018 RTP 10907 - HCT: Southwest Corridor: Project Development: RFFA Step 1 award. No prior amendments											
Reason for Slip:																					

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	
20832	70919	TriMet	2020 Regional High Capacity Transit Bond Payment	Other (Transit)	CMAQ-U	2020	\$ 11,000,000	\$ 1,258,999	\$12,258,999	No					\$ -	0	2020	0	Ken Lobeck & Gabriela Garcia	Alison Langton	No Slip	
				Other (Transit)	STBG-U	2020	\$ 10,390,000	\$ 1,189,182	\$11,579,182	NO				\$ -	No Slip							
Funding to meet the existing commitment to pay off GARVEE bonded debt that made a regional contribution to the Portland-Milwaukie Light Rail project the Portland-Lake Oswego Transit Project and costs of acquiring transit buses.							<b>Totals:</b>	<b>\$ 21,390,000</b>	<b>\$ 2,448,181</b>	<b>\$23,838,181</b>	<b>UPDATE NOT REQUIRED AT THIS TIME</b>											
<b>Reason for Slip:</b>																						
20832	70919	TriMet	2020 Regional High Capacity Transit Bond Payment	Other (Transit)	CMAQ-U	2020	\$ 11,000,000	\$ 1,258,999	\$12,258,999	No					\$ -	0	2021	0	Ken Lobeck & Gabriela Garcia	Alison Langton	No Slip	
				Other (Transit)	STBG-U	2020	\$ 10,390,000	\$ 1,189,182	\$11,579,182	No				\$ -	No Slip							
HCT bond payment for 2020. Amount combines identified bond payments from Resolution 08-3942 and 10-4185 17-4800 17-4848 which provide the federal total of \$21,390,000 for 2021.							<b>Totals:</b>	<b>\$ 21,390,000</b>	<b>\$ 2,448,181</b>	<b>\$23,838,181</b>	<b>UPDATE NOT REQUIRED AT THIS TIME</b>											
<b>Reason for Slip:</b>																						
								<b>Total FFY 2019 CMAQ Programmed: \$</b>	<b>12,398,000</b>													

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
<b>Metro TA/TAP Funded Projects</b>																					
19280	70683	Happy Valley	SE 129th Avenue - Bike Lane and Sidewalk Project	PE	TAP-U	2016	\$ 803,084	\$ 91,917	\$ 895,001	YES	9/1/2015	PE002722	9/15/2015	\$ 803,084	\$ -	4	2016	4	Justin Shoemaker		Obligated
				ROW	TAP-U	2019	\$ 89,730	\$ 10,270	\$ 100,000	No	8/1/2019			\$ -							
				Cons	TAP-U	2020	\$ 474,104	\$ 54,263	\$ 528,367												
				Cons	STP-U	2020	\$ 1,738,727	\$ 199,005	\$ 1,937,732												
				Cons	Other	2020	\$ -	\$ 339,901	\$ 339,901	No	8/1/2020										
						Cons Total:	\$ 2,212,831	\$ 593,169	\$ 2,806,000												
The project will build a sidewalk and add bike lanes along SE 129th Avenue.							<b>Totals:</b>	\$ 3,105,645	\$ 695,356	\$ 3,801,001	2018 RTP ID: Metro 10081 -122nd/129th Improvements - Project will build sidewalk on the east side of SE 129th Avenue and widen the existing pavement through the curves north of SE Mountain Gate Road and south of SE Scott Creek Lane. The widening will allow for bike lanes on both sides of SE 129th Avenue by re-stripping the road. A retaining wall of varying height will be constructed behind the proposed sidewalk 2016-18 RFFA Awarded project. RFFA ID 50231. 5 prior amendments.										
<b>Reason for Slip:</b>																					
20812	70063	Portland	Brentwood Darlington Bike/Ped Improvements	PE	TA-Urban	2019	\$ 918,500	\$ 105,126	\$ 1,023,626	No	8/1/2019			\$ -	\$ -	0	2019	1	Justin Bernt		
				ROW	TA-Urban	2020	\$ 153,025	\$ 17,514	\$ 170,539	No	8/1/2020			\$ -	\$ -						
				Cons	TA-Urban	2021	\$ 1,088,475	\$ 124,581	\$ 1,213,056	No	8/1/2020			\$ -	\$ -						
				Cons	Other	2021	\$ -	\$ 3,749,201	\$ 3,749,201	No	8/1/2021			\$ -	\$ -						
				Other	TA-Urban	2021	\$ 40,000	\$ 4,578	\$ 44,578	No	8/1/2021			\$ -	\$ -						
Connect to parks community gardens and shopping. Sidewalks fill gaps in the ped network. Greenway provides connections between bikeways in Springwater corridor.							<b>Totals:</b>	\$ 2,200,000	\$ 4,001,000	\$ 6,201,000	RTP ID: 11193 - 2019-21-18 RFFA Award, RFFA ID - 50289. Last amendment, ROW slipped to FY 2019 - January 2018.										
<b>Reason for Slip:</b>																					
20814	70884	Portland	Jade and Montavilla Multi-modal Improvements	PE	STBG-U	2019	\$ 1,158,450	\$ 132,590	\$ 1,291,040							0	2019	1	Justin Bernt		
				PE	Other	2019	\$ -	\$ 1,025,859	\$ 1,025,859	No	8/1/2019			\$ -	\$ -						
						PE Total:	\$ 1,158,450	\$ 1,158,449	\$ 2,316,899												
				ROW	TA-U	2020	\$ 193,075	\$ 22,098	\$ 215,173												
				ROW	Other	2020	\$ -	\$ 170,977	\$ 170,977	No	8/1/2020			\$ -	\$ -						
						ROW Total:	\$ 193,075	\$ 193,075	\$ 386,150												
				Cons	STBG-U	2021	\$ 1,768,475	\$ 202,410	\$ 1,970,885												
				Cons	Other	2021	\$ -	\$ 3,049,065	\$ 3,049,065	No	8/1/2021			\$ -	\$ -						
						Cons Total:	\$ 1,768,475	\$ 3,251,475	\$ 5,019,950												
				Other	STBG-U	2021	\$ 80,000	\$ 9,156	\$ 89,156												
Other	Other	2021	\$ -	\$ 70,845	\$ 70,845	No	8/1/2021			\$ -	\$ -										
		Other Total:	\$ 80,000	\$ 80,001	\$ 160,001																
Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood							<b>Totals:</b>	\$ 3,200,000	\$ 4,683,000	\$ 7,883,000	2018 RTP ID: 11855 - Jade & Montavilla Connected Centers Project. Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers. 2019-21 RFFA Awarded project, RFFA ID 50295. No prior amendments. 2019 = 1st year										
<b>Reason for Slip: Update in STBG section for STBG FY 2019</b>																					

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						
20813	70880	Portland	NE Halsey Street Bike/Ped/ Transit Improvements	STBG	STBG-U	2019	\$ 839,055	\$ 96,034	\$ 935,089	No	8/1/2019			\$ -	\$ -	0	2019	1	Justin Bernt								
				ROW	TAP-U	2020	\$ 147,320	\$ 16,861	\$ 164,181	No	8/1/2020			\$ -													
				Other	STBG-U	2020	\$ 91,265	\$ 10,446	\$ 101,711	No	8/1/2020										UR+TDM						
				Cons	STBG-U	2021	\$ 1,071,762	\$ 122,668	\$ 1,194,430	No	8/1/2021			\$ -													
				Cons	TAP-U	2021	\$ 250,598	\$ 28,682	\$ 279,280	No	8/1/2021																
				Cons	Other	2021	\$ -	\$ 2,485,309	\$ 2,485,309	N/A	8/1/2021																
Signal improvements, intersection redesigns, bus stop improvements and high-priority crossings on NE Halsey between 65th and 92nd, bikeway from 65th to 92nd, path from the 82nd Ave. MAX station							Totals:	\$ 2,400,000	\$ 2,760,000	\$ 5,160,000	Update on STBG Sheet. RTP ID: 10320 - NE Halsey Safety and Access to Transit , RFFA Award: 2019-21, RFFA ID: 50291, No prior amendments. Update via STBG Sheet. UR and TDM funding combined in Other phase due to MTIP phase limitaitons. UR = \$40k + TDM at \$51k = \$101K. STIP splits them out correctly.																
Reason for Slip: Update in STBG section for FY 2019 STBG																											
																Current TA/TAP FY 2019 Programmed:		\$ 1,008,230				Obligated:		\$ -			



# Meeting minutes

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

Date/time: Friday, January 11, 2019 | 9:30 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

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## **Members Attending**

Tom Kloster, Chair  
Karen Buehrig  
Chris Deffebach  
Lynda David  
Dayna Webb  
Katherine Kelly  
Don Odermott  
Jeff Owen  
Phil Healy  
Jennifer Campos  
Tyler Bullen  
Glenn Koehrsen  
Jessica Stetson  
Maria Hernandez-Segoviano  
Beverly Drottar

## **Affiliate**

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

## **Alternates Attending**

Jessica Berry  
Eric Hesse  
Todd Juhasz  
Jon Makler  
Jason Gibbens

## **Affiliate**

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

## **Members Excused**

Joanna Valencia  
Mark Lear  
Mandy Putney  
Cory Ann Wind  
Carley Francis  
Rachael Tupica  
Emily Lai

## **Affiliate**

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

## **Guests Attending**

Emme Shoup  
Individual from Gresham

## **Affiliate**

Portland State University

## **Metro Staff Attending**

Margi Bradway, Dep. Director, Planning & Dev. Kim Ellis, Principal Transportation Planner

Ken Lobeck, Funding Programs Lead  
Grace Cho, Associate Transportation Planner  
Marie Miller, TPAC Recorder

John Mermin, Senior Regional Planner  
Austin Ross, Planning Dept. Intern

## 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

- **Announcement of TPAC Community Member Appointments** (Chair Kloster)

Chair Kloster introduced the new Community Member on TPAC, Jessica Stetson. Ms. Stetson is a Milwaukie resident who works in the tech industry as a pre-sales engineer. With a husband and 2-year old she has interest in the community and is happy to be joining TPAC. Along with Ms. Stetson, returning TPAC community members are Tyler Bullen and Glenn Koehrsen.

- **STIP Update** (Jon Makler)

Jon Makler provided an update on the Statewide Improvement Program (STIP) which is being planned for investments during 2022-2024. The scoping of projects was completed in early December. Final cost estimates are now being reviewed. Assumptions on inflation rates, risk contingencies and construction estimates are being evaluated, attempting to meet projected budgets in the years ahead. More discussion on leveraging of projects appears later on this agenda.

- **Mid-Year Funded Slip Amendment** (Ken Lobeck)

Ken Lobeck provided an introduction to some changes in the Metropolitan Transportation Improvement (MTIP) semi-annual project schedule and funding review process. These reviews evaluate whether projects are proceeding on schedule to obligate funds, and how that compares to the most current knowledge of funding available. 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. Mr. Lobeck will provide further information on the integrated project delivery this spring. Full details were provided to date in his memo.

- **Special Transportation Fund Allocation Update** (Jeff Owen)

Jeff Owen, TriMet, provided the following three handouts: Memo from Vanessa Vissar re: grants available for transportation services for seniors and people with disabilities, FY18-19 STF Grant Recipient and Project Funding Levels, and Memo from H.A. Gard, ODOT Rail and Public Transit Division Administrator with the State of Oregon re: 2019-2021 Special Transportation Fund Estimates.

Mr. Owen pointed out that grant applications were due today and would begin evaluation at public hearings listed in the memo. In the Governor’s Budget released in Nov. 2018, one element of ODOT’s budget included elimination of the \$10m General Fund appropriation to the Special Transportation Fund (STF). ODOT recommends STF agencies complete their STF applications with the original Oct. 2018 forecast (including assumption of \$10.1 million of General Fund resources), and prioritize proposed projects to ensure plans are in place to scale activities as needed. The committee expressed interest in an update from Mr. Owen at the February TPAC meeting.

Comments from the committee:

- Chris Deffebach asked what amount potentially TriMet would lose in allocation if STF funds were not added back to the state budget. Mr. Owen stated it was possible nearly half of the \$8m grant target would be lost, and that partner agencies were trying to re-evaluate their project budgets.
- Maria Hernandez- Segoviano asked if more discussion would follow once decisions on fund allocations are made with the state budget. Mr. Owen agreed that if the funding was restored grant decisions would be easier, but require more discussion on how best to relocate project funds with limited resources.
- Glenn Koehrsen commented on the challenge for projects that may face elimination with a 35% cut in funding. There is a concern on service levels with current budgets, shown by no increase in this funding the last 2 biennium years. Mr. Owen agreed and pointed to the memo from the state that suggests to agencies project prioritization should follow local guidelines, but focus on preservation of existing services to the greatest extent possible.
- Eric Hesse asked if advocacy efforts could be added to address this issue in the budget. Partner support can help weigh in with budget considerations.

- **Unified Planning Work Program (UPWP) Process** (John Mermin)

Chairman Kloster and John Mermin provided an update on the UPWP process. Due to new Metro Council, a longer process with budget finalize completion and the Federal government shutdown, the UPWP timeline has been moved back roughly a month. Mr. Mermin provided a handout with the updated estimated timeline that includes the electronic draft UPWP is being sent to Federal, State partners, as well as TPAC members. TPAC members are invited to the consultation review once this has been scheduled. TPAC will have two months for review of the document before sent to JPACT and Metro Council for adoption by the end of May 2019.

Jon Makler asked for clarification on allocations of federal funds in the UPWP that could be discussed with relation to projects in the region compared to others. Chair Kloster added this discussion would be welcome so that duplicate efforts between jurisdictions and agencies were avoided. It was added finding additional benefits between projects to extend budgets and better coordinate, evaluating if projects were underfunded how expectations might be corrected, and adjustments to timelines in project deliverables could be encouraged.

- **New Tech-related Funding Opportunities**

Chair Kloster pointed out the handout in the meeting packet provided by Eliot Rose who couldn't attend the meeting today. There are funding opportunities for Automated Driving System Demonstrations from the U.S. Department of Transportation, and ODOT's Transportation Options Innovation Grant program. Information on the handout includes contact and grant details with both programs.

- **INFRA Grants Program** (Grace Cho)

Grace Cho announced the opening grant application program for INFRA, which is a national grant process for large scale infrastructure projects in the freight system. Applications close March 4, 2019. For jurisdictions or agencies thinking of applying, contact Ms. Cho for assistance on the application and for letters of support.

- **WSDOT Job Announcement**

Jon Makler, ODOT and Jason Gibbens, WSDOT announced that Carly Francis who was formerly at WSDOT has taken the position of Regional Planning Administrator at SW Washington Regional Transportation Council. Ms. Francis's former position will soon be advertised for recruitment at WSDOT.

**3. Public Communications on Agenda Items - none**

**4. Consideration of TPAC Minutes from November 2, 2018**

**MOTION: To approve the minutes from November 2, 2018 as presented.**

Moved: Jon Makler

Seconded: Todd Juhasz

**ACTION: Motion passed unanimously.**

**5. MTIP Formal Amendment Resolution 19-4961**

Ken Lobeck provided the Metropolitan Transportation Improvement Program (MTIP) Formal Amendment Resolution 19-4961 (for FFY 2019) that contained 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.

**Project #1 Key 20810**

Molalla Ave: Beaver Creek Rd to OR213

Description: 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 defederalized 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**

**OR8 at River Road**

**OR8 at River Rd & OR224 at Lake Rd**

**Full signal upgrade with illumination and ADA improvements**

Description: 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**

OR224 at Lake/Harmony

Description: 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.

**Project #4 Key 20507**

OR213 (82<sup>nd</sup> Ave) at Madison High School

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

**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.

**Project #5 Key 20430**

**I-5: MP 303.27 – MP 308.63 I-5: Marine Drive – Fremont Bridge**

Description: Install variable speed advisory signs on I-5 northbound and southbound from the Fremont Bridge to Marine Drive

**COST INCREASE/LIMITS & SCOPE CHANGE:**

Cost increases have occurred to the Preliminary Engineering phase which is 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 advanced from 2020 to 2019.

**Project #6 Key 20481**

I-405: Fremont (Willamette River) Bridge

Description: Paint bridge approaches; other section as funding allows.

**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.

**Project #7 Key 20484**

SW Multnomah Blvd over I-5

Description: 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**

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

Description: 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**

**I-5: Barbur Blvd NB connection bridge OR99W: Barbur Boulevard Northbound Connection Bridge**

Description: 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**

**I-84: Fairview - Marine Drive & Tooth Rock Tunnel I-84: Fairview - Marine Drive**

Description: Repave a section of I-84 between Fairview and Marine Drive 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**

FY18 TriMet Prevent Maintenance (TOD Fund Exchange)

Description: 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.

Comments from the committee:

- Jon Makler provided further explanation of the project changes. Funding from other parts of the state region have been moved to the Metro area for more efficient project funding as a whole. Rising costs of inflation, project changes and contingency costs have resulted in efficiency with combining projects for better advantage, and having some projects delayed until more complete funding is available. An example was provided with the I-84 freeway needing larger investments, but addressing sections closer to Portland first for funding, then adding next sections in further development leveraged investment funding.
- Jeff Owen commented on the additional input with appreciation of examples how leveraged dollars and combined projects can benefit the region.

**MOTION: To approve recommendation to Resolution 19-4961 to JPACT which includes 11 projects impacting Oregon City, ODOT and Trimet. This includes direction of staff to make all necessary corrections as needed prior to JPACT on the draft resolution, Exhibit A, Public Notification Tables, Staff Report, and Attachments 1 & 2.**

Moved: Jon Makler

Seconded: Chris Deffebach

**ACTION: Motion passed unanimously.**

**6. 2019 TPAC Work Program Review**

Chair Kloster provided an overview for discussion on the 2019 TPAC Work Program. Documents in the packet and handed out were noted. TPAC meetings have been scheduled for first Friday each month, except Jan. and July for holiday schedules. The combined TPAC/MTAC workshops will be scheduled 3<sup>rd</sup> Wednesdays as needed. As these are scheduled, members and interested parties will receive notification. Workshops will focus on only one or two topics that are more Metro driven outside transportation issues.

Chair Kloster highlighted a few main topics TPAC will be focused on this year; updating the MTIP, and updating the Mobility Policy due to start this spring with expected 2-year planning period. The work program features an area called the “parking lot” with topics listed. Feedback on prioritization of these topics, which could be discounted or need to be added was requested in the discussion.

Comments from the committee:

- Jon Makler characterized the must haves vs should have approach with agenda items. Must haves include UPWP and MTIP which are required. But included in the must have topics to address early this year should be further conversations about equity and bringing our level of competencies with TPAC higher on how we address transportation equity with a focus for the committee involved to implement. Chair Kloster added that Metro as an agency, with department staff developing diversity, equity and inclusion strategies was being presented soon. Recommendations from staff would be brought to TPAC. Mr. Makler suggested that TPAC itself should be discussing these issues, early in the year, with time on the agenda to develop more ways to integrate equity for our members.
- Bev Drottar had questions on the past RTP when initial proposals were sent out for public opinion, and TPAC responded that it was too late in the process to implement these things. It was suggested that if significant issues are raised in the public process we should move back

these opinion periods with time to address these issues. A second concern with the RTP was the reply that we would address issues, but failed to define when in the future this would occur, and who those members of equity would be involved to address these issues. A more complete timeline is needed with defined members involved in this discussion.

- Karen Buehrig agreed with comments from Mr. Makler on equity conversations moving forward quickly this year, using the workshop format for full discussion. Regarding the parking lot area on the work program, moving items to the workshop that are of interest to both TPAC and MTAC will help develop workshop programs and focus transportation issues at TPAC. Items regarding Metro's housing strategies and the bond measure could be moved to the workshops. If the EVA update report was used to review transportation it should be highlighted and brought forward to the right committee. RTO grants and other grant opportunities could be listed under comments from the chair to provide distribution opportunities for funding.
- Katherine Kelly suggested we organize this conversation with a more defined framework. The parking lot items should start with our TPAC vision and mission to help clarify up front our focus. Being both programmatic and operational items, equity covers both and should lead us toward policy development elements. How are the parking lot items leading to this policy development? It was suggested to prioritize the list and make TPAC and the combined workshops more specific.
- Jeff Owen agreed with the discussion points mentioned. He added that if TPAC meetings and the combined committee workshops could be populated with topics required and where others could be fitted best in the schedule, opportunities might be found to cover subjects.
- Maria Hernandez-Segoviano commented on the parking lot of the work program that should include multi-modal options that go just beyond the options that provide methods and strategies for communities that do not have access to these travel modes. How we talk about youth in our communities and prioritize transportation with their issues is another topic wanted for discussion.

Vehicle electrification is another issue that can be discussed that goes beyond information, but with the purpose and goal to serve communities. The impact of our words matters when discussing equity. But this discussion needs to have budget commitment, purposes and priorities to implement. Facilitated discussion on equity where everyone shares in this conversation must happen to create significant changes.

- Eric Hesse agreed with the workshop separation from TPAC on those priorities where Metro is legally required on subjects to cover with decisions. Prioritization will help cover this. Using the Economic Value Atlas (EVA) in discussions with RFFA will help in land use and transportation strategies. This is a powerful tool and when used through the training lens, could be useful early in our meetings this year.
- Jessica Stetson underscored the importance for facilitations at meetings so it doesn't fall to only select individuals to the facilitating.
- Phil Healy commented on the need for more time on the agenda for RFFA over the course of the year. Items on the parking lot to include for discussion are freight issues, the Freight Commodity Study, and more information provided on the new freight model.
- Chris Deffebach commented on making a more integrated depth with equity in a workshop, not TPAC meeting, that would be facilitated as possible training offsite. It was important to define priorities that mean significance. Examples of this with the RTP was the collection of large amounts of data, but then no clear next steps to understand problems we are trying to

address in the region, which could lead to deeper support for solutions and funding opportunities. It would help to align our goals with strategies from all this information. It was suggested that information from ODOTs updated bottleneck study could be presented with results from the study.

- Margi Bradway thanked TPAC members for their interest on importance of equity training. This is a big subject with many facets and will be challenging to start, but pleased TPAC is owning this responsibility. Helping to define with vision and purpose will assist JPACT with more thoughtful discussions.

With a new Metro President, Councilors and important agendas that face the region, there is some transition time we are working on. Many of the topics previously listed will come to TPAC with major impact. These include RFFA, T2020 Transportation Regional Investment Measure, Mobility Policy Update, Emergency Transportation Routes, and EVA.

- Katherine Kelly suggested that future conversations that are of such significance as RFFA start earlier in the year prior so that they gave more time for discussion. If given in advance as alternative discussions to allow more than just a month to provide a recommendation to JPACT, it would be helpful. Ms. Bradway agreed, and clarified that Past President Hughes deferred RFFA to the next Council to try to eliminate any confusion. Metro Council is addressing RFFA quickly this year asks jurisdictions to confirm possible dates on calendars to help schedule these issues.
- Jeff Owen asked what the follow up with the suggestions would be regarding TPAC and workshop scheduling. Chair Kloster will take the information to Ms. Bradway, they will make changes to the agendas and consider more time for TPAC with the topics suggested for more discussion time.
- Jon Makler suggested shorter presentations for more time in conversations at meetings. Chair Kloster agreed and added that check-ins with staff for community members can add to more knowledge with the materials at meetings. The suggestions and input from this discussion were extremely important, and Chair Kloster thanked the committee for providing this.

The handout on meeting protocols was explained briefly by Chair Kloster. It contained a draft on ground rules for the meeting, and our Rules of Democratic Order used at meetings. It was asked that any feedback on this be sent to Chair Kloster or Marie Miller for further discussion.

## **7. Metropolitan Transportation Improvement Program(MTIP)Policy Update**

Grace Cho provided an overview on the policy direction and the work plan for the 2021-2024 Metropolitan Transportation Improvement Program (MTIP). As a reminder of the definition, 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.

To guide which investments get included as part of the 2021-2024 MTIP, federal law dictates two overarching sources to provide the foundation for all MTIPs: Metropolitan Transportation Plan (MTP)/Regional Transportation Plan (RTP), and Federal laws outlined in the Code of Federal Regulations. Federal law requires policy direction to reiterate and reaffirm federal policy direction.

While the 2021-24 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 2021-24 MTIP. To provide clarity and allow partners to anticipate key planning activities, Metro developed an overarching work plan for the MTIP. The work plan breaks up the development of the 2021-24 MTIP into three phases of work: 1) setting policy direction; 2) prioritizing investments under shared goals; and 3) building and adopting the investment program. TPAC received in the packets the draft 2021-2024 MTIP Policy Direction, and draft Work Plan for the 2021-2024 MTIP.

Comments from the committee:

- Tyler Bullen asked why the funding allocation and project lists were in Pre and Post adoption periods (from the slide shown). Ms. Cho clarified the allocations were for funds of projects projected in pre-adoption, but overlapped in the adoption process phase when the project list was addressed with funding.
- Jon Makler commented on how states that fail to report and track funding can have their funding redistributed to other states, which has happened for Oregon with more investment funding.
- Jess Stetson asked for clarification on the MTIP funding years, which are for federal fiscal years.
- Chris Deffebach asked how partners adopt policies with their own agencies that would include MTIP and RFFA. It was asked what was new with the policies from former adoptions. MTIP policy 1 is new, that affirms the 2018 RTP just adopted, to bring alignment to MTIP policies now. Metro is trying clarify MTIP and RFFA as separate with criteria outlined, and following the requirements of federal and MPO status. Partner agencies do not adopt Metro policies but coordinate with them and follow the CFRs.
- Karen Buehrig complimented the work on the policies and defining the differences between MTIP and RFFA. It appeared some of the changes were making chapters into policies, and having outcomes become reflected in the RTP. It was noted that the table on page 10 of the policy draft had changed from previous policies, and could be listed as the fourth MTIP policy, as Regional Finance Approach. Having the MTIP Policies separate from RFFA direction with MPO funds was helpful. Moving forward, it was recommended to provide JPACT with the information where these adjustments had been noted.
- Glenn Koehrsen asked if the HB 2017 was related to these funds. HB2017 are state funds, and if invested in regionally significant projects in the Metro area, they can become reflected into the MTIP. It was noted that in some instances, these funds could be matched with RFFA projects.
- Maria Hernandez-Segoviano asked how we were tracking changes in our MTIP projects from the past that could leverage for other funds. Staff provided information on methods of tracking funds with different projects for changes in funding with amendments, based on approved priorities in the RTP. Projects in the overall picture, both past plans and currently being adopted, have reporting to federal agencies. The changes in funds with projects can be evaluated to help us accountable to the original MTIP. More work is being planned on this.
- Tyler Bullen commented on the importance of transparency with how we spend tax dollars, and appreciated Metro's efforts to publish online data for the public to have knowledge with. Asking for clarification on bold items in Table 1, page 10 of the MTIP Policy Direction, Ms. Cho stated these were RFFA. For future planning, a suggestion would be to list under existing funding sources percentages that contribute to the whole funding type.
- Eric Hesse provided information on the City of Portland new internal management software with work integrating their transportation system. More can be shared with the program later to better provide data and details for best advantage. Mr. Hesse noted on page 5 of the work

plan the policy priorities for the 2021-2024 MTIP. It was suggested these be highlighted to JPACT with MTIP. Chris Deffebach added that care be given when addressing managing congestion not to confuse the priorities in the RTP with policies in the MTIP. It was suggested to articulate more fully the four policy priorities, defined as focus outcomes.

**8. 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, January 11, 2019

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	01/11/2019	01/11/2019 TPAC Agenda	011119T-01
2	Memo	1/3/2019	TO: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead RE: Mid-Year RFFA Projects Funding Schedule Changes Amendment	011119T-02
3	Memo	1/4/2019	TO: TPAC and Interested Parties From: John Mermin, Senior Regional Planner RE: 2019-20 Unified Planning Work Program Process	011119T-03
4	Meeting minutes	11/2/2018	Draft minutes from TPAC, Nov. 2, 2018	011119T-04
5	Resolution No. 19-4961	11/3/2019	Resolution No. 19-4961	011119T-05
6	Exhibit A to Resolution 19-4961	11/3/2019	Exhibit A to Resolution 19-4961, 2018-2021 MTIP	011119T-06
7	Staff Report to Resolution 19-4961	11/3/2019	Memo Staff Report to Resolution 19-4961 RE: January 2019 MTIP Formal Amendment plus Approval Request of Resolution 19-4961	011119T-07
8	Attachment 1	1/3/2019	Attachment 1 to the January 2019 MTIP Formal Amendment Staff Report	011119T-08
9	Attachment 2	1/8/2019	Attachment 2 to Staff Report RE: OTC Letters	011119T-09
10	Handout	1/4/2019	2019 TPAC Work Program	011119T-10
11	Handout	N/A	2019 TPAC and MTAC Joint Workshop Meetings, draft	011119T-11
12	Memo	1/11/2019	TO: TPAC and Interested Parties From: Grace Cho, Associate Transportation Planner RE: 2021-2014 MTIP Policy Direction and Work Program	011119T-12
13	Handout	N/A	Draft 2021-2024 MTIP policy direction	011119T-13
14	Handout	January 2019	2021-2024 MTIP work plan	011119T-14
15	Handout	1/11/2019	TO: TPAC From: Vanessa Vissar, TriMet RE: Grants Available for Transportation Services for Seniors and People with Disabilities	011119T-15
16	Handout	N/A	FY18-19 Biennium Special Transportation Fund (STF) and Section 5310 Grant Recipient and Project Funding Levels	011119T-16

<b>Item</b>	<b>DOCUMENT TYPE</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
17	Handout	1/4/2019	Memo to Special Transportation Fund Agencies, RE: 2019-2021 STF Estimates	011119T-17
18	Handout	1/10/2019	2019-20 UPWP Timeline	011119T-18
19	Handout	N/A	USDOT and ODOT Grant Opportunities for Emerging Technology	011119T-19
20	Handout	1/10/2019	2019 TPAC Work Program as of 1/10/2019	011119T-20
21	Handout	N/A	2019 TPAC meeting schedule	011119T-21
22	Handout	N/A	Proposed meeting guidelines and following Rules of Democratic Order for TPAC name tents	011119T-22
23	Handout	N/A	Breaking down the differences between MTIP and RFFA	011119T-23
24	Memo	1/11/2019	TO: TPAC and Interested Parties From: Dan Kaempff, Principal Transportation Planner RE: 2022-24 RFFA policy development timeline and engagement schedule	011119T-24
25	Presentation	1/11/2019	January 2019 Formal MTIP Amendment & Approval Request of Resolution 19-4961	011119T-25
26	Presentation	1/11/2019	2021-2024 MTIP Policy and Work Plan	011119T-26

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR ) RESOLUTION NO. 19-4965  
AMENDING EXISTING PROJECTS TO THE )  
2018-21 METROPOLITAN TRANSPORTATION ) Introduced by: Chief Operating Officer  
IMPROVEMENT PROGRAM INVOLVING TWO ) Martha Bennett in concurrence with  
PROJECTS IMPACTING TRIMET (FB19-06-FEB) ) Council President Lynn Peterson

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

WHEREAS, the 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 challenges riders face today to see improved service routes to help people get to where they need to go has resulted in TriMet developing and implementing Community Job Connector Shuttle projects to be annually implemented; and

WHEREAS, TriMet's new Community Job Connector projects will improve access to jobs and job-related activities for the low-income workforce and to transport residents of urbanized and non-urbanized areas to suburban employment opportunities plus implement specialized job commuter shuttle services in areas where regular fixed routes services would not support; and

WHEREAS, TriMet proposes to increase funding their latest fiscal Year 2018 Community Job Connector project by shifting \$417,088 of Federal Transit Agency (FTA) Section 5307 funds and required match from their annual Preventative Maintenance project to support their FY 2018 Community Job Connector project; and

WHEREAS, the additional funding will support TriMet's North Hillsboro Community Job Connector, Swan Island Community Job Connector, Grove Link Community Job Connector, and the Tualatin Community Job Connector program services; and

WHEREAS, the transfer of FTA Section 5307 and matching funds from their Preventative Maintenance project will result in less than a one percent impact to the Preventative Project and the net result has no impact on their FTA Section 5307 fiscal constraint levels; 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 February 2019 Formal MTIP Amendment; and

WHEREAS, all projects included in the February 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 February 1, 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 February 21, 2019 to formally amend the 2018-21 MTIP to include the February 2019 Formal Amendment bundle consisting of two 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 19-4965



Proposed February 2019 Formal Amendment Bundle

Amendment Type: **Formal/Full**

Amendment #: **FB19-06-FEB**

Total Number of Projects: **2**

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
19712	70857	TriMet	Community Job Connector Shuttle 2018	<p><del>Implement a new job connector shuttle north and south of Hwy 26 supporting low and middle wage workers transit needs within the North Hillsboro Industrial District</del></p> <p>Replace with --&gt; <b>Improved access to jobs and job-related activities for the low-income workforce and to transport residents of urbanized and nonurbanized areas to suburban employment opportunities.</b></p>	<p><b>COST INCREASE:</b> An additional \$417,088 of federal FTA Section 5307 funds (along with local matching funds) are being added to the project to implement planned services during FFY 2019. The cost increase represents a 33.6% change to the project and is above the FTA threshold for cost changes via administrative modifications. The added federal 5307 is being transferred from TriMet's Preventative Maintenance project in Key 19334. The project's description is updated to be consistent with the standardized description in place for the annual job connector projects</p>
19334	70737	TriMet	Capital Maintenance For Bus And Rail	Capital Maintenance For Bus And Rail	<p><b>FUNDS TRANSFER:</b> \$417,088 of federal; FTA Section 5307 funds and associated local matching funds are being transferred to Key 19712, TriMet's Community Job Connector Shuttle project to increase its authorized funding level.</p>



**Metro**  
**2018-21 Metropolitan Transportation Improvement Program (MTIP)**  
**Exhibit A to Resolution 19-4965**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**Cost Increase**  
 2nd Amendment to Project

<b>Lead Agency:</b> TriMet	Project Type: Transit	<b>ODOT Key:</b> 19712
<b>Project Name:</b> Community Job Connector Shuttle 2018	ODOT Type: Transit	<b>MTIP ID:</b> 70857
<b>Short Description:</b> <del>Implement a new job connector shuttle north and south of Hwy 26 supporting low and middle wage workers transit needs within the North Hillsboro Industrial District</del> Replace with --> <b>Improved access to jobs and job-related activities for the low-income workforce and to transport residents of urbanized and nonurbanized areas to suburban employment opportunities.</b>	Capacity Enhancing: No	<b>Status:</b> T22
	Conformity Exempt: Yes	RTP ID: None
	On State Hwy Sys: No	RFFA ID: N/A
	Mile Post Begin: N/A	RFFA Cycle: N/A
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: N/A	# Past Amendments: 1
	Years Active: 2	

**Detailed Description:** None

**STIP Description:** Improved access to jobs and job-related activities for the low-income workforce and to transport residents of urbanized and nonurbanized areas to suburban employment opportunities.

**PROJECT FUNDING DETAILS**

Fund Type Code	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
5307	FF90	2019					\$ <del>620,000</del>	
5307	FF90	2019					\$ 1,037,088	\$ 1,037,088
							\$	-
							\$	-
							<b>Federal Total:</b>	<b>\$ 1,037,088</b>
<b>State Funds</b>								
							\$	-
							\$	-
							\$	-
							<b>State Total:</b>	<b>\$ -</b>

Local Funds								
Local	Match	2019					\$ 620,000	
Local	Match	2019					\$ 1,037,088	\$ 1,037,088
								\$ -
							<b>Local Total</b>	<b>\$ 1,037,088</b>
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -		<del>\$ 1,240,000</del>	<del>\$ 1,240,000</del>
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 2,074,176	\$ 2,074,176
Year Of Expenditure (YOE):								\$ 2,074,176

Notes and Changes:

**Red** font = prior amended funding or project details. **Blue** font = amended changes to funding or project details. **Black** font indicates no change has occurred.

**Amendment Summary:** This amendment increases the authorized federal FTA Section 5307 (and required match) supporting the Community Job Connectors 2018 project in order for TriMet to move forward and complete their grant submission and receive approval from FTA to be in expending the funds. Approved 5307 funds increase from \$620,000 to \$1,037,088. The local match requirement remains at 50% for the project. The added 5307 funds are being transferred from TriMet's Preventative Maintenance project in Key 19334. The cost increase to the project equals 33.6% and exceeds the 30% threshold for FTA projects requiring the formal amendment to occur

Fund Codes:

- > Section 5307 = Federal Transit Administration (FTA) allocated funding to transit agencies based on a urbanized zone (UZA) formula
- > Local = Local agency funds provided by the agency in support of the required match to the federal or state funds.

Amendment Review and Development Personnel:

- > ODOT LAL: Not Applicable. Project Manager or Agency Contact: Alison Langton
- > Metro MTIP Programming Manager: Ken Lobeck. ODOT Region 1 STIP Coordinator: Gabriela Garcia

**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.



**Metro**  
**2018-21 Metropolitan Transportation Improvement Program (MTIP)**  
**Exhibit A to Resolution 19-4965**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

Formal Amendment  
 Funds Transfer  
 5th Amendment to Project

<b>Lead Agency:</b> TriMet		Project Type: Transit	ODOT Key: <b>19334</b>
<b>Project Name:</b> FY18 Bus & Rail Preventive Maint (5307)		ODOT Type: Transit	MTIP ID: <b>70737</b>
<b>Short Description:</b> Capital Maintenance For Bus And Rail		Capacity Enhancing: No	Status: <b>T22</b>
		Conformity Exempt: Yes	RTP ID: None
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: N/A	# Past Amendments: 4
		Years Active: 2	

**Detailed Description:** None

**STIP Description:** Capital Maintenance For Bus And Rail

PROJECT FUNDING DETAILS

Fund Type Code	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
5307	FF90	2019					\$ -40,112,919	\$ -
5307	FF90	2019					\$ 39,695,830	\$ 39,695,830
							\$ -	-
							\$ -	-
<b>Federal Total:</b>							\$	<b>39,695,830</b>
<b>State Funds</b>								
							\$	-
							\$	-
							\$	-
<b>State Total:</b>							\$	-

Local Funds								
Local	Match	2019					\$ 10,028,230	
Local	Match	2019					\$ 9,923,958	\$ 9,923,958
								\$ -
							<b>Local Total</b>	<b>\$ 9,923,958</b>
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 50,141,149</del>	<del>\$ 50,141,149</del>
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,619,788	\$ 49,619,788
Year Of Expenditure (YOE):								\$ 49,619,788

Notes and Changes:

**Red** font = prior amended funding or project details. **Blue** font = amended changes to funding or project details. **Black** font indicates no change has occurred.

**Amendment Summary:** This amendment transfers federal FTA Section 5307 (and required match) to Key 19712, TriMet's Community Job Connectors 2018 project increasing that project's authorized funding level, and allowing TriMet to move forward and complete their grant submission and receive approval from FTA to be in expending the funds.

Fund Codes:

- > Section 5307 = Federal Transit Administration (FTA) allocated funding to transit agencies based on a urbanized zone (UZA) formula
- > Local = Local agency funds provided by the agency in support of the required match to the federal or state funds.

Amendment Review and Development Personnel:

- > ODOT LAL: Not Applicable. Project Manager or Agency Contact: Alison Langton
- > Metro MTIP Programming Manager: Ken Lobeck. ODOT Region 1 STIP Coordinator: Gabriela Garcia

**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.

# Memo



Date: Wednesday, January 23, 2019  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: February 2019 MTIP Formal Amendment plus Approval Request of Resolution 19-4965

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## **STAFF REPORT**

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING TWO PROJECTS IMPACTING TRIMET (FB19-06-FEB)

## **BACKGROUND**

### **What This Is:**

The February 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle (for FFY 2019) contains required changes and updates impacting TriMet. Two projects comprise the amendment bundle. The amendment is increasing TriMet's Community Job Connector's project by transferring 5307 and required match from their preventative maintenance project

### **TPAC's Role with the Public Notification Process:**

A key part of the formal amendment process includes the public notification process which involves ensuring the public has an opportunity to comment on the proposed changes. For formal amendments, the public comment period lasts thirty days. Metro posts the amendment on the MTIP website and collects any and all public comments submitted via email.

Public comment can also occur through the Metro approval committees including the Transportation Policy Alternatives Committee (TPAC), Joint Policy Advisory Committee on Transportation (JPACT), and Metro Council. The public notification and opportunity to comment period for MTIP formal amendments originates from a USDOT requirement stated in 23 CFR 450.316(a) and Section 318(b). USDOT takes the public notification requirement seriously and expects the MPOs to as well.

In addition to the standard public comment opportunities as noted previously, USDOT considers the requirement to also include an overview presentation at the MPO prior to final approval. At Metro, this is achieved at TPAC where a summary and overview of the amendment bundle is presented to committee members. The purpose of the amendment overview presentation provides expanded discussion and comment opportunities from agency staff and community representatives. FHWA considers TPAC opportunity to review and discuss projects in the amendment bundle a key part of the public notification process. From FHWA's perspective, the TPAC discussion provides the required representation of public sentiment, concerns, needed clarification, objections, or support when changes occur to the MTIP. TPAC members should never undervalue their role in submission and approval process for formal MTIP amendments. TPAC's role in the review and discussion is the key piece for the successful completion of the public notification process and the cornerstone for allowing the item to proceed to JPACT via consent.

**What is the requested action?**

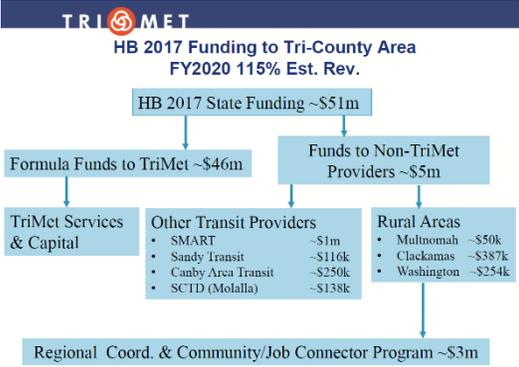
Staff is providing TPAC notification of the February 2019 formal amendment and requesting their approval recommendation to JPACT for resolution 19-4965 and then on to the Metro Council enabling the two identified projects to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT.

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

Proposed February 2019 Formal Amendment Bundle						
Amendment Type: <b>Formal/Full</b>						
Amendment #: <b>FB19-06-FEB</b>						
Total Number of Projects: <b>2</b>						
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes	
19712	70857	TriMet	Community Job Connector Shuttle 2018	<p><del>Implement a new job connector shuttle north and south of Hwy 26 supporting low and middle wage workers transit needs within the North Hillsboro Industrial District</del></p> <p>Replace with --&gt; <b>Improved access to jobs and job-related activities for the low-income workforce and to transport residents of urbanized and non-urbanized areas to suburban employment opportunities.</b></p>	<p><b>COST INCREASE:</b> An additional \$417,088 of federal FTA Section 5307 funds (along with local matching funds) are being added to the project to implement planned services during FFY 2019. The cost increase represents a 33.6% change to the project and is above the FTA threshold for cost changes via administrative modifications. The added federal 5307 is being transferred from TriMet's Preventative Maintenance project in Key 19334. The project's description is updated to be consistent with the standardized description in place for the annual job connector projects</p>	
19334	70737	TriMet	Capital Maintenance For Bus And Rail	Capital Maintenance For Bus And Rail	<p><b>FUNDS TRANSFER:</b> \$417,088 of federal; FTA Section 5307 funds and associated local matching funds are being transferred to Key 19712, TriMet's Community Job Connector Shuttle project to increase its authorized funding level.</p>	

A detailed summary of the two projects being amended is provided in the below tables

<b>Project 1: Community Job Connector Shuttle 2018</b>	
Lead Agency:	<b>TriMet</b>
ODOT Key Number:	<b>19712</b>
	MTIP ID Number: <b>70857</b>
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: To improve access to jobs and job-related activities for the low-income workforce and to transport residents of urbanized and non-urbanized areas to suburban employment opportunities. Implement specialized job commuter shuttle services in areas where regular fixed routes services would not support.</li> <li>Source: TriMet Enhancement Plans</li> <li>Funding: Federal FTA Section 5307</li> <li>Type: Transit -Shuttle</li> <li>Location: Various - region wide</li> <li>Cross Streets: N/A</li> <li>Mile Post Limits: N/A</li> </ul>

	<ul style="list-style-type: none"> <li>• Current Status Code: T22 = Programming actions in progress or programmed in current MTIP</li> <li>• STIP Amendment Number: TBD</li> <li>• MTIP Amendment Number: FB19-06-FEB</li> </ul>
<p>What is changing?</p>	<p><b>AMENDMENT ACTION: COST INCREASE</b></p> <p>The amendment adds \$417,088 of federal FTA Section 5307 funds and required local match in support of TriMet’s Community Jobs Connector program. The additional federal 5307 is being transferred from TriMet’s FY 2018 Preventative Maintenance project in Key 19334.</p> <p>About the Community Jobs Connector projects: There are areas where the businesses and/or homes are so scattered or are located on so much land that there aren’t enough people within walking distance of bus stops to cost-effectively provide traditional fixed route bus service. In some instances there aren’t enough roadway connections to allow people to walk to and from bus stops safely. These areas, unfortunately, are often in industrial and warehousing areas where entry-level and living wage jobs are available, but are too spread out to support fixed-route transit service.</p> <p>TriMet has identified in their area Service Enhancement Plans multiple Community Job Connector services to be implemented over the next several years. The total funding will support operational services during 2019. The additional funding being transferred from Key 19334 to this project will support the following projects:</p> <ul style="list-style-type: none"> <li>• North Hillsboro Community Job Connector</li> <li>• Swan Island Community Job Connector</li> <li>• Grove Link Community Job Connector</li> <li>• Tualatin Community Job Connector</li> </ul>
<p>Additional Details:</p>	<p>Future expansion of the community job connector projects is anticipated to be state funded from HB2017 plus local funds as required.</p>  <pre> graph TD     A[HB 2017 State Funding ~\$51m] --&gt; B[Formula Funds to TriMet ~\$46m]     A --&gt; C[Funds to Non-TriMet Providers ~\$5m]     B --&gt; D[TriMet Services &amp; Capital]     C --&gt; E[Other Transit Providers]     C --&gt; F[Rural Areas]     C --&gt; G[Regional Coord. &amp; Community/Job Connector Program ~\$3m]     E --&gt; E1[SMART ~\$1m]     E --&gt; E2[Sandy Transit ~\$116k]     E --&gt; E3[Canby Area Transit ~\$250k]     E --&gt; E4[SCTD (Molalla) ~\$138k]     F --&gt; F1[Multnomah ~\$50k]     F --&gt; F2[Clackamas ~\$387k]     F --&gt; F3[Washington ~\$254k]     </pre>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO Amendment Matrix, Cost changes for FTA projects that are in excess of 30% require a formal amendment. Adding \$417,088 of 5307 plus match represents a 33.6% cost change to the project and is above the 30% threshold.</p>
<p>Total Programmed Amount:</p>	<p>The total project cost increases from \$1,240,000 to \$2,074,176</p>
<p>Added Notes:</p>	

<b>Project #2: FY18 Bus &amp; Rail Preventive Maint (5307)</b>	
Lead Agency:	TriMet
ODOT Key Number:	19334
	MTIP ID Number: 70737
Project Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• Proposed improvements: Capital Maintenance For Bus And Rail.</li> <li>• Source: Federal formula allocation to TriMet</li> <li>• Funding: Annual federal FTA Section 5307 formula funds</li> <li>• Type: Transit – Maintenance support</li> <li>• Location: Region wide</li> <li>• Cross Streets: N/A</li> <li>• Mile Post Limits: N/A</li> <li>• Current Status Code: T22</li> <li>• STIP Amendment Number: TBD</li> <li>• MTIP Amendment Number: FB19-06-FEB</li> </ul>
What is changing?	<p><b>AMENDMENT ACTION: FUND TRANSFER</b></p> <p>Past TriMet Community Job Connector projects have drawn their 5307 funds from TriMet’s larger annual Preventative Maintenance project. Key 19934 is the FY18 Bus &amp; Rail Preventative Maintenance project. \$417,088 of 5307 and required match being transferred to Key 19712 through this amendment.</p>
Additional Details:	
Why a Formal amendment is required?	Although the net change to Key 19334 is less than 1%, the fund transfer is tied to the funding addition to Key 19712. Since 19712 requires a formal amendment, Key 19334 proceeds with 19712 as part of the formal amendment.
Total Programmed Amount:	The total project programming decreases from \$50,141,149 to \$49,619,788
Added Notes:	

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.

- 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.

ODOT-FTA-FHWA Amendment Matrix	
<b>Type of Change</b>	
<b>FULL AMENDMENTS</b>	
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"> <li>• Change in project termini - greater than .25 mile in any direction</li> <li>• Changes to the approved environmental footprint</li> <li>• Impacts to AQ conformity</li> <li>• Adding capacity per FHWA Standards</li> <li>• Adding or deleting worktype</li> </ul>
3.	Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> <li>• FHWA project cost increase/decrease:                             <ul style="list-style-type: none"> <li>• Projects under \$500K – increase/decrease over 50%</li> <li>• Projects \$500K to \$1M – increase/decrease over 30%</li> <li>• Projects \$1M and over – increase/decrease over 20%</li> </ul> </li> <li>• All FTA project changes – increase/decrease over 30%</li> </ul>
4.	Adding an emergency relief permanent repair project that involves substantial change in function and location.
<b>ADMINISTRATIVE/TECHNICAL ADJUSTMENTS</b>	
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.

**APPROVAL STEPS AND TIMING**

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the February 2019 Formal MTIP amendment will include the following:

- | <u>Action</u>   | <u>Target Date</u>      |
|---|-------------------------|
| • Initiate the required 30-day public notification process..... | January 28, 2019        |
| • <b>TPAC notification and approval recommendation.....</b>     | <b>February 1, 2019</b> |
| • JPACT approval and recommendation to Council.....             | February 21, 2019*      |

- Completion of public notification process..... February 26, 2019
- Metro Council approval..... February 28, 2019

Notes:

\* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package .....	March 4, 2019
• Amendment bundle submission to ODOT for review.....	March 5, 2019
• Submission of the final amendment package to USDOT.....	March 5, 2019
• ODOT clarification and approval.....	Mid-March, 2019
• USDOT clarification and final amendment approval.....	Mid to Late March, 2019**

Notes:

\*\* Assumes the federal government still exists and is operating as of 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 19-4965.**

Attachments: No attachments included with the staff report



# Memo

Date: Friday, January 25, 2019  
To: Transportation Policy Alternatives Committee and Interested Parties  
From: Grace Cho, Senior Transportation Planner  
Subject: 2021-2024 MTIP Policy Direction and Work Program

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## **Purpose**

Provide TPAC an overview on the revisions to the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) policy and request recommendation to JPACT approve and adopt the 2021-2024 MTIP policy direction in March 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 that:

- lists the transportation investment priorities for the upcoming federal fiscal years;
- describes the prioritization process of investments and alignment with regional objectives and compliance with federal laws;
- measures the performance of those investments towards advancing outcomes and goals; and
- monitors the implementation of investments through administrative procedures for implementing the MTIP.

The MTIP can also be considered a process of prioritizing and aligning transportation investments to implement regional goals, objectives, and desired outcomes for the transportation system. As part of the MTIP 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 approval of the MTIP. TPAC is kept informed and requested to take action on 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 Policy – Revisions per TPAC Direction**

At the January 2019 convening of TPAC, members received a presentation and overview of the 2021-2024 MTIP. A healthy discussion was had going over the nuances of the MTIP, such as the differences between the MTIP and the Regional Flexible Fund, and gathering further clarity over the proposed policies for the 2021-2024 MTIP.

A summary of feedback from TPAC and the Metro staff response on the 2021-2024 MTIP policy is outlined in Table 1.

*Table 1. Feedback Received at TPAC and Metro Responses*

<b>TPAC Feedback Received</b>	<b>Metro Staff Response</b>
Break MTIP policy 3 into two separate policies: one for the regional finance approach and one for the regional coordination of funding opportunities	Revised the 2021-2024 MTIP policy to split up policy 3 into policy 3 and 4.
Further clarify that the MTIP policies proposed are a continuation of previously adopted MTIP policies, but with updates and adjustments	Revised introduction of the desired outcome section of the 2021-2024 MTIP policy report to provide clarification.
Further clarify the RTP has been implicit guiding policy direction, but with the 2021-2024 MTIP, the most recently adopted RTP is being identified more explicitly.	Revised policy 1 to make this clarification
Highlight the priority outcomes to emerge out of the 2018 RTP to make further progress in the near-term.	Revised language in policy 1 to highlight the priority outcomes.
Desire to see a more comprehensive understanding of the revenue sources composition contributing to the overall amount of transportation funding available	This request is complex and beyond the scope of the regional finance approach. Chapter 5 and the appendices of the 2018 RTP can provide a breakdown of revenues and composition of forecasted funds.
Desire to see what impacts MTIP amendments have to the overall progress of implementation of the RTP and the direction of the adopted MTIP	This is an item which is being scoped as part of Metro’s obligations and requirements to comply with federal performance-based programming as part of the 2021-2024 MTIP. As further information and a scope of work is developed, this item will return to TPAC.

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

**Discussion Questions**

1. Are there any questions or comments regarding the revised policy direction for the 2021-2024 MTIP?

**Request:** Metro staff requests TPAC to recommend to JPACT approval of the 2021-2024 MTIP policy .

**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*

<b>Activity</b>	<b>Timeframe</b>
<b><i>Policy Direction</i></b>	
TPAC action on the 2021-2024 MTIP policy direction	February 2019
JPACT receives overview presentation	February 2019
JPACT recommendation to Metro Council/Metro Council action	March 2019

<b><i>Funding Allocations</i></b>	
2022-2024 Regional Flexible Fund policy discussion begins	February 2019
2022-2024 STIP Fix-It Leverage funding recommendations	March 2019
Transit agency annual budget process and investment program presentations	April-May 2019
2022-2024 Regional Flexible Fund allocation process	Spring – End 2019
<b><i>Packaging the 2021-2024 MTIP</i></b>	
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"> <li>• System performance evaluation of MTIP investment program and RTP consistency analysis</li> <li>• MAP-21 performance target evaluation</li> <li>• Federal regulatory compliance demonstration</li> <li>• Allocation process discussion</li> </ul>	January – March 2020
Public comment on the public review draft 2021-2024 MTIP <ul style="list-style-type: none"> <li>• Includes formal resource agency and tribal consultation</li> </ul>	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

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2021-	)	RESOLUTION NO. 19-4963
2024 METROPOLITAN TRANSPORTATION	)	
IMPROVEMENT PROGRAM POLICY	)	Introduced by Chief Operating Officer Martha
STATEMENT FOR THE PORTLAND	)	Bennett in concurrence with Council
METROPOLITAN AREA	)	President Lynn Peterson
	)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP), which reports on the performance and programming of all federal surface transportation funds to be spent in the Portland metropolitan region, must be periodically updated in compliance with federal regulations; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per Code of Federal Regulations Title 23 Section 450.306 and 450.326 to develop and implement a long-range metropolitan transportation plan and four-year investment program in a cooperative manner with the regions stakeholders; and

WHEREAS, the Metro Council and JPACT have developed a policy statement defining how the region coordinates and cooperatively develops the 2021-2024 MTIP per federal regulations, which is represented by Exhibit A; and

WHEREAS, the Metro Council and JPACT adopted an updated Regional Transportation Plan in December 2018; and

WHEREAS, the three year process to 2018 RTP engaged stakeholders throughout to the region to develop the goals, objectives, and policies for the long-range transportation plan and the associated transportation investment priorities; and

WHEREAS, the adopted 2018 RTP specified four priorities to focus on in the near-term with the region’s transportation investments; and

WHEREAS, the updated MTIP policy addresses expectations the performance and programming of the Portland metropolitan region’s transportation investments for federal fiscal years 2021 through 2024; and

WHEREAS, the expectations outlined in 2021-2024 MTIP policy are a continuation of existing policies and practices, but with minor updates and adjustments to reflect current adopted policies and funding programs; and

WHEREAS, the 2021-2024 MTIP policy provides clarity as to the role of 2018 RTP and the 2018 RTP policy priorities will set policy foundation for transportation investment in the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) performance-based programming and measuring MTIP progress; and

WHEREAS, input utilized from the extensive engagement as part of the 2018 RTP informed and shaped the 2021-2024 MTIP policy; and

WHEREAS, input has been sought and received from the Transportation Policy Alternatives Committee as well as JPACT on the policy update; now therefore,

BE IT RESOLVED that the Metro Council adopt the 2021-2024 Metropolitan Transportation Improvement Program policy statement.

ADOPTED by the Metro Council this X day of March 2019.

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Lynn Peterson, Council President

Approved as to Form:

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Nathan Sykes, Metro Attorney

## STAFF REPORT

### FOR THE PURPOSE OF ADOPTING THE 2018-2021 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) POLICY STATEMENT FOR THE PORTLAND METROPOLITAN AREA

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Date: March 14, 2019

Prepared by: Grace Cho

## BACKGROUND

The Metropolitan Transportation Improvement Program (MTIP) is a federally-required document which identifies a prioritized list of transportation program and projects covering a four year period that is developed in a cooperative and coordinate manner among the region's stakeholders which is formally adopted by an MPO. The three main components of the MTIP are:

- A list of regionally significant projects within the metropolitan region for the upcoming four fiscal years with numerous project details related to the schedule of project delivery and spending.<sup>1</sup>
- A discussion of the transportation funding allocations processes administered by the state department of transportation (ODOT), transit agencies (SMART and TriMet), and the metropolitan planning organization (Metro). The discussion must entail how the investment decisions made through these allocation processes advance regional goals and comply with federal regulations.
- A description of administrative procedures, protocols, policies and other related expectations for implementing, administering, and managing the MTIP.

In practice, the MTIP that describes how the four agencies in the region which directly receive federal surface transportation funding are prioritizing transportation projects and programs in a manner that is consistent with the regional transportation plan and federal requirements. Additionally, the MTIP demonstrates how the four agencies work together to ensure a coordinated approach to achieve the region's vision and goals for the transportation system. The MTIP in development covers federal fiscal years 2021 through 2024.

This policy report provides the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council's policy direction for developing of the 2021-2024 MTIP. In previous cycles of the MTIP (2018-2021 and 2015-2018), the MTIP policy statement was combined with the policy statement for the allocation of the Regional Flexible Funds. In efforts to provide further clarity and transparency as to the role of the MTIP, the policy statement for the development, coordination, and implementation of the 2021-2024 MTIP is being brought forward separately from the policy statement for the upcoming cycle of the Regional Flexible Fund.

As part of federal requirements, Metro and ODOT update the MTIP every three years to schedule funding for the following four-year period. The process of updating the MTIP policies was initiated by the adoption of the 2018 Regional Transportation Plan (RTP) in December 2018. The 2018 RTP updated a number of the region's policies related to transit, freight, and performance management as well as adopted new regional policies related to transportation safety, equity, and emerging technologies. Additionally, the 2018 RTP outlined four policy priorities in which the region's transportation investments are to make progress in the near term. These are: transportation safety, equity, mitigating climate change, and managing congestion. As part of the adoption of the 2018 RTP, a long-range

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<sup>1</sup> Additionally, the MTIP also includes state and local transportation programming which affects the regional transportation system.

investment strategy was also adopted. The RTP plays a significant role in the defining the outcomes transportation investments in the regional system aim to achieve.

The 2021-2024 MTIP policy statement adjusts and updates, as necessary, the policy and coordination direction for developing and implementing the 2021-2024 MTIP. The policy statements provides clarity on the outcomes the four year investment program are to advance and make progress towards achieving in light of a newly adopted RTP. In addition to making the policy more explicit the RTP serves as policy foundation for the MTIP, the updated policies for the 2021-2024 MTIP development continues existing policies and practices adopted as part of previous MTIPs, such as complying with all necessary a federal requirements and pursuing the regional finance approach. The 2021-2024 MTIP policies are listed below.

- The 2018 Regional Transportation Plan (RTP) is the foundation and guide for transportation projects and programs included in the 2021-2024 MTIP. Transportation projects and programs are expected to align investments to achieve the outcomes of the RTP policy priorities: safety, equity, addressing climate change, and managing congestion.
- Comply with all federal regulations and requirements (programmatically and by project).
- Pursue the region's finance approach.
- Coordinate openly on fund leverage opportunities between regional allocation processes (e.g. Regional Flexible Fund and Fix-It Leverage) and competitive national discretionary grant opportunities (e.g. New Starts, Infrastructure for Rebuilding America).

The 2021-2024 MTIP will include funds already allocated to projects in fiscal years 2021 (currently in the approved 2018-2021 MTIP). The policy direction is intended to guide the allocation of funds to new projects for fiscal years 2022 through 2024 through the funding allocation processes being administered by Metro, ODOT, TriMet, and SMART. In particular, these policies will greatly shape the policy direction for the regional flexible funds available for the 2022-2024 allocation.

Recognizing the 2021-2024 MTIP policy statement continued a number of existing MTIP policies, with minor updates or adjustments as well as the significant public engagement undertaken as part of the recent 2018 RTP, the process for developing the 2021-2024 MTIP policy statement predominately relied on the Transportation Policy Alternatives Committee (TPAC) as the forum to gather feedback. TPAC was provided opportunities in January and February 2019 to comment and help refine the policy document to take forward to JPACT and the Metro Council for discussion and consideration.

Exhibit A is the full 2021-2024 MTIP policy statement.

## ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Updates the 2018-2021 Metropolitan Transportation Improvement Program Policy Statement for the Portland Metropolitan Region, adopted by Metro Council Resolution 16-4702 on June 16, 2016 (FOR THE PURPOSE ADOPTING THE 2018-2021 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM AND 2019-2021 REGIONAL FLEXIBLE FUNDS ALLOCATION POLICY STATEMENT FOR THE PORTLAND METROPOLITAN AREA).
3. **Anticipated Effects:** Adoption of this resolution will provide the policy direction, program objectives and procedures that will be used for developing and administering the 2021-2024 MTIP and the 2022-2024 Regional Flexible Fund Allocation.
4. **Budget Impacts:** There are no impacts for Metro's current budget. This resolution proposes policy for coordination and direction for funding allocation processes.

## RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 19-4963.



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

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## 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.”<sup>1</sup>*

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.

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<sup>1</sup> 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.

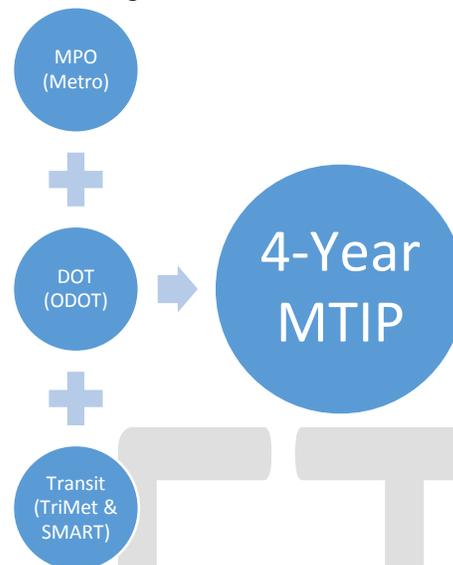


Figure 1. Projects which comprise the four year MTIP.

The following bulleted list describes in more detail the typical content and components of the MTIP.<sup>2</sup> 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.

### Administration and Monitoring

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

- 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.

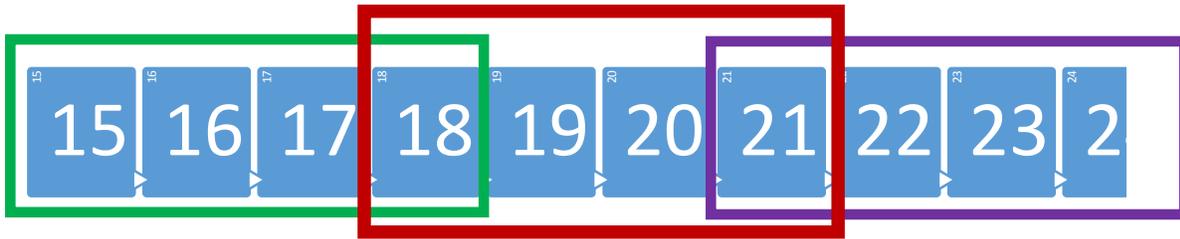


Figure 2. The overlap of fiscal years between an effective MTIP and a MTIP under development. The red box represents the fiscal years encompassing the effective MTIP and the purple box represents the fiscal years for the MTIP in development.

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

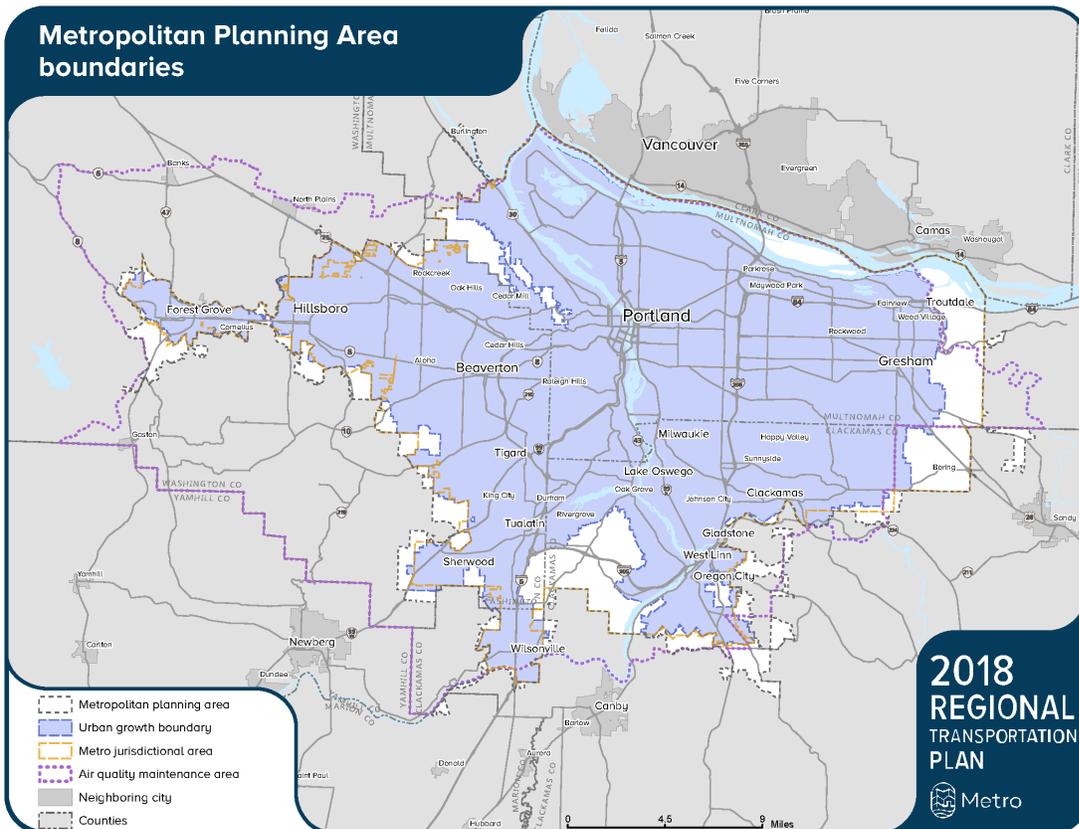


Figure 3. Federal metropolitan planning area for the Portland (OR) metropolitan region.

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.

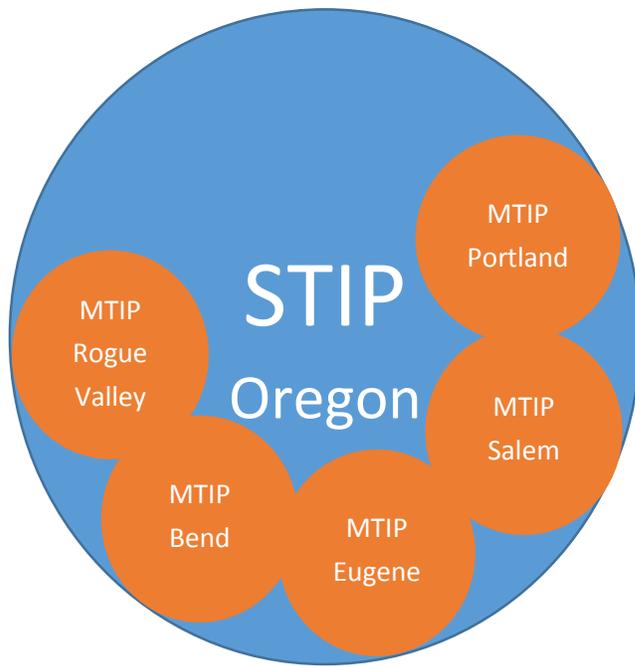


Figure 4. MTIP and STIP relationship

*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 and implementation of the 2021-2024 MTIP. The major policies guiding the direction of the MTIP are:

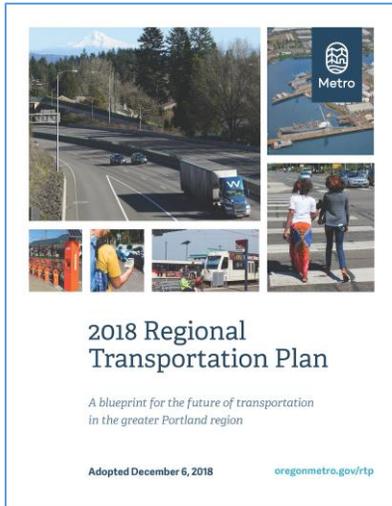
1. Implementing the policy priorities: safety, equity, addressing climate change, and managing congestion through the investments identified in the adopted 2018 Regional Transportation Plan; and
2. Complying with federal regulations pertaining to the development of the transportation improvement program (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. Pursue and implement the regional finance approach; and
4. In looking at opportunities to take advantage of leveraging funding opportunities, do so in an open and coordinated manner.

Several of the policies guiding the development and implementation of the 2021-2024 MTIP are a continuation of previously adopted MTIP policies from earlier cycles. Small refinements and updates have been made to these policies to reflect changes in federal laws, funding programs, as well as the policy direction from the recently adopted 2018 RTP. Additionally, the RTP as the policy foundation for the MTIP has been implied in previous MTIP policies, but not made explicit. Because of the recent adoption of the 2018 RTP and the four priority areas identified for the near-term, the 2021-2024 MTIP policies wants to highlight the role of the RTP. Furthermore, the region has for a number of years practiced coordination on nominating funding priorities for competitive national discretionary grants. By including the practice in the 2021-2024 MTIP policy statement is an effort to formalize this norm.

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, addressing climate change, 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

### 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, addressing climate change, and congestion – and reflects new policies and strategies for safety, freight, transit, equity, climate leadership and emerging technology that guide planning and investment decisions.

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 Approval and Statewide Planning Findings are expected to be addressed and guide the development and implementation 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 intended to provide clarity to regional partners on the federal requirements the 2021-2024 MTIP is obligated to comply with in efforts to inform 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 transportation funds.

## **MTIP Policy 3 – Regional Finance Approach**

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 has been adopted as part of previous MTIP and Regional Flexible Fund policy statements with minor updates. For the 2021-2024 MTIP policy further updates have been made 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), and to include newly established revenue sources. 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 and continues until JPACT takes action to update the regional finance approach.

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"> <li>• State pass through funds</li> <li>• Street utility fees</li> <li>• Local gas tax</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in state gas tax (e.g. House Bill 2017)</li> <li>• Increases in vehicle registration fees</li> <li>• New street utility fees or equivalent</li> <li>• Additional or new local gas tax</li> </ul>
Active Transportation (includes bicycle, pedestrian, and small on-street transit capital improvements like bus shelters)	<ul style="list-style-type: none"> <li>• Regional Flexible Funds</li> <li>• STBG - Transportation Alternatives Set Aside</li> <li>• Connect Oregon</li> <li>• ODOT Region 1 Fix-It Leverage – Active Transportation &amp; Safety</li> <li>• ODOT Safe Routes to Schools Infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• New federal program</li> <li>• State Urban Trail fund</li> <li>• Increases in state gas tax (e.g. House Bill 2017)</li> <li>• New local or regional funds</li> </ul>

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
	<ul style="list-style-type: none"> <li>• ODOT 1% gas tax dedication</li> <li>• Privilege tax on bicycle sales</li> <li>• Local gas or property tax, vehicle registration, or street utility</li> </ul>	
Highway Preservation	<ul style="list-style-type: none"> <li>• Interstate Maintenance</li> <li>• National Highway Preservation Program</li> <li>• State gas tax &amp; weight/mile fees</li> <li>• ODOT Region 1 preservation, maintenance, and operations allocation program (Fix-it)</li> <li>• Other state (e.g. House Bill 2017) earmarks</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in state gas tax</li> <li>• Increases in vehicle registration fees</li> <li>• New street utility fees or equivalent</li> </ul>
Transit Operations	<ul style="list-style-type: none"> <li>• Employer tax</li> <li>• Employee tax</li> <li>• Passenger fares</li> <li>• Section 5307 urbanized area formula</li> <li>• Section 5310 special transportation</li> <li>• ODOT special transportation fund</li> <li>• Advertising revenue</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in employer and employer tax rate</li> <li>• New funding mechanism</li> <li>• Passenger fare increases</li> </ul>

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Arterial Expansion, Improvements, and Reconstruction	<ul style="list-style-type: none"> <li>• Development Fees (e.g. Frontage, Impact Fees, System Development Charges)</li> <li>• Urban Renewal</li> <li>• ODOT Region 1 allocation program – Fix It Leverage – Enhance or Safety</li> <li>• ODOT Region 1 operations allocation program (Fix-it)</li> <li>• Other federal or state (e.g. House Bill 2017) earmarks</li> <li>• Regional Flexible Funds<sup>3</sup></li> <li>• BUILD</li> <li>• National Freight Program</li> </ul>	<ul style="list-style-type: none"> <li>• Development fees rate increases</li> <li>• New local or regional funds</li> <li>• Increase in state gas tax</li> <li>• Increase in vehicle registration fee</li> </ul>
Highway Expansion	<ul style="list-style-type: none"> <li>• ODOT Region 1 competitive allocation – Fix It Leverage – Enhance</li> <li>• ODOT 2021-2024 STIP Strategic Investment Fund</li> <li>• Regional Flexible Funds<sup>4</sup></li> </ul>	<ul style="list-style-type: none"> <li>• More from existing sources</li> <li>• Pricing/tolling</li> <li>• Increase in state gas tax or equivalent (e.g. HB 2017)</li> <li>• New local or regional funds</li> </ul>

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

<sup>4</sup> Limited to project development with large discretionary funding leverage opportunities.

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
	<ul style="list-style-type: none"> <li>• National Highway Preservation Program</li> <li>• National Freight Program</li> <li>• Other federal or state (e.g. House Bill 2017) earmarks</li> <li>• BUILD</li> <li>• Privilege tax on vehicles</li> </ul>	
High Capacity Transit Expansion	<ul style="list-style-type: none"> <li>• Federal Capital Investment Grants (e.g. New Starts/Small Starts)</li> <li>• State lottery</li> <li>• Regional Flexible Funds</li> <li>• TriMet General Fund</li> <li>• Local contributions</li> </ul>	<ul style="list-style-type: none"> <li>• More from existing sources</li> <li>• New local or regional funds</li> </ul>
TSMO/Travel Options	<ul style="list-style-type: none"> <li>• ODOT Region 1 operations allocation program (Fix-it)</li> <li>• ODOT transportation demand management program allocation to regions</li> <li>• Regional Flexible Funds</li> <li>• Regional Safe Routes to School</li> </ul>	<ul style="list-style-type: none"> <li>• Regional vehicle registration fee or equivalent</li> <li>• Cap and Invest Program</li> <li>• New local or regional funds</li> </ul>
Land Use – TOD	<ul style="list-style-type: none"> <li>• Regional Flexible Funds</li> </ul>	<ul style="list-style-type: none"> <li>• New local or regional funds</li> </ul>

**MTIP Policy 4 – Regional Funding Coordination**

**National Discretionary Funding Opportunities - Regional Coordination**

As part of the implementation of the Regional Finance Approach, the region’s partners agree to regional coordination and information sharing 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 Infrastructure for Rebuilding America (INFRA). 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. Information 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;

#### **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 progress updates.

- to identify whether federal funds or a regionally significant project 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 or for a regionally significant project, will not be considered without discussion and if necessary approval undertaken by the MPO (for federal funds or regionally significant projects). 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);<sup>5</sup>
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 modification 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

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<sup>5</sup> 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.

partners and outlines the various coordination protocols for project data exchange, MTIP content, schedule, and timelines.

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.**

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503-797-1700



# Memo

Date: Friday, January 25, 2019  
To: TPAC and interested parties  
From: Dan Kaempff, Principal Transportation Planner  
Subject: 2022-24 Regional Flexible Funds Allocation Policy Development Process

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## Purpose

Provide TPAC with a framework and process for discussion of updates to existing Regional Flexible Funds Allocation (RFFA) policy to guide selection of investments through the 2022-2024 RFFA.

## Background

Following Metro Council direction relative to their intent for the 2022-2024 Regional Flexible Funds Allocation (RFFA), staff is beginning the process for updating RFFA policy to reflect new direction as adopted by JPACT and Metro Council in the 2018 Regional Transportation Plan. Please refer to Attachment A – Memo titled “Response to Council Work Session on 2022-24 Regional Flexible Funds Allocation” for details on Council intent.

TPAC is asked to provide input on specific adjustments to the existing RFFA policy, and to make a recommendation to JPACT on updates to this policy needed to ensure that regional funding investments fulfill RTP goals and objectives.

The existing RFFA policy is available for download at [ftp://ftp.oregonmetro.gov/pub/tran/RTO/2018-21MTIP-RFFAPolicyReport\\_AdoptedbyJPACT.pdf](ftp://ftp.oregonmetro.gov/pub/tran/RTO/2018-21MTIP-RFFAPolicyReport_AdoptedbyJPACT.pdf)

## Specific Policy Sections to be Updated

Within the existing RFFA policy, the specific sections to update include:

**3.0 Regional Transportation System Performance Targets** – The 2018 RTP defines new performance measures, aimed at demonstrating how the region is making progress towards regional priorities relative to Equity, Safety, Congestion, and Climate Change. RFFA policy will be reviewed and updated as needed to align with these new measures, and to ensure RFFA investments will result in outcomes that help attain these goals.

**6.0 Regional Flexible Fund Allocation Objectives** – Ten objectives serve as guiding principles for how the complete package of RFFA investments is to be selected. As part of the policy update, these objectives will be reviewed and updated as necessary to ensure they align with, and guide the process to select projects which best support updated RTP policy direction.

**7.0 Regional Flexible Funds Structure** – Review the existing two-step funding framework and project selection criteria. Update as necessary to ensure that it best reflects updated RTP policy direction, and directs investments towards regional priorities of Equity, Safety, Congestion, and Climate Change. Within the existing funding structure, TPAC may wish to consider and recommend policy options for Step 2 to better address system needs as reflected in these regional priorities.

**8.0 Process** – The process and timeline for project selection will be defined. Additional steps include a risk assessment of all capital project funding proposals. Applicants must demonstrate a sufficient level of project scoping and cost estimation to provide assurance that their proposed project can be completed on time and within budget.

This step is being added in response to improve federal funding obligation performance. A refined public comment process is also being implemented, including a joint public hearing of JPACT and Metro Council.

Additionally, the Metropolitan Transportation Improvement Program (MTIP) policy will be detailed in a separate policy document. Sections of the 2018-2021 MTIP/RFFA Policy Report specific to the MTIP have been moved to a separate MTIP-only policy document and deleted from the 2022-2024 RFFA Policy Report, save for references to the MTIP policy required for clarity of intent and conformity with federal guidance.

**Next Steps**

TPAC will be asked to provide a policy recommendation to JPACT at their March 1 meeting. Following today's discussion, staff will prepare a draft policy recommendation for TPAC review and discussion. If needed, a workshop can be scheduled between the February and March TPAC meetings to allow for further discussion and consideration of options.



# Memo

Date: Friday, January 18, 2019  
To: Metro Council  
CC: Elissa Gertler, Margi Bradway, Ted Leybold  
From: Dan Kaempff, Principal Transportation Planner  
Subject: Response to Council Work Session on 2022-24 Regional Flexible Funds Allocation

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At your January 8, 2019 work session, Metro Council discussed the upcoming Regional Flexible Funds Allocation (RFFA) process. In that discussion, Council outlined four policy principles to guide allocation of regional funds, and directed staff to provide additional detail on those principles. Council also directed staff to prepare potential funding initiatives for their further consideration in the policy development and funding process.

Council agreed on four main principles to be followed in development of their policy direction:

1. **The 2018 Regional Transportation Plan priorities are to serve as the RFFA policy framework.** An extensive public engagement process went into the creation of the RTP, as well as numerous meetings and interactive forums with the region's elected officials, business and community leaders. Metro's public outreach efforts resulted in over 19,000 individual communications during the RTP process. From these discussions, an agreement on the region's priorities relative to the transportation has emerged.
2. **The four primary RTP priorities are to be carried out through RFFA project selection.** The RTP contains a broad vision statement, and subsequent supporting goals and objectives that define a transportation system that aligns with the Council-adopted Six Desired Outcomes. Included in this policy direction are four priorities for transportation that JPACT and Metro Council said were the most critical and should be emphasized through our subsequent funding and policy-making activities.
  - a. **Equity** – reduce disparities and barriers faced by communities of color and other historically marginalized communities
  - b. **Safety** – reduce fatal and severe injury crashes, particularly focusing on the High Crash Corridor network
  - c. **Climate Change** – expand transit and active transportation networks, and leverage emerging technology to meet Climate Smart Strategy goals
  - d. **Congestion Relief** – address congestion and travel demand through low-cost, high value solutions
3. **Maintain the existing two-step framework.** Using the regional dollars strategically has been an underlying goal of previous RFFA processes. Over the past three allocation cycles, the region has allocated funding in two steps. The first step continues our investments in building out the regional high-capacity transit network, and creating a pipeline of sufficiently developed capital projects that are ready for future funding opportunities. Step 1 also supports region-wide investments that make the entire system work more effectively and efficiently, and funds the region's planning efforts.

Step 2 targets project development and construction funding towards capital projects in local jurisdictions that advance RTP policy priorities and that have regional significance.

Council indicated they wished to continue this two-step process, and that the four RTP priorities should be applied to both steps.

- 4. Better align Step 2 project outcomes with four RTP priorities.** Council wished to consider and discuss potential ways that Step 2 could be adjusted in order to ensure alignment with the RTP priorities described above. Step 2 projects must result in outcomes consistent with these priorities. As the RFFA financial forecast is finalized, consideration should be given to how any potential funding increase can be used to better enable the region to accomplish these four policy priorities.

### **Implementation and performance measures**

To respond to and advance policy direction defined in the Six Desired Outcomes and the 2018 RTP, Council indicated their intent for the RFFA policy to advance diversity through contracting opportunities associated with these funds.

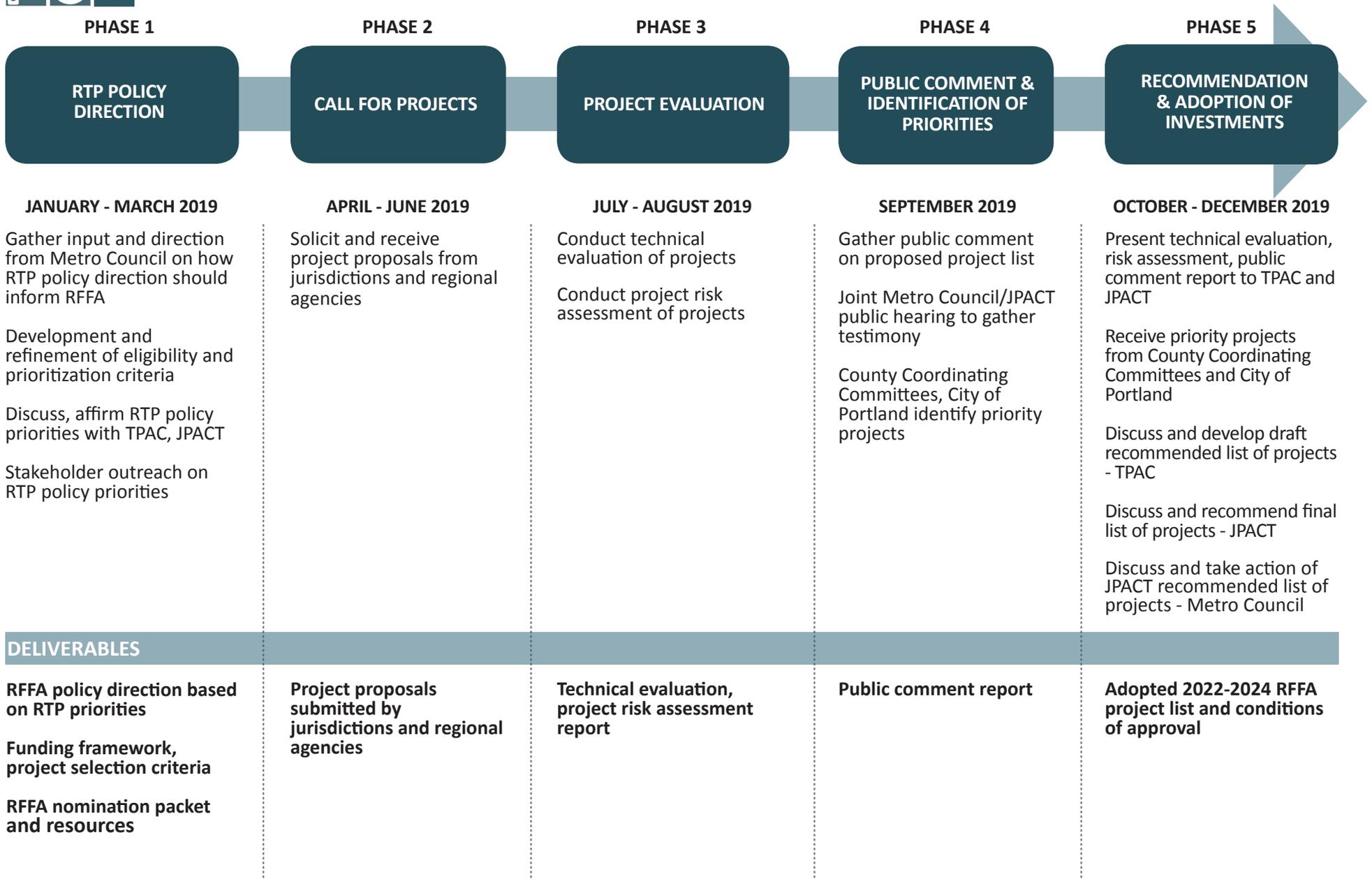
The 2018 RTP adopted new and updated performance measures to enable the region to better understand the extent to which investments in the transportation system will achieve desired outcomes and provide the best return on public investments. Council directed that projects funded through the RFFA should clearly demonstrate alignment and support of these updated RTP performance measures.

### **Next Steps**

This spring, JPACT and Council are scheduled to consider and take action on the adoption of updated RFFA policy direction to direct investments through the 2022-2024 RFFA funding cycle. Council's principles set forth in this memo will be used as the foundation for discussions with stakeholders leading to development of the updated policy. Metro staff will develop updated RFFA policy and project selection criteria in consultation with TPAC. At their March 1, 2019 meeting, TPAC is scheduled to make a policy recommendation to JPACT. JPACT will consider the TPAC recommendation at their March 21 meeting, and Council is scheduled to consider JPACT's action at their March 28 Council meeting.



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



Materials following this page were distributed at the meeting.

## 2019 TPAC Work Program

As of 1/31/2019

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

<p><b>February 1, 2019</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Celebrating Lidwien Rahman Retirement!</li> <li>• UPWP Process Update (John Mermin)</li> <li>• 2021-2024 STIP Fix-It Leverage Recommendations (Jon Makler, ODOT)</li> <li>• Feb. 20 Equity Retreat Announcement (Kloster)</li> <li>• Quarterly MTIP Amendment Summary Report and Semi-annual UPWP Progress Report (Ken Lobeck)</li> <li>• Project Reviews for Obligation Status Updates (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 19-4965</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• <b>Metropolitan Transportation Improvement Program (MTIP) Policy Update</b> <u>Recommendation to JPACT</u> (Cho, 30 min)</li> <li>• Special Transportation Fund Allocation Update <u>Information/Discussion</u> (Jeff Owen, TriMet, and TBD, 20 min)</li> <li>• 2022-24 Regional Flexible Funds Allocation Update <u>Information/Discussion</u> (Kaempff, 30 min)</li> </ul>	<p><b>February 15, 2019</b></p> <p><i>TPAC workshop focusing on Regional Flexible Funds Allocation (RFFA) policy development. <b>TENTATIVE</b>, If needed.</i> <i>10 a.m. – 12 p.m., Council Chamber</i></p> <p><b>February 20, 2019</b></p> <p>TPAC Workshop Lead by Dr. Allison Allen-Hall, Managing Director of LynxSE. This TPAC and related staff workshop will be held in the morning of Wednesday, Feb. 20, 2019. More details to come</p>
<p><b>March 1, 2019</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Regionally Significant UPWP Projects Summary Report (Ken Lobeck)</li> <li>• Special Transportation Fund Allocation Update (Jeff Owen, TriMet/Julie Wilcke, Ride Connection)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 19-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• <b>MTIP/RFFA Policy Framework</b> <u>Recommendation to JPACT</u> (Kaempff, 45 min)</li> <li>• 2021-2024 STIP Fix-It Leverage <u>Information/Discussion</u> (Jon Makler, ODOT, 30 min)</li> <li>• TransPort Bylaws Draft Review <u>Information/Discussion</u> (Freitag/Winter, 30 min)</li> <li>• Unified Planning Work Program (UPWP) <u>Information/Discussion</u> (Mermin; 30 min)</li> <li>• Columbia to Clackamas (C2C) Project Overview <u>Information/Discussion</u> (Gresham/Clackamas County, 30 min)</li> </ul>	<p><b>April 5, 2019</b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Announcement: NTI Course at Metro, “Introduction to Environmental Justice”, May 6/7</li> <li>• Regionally Significant UPWP Projects Summary Report (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 19-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• <b>Unified Planning Work Program (UPWP) Resolution 19-****</b> <u>Recommendation to JPACT</u> (Mermin; 30 min)</li> <li>• <b>TransPort Draft Bylaws Final Review and Adoption</b> (<i>Freitag/Winter; 30 min</i>)</li> <li>• RTP Amendments Process Discussion <u>Information/Discussion</u> (Bradway/Ellis, 45 min)</li> <li>• TriMet Mobility Strategy and MOD/OTP Project Update <u>Information/Discussion</u> (Jeff Owen/Bibiana McHugh, TriMet, 45 min)</li> <li>• Transit Budget Process Update <u>Information/Discussion</u> (TriMet/SMART, 30 min)</li> </ul>

## 2019 TPAC Work Program

**As of 1/31/2019**

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

<p><b><u>May 3, 2019</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>Regionally Significant UPWP Projects Summary Report (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li><b>MTIP Formal Amendment 19-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>Solicitation for Regional Flexible Funds Allocation (RFFA) <u>Information/Discussion</u> (Leybold/Kaempff, 30 min)</li> <li>Regional Mobility Policy Work Plan <u>Information/Discussion</u> (Ellis, 20 min)</li> <li>Southwest Washington Regional Transportation Council – 2018 Regional Transportation Plan Update <u>Information/Discussion</u> (Lynda David, SWRTC, 20 min)</li> <li>Oregon Passenger Rail Draft Environmental Impact Statement (DEIS) Review <u>Information/Discussion</u> (Jennifer Sellers, ODOT, 30 min)</li> </ul>	<p><b><u>June 7, 2019</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>Regionally Significant UPWP Projects Summary Report (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li><b>MTIP Formal Amendment 19-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> </ul>
<p><b><u>July 12, 2019</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>Regionally Significant UPWP Projects Summary Report (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li><b>MTIP Formal Amendment 19-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> </ul>	<p><b><u>August 2, 2019</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>Regionally Significant UPWP Projects Summary Report (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li><b>MTIP Formal Amendment 19-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li><b>Regional Mobility Policy Work Plan 19-****</b> <u>Recommendation to JPACT</u> (Ellis, 30 min)</li> </ul>
<p><b><u>September 6, 2019</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>Regionally Significant UPWP Projects Summary Report (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li><b>MTIP Formal Amendment 19-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li><i>Designing Livable Streets and Trails, Information/Discussion</i> (McTighe, 30 min)</li> </ul>	<p><b><u>October 4, 2019</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>Regionally Significant UPWP Projects Summary Report (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li><b>MTIP Formal Amendment 19-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> </ul>

## 2019 TPAC Work Program

**As of 1/31/2019**

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

<b><u>November 1, 2019</u></b>	<b><u>December 6, 2019</u></b>
<p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Regionally Significant UPWP Projects Summary Report (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 19-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> </ul>	<p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Regionally Significant UPWP Projects Summary Report (Ken Lobeck)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 19-****</b> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> </ul>

### Parking Lot

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Federal Training Group Concept (Lobeck)</li> <li>• Housing Strategy Updates (SW Corridor Updates and overall region wide) (Brian Harper)</li> <li>• 2018 Obligation Results (Ken Lobeck)</li> <li>• TriMet Coordinated Transportation Plan for Seniors &amp; People with Disabilities</li> <li>• RTO Grants</li> <li>• Metro Housing Bond Next Steps</li> <li>• Economic Value Atlas Update Report</li> <li>• Metro Legislative Priorities (Randy Tucker)</li> <li>• Emerging Technology PILOT Grants Updates (Eliot Rose)</li> <li>• 2040 Refresh</li> <li>• Transportation System Plan (TSP) Update</li> <li>• Freight Commodity Study/Planning</li> <li>• TPAC Bylaws Review</li> <li>• TV Highway Corridor Plan</li> <li>• SW Corridor: Marquam Connector Update</li> <li>• TSMO Strategy Update</li> <li>• Central City Transit Capacity Analysis</li> </ul> | <ul style="list-style-type: none"> <li>• Vehicle Electrification Project Options Information/Discussion (Eliot Rose)</li> <li>• Columbia River Crossings (I-5, I-205 and more) Discussions between OR &amp; WA representatives</li> <li>• Value Pricing with Equity Concerns &amp; Outreach Plans Discussion (Judith Gray and Public Outreach Coordinator, ODOT)</li> <li>• 2019-21 RFFA Implementation and Update (Cho/Kaempff)</li> <li>• Equity Strategies to Metro's committees and partners</li> <li>• Jurisdictional Transfer</li> <li>• T2020 Transportation Regional Investment Measure</li> <li>• RTP Implementation Updates</li> <li>• MTIP Administration – Updates to Processes and Protocols</li> <li>• Rose Quarter Project/Burnside Bridge Project Updates</li> </ul> |
|--|--|

For agenda and schedule information, call Marie Miller at 503-797-1766. E-mail: [marie.miller@oregonmetro.gov](mailto:marie.miller@oregonmetro.gov)  
 To check on closure or cancellations during inclement weather please call 503-797-1700.

## **Alison Allen-Hall, PhD (abd)**

**Title:** *Managing Director, LynxSE*

### **Summary of Qualifications & Experience:**

Alison Allen-Hall is a social scientist interested in exploring and realising the potential of the liminal spaces between scholarship and practice. She has several years' experience serving as associate faculty in Social Sciences at various colleges and universities in the United States. Her praxes portfolio includes Interpersonal Neurobiology and Intersectional Equity. She is a development faculty member for the incipient IPNB Certificate programme as well as a contributing faculty member for the VOICES (Visioning Organisations: Inclusive Communities and Equitable Spaces) certificate programme at Portland Community College. In addition to her teaching responsibilities, she is Managing Director of LynxSE, an organisational equity coaching consultancy based in Portland, OR. Using a poly-dimensional approach, she has designed and developed several facilitative interventions and practical application models in service of dismantling systemic social inequities and replacing them with wholly a reimagined and reimaged society that is authentically inclusive and universally hospitable. She has worked with the City of Portland Bureau of Development Services as well as Oregon Metro as an on-call service providing consultant to support their organisational equity and inclusion outcomes. Allen-Hall continues her academic research in constructed identity and social inclusivity.



### **Sample Projects:**

Project Title: Six-weeks Un.filtered<sup>(SM)</sup> Experience

Proposing Firm's PM: Alison Allen-Hall

Location: Hillsboro, OR

Brief Project Description and Proposing Firm's Role: Provide a facilitated discussion on race and racial inequity; include design and application of personal readiness assessments on racial equity. Role: created assessments, designed and developed training; co-facilitated the sessions and designed-provided follow-up evaluation tools.

Contract Start: 09/15 | Contract Complete: 10/15

Project Title: Developing an Equity Lens

Proposing Firm's PM: Alison Allen-Hall

Location: Portland, OR

Brief Project Description and Proposing Firm's Role: Provide series of trainings in preparation for the organisation to develop an equity lens. Role: created assessments, designed and developed training; facilitated the sessions and designed-provided follow-up evaluation tools.

Contract Start: 04/15 | Contract Complete: 07/15

Project Title: "Strengthening our Foundation"

Proposing Firm's PM: Alison Allen-Hall

Location: Portland, OR

Brief Project Description and Proposing Firm's Role: Provide training/facilitation on implicit bias and cultural competency for sworn police officers.

Contract Start: 04/16 | Contract Complete: TBD

### **Estimated FY20-21 STF Formula Funding Available**

<b>Year</b>	<b>STF Funding</b>
FY20	\$4,289,589
FY21	\$4,289,589
<b>Total</b>	<b>\$8,579,178</b>
<b>Total with 40% Reduction</b>	<b>\$5,147,507</b>

### **Estimated FY20-21 Section 5310 Funding Available**

<b>Year</b>	<b>5310 Funding</b>
FY20	\$3,735,416
FY21	\$3,735,416
<b>Total</b>	<b>\$7,470,832</b>

### **Estimated FY19-21 STIF E&D Funding Available**

<b>Year</b>	<b>STIF E&amp;D</b>
FY19 (one-time-only)	\$500,000
FY20 (on-going)	\$1,000,000
FY21 (on-going + 3% inflation)	\$1,030,000
<b>Total</b>	<b>\$2,530,000</b>

# Summary

February 1, 2019

## STF, 5310, & STIF E&D Requests in alphabetical order

Tab #	Applicant	Project Title	Requests				Previous Awards		
			Amount	STF	5310	STIF	Project Type	FY18-19 Biennium	2016 Discretionary
1	Asian Health and Service Center	Asian Communities Transportation Project	\$50,718		5310		Operating		\$59,823
1	Asian Health and Service Center	Asian Communities Transportation Project - New Service	\$55,725			STIF	Operating		
2	Canby Area Transit	Demand Response 2 Vehicle Replacements	\$260,217		5310		Capital	\$14,378	\$236,887
2	Canby Area Transit	Demand Response Operations	\$240,000	STF			Operating	\$240,000	
2	Canby Area Transit	Demand Response Operations	\$162,000		5310		Operating		\$173,874
3	Clackamas County Social Services	Mt Hood Express Service Continuation	\$21,500	STF			Operating	\$21,218	\$82,580
3	Clackamas County Social Services	Mt. Hood Express Preventative Maintenance	\$116,649		5310		Capital	\$63,771	
3	Clackamas County Social Services	Mt. Hood Express Service Continuation	\$35,735		5310		Operating		\$82,580
4	Clackamas County Social Services	Boring Lifeline Transportation Service- Purchased	\$60,000		5310		Operating	\$60,000	
4	Clackamas County Social Services	STF Waivered Non-Medical Transportation Match	\$31,000	STF			Operating	\$65,539	
4	Clackamas County Social Services	TRP Dedicated Dialysis / In District	\$143,177			STIF	Operating		\$124,126
4	Clackamas County Social Services	TRP Dedicated Dialysis Out of District	\$34,000	STF			Operating		\$69,427
4	Clackamas County Social Services	TRP Dedicated Non-emergency Medical	\$146,564			STIF	Operating		\$176,679
4	Clackamas County Social Services	TRP Replacement Vehicle	\$63,130		5310		Capital		
5	Clackamas County Social Services	Base Out of District Services	\$329,941	STF			Operating	\$320,331	
5	Clackamas County Social Services	Senior Center Specialized Services	\$318,348	STF			Operating	\$309,076	
5	Clackamas County Social Services	TRP Paid Driver Service	\$222,284	STF			Operating	\$215,810	
5	Clackamas County Social Services	TRP School/Work Access	\$63,595	STF			Operating	\$61,075	
5	Clackamas County Social Services	TRP Vol. Mileage Support	\$62,907	STF			Operating	\$61,075	
6	David's Harp	Community Integration Program	\$30,096	STF			Operating	\$4,917	
7	Exceed	Transportation	\$34,140			STIF	Operating		
7	Exceed	Transportation - New Service	\$146,806		5310		Operating		\$74,403
8	Impact NW	Transportation Services for Seniors and Adults with Dis	\$171,332	STF			Operating	\$161,582	
8	Impact NW	Transportation Services for Seniors and Adults with Dis	\$229,001		5310		Operating	\$237,129	
8	Impact NW	Transportation Services for Seniors and Adults with Dis	\$167,616			STIF	Operating		
9	Metropolitan Family Services	Project Linkage - North Portland Service Restoration -	\$247,061	STF			Operating	\$239,866	
9	Metropolitan Family Services	Project Linkage - North Portland Service Restoration -	\$346,853		5310		Operating	\$119,054	\$217,154
9	Metropolitan Family Services	Project Linkage - North Portland Service Restoration -	\$124,640			STIF	Operating		
16	Multnomah County	Medicaid Community Transportation Services	\$1,000,123	STF			Operating	\$1,000,123	
10	Neighborhood House, Inc.	Senior and Disabled Transportation Program	\$134,326	STF			Operating	\$136,341	

11	Ride Connection	Central Beaverton Capacity Maintenance	\$556,781			STIF	Operating		
11	Ride Connection	Mid Multnomah County Capacity Expansion (Parity)	\$200,558			STIF	Operating		
11	Ride Connection	Mid Multnomah County Capacity Maintenance	\$620,588			STIF	Operating		\$234,723
11	Ride Connection	Regional Volunteer Program Capacity and Enhancement	\$106,885			STIF	Operating		
11	Ride Connection	Regional Volunteer Program Capacity and Enhancement	\$75,000			STIF	Capital		
11	Ride Connection	Ride Connection 5310 Direct Service	\$527,963		5310		Operating	\$368,522	
11	Ride Connection	Ride Connection Direct Service	\$1,069,749	STF			Operating	\$1,512,693	
11	Ride Connection	Ride Connection Mobility Management	\$2,344,370		5310		Operating	\$1,180,503	
11	Ride Connection	Ride Connection Network Coordination	\$2,836,178	STF			Operating	\$2,330,211	
11	Ride Connection	Ride Connection Network Preventative Maintenance	\$604,323		5310		Capital	\$557,668	
11	Ride Connection	Ride Connection Network Replacement Vehicles	\$863,202		5310		Capital	\$394,812	\$127,000
11	Ride Connection	Ride Connection Network Support/ED Planner	\$310,811		5310		Operating	\$169,599	
11	Ride Connection	Ride Connection Technology Capital and Infrastructure	\$956,294		5310		Operating	\$521,936	
11	Ride Connection	Ride Connection Technology Capital and Infrastructure	\$74,037		5310		Capital	\$63,910	
11	Ride Connection	Tri-County Equity Fund (Previously NW Pilot Project)	\$123,648	STF			Operating	\$123,648	
11	Ride Connection	Washington County Capacity Expansion - New Service	\$204,468			STIF	Operating		
11	Ride Connection	Washington County Capacity Expansion - New Service	\$45,320			STIF	Capital		
11	Ride Connection	Washington County Title XIX Match	\$450,000	STF			Operating	\$310,859	
12	Sandy	Elderly and Disabled (ED) door-to-door service	\$103,000		5310		Operating	\$100,000	
12	Sandy	Preventative Maintenance	\$138,020		5310		Operating	\$134,000	
12	Sandy	Purchased Service Deviated Route	\$61,800		5310		Operating	\$60,000	
12	Sandy	Sandy Transit Area Rides (STAR) Dial-a-ride	\$257,435	STF			Operating	\$249,937	
12	Sandy	Vehicle Replacement	\$100,000		5310		Capital	\$101,000	
13	SCTD	Molalla City Bus (intra-city service) Deviated Fixed-Route	\$255,958	STF			Operating	\$248,503	
13	SCTD	Purchased Service	\$82,400		5310		Operating	\$40,279	
13	SCTD	Vehicle Preventive Maintenance	\$28,559		5310		Capital	\$27,727	
14	SMART	Medical Transportation for Elderly and Disabled Wilson	\$202,144	STF			Operating	\$196,259	
15	TriMet LIFT	LIFT Technology Upgrade	\$319,291	STF	5310		Capital		
15	TriMet LIFT	Operations	\$1,794,600		5310		Operating	\$1,472,124	
15	TriMet LIFT	Operations	\$205,400	STF			Operating	\$492,515	
15	TriMet LIFT	Vehicle Replacement	\$255,491	STF			Capital	\$139,788	\$61,436
15	TriMet LIFT	Vehicle Replacement	\$2,232,253		5310		Capital	\$1,361,126	
<b>Total Requests</b>			<b>\$23,056,010</b>						



Metro

## Agenda Item 5:

# February 2019 Formal MTIP Amendment & Approval Request of Resolution 19-4965

### Agenda Support Materials:

- Draft Resolution 19-4965
- Exhibit A (funding tables) to Resolution 19-4965
- Staff Report

February 1, 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 19-4965  
FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING TWO PROJECTS IMPACTING TRIMET (FB19-06-FEB)
- Formal Amendment #: FB19-06-FEB
- Authorize a formal amendment to the 2018 MTIP
- Consisting of **2** projects
- Impacting TriMet

# Formal/Full MTIP Amendments

## Exhibit A and Notification Tables Formatting Change

Metro		2018-21 Metropolitan Transportation Improvement Program (MTIP)				Formal Amendment Cost Increase 2nd Amendment to Project		
Exhibit A to Resolution 19-4965		PROJECT AMENDMENT DETAIL WORKSHEET						
<b>Lead Agency:</b> TriMet		Project Type:	Transit	ODOT Key:	19712			
<b>Project Name:</b> Community Job Connector Shuttle 2018		ODOT Type:	Transit	MTIP ID:	70857			
<b>Short Description:</b> <del>Implement a new job connector shuttle north and south of Hwy 26 supporting low and middle wage workers transit needs within the North Hillsboro Industrial District</del>		Capacity Enhancing:	No	Status:	T22			
Replace with --> <b>Improved access to jobs and job-related activities for the low-income workforce and to transport residents of urbanized and nonurbanized areas to suburban employment opportunities.</b>		Conformity Exempt:	Yes	RTP ID:	None			
		On State Hwy Sys:	No	RFFA ID:	N/A			
		Mile Post Begin:	N/A	RFFA Cycle:	N/A			
		Mile Post End:	N/A	UPWP:	No			
		Length:	N/A	UPWP Cycle:	N/A			
		1st Year Program'd:	2018	# Past Amendments:	1			
		Years Active:	2					
<b>Detailed Description:</b> None								
<b>STIP Description:</b> Improved access to jobs and job-related activities for the low-income workforce and to transport residents of urbanized and nonurbanized areas to suburban employment opportunities.								
PROJECT FUNDING DETAILS								
Fund Type Code	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
5307	FF90	2019					\$ -620,000	
5307	FF90	2019					\$ 1,037,088	\$ 1,037,088
							\$ -	
							\$ -	
							<b>Federal Total:</b>	\$ 1,037,088
<b>State Funds</b>								
							\$ -	
							\$ -	
							<b>State Total:</b>	\$ -

# Formal/Full MTIP Amendments

## Exhibit A and Notification Tables Formatting Change

Local Funds							
Local	Match	2019				\$ -620,000	
Local	Match	2019				\$ 1,037,088	\$ 1,037,088
						\$	-
						Local Total	\$ 1,037,088
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 1,240,000</del>	<del>\$ 1,240,000</del>
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,074,176	\$ 2,074,176
						Year Of Expenditure (YOE):	\$ 2,074,176
<b>Notes and Changes:</b>							
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.							
<b>Amendment Summary:</b> This amendment increases the authorized federal FTA Section 5307 (and required match) supporting the Community Job Connectors 2018 project in order for TriMet to move forward and complete their grant submission and receive approval from FTA to be in expending the funds. Approved 5307 funds increase from \$620,000 to \$1,037,088. The local match requirement remains at 50% for the project. The added 5307 funds are being transferred from TriMet's Preventative Maintenance project in Key 19334. The cost increase to the project equals 33.6% and exceeds the 30% threshold for FTA projects requiring the formal amendment to occur							
<b>Fund Codes:</b>							
> Section 5307 = Federal Transit Administration (FTA) allocated funding to transit agencies based on a urbanized zone (UZA) formula							
> Local = Local agency funds provided by the agency in support of the required match to the federal or state funds.							
<b>Amendment Review and Development Personnel:</b>							
> ODOT LAL: Not Applicable.							
> Project Manager or Agency Contact: Alison Langton							
> Metro MTIP Programming Manager: Ken Lobeck. ODOT Region 1 STIP Coordinator: Gabriela Garcia							
<div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p><b>Transit Implementation Project Status Codes</b> (for transit projects that follow the regular highway delivery process)</p> <p>Status Codes:</p> <ul style="list-style-type: none"> <li>0 = No activity.</li> <li>T21 = Identified in Transit Plan and approved by Board. Moving forward to program in MTIP</li> <li>T22 = Programming actions in progress or programmed in current MTIP</li> <li>T23 = Flex Transfer in progress</li> <li>T24 = TrAMS grant application submitted.</li> <li>T25 = Flex Transfer to FTA completed - funds considered obligated.</li> <li>T26 = TrAMS grant approved - funds considered obligated now.</li> <li>T27 = Fund expenditures in progress-project implementation in progress.</li> <li>T28 = Project funding expended, no further supporting TrAMS applications to occur</li> <li>T29 = Project close-out (final billings, de-obligations, etc.) in progress.</li> <li>T30 = Project completed, reimbursements closed.</li> </ul> </div>							

# 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

# Formal/Full MTIP Amendments

## TPAC and Public Notification Process

1. 30 Day Notification Period offers public opportunity to comment on specific project amendment
2. TPAC also represents the public interests in reviewing MTIP Amendments:
  - Staff and agency comments, concerns, and observations considered a vital part of the amendment notification process
  - USDOT requires at least one formal presentation of the amendment to the appropriate MPO committee
3. Importance cited in multiple paragraphs in 23 CFR 450.316(a) and Section 318(b)
4. MPO MTIP public notification process is separate from all other agency notification processes and can't be replaced by them under any circumstances

# February Formal MTIP Amendment

## Community Job Connector (CJC) 2018 (Key 19712)

### “Cost Increase”

#### Project #1: TriMet – Community Job Connector Shuttle 2018

Project Description	Project Changes
<p>A. To improve access to jobs and job-related activities for the low-income workforce</p> <p>B. Transport residents of urbanized and non-urbanized areas to suburban employment opportunities.</p> <p>C. Implement specialized job commuter shuttle services in areas where regular fixed routes services would not support.</p> <p>D. FY 2018 annual CJC funded with federal FTA Section 5307 funds</p>	<ol style="list-style-type: none"> <li>1. Adds \$417,088 of FTA 5307 funds and required 50% match (total of \$834,176) to the project to implement CJC services</li> <li>2. Source of federal funds via a fund transfer from TriMet’s FY18 Preventative Maintenance project</li> <li>3. FY 2018 CJC will support: <ul style="list-style-type: none"> <li>• North Hillsboro CJC</li> <li>• Swan Island CJC</li> <li>• Grove Link CJC</li> <li>• Tualatin CJC</li> </ul> </li> </ol>

# February Formal MTIP Amendment

## FY18 Bus & Rail Preventative Maintenance (Key 19334)

### “Fund Transfer”

#### Project #2: TriMet – FY 18 Bus & Rail Preventative Maintenance

Project Description	Project Changes
A. Capital Maintenance For Bus and Rail	1. Transfers \$417,088 of FTA 5307 to Key 19712
B. Annual formula allocation of FTA Section 5307 funds	2. Implement services and support operations among the four identified CJs
C. Funds also support other 5307 eligible projects such as the Community Job Connector shuttle projects	
D. Programmed separately from the Preventative Maintenance project	

5307 Funds: Formula allocation to transit agencies for transit capital and operating assistance in urbanized areas and for transportation-related planning

# MPO Amendment Rules

## From USDOT's Approved Amendment Matrix

ODOT-FTA-FHWA Amendment Matrix
<b>Type of Change</b>
<b>FULL AMENDMENTS</b>
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"> <li>• Change in project termini - greater than .25 mile in any direction</li> <li>• Changes to the approved environmental footprint</li> <li>• Impacts to AQ conformity</li> <li>• Adding capacity per FHWA Standards</li> <li>• Adding or deleting worktype</li> </ul>
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> <li>• FHWA project cost increase/decrease:               <ul style="list-style-type: none"> <li>• Projects under \$500K – increase/decrease over 50%</li> <li>• Projects \$500K to \$1M – increase/decrease over 30%</li> <li>• Projects \$1M and over – increase/decrease over 20%</li> </ul> </li> <li>• All FTA project changes – increase/decrease over 30%</li> </ul>
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.
<b>ADMINISTRATIVE/TECHNICAL ADJUSTMENTS</b>
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:

- February 2019 Formal Amendment: Public Notification period is 1/28/2019 to 2/26/2019
- <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](mailto:pamela.blackhorse@oregonmetro.gov).

February 2019

#### 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](mailto:pamela.blackhorse@oregonmetro.gov)  
248.2 KB Adobe Acrobat PDF | Published Jan 4, 2019

##### 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](mailto:pamela.blackhorse@oregonmetro.gov)  
124.78 KB Adobe Acrobat PDF | Published Jan 28, 2019

# February 2019 MTIP Formal Amendment

## Estimated Approval Timing & Steps

Action	Target Date
30 Day Public Notification Period Begins	January 28, 2019
TPAC Notification and Approval Recommendation	February 1, 2019
JPACT Approval and Recommendation to Council	February 21, 2019
30 Day Public Notification Period Ends	February 26, 2019
Metro Council Approval of Resolution 19-4965	February 28, 2019
Amendment Bundle Submission to ODOT & USDOT	March 5, 2019
ODOT & USDOT Final Approvals	Mid to Late March 2019

# February 2019 Formal MTIP Amendment

## Approval Recommendation to JPACT

1. Provide approval recommendation of Resolution 19-4965 to JPACT which includes 2 projects impacting TriMet
2. Direct staff to make all necessary corrections to:
  - Draft Resolution 19-4965
  - Exhibit A to 19-4965
  - Public Notification Tables
  - Staff Report
  - And website...

# February 2019 Formal MTIP Amendment

## Questions



Metro

# 2021-2024 MTIP Policy

TPAC

February 1, 2019



# Refresher – 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*

# Refresher – MTIP pre and post adoption

## Pre adoption

WE  
ARE  
HERE

- Funding allocation
  - Building project list
- Process meets federal requirements
- Performance analysis

## Post adoption

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

# Refresher - MTIP's purpose

## Implementation

- Aligning investments to get to regional and federal outcomes
- Ensure federal regulations are being met

## Monitoring

- Track progress and fund availability
- Confirm funding eligibility

# Refresher – the 2021-2024 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



DRAFT

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

# Last time at TPAC.....

2018 RTP as guiding direction for investments

Highlight the 2018 RTP priorities

Clarify policies are continuation

Split policy #3 into two separate policies

More information in the regional finance approach

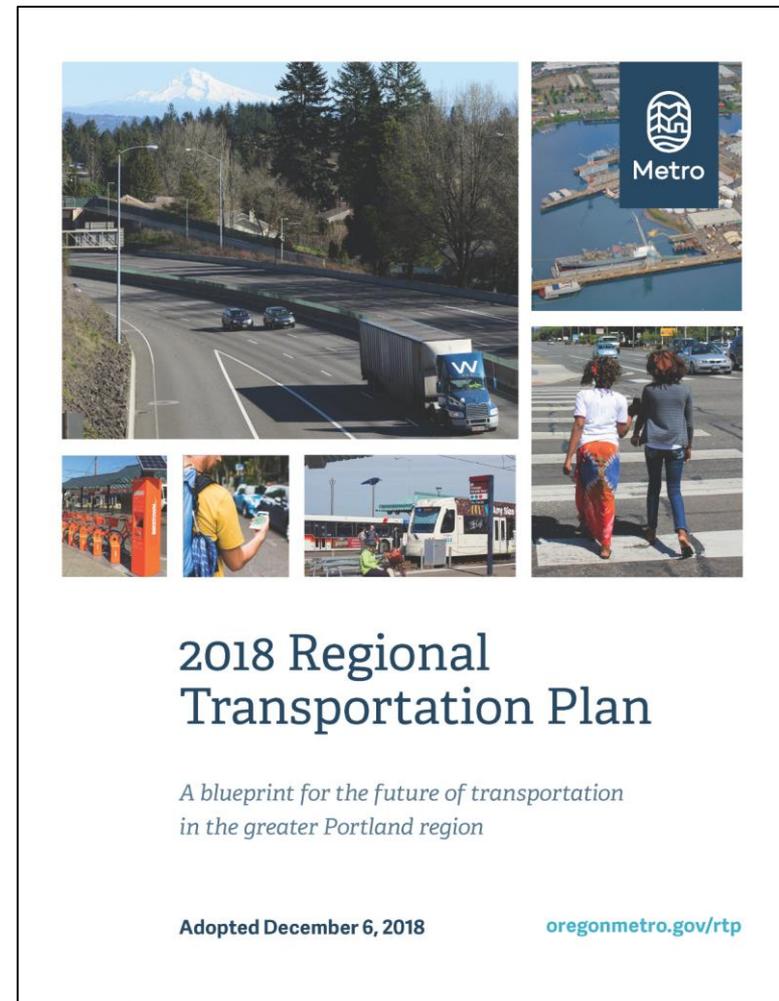
Better understand impacts of amendments to RTP implementation



# MTIP Policy 1

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

- Priorities: safety, equity, address climate change, and managing 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

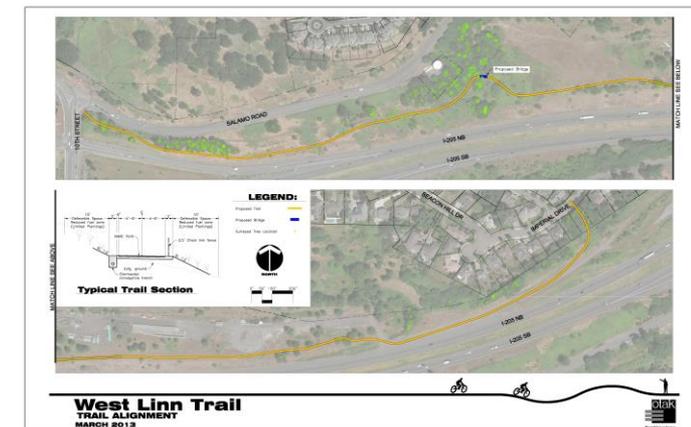
- Pursue the Regional Finance Approach (pg. 10)

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

# MTIP Policy 4

- Coordinate as a region on competitive discretionary funding programs
- Openly coordinate fund leverage opportunities



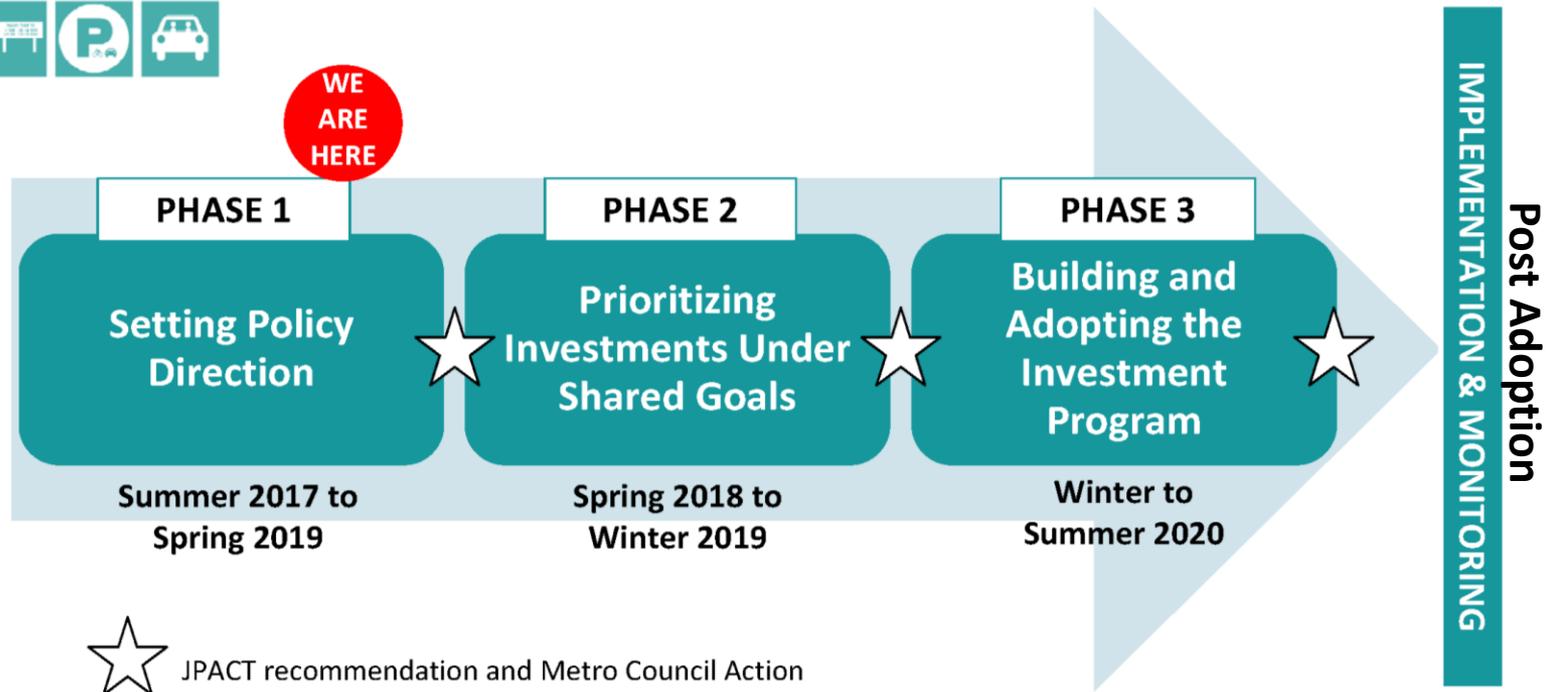
# MTIP Work Plan

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).

# Next Steps

Feb. 2019 – 2021-2024 MTIP policy at JPACT

Feb. 2019 TPAC, Mar. 2019 JPACT and Apr. 2019 Metro Council – 2021-2024 MTIP Policy adoption (end Phase 1)

Through 2019 – Funding allocations (Phase 2)

Winter 2019 – July 2020 – Phase 3 and adoption

# Where to next

Request:

TPAC recommendation to JPACT to approve and submit to Metro Council for adoption the 2021-2024 MTIP policy.



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Metro

# 2022-24 Regional Flexible Funds Allocation

Presentation to TPAC

February 1, 2019

# Primary MPO functions

- **Regional Transportation Plan (RTP)**
- **Metropolitan Transportation Investment Program (MTIP)**
- Annual planning coordination through the **Unified Planning Work Program (UPWP)**
- Investment of transportation funding that Congress sends directly to MPOs – **Regional Flexible Funds Allocation (RFFA)**

# 2018 RTP elements

- Defines a vision, goals and objectives for the Regional Transportation System
- Includes:
  - Policies
  - Funding estimate
  - Projects, programs, plans
  - Performance measures
  - Implementation direction

# Many meaningful opportunities to listen, learn and collaborate



Regional Leadership Forum | 2018



Regional Leadership Forum | 2016

Nearly  
**19,000**  
individual  
touch points  
from 2015-18

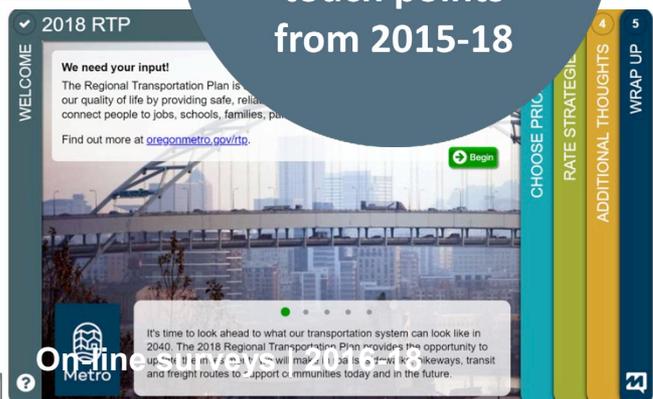


Community Leaders Forum | 2018



Regional Leadership Forum |

Metro Discussion Groups



Online surveys 2015-18



Regional Snapshots | 2016-18



Discussion groups | 2015



JPACT-meetings | 2015-18



Regional Leadership Forum | 2016

# Feedback from public and stakeholders: 4 priorities



**Equity**



**Climate Smart**



**Safety**



**Congestion**

# RTP Priorities

- **Equity** – Reduce disparities and barriers faced by communities of color and other historically marginalized communities
- **Safety** – Make the system safer, focusing on high-injury corridors, eliminating deaths and severe injuries, particularly among historically marginalized communities
- **Climate Smart** – Expand transit network and transit services, complete biking and walking network gaps and emerging technology to meet Climate Smart Strategy goals
- **Congestion** – Manage congestion and travel demand through low-cost, high-value solutions

# RFFA defined

- Surface Transportation Block Grants (STBG) & Congestion Mitigation and Air Quality (CMAQ)
- Relatively small amount, but can be used for broadest range of needs
- Focus on regional priorities
- Leverages additional funding
- Funds elements of the regional system that don't have dedicated funding



# RFFA Objectives

1. Select projects from around the region, but no sub-allocation or commitment to a particular area
2. Honor previous funding commitments made by JPACT and Metro Council
3. Address air quality requirements
4. Achieve multiple transportation policy objectives
5. Allow for PD and match for large-scale projects (>\$10M) that compete well in addressing policy objectives, can leverage other funding
6. Efficiently use federal funds
7. Recognize different development needs (per RTP Table 2.2)
8. Identify project delivery performance issues
9. Ensure agencies have qualifications to lead federally funded projects
10. Identify opportunities for leveraging, coordinating and collaboration

# Regional Finance Approach

Current uses of Regional Flexible Funds:

- Transportation System Management & Operations (TSMO)
- Regional Travel Options/Safe Routes to School (RTO/SRTS)
- Transit-Oriented Development (TOD)
- Corridor and system planning + MPO functions
- Capital projects and project development:
  - To expand transit network
  - To complete the active transportation network
  - Improve freight connections and/or arterial network

# Existing RFFA framework

- **Step 1 – Regional Commitments**
  - Bond payments for transit and proj. dev.
  - Region-wide programs (grants, project funding)
  - Regional planning
- **Step 2 – Capital Projects & Project Development**
  - Applications are submitted by jurisdictions
  - Projects compete based on criteria

# Step 1 – Regional Commitments

- Transit and project development bond payments
- TOD, RTO, TSMO programs
- Corridor and system planning
- MPO functions (in-lieu of dues)

# Step 2 – Capital Projects

For the past three RFFA funding cycles, JPACT and Metro Council have chosen to split Step 2 into two categories:

- Active Transportation (75%)
- Freight and Economic Development (25%)



# Final 2019-21 RFFA investments

## Step 1: Bond Commitments and Region-wide Program Investments

Existing transit bond payments	\$48,000,000
New transit + project development bond commitment	\$15,160,000
Corridor and Systems Planning	\$1,660,000
Regional MPO Planning (In-lieu of dues)	\$3,960,000
Regional Travel Options	\$9,290,000
Transit Oriented Development	\$9,870,000
Transportation System Management and Operations	\$5,240,000
<b>Step 1 Total:</b>	<b>\$93,180,000</b>

## Step 2: Community Investment Fund

Active Transportation/Complete Streets	\$25,810,000
Regional Freight Initiatives	\$7,340,000
<b>Step 2 Total:</b>	<b>\$33,150,000</b>
<b>Total 2019-21 RFFA:</b>	<b>\$126,330,000</b>

# Council direction

- 2018 RTP priorities are RFFA policy framework
- Carry out the four primary priorities through RFFA project selection
- Maintain the two-step funding framework
- Better alignment of Step 2 project criteria with RTP priorities

# Next steps

- TPAC discussion – February 1
- *TPAC workshop – February 15 (if needed)*
- JPACT discussion – February 21
- TPAC policy recommendation to JPACT –  
March 1
- JPACT takes action on policy framework –  
March 21

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